



National Transportation Safety Board

Office of Railroad, Pipeline, and Hazardous Materials
Investigations

Robert J Hall, Director

National Transportation Safety Board

More Than 50 Years of Saving Lives

- 1967 NTSB began operation on April 1
- 1970 First positive train control safety recommendation
- 1974 Independent Safety Board Act
- 1974 Nationwide Operation Lifesaver highway-railroad grade crossing program safety recommendation
- 1990 First NTSB Most Wanted List
- 2008 Rail Safety Improvement Safety Act of 2008
 - Positive train control mandate following Chatsworth, California, accident
- 2008 Rail Passenger Disaster Family Assistance Act
- 2012 Tank car improvements following derailment in Cherry Valley, Illinois on June 19, 2009
- 2013 Lac Mégantic tragedy following derailment of unit crude oil train on July 6th
- 2014 Special investigation report involving organizational factors in accidents
 - Five accidents on one commuter railroad
- 2017 UAS used as accident investigation tool in Graettinger, Iowa, derailment

NTSB Board

- Five Board Members
 - One Chairman and one Vice-Chairman
- Nominated by President and confirmed by the Senate
- 3 Members constitute quorum
- No more than 3 Members of the same political party
- Board Members are not investigators



NTSB Board Members On-Scene

- Provide the media with factual information
- Update victims and families about the facts and progress of the investigation
- Brief government officials about the progress of the investigation



NTSB Investigative Offices

Aviation Safety



Highway Safety

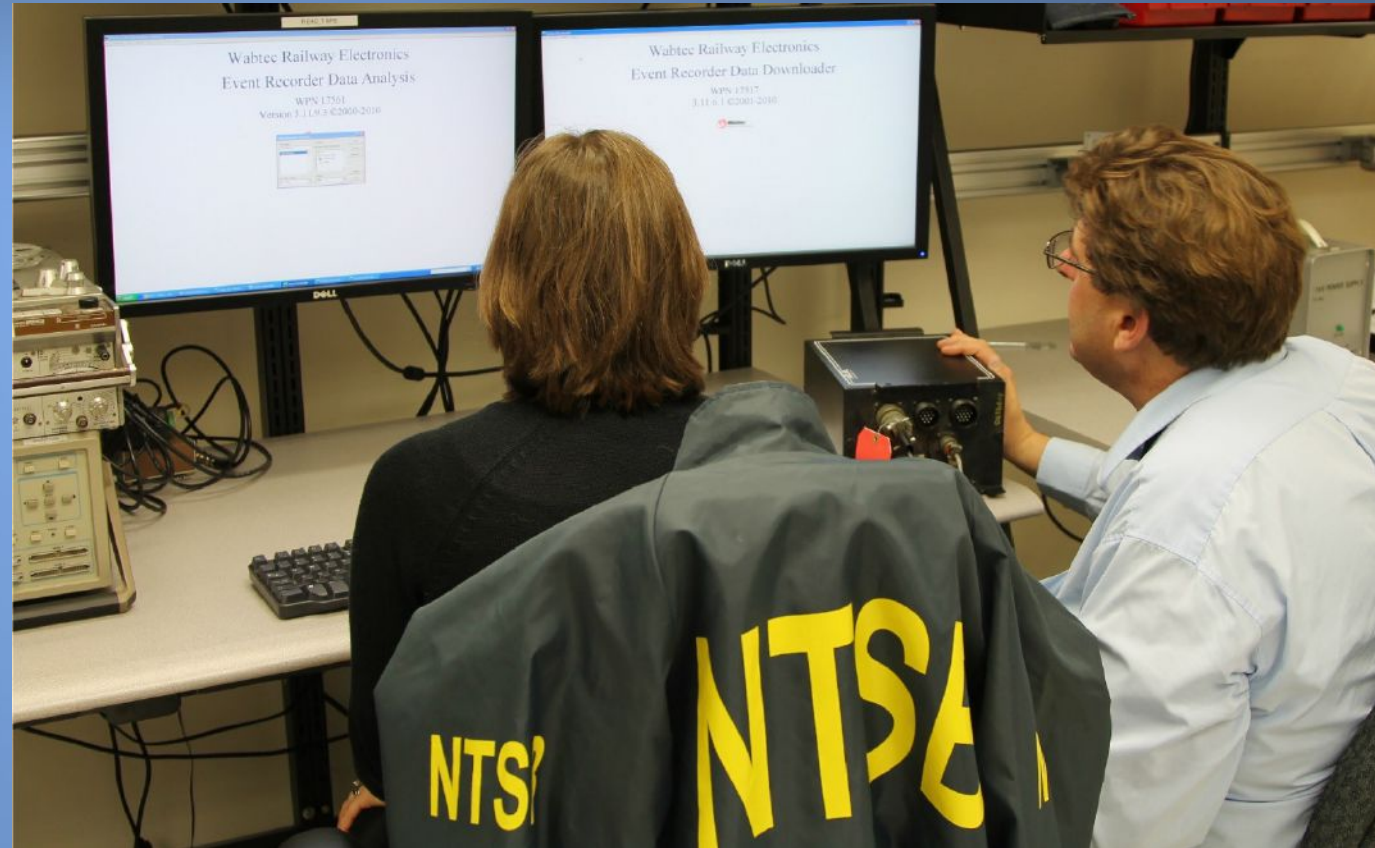


Marine Safety



Research and Engineering

- Recorders
- Materials Laboratory
- Medical and Toxicology
- Vehicle Simulations
- Data Driven Studies



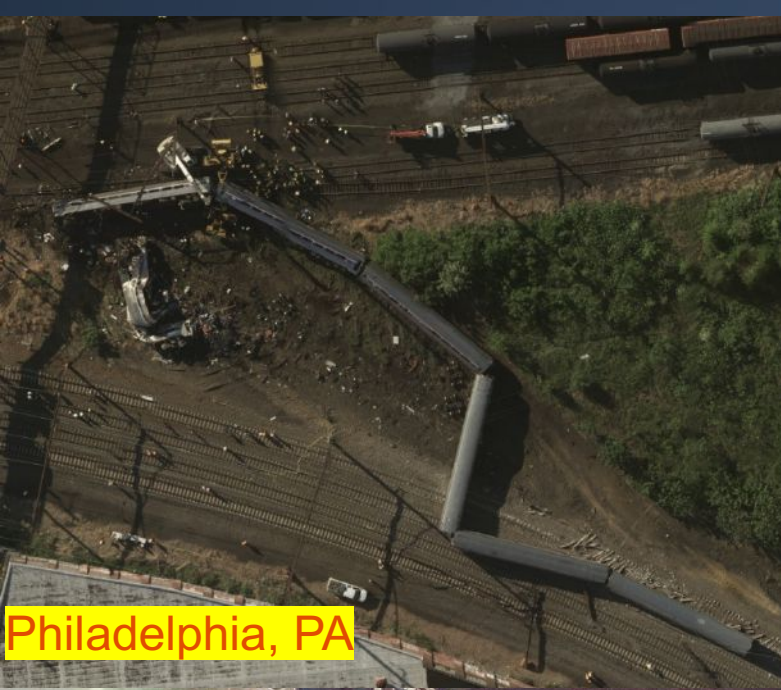
Railroad, Pipeline, and Hazardous Materials

- Investigates accidents involving railroads, pipelines, and the transportation of hazardous materials
- Four divisions
- Staff are located in Washington, D.C., and various locations throughout the United States

Railroad Division

- Division Chief
- Deputy Division Chief
- 13 railroad investigators
- Strategically located:
 - Washington, DC
 - Illinois
 - California
 - Virginia
 - Colorado





Philadelphia, PA



CTA O'Hare Airport



Manhattan, NY



Ft. Totten -- WMATA



Graettinger, IA



Casselton, ND

NTSB Legislative Mandate

49 United States Code 1131

(a) General.—

(1) The National Transportation Safety Board shall investigate or have investigated (in detail the Board prescribes) and establish the facts, circumstances, and cause or probable cause of—

(C) a railroad accident in which there is a fatality or substantial property damage, or that involves a passenger train;

§ 840.2 Definitions

As used in this part, the following words or phrases are defined as follows:

(a) Railroad means any system of surface transportation of persons or property over rails. It includes, but is not limited to, line-haul freight and passenger-carrying railroads, and rapid transit, commuter, scenic, subway, and elevated railways.

(b) Accident means any collision, derailment, or explosion involving railroad trains, locomotives, and cars; or any other loss-causing event involving the operation of such railroad equipment that results in a fatality to a passenger or employee, or the emergency evacuation of persons.

(c) Joint operations means rail operations conducted on a track used jointly or in common by two or more railroads subject to this part, or operation of a train, locomotive, or car by one railroad over the track of another railroad.

(d) Fatality means the death of a person either at the time an accident occurs or within 24 hours thereafter.

§ 840.3 Notification of railroad accidents

The operator of a railroad shall notify the Board by telephoning the National Response Center at telephone 800-424-0201 at the earliest practicable time after the occurrence of any one of the following railroad accidents:

(a) No later than 2 hours after an accident which results in:

- (1) A passenger or employee fatality or serious injury to two or more crewmembers or passengers requiring admission to a hospital;
- (2) The evacuation of a passenger train;
- (3) Damage to a tank car or container resulting in release of hazardous materials or involving evacuation of the general public; or
- (4) A fatality at a grade crossing.

(b) No later than 4 hours after an accident which does not involve any of the circumstances enumerated in paragraph (a) of this section but which results in:

- (1) Damage (based on a preliminary gross estimate) of \$150,000 or more for repairs, or the current replacement cost, to railroad and nonrailroad property; or
- (2) Damage of \$25,000 or more to a passenger train and railroad and nonrailroad property.

(c) Accidents involving joint operations must be reported by the railroad that controls the track and directs the movement of trains where the accident has occurred.

(d) Where an accident for which notification is required by paragraph (a) or (b) of this section occurs in a remote area, the time limits set forth in that paragraph shall commence from the time the first railroad employee who was not at the accident site at the time of its occurrence has received notice thereof.



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