



THE CHAIRMAN'S CORNER

Friday, January 21, 2005

MESSAGE FROM THE CHAIRMAN

This week, the NTSB moved forward on three significant accident investigations.

The release of the accident report on the CSX Freight Train Derailment and Subsequent Fire in the Howard Street Tunnel in Baltimore, Maryland is the result of significant work by our investigators. They conducted this safety investigation in the aftermath of a hostile environment of hazardous materials, bent and broken metal, fire, toxic fumes and flooding from a broken water main.

Similar conditions were encountered during the investigation into the derailment of Canadian National Railway freight train and subsequent release of hazardous materials near Tamaroa, Illinois. The public is invited to attend the Board Meeting on this accident

next Tuesday, or watch it via live webcast on the NTSB website.

The docket on the Staten Island Ferry Andrew J. Barberi allision with a maintenance pier was also released this week. This accident killed 10 passengers and injured 30 more.

Our transportation system, whether it is moving bulk freight, hazardous materials or passengers, is vital to our nation's economic health. Our investigators are out there every day to make sure that the investigations we conduct and the reports and safety recommendations we issue are the best we can possibly produce. Special thanks to the parties and the investigators of these accidents.

Ellen Engleman Conners

NTSB Releases Factual Reports on Staten Island Ferry Accident

On January 18th, the National Transportation Safety Board opened a public docket and released a series of factual reports as part of its continuing investigation into an accident involving a Staten Island ferry in New



The ferry *Andrew J. Barberi* after striking a New York pier.

York City. The ferry *Andrew J. Barberi* was on a scheduled run from the Whitehall Terminal in lower Manhattan when it struck a pier at St. George Terminal, Staten Island on October 15, 2003. Ten passengers were killed and over 30 were injured as a result of the accident. The 310-foot ferry was substantially damaged.

The information that was released is factual in nature and does not provide any analysis. It includes investigative group factual reports, photos, interview transcripts, and other documents from the investigation. Additional material will be added to the docket as it becomes available. Analysis of the accident, along with conclusions and a determination of probable cause, will come at a later date when the final report on the investigation is completed.

NTSB ALL HANDS MESSAGES



NTSB Academy Hosts Positive Train Control Symposium

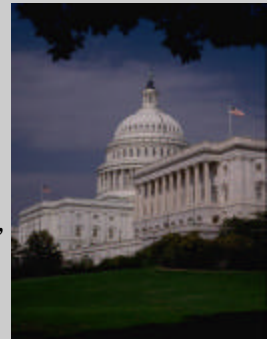
The NTSB Academy is hosting a Positive Train Control (PTC) symposium on March 2-3 at its Ashburn, VA facility. The symposium will focus on providing participants with the most current information regarding the development of PTC systems, including safety, efficiency and operational issues.

Registration information can be found on the NTSB website at: http://www.ntsbt.gov/Academy/CourseInfo/RPH701_200503.htm.

On the Hill...

The NTSB's Office of Government and Industry Affairs (GIA) sent the final report on the Robert Y. Love allision with I-40 highway bridge near Webbers Falls, OK to Members of Congress.

GIA is also preparing a briefing on the NTSB's 2006 Budget request with the House Transportation and Infrastructure Committee, which is scheduled for February 9th.



Board to Meet on Illinois Rail Accident

The National Transportation Safety Board will hold a public Board meeting on Tuesday, January 25 in its Washington, DC headquarters. The topic of the meeting will be the derailment of Canadian National Railroad freight train and subsequent release of hazardous materials near Tamaroa, Illinois on February 9, 2003.

The freight train was traveling northbound between Memphis and Chicago at about 40 mph, when it derailed 22 of its 108 cars. A fire ensued and there was a release of hazardous materials, including vinyl chloride, methanol, phosphoric acid and hydrochloric acid from several tank cars. About 850 residents within a 3-mile radius of the derailment were evacuated, including the entire village of Tamaroa. There were no fatalities or injuries. Damages to track, equipment and clean-up costs associated with the accident totaled about \$1.9 million.



The public may also view the Board meeting via a live or archived webcast by accessing a link under "News & Events" on the NTSB home page at www.ntsbt.gov.

Baltimore Tunnel Accident Report Released

The final report on a train accident in Baltimore, Maryland was released recently on the NTSB's website. The July 2001 accident occurred when a CSX freight train derailed 11 of its 60 cars while passing through the Howard Street Tunnel. A tank car containing tripropylene, a flammable liquid, was punctured, causing a fire that spread to the contents of several adjacent cars. Heat, smoke, and fumes restricted access to the tunnel for several days. Five emergency responders sustained minor injuries while involved with the on-site emergency.

The NTSB made two recommendations to CSX Transportation, and two to the city of Baltimore, Maryland. The entire report can be seen on the NTSB website at: <http://www.ntsbt.gov/publictn/2004/RAB0408.htm>.



A boxcar pulled from a Baltimore railroad tunnel shows signs of scorching.