

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

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R-409B

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Forwarded to:

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SAFETY RECOMMENDATION(S)

R-82-25

Mr. David A. Wagner
Administrator
State of Maryland Department of Transportation
Mass Transit Administration
109 East Redwood Street
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On April 10, 1977, the National Transportation Safety Board issued two recommendations designed to improve safety for passengers moving between cars on rail rapid transit systems. On September 14, 1977, Federal Railroad Administration personnel, the American Public Transit Association, and various rail rapid transit representatives met to discuss ways to reduce the likelihood of injuries to passengers moving between rail rapid transit cars.

The National Transportation Safety Board has just completed a special investigation regarding accidents involving passengers between coupled cars on the New York City Transit Authority (NYCTA). ^{1/} The special investigation examined as a group the fatal accidents that previously had been investigated individually by the Board. Since our previous recommendations and during the 5-year period of the study, a total of 48 passenger fatalities were reported by rail rapid transit systems; 25 (about 52 percent) were between-car passenger fatalities. During 1981, 9 of the 11 passenger fatalities were between-car passenger fatalities. Eight of these occurred on the NYCTA system.

The Board believes that the Miami Metropolitan Dade County Transit Agency and the Mass Transit Administration of Maryland should undertake a review of problems associated with existing transit systems' end door designs and operating policies for between-car passenger safety before the systems begin operating.

Therefore, the National Transportation Safety Board recommends that the Metropolitan Dade County Transit Agency and the Mass Transit Administration of Maryland:

^{1/} For more detailed information, read Special Investigation Report: "Accidents Involving Passengers Between Coupled Cars on the New York City Transit Authority," (NTSB-SIR-82-1).

Review the compatibility of the design of its car end doors with its proposed operating policies regarding passenger use of those doors, and make modifications deemed necessary to reduce the potential for between-car fatalities and injuries. (Class II, Priority Action) (R-82-25)

BURNETT, Chairman, GOLDMAN, Vice Chairman, and McADAMS and BURSLEY, Members, concurred in this recommendation.


By: Jim Burnett
Chairman