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VII. RECOMMENDATIONS

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

1. The Safety Board recommends that the Penn Central Company require that main track with continuous welded rail be maintained to the literal standards of its Manual of Standard Practice for Construction and Maintenance of Track, M. W. I. (Conclusions 3, 4, 6.)

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2. The Safety Board recommends that the American Railway Engineering Association and the Association of American Railroads undertake studies to determine more accurately the stresses developed in welded rail track in extremes of temperature and the role of these stresses in hazardous track movements. (Conclusions 2, 3, 4, 5, 6.)

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3. The Safety Board recommends that the Penn Central Company more closely monitor operations by nonrailroad personnel which might adversely affect the track or train operation. (Conclusion 6.)

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4. The Safety Board recommends that 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, 14, 15.)

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5. The Safety Board recommends that 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. (Conclusion 18.)

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6. The Safety Board recommends that the Federal Railroad Administration initiate a review of railroad accidents involving failure of welded rail to determine whether failure of partially fused welds has been a factor in other accidents in the past. (Conclusions 8, 9, 10.)

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~~(212)~~ 7. The Safety Board recommends to the Federal Railroad Administration and the American Railway Engineering Association that research be undertaken to determine ways of effectively testing or otherwise detecting incomplete and defective welds of the types encountered in pressure butt welding and other newer methods of welding rails. (Conclusions 8, 9.)

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~~(213)~~ 8. The Safety Board recommends that the Association of American Railroads consider making rules requiring the use of emergency labels and contrasting colors for the painting of emergency tools, their containers, and the walls of the car so that the tools can be easily identified and their purpose understood. (Conclusion 22.)

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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
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Member

June 10, 1970