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VII. RECOMMENDATIONS

The Safety Board recommends to the Secretary of Transportation that:

1. Because statutory authority has now been conferred by the Railroad Safety Act, the Federal Railroad Administration should establish as soon as possible, objective and enforceable standards for the inspection of condition of track and maintenance of track, such as gage, surface, alignment, and securement. Such standards should be based upon the effects produced upon trains and should rely upon subjective opinion as little as possible. Such standards should consider the effects of roadbed freezing. *R-71-8*
2. The Federal Railroad Administration revise the specifications for material for the construction of future tank cars to include transition temperatures for steels so that tank cars hauling hazardous materials will be adequate to operate through the full range of ambient temperatures encountered in service. *R-71-9*
3. The Federal Railroad Administration make a study of the steels used to construct existing tank cars to determine the ranges of transition temperatures and the ability of these cars to resist brittle fracture in various temperatures so that the scope of the existing problem can be determined and adequate corrective action taken. *R-71-10*
4. The Federal Railroad Administration in cooperation with the Association of American Railroads make a study of the analyses and tests of the forces produced by the various components of a train while traversing track over the full range of operating conditions which would serve as a basis for the design and maintenance of track according to objectively determined requirements. *R-71-10*
5. The Office of Hazardous Material in cooperation with Civil Defense and State agencies conduct a study of methods that could be employed rapidly to disperse or absorb clouds of toxic vapors. The study should also determine the suitable and practical means of protecting the public which may be exposed to the hazard on an emergency basis. Arrangements should be formulated for the dissemination of this information. *R-71-12*
6. The Safety Board reiterates the recommendation made in its Glenn Dale, Maryland, report of the derailment of Penn Central train 2nd No. 115, issued July 13, 1970, that the: "Federal Railroad Administration, in cooperation with the Association of American Railroads

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