

## SURFACE TRANSPORTATION SAFETY RECOMMENDATIONS

During 1967, the Board issued a total of 31 recommendations to the Congress, the Federal Highway Administration, the Federal Railroad Administration, the Coast Guard, State authorities, and to private carriers. A breakdown according to mode of surface transportation follows:

*Marine accidents*

In the Board's report on the *Daniel J. Morrell* casualty in Lake Huron, it was recommended to the Coast Guard that vessels built prior to 1948 and over 400 feet in length be strengthened. Alternatively, operations of these vessels should be curtailed during adverse weather and sea conditions.

It was also recommended that a progressive structural renewal be implemented on an individual ship basis after completion of a special inspection program then in progress.

*Railroad accidents*

The Safety Board, in its report on the New York Central collision of May 22, 1967, recommended to the railroad industry that it undertake a reappraisal, a self-assessment, and corrective action to remedy inadequacies in company operating rules and procedures, personnel training, organization, use of modern technology, and application of modern techniques.

The Board, in addition to the above, recommended to the Federal Railroad Administration and the Congress that the conditions found to occur in the New York Central accident should be considered in connection with their review of railroad safety legislation now pending in the Congress.

*Railroad-highway accidents*

The Board, in its review of the grade-crossing accident which occurred in Sacramento, Calif., recommended to the Department of Transportation and to the industry that they include in their current and future study of grade-crossing accidents, the problem presented by "booby-trap" crossings.

The Board recommended that agencies for law enforcement consider adequate enforcement at grade crossings to be as important as enforcement at signals governing highway intersections.

The Board recommended that the Federal Highway Administration study the problem of questionable audibility of external sound signals now utilized for warning drivers of motor vehicles at grade crossings.

The Board recommended that the Department of Transportation prepare broadly acceptable grade crossing hazard ratings or other objective criteria of grade crossing protection needs so as to formalize comparisons of the grade crossing values on a broader basis than local judgments and surveys.

The Board recommended that the Congress and the Department of Transportation review the application of Federal funds for grade-crossing safety protection by the States, and consider whether legislation should be sought to extend the use of Federal funds beyond the Federal highway system.

The Board recommended that the Secretary of Transportation seek legislation to authorize the Federal Railroad Administrator to prescribe regulations requiring:

- (a) Emergency means of escape from railroad passenger cars.
- (b) Emergency lighting for railroad passenger cars.

The Board recommended that the Federal Railroad Administrator initiate studies and action that will insure that, in emergency, passengers can reliably escape from regular exits of passenger-carrying railroad cars.

The Board recommended that the Department of Transportation include in its grade-crossing protection study and action program the problem of motor vehicles stalling on railroad tracks and methods of warning approaching trains to prevent a collision.

It was recommended to the Federal Highway Administration that it consider the existing regulations to require an emergency means within motortruck cabs for the release of braking systems activated by the loss of air pressure; require motor vehicles of unusual size and those carrying hazardous cargo to use grade crossings offering a minimum risk; to require that emergency flares be carried on all motor trucks for use in providing visual warnings in emergencies and require drivers of such trucks to demonstrate knowledge of and use of such signals.