

VI. RECOMMENDATIONS

(The number after each recommendation relates to the conclusion that led to it.)

The Safety Board recommends that:

- R-71-2 1. The RF&P Railroad Company take the necessary steps to ensure that employees comply with existing regulations pertaining to the maintenance and operation of equipment. (Conclusion 3.)
- R-71-3 ~~7-3~~ 2. The RF&P Railroad Company require that track inspections be accomplished at least in accordance with the "Recommended Minimum Track Inspection Standards" of the Association of American Railroads until uniform regulations are established by the Federal Railroad Administration. (Conclusion 7.)
- R-71-4 ~~7-4~~ 3. The Federal Railroad Administration with the cooperation of the American Railway Engineering Association and the Association of American Railroads, conduct studies, research, and testing to determine the interactions involved in the lateral movement of track. (Conclusions 8-10 incl.)
- 7-5 ~~7-5~~ R-71-5 4. The RF&P Railroad Company review and update their existing "Rules and Instructions for the Government of Maintenance of Way Employees" consistent with current practices and theories in track maintenance and construction to cover the interim period until uniform regulations are established by the Federal Railroad Administration. Rules should be established and enforced, providing objective measures of track condition and definite criteria for correction. (Conclusions 8-10 incl.)
- 7-5 ~~7-5~~ R-71-6 5. The Federal Railroad Administration institute immediate regulations requiring the equipment of all future, new and rebuilt, passenger cars with secured seats, and luggage retention devices. (Conclusion 13.)
- 7-6 ~~7-6~~ R-71-7 6. The Association of American Railroads and the National Railroad Passenger Corporation initiate programs to insure that railroad passengers are properly informed of emergency procedures and that passenger train crew personnel are versed on procedures for informing, evacuating, assisting, and treating the traveling public. (Conclusion 15.)

In addition, the Safety Board reiterates recommendations from previous accident reports as follows:

Southern Railway Company; Laurel, Mississippi; January 25, 1969

"1. . . . The Federal Railroad Administration take the necessary steps to impose regulations requiring all mainline trains to be equipped with devices to record the speed of trains."
(Conclusion 5.) R-69-18

Penn Central Company; Glenn Dale, Maryland; June 28, 1969;

"4. . . . The Federal Railroad Administration, in cooperation with the Association of American Railroads and the American Railway Engineering Association, conduct studies, including tests, to determine desirable combinations of track and equipment components required to act as a system to keep derailed cars upon and in line with the track structure." (Conclusions 11, 12.)
R-70-9

"5. . . . The Federal Railroad Administration initiate studies to determine the relationship between rail passenger car design and passenger injury and, where practical, take action for correction in the design of future high-speed and rapid transit passenger cars." Particular emphasis should be given to the size, and method of retention, of passenger car windows as related to this probability of window breakage and its sequel, ejection and severe injury. These studies should include a review of the experience of window size and ejection in large buses and school buses. (Conclusion 13.) R-70-10

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

/s/ JOHN H. REED
Chairman

/s/ OSCAR M. LAUREL
Member

/s/ FRANCIS H. McADAMS
Member

/s/ LOUIS M. THAYER
Member

/s/ ISABEL A. BURGESS
Member

February 3, 1971.