



U.S. Department  
of Transportation

**Federal Railroad  
Administration**

Administrator

1200 New Jersey Avenue, SE  
Washington, DC 20590

**SEP 30 2013**

Mr. Richard F. Timmons  
President and Treasurer  
American Short Line and Regional Railroad Association  
50 F Street NW, Suite 7020  
Washington, DC 20001

Dear Mr. Timmons:

As a result of the July 6, 2013, rail accident in Quebec, Canada, on August 3, 2013, the Federal Railroad Administration (FRA) and the Pipeline and Hazardous Materials Safety Administration jointly issued Safety Advisory 2013-006. The safety advisory was issued in tandem with FRA Emergency Order 28. While Emergency Order 28 became enforceable on September 1, 2013, the safety advisory makes a series of recommendations that the industry is expected to undertake.

In order to ensure complete transparency with the American public, FRA is starting a Web site that will allow the public to know and better understand the proactive steps being taken to ensure their safety, particularly in regards to the safety advisory.

I ask that you summarize the steps that your members have made, including how and when they implemented each of the recommendations contained in the safety advisory. At a minimum, this should include:

- A review of the circumstances of the July 6, 2013, rail accident in Quebec, Canada, with their employees.
- An assessment of crew staffing requirements for over-the-road trains carrying certain hazardous materials and certain quantities of flammable, combustible, or explosive materials. FRA believes that safety is enhanced by the use of multiple-person crews.
- The removal of reverser levers in the cabs of locomotives or the securement of these levers to prevent the unintended movement of any train or locomotive.
- The reevaluation and amendment, as necessary, of operational testing programs to ensure that all employees are in full compliance with railroad operating rules and procedures governing the securement of unattended equipment.
- The performance of a systemwide evaluation of locations where securement and other safety risks to unattended trains exist, and the adoption of procedures to mitigate such risks.

- A review of the emergency directives and orders issued by Transport Canada in wake of the July rail accident in Quebec, and making necessary adjustments to operating rules.
- The reexamination and updating of safety and security plans for transporting hazardous materials in accordance with Federal regulations.

Thank you for providing a written response by October 20, 2013. We will share your response on our Web site so that the American people can see how the industry is safeguarding their welfare and proactively taking steps to ensure that rail operations remain safe.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph C. Szabo". The signature is fluid and cursive, with the first name "Joseph" being particularly prominent.

Joseph C. Szabo  
Administrator