



Friday, March 30, 2007

NTSB Says Crew's Failure To Comply With Signals Caused Train Collision In Mississippi; Fatigue A Possible Factor

On March 20, 2007, the National Transportation Safety Board determined that the probable cause of a fatal train collision was the failure by the crew to comply with wayside signals requiring them to stop at North Anding. The crew's attention to the signals was most likely reduced by fatigue, the Board said, although other factors cannot be ruled out.

"This was an accident that could have been prevented," said NTSB Chairman Mark V. Rosenker. "We will continue to promote and reiterate the importance of having positive train control on our railroad system."

On July 10, 2005, two CN freight trains collided head on in Anding, Mississippi. The collision occurred on the CN Yazoo subdivision where the trains were being operated under a centralized traffic control (CTC) signal system on a single track. Signal data indicated that the northbound train continued past a stop (red) signal at North Anding and collided with the southbound train about mile beyond the signal. The collision resulted in the derailment of 6 locomotives and 17 cars. About 15,000 gallons of diesel fuel were released from the locomotives and resulted in a fire that burned for about 15 hours. There were two crewmembers on each train and all four were killed.

Safety Board Determines 2006 Massachusetts Ferry Fire Caused By Diesel Fuel Contact With Hot Engine Surface

At the same meeting, the Board determined that the probable cause of the fire on board the small passenger vessel *Massachusetts* was the ignition of diesel fuel by contact with a hot engine surface, which occurred because a fuel line attached to a fuel injector was not properly connected during engine maintenance by a contract mechanic.

Contributing to the extent of the damage was the absence of a fixed fire detection and suppression system, which precluded the crew from receiving timely notification of the fire and which allowed the blaze to spread throughout the engineroom.

On June 12, 2006 the *Massachusetts*, a commuter ferry carrying 65 passengers and four crewmembers, was en-route from Rowe's Wharf in Boston Harbor to Hingham, Massachusetts when a fire broke out in the engineroom. All passengers were safely transferred to the *Laura*, another commuter vessel in the vicinity before a fireboat from the Boston Fire Department's marine unit arrived. There were no serious injuries or fatalities. Damage was estimated at \$800,000.

"The absence of a requirement for a fire detection and suppression system aboard the *Massachusetts* put the vessel, its passengers, and its crew at greater danger," said NTSB Chairman Mark V. Rosenker. "This accident illustrates why the Safety Board has previously made recommendations, following its investigations of other engineroom fires, to the Coast Guard for certain vessels to be fitted with fire detection and suppression systems."

Chairman Mark Rosenker Testifies On Capitol Hill

Chairman Mark V. Rosenker testified on Thursday, March 29, before the House Appropriations Subcommittee on Transportation, HUD and related agencies. Also testifying at the hearing were representatives of the Federal Motor Coach Safety Administration, the National Highway Traffic Safety Administration and the Pipeline and Hazardous Material Safety Administration. The purpose of the hearing was to discuss safety issues and the Safety Board's 2008 appropriations request. Congressman Olver, the chairman of the subcommittee, focused on the Board's Most Wanted List and praised the Board for its work.

Chairman Rosenker Meets With National EMS Pilots Association

Last week, Chairman Mark Rosenker met with Gary Sizemore, President of the National EMS Pilots Association (NEMPSA). The purpose of the meeting was to establish and foster improved communications between NTSB air safety investigators and EMS pilots regarding EMS helicopter and airplane safety issues. Tom Haueter (AS-1) and Jeff Guzzetti (AS-2R) also participated in the meeting. President Sizemore and other NEMPSA representatives also attended the Spring Safety Meeting of the Association of Air Medical Services (AAMS) which was held in Arlington, Virginia, and featured a presentation by Jeff Guzzetti regarding the status of the four recommendations that were adopted as a result of the January 2006 NTSB Special Investigation Report on EMS Operations.



Chairman Rosenker and Gary Sizemore, President of NEMPSA

Japan Marine Accidents Inquiry Agency Visits NTSB



On March 20 and 21, representatives from Japan's Marine Accidents Inquiry Agency (MAIA) visited NTSB to discuss the possibility of cooperation on marine accident investigations. Hideo Osuga, Deputy Commissioner, and Tetsuya Yamamoto, Senior Marine Casualty Investigator, met with Chairman Rosenker and the Office of Marine Safety in order to discuss joint notification procedures and possible cooperation in investigating marine accidents of interest to both countries. Scenarios include a collision at sea between U.S. and Japanese ships, or an accident of one flag's vessel in the other's territorial sea. Unlike aviation accidents, where Japanese procedures are consistent with ICAO procedures, the Japanese system for marine investigations is according to national judicial laws. The representatives of MAIA were very interested in learning how NTSB supported the UK's Marine Accident Investigation Branch during the investigation following the fire aboard the cruise ship *Star Princess* last year. The visit coincided with the Safety Board's Sunshine meeting on the small passenger vessel *Massachusetts* fire, which the Japanese guests found very educational.

Member Higgins Addresses United States Marine Safety Association

Member Kitty Higgins gave the keynote address at the joint annual conference of the United States Marine Safety Association and the Personal Flotation Device Manufacturers Association on Monday morning, March 26, 2007, in Phoenix, Arizona. The 2007 annual meeting, attended by Bill Gossard, provided an update on the latest industry issues, including lifesaving appliances on small passenger vessels, safety equipment on commercial fishing vessels, IMO lifesaving appliance and fire protection issues, and rescue and recovery equipment. Member Higgins' keynote address provided an update on the Safety Board's recreational boating safety recommendations on the Most Wanted List and issues highlighted in the Board's symposium on passenger vessel safety on sole state waters held in October 2006 at the NTSB training center in Ashburn. The groups in Phoenix are very interested in supporting the Safety Board's efforts to address the lack of state laws and regulations that would cover sole state passenger vessels.

Member Higgins provided testimony on March 29, 2007, to the Committee on Tourism, Recreation, and State Properties of the Wisconsin Assembly. She supported proposed Assembly Bill 45 – legislation that would require children 12 years old or younger to wear personal flotation devices while aboard underway vessels smaller than 26 feet. This bill is consistent with other state requirements for PFD use for children and would help provide a uniform national program of boating safety for children.

40th Anniversary Of The NTSB

April 1 marks the beginning of the National Transportation Safety Board's fifth decade of service to the traveling public. The Safety Board's initial staff of 185 was taken from the Civil Aeronautics Board's (CAB) Bureau of Safety, which had existed since 1940, and its Bureau of Hearing Examiners. Investigators had little time to celebrate the new agency because there were three major domestic airplane crashes with a total of 83 fatalities in the United States in the previous month. Some investigators left Washington as CAB employees on March 30 when a DC-8 crashed in New Orleans. When they returned home, they were NTSB employees. Others were assisting with the foreign investigation of a DC-8 crash in Liberia less than a month earlier. And on April 3, an air taxi flight crashed in Lexington, Kentucky, killing 9 people.

Less than three weeks after the first five Board members were sworn in on May 2, 1967, two freight trains collided head on in New York City, killing the six crewmembers. Six major surface accident reports were issued and studies on recreational boating accidents and increased train accident rates were adopted. The Board of Hearing Examiners processed 214 airman appeals in 1967. As the year drew to a close, the NTSB began investigating its first celebrity aviation accident, the death of singer Otis Redding and 6 others in Madison, Wisconsin on December 10.

"The Safety Board is successful only because of the dedicated men and women who work here today and those who worked here in the past. My fellow Board Members and I are proud to be a part of this exceptional team" says Mark Rosenker.

Save The Following Dates

April 26 - recognition event in the NTSB Board room: former NBC correspondent Bob Hager will give the keynote address

April 27 - NTSB night at the Nationals (family and friends are invited) - Chairman Rosenker will throw out the first pitch!

Welcome New Employee

Ashley E. Frost

Confidential Assistant

Office of Member Chealander

