

APPENDIX F

Excerpted below is a portion of a letter addressed to the Honorable Raymond P. Shafer, Governor of the State of Pennsylvania, on July 22, 1970, which excerpt relates to interim recommendations of the National Transportation Safety Board, based on its initial findings in this accident:

"Considering the frequency and severity of the accidents occurring at this location, the Safety Board recommends that until permanent improvements can be made, the State of Pennsylvania take immediate temporary steps in the subject vicinity to:

- H-70-10 1. Reduce the existing speed limit of 60 m.p.h. to a safer speed for adverse weather conditions.
- H-70-11 2. Increase the skid resistance (coefficient of friction of the surface of the road) to prevent additional skidding accidents.
- H-70-12 3. Improve the guardrail to support heavy trucks and/or buses that may impact it and prevent these vehicles from plummeting down the embankment.
- H-70-13 4. Post warning signs well in advance of the accident-prone area advising motorists to reduce the speed of their cars through the dangerous area.

"It is further recommended that the State of Pennsylvania consider the correction of this stretch of roadway as a part of the Bureau of Public Roads' Spot Improvement Program which has been established for the purpose of correcting dangerous high accident frequency locations such as this . . ."

(s) John H. Reed
Chairman

- 3) That the National Highway Safety Bureau continue its consideration of the recommendation concerning school-bus safety made by the Safety Board in its report of the grade-crossing accident at Waterloo, Nebraska, which occurred October 2, 1967. (H-70-16)