

Mr. Gordon, please find below FRA's response to your September 10, 2019 request for information sent to FRA at [FRA.NTSB.email@dot.gov](mailto:FRA.NTSB.email@dot.gov) requesting information on actions taken by FRA, including any increased or focused inspection activities, in response to the October 4, 2018, accident that occurred in Granite Canyon, WY.

In response to the accident and the facts revealed during the investigation, FRA has taken the following actions designed to raise awareness of the circumstances of the accident and to prevent future similar occurrences.

- FRA engaged with industry, including the Association of American Railroads (AAR), individual railroads and labor representatives, to evaluate the end hose arrangement of freight cars similar to the one involved in the accident and to ensure all stakeholders understand the importance of train crews being aware of how to handle loss of communication issues. As a result of this outreach, cars with similar end hose arrangements were identified and AAR issued an Early Warning (EW-5331) for those cars requiring inspection and repair, as necessary. The EW-5331 also addressed the need for railroads to be vigilant to inspect and identify other cars with improper repairs to the end hose arrangement.
- To inform FRA MP&E inspectors nationwide, FRA conducted a summary of the accident with the entire FRA MP&E inspection team at the Rail Safety Training Conference in March, 2019, focusing on obstructed air hose, possible conditions that may contribute to the obstruction, and how to identify these conditions during routine MP&E inspections. Regional MP&E inspection personnel investigated two additional incidents with similar conditions and identified a similar condition on another car in UP North Platte Yard.
- FRA also worked with UP to evaluate the frequency of EOT communications issues in the accident area. This resulted in the installation of additional repeaters being installed. This evaluation and resulting actions were also communicated to the AAR End of Train (EOT) Committee. FRA is working with CP railroad to develop training for railroad carmen to identify the conditions that led to this accident.
- As part of current rulemaking efforts, FRA has included in the draft NPRM concerns with the safety risks associated with loss of communications events between the controlling locomotive and the EOT device. Accordingly, through the NPRM, FRA will be seeking comments on the frequency and duration of communications losses as well as potential technical solutions. Release of this NPRM is an FRA priority.