

There are no Federal regulations applicable to door-operating safety characteristics.

12. The train would not have started and the victim would not have been hurt if he had not attempted to extricate himself after the doors closed on him.
13. The victim probably would not have lost his life if a passenger had reacted immediately by operating the emergency brake.
14. The likelihood that the emergency brake would have been used in a timely manner by a passenger would have been greater if the passengers had been indoctrinated in the appropriate emergency response.

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PROBABLE CAUSE

The National Transportation Safety Board determines that the probable cause of this accident was the design of the sliding doors which permitted the train to be moved without a positive means for detecting the presence of a person caught between the doors.

Contributing to the cause were: R-75-23424

- a. Absence of procedures that required the conductor to monitor visually all doors.
- b. The lack of knowledge on the part of passengers in regard to the means available to respond to the emergency.

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RECOMMENDATIONS

The National Transportation Safety Board recommends that the Department of Transportation require:

1. The Long Island Rail Road to (Class I Urgent Followup):
 - a. Establish procedures to insure that a train does not move if a person is caught in the doors.

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RAR-75-5

- b. Establish a program to inform passengers on the operation of door mechanisms, the actions to take if caught, and how and when to use the emergency brake.
- c. Modify the passenger door release label "Push Button to Open Door" so that it does not suggest or indicate that the button has an emergency use.
(Recommendation R-75-23)

2. The Federal Railroad Administration to promulgate regulations for rail transit operators which will (Class II Priority Followup):

- a. Prevent or reduce the incidence of and the probability of serious injury to persons entering or leaving rapid transit cars.
- b. Specify the information passengers should be furnished to assure their safety when entering or leaving transit cars.
- c. Require a standard door incident reporting system so that the effectiveness of various door systems and operating practices can be evaluated. (Recommendation R-75-24)

BY THE NATIONAL TRANSPORTATION SAFETY BOARD

/s/ JOHN H. REED
Chairman

/s/ FRANCIS H. McADAMS
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