

VII. RECOMMENDATIONS

1. The Safety Board recommends that the Penn Central Company review its operating rules and its interpretation of such rules, as they applied to this accident, to assure that operations of this type are adequately protected. It is further recommended that the Penn Central Company take the necessary action to insure that its employees comply with the company's operating rules.

R-70-19

2. The Safety Board recommends that the Federal Railroad Administration, if it receives additional statutory authority under legislation now in progress, study the feasibility of requiring a form of automatic train control at points where passenger trains are required to meet other trains.

R-70-20

R-70-20

3. The Safety Board recommends that The Association of American Railroads and the American Short Line Railroad Association advise their member railroads of the dangers arising from the practice of employees' placing other than accepted interpretations on rules and long-standing practices, and of the need for rules prohibiting such practices.

R-70-21

R-70-21

4. The Safety Board reiterates the recommendation made in its report covering the derailment of Penn Central train second 115 at Glenn Dale, Maryland, on June 28, 1969, ". . . 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." These studies should include some form of occupant restraining device.

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R-70-22

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

October 14, 1970