



Figure 53. The cumulative IR contours for the Bowden Yard for baseline train configuration C-1. North is up.

The FN curve for the Bowden Yard, which represents the SR as the cumulative frequency versus severity, is provided in Figure 54 for train configuration C-1. The results indicate that the SR for Bowden Yard falls within the “ALARP” region of acceptability according to the fixed facility risk acceptability criteria in NFPA 59A (see Figure 1).