



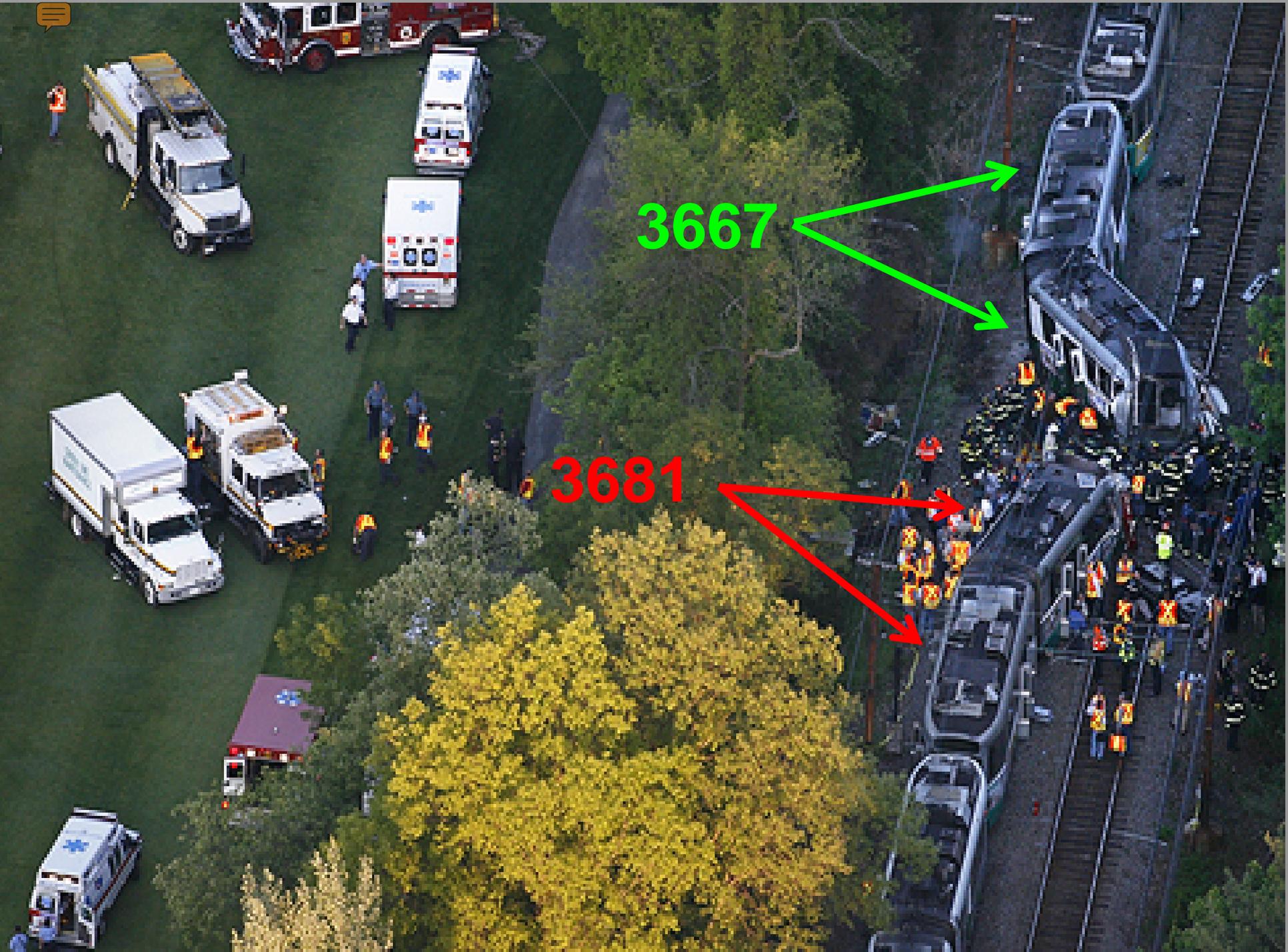
NTSB National Transportation Safety Board

*Office of Railroad, Pipeline &
Hazardous Materials Investigations*

Collision Between Two MBTA Green Line Trains

**Newton, Massachusetts
May 28, 2008**

DCA 08 MR 007



3667



3681





NTSB Launch

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- Dr. Mitch Garber Medical
- Dr. Gerald Weeks Human Performance
- Chris Julius General Counsel
- Robert Turner Graphics
- Pat Sullivan Safety Recommendations
- Kathleen Curry Editor



Parties to the Investigation

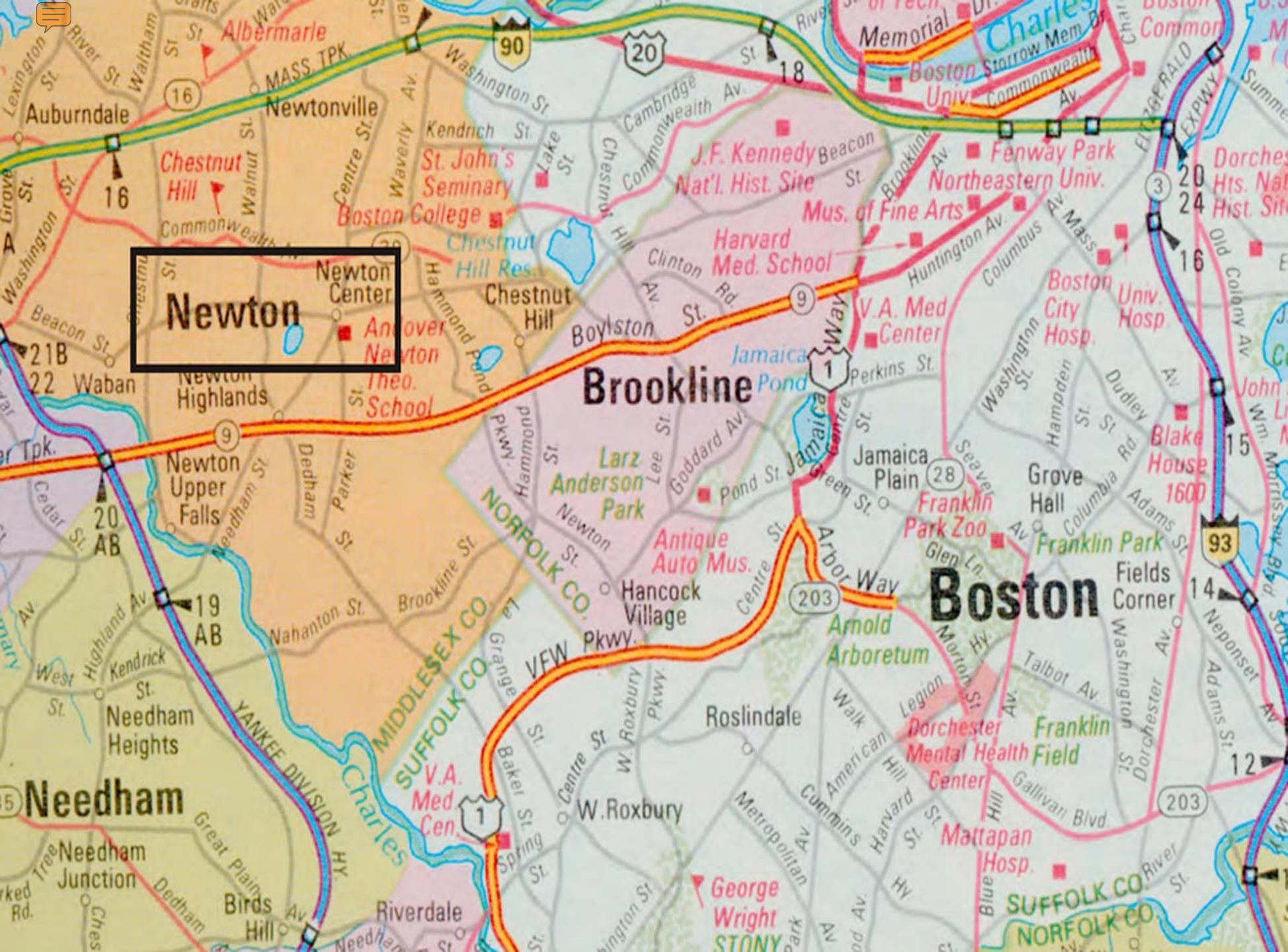
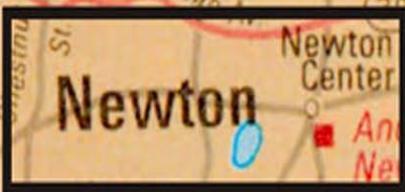
- Massachusetts Bay Transportation Authority
- Massachusetts Department of Public Utilities
- Amalgamated Transit Union (Boston Carmen's Union)

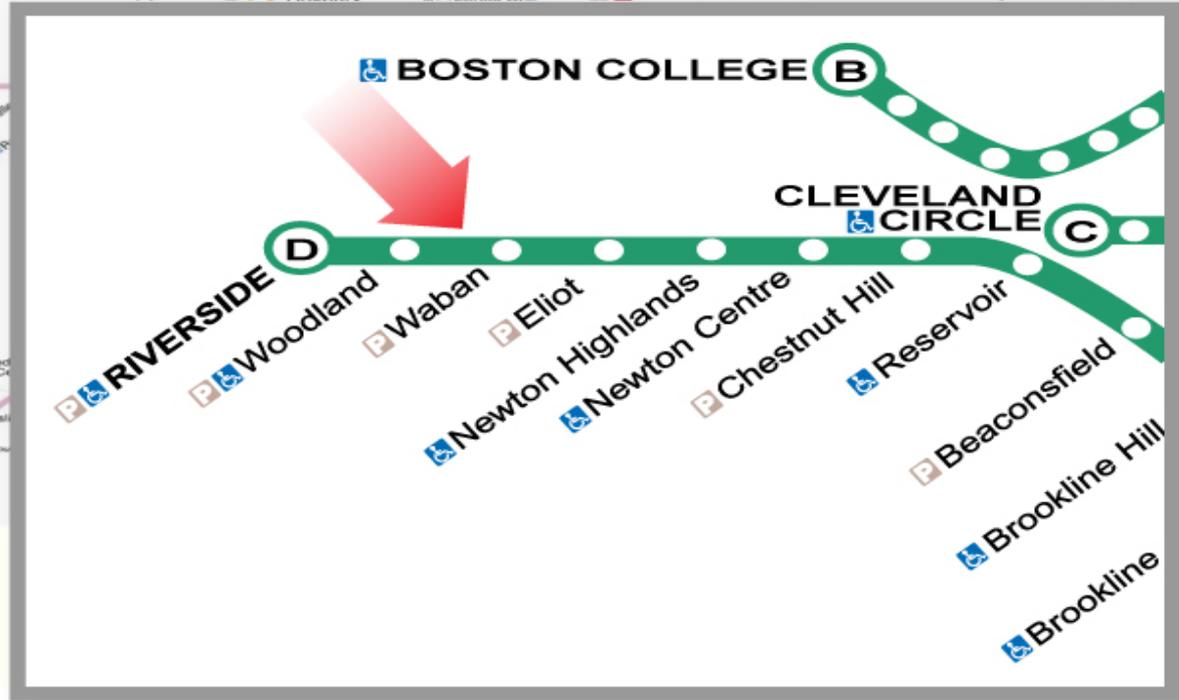
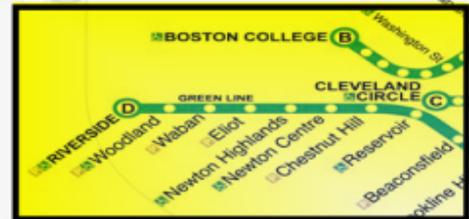


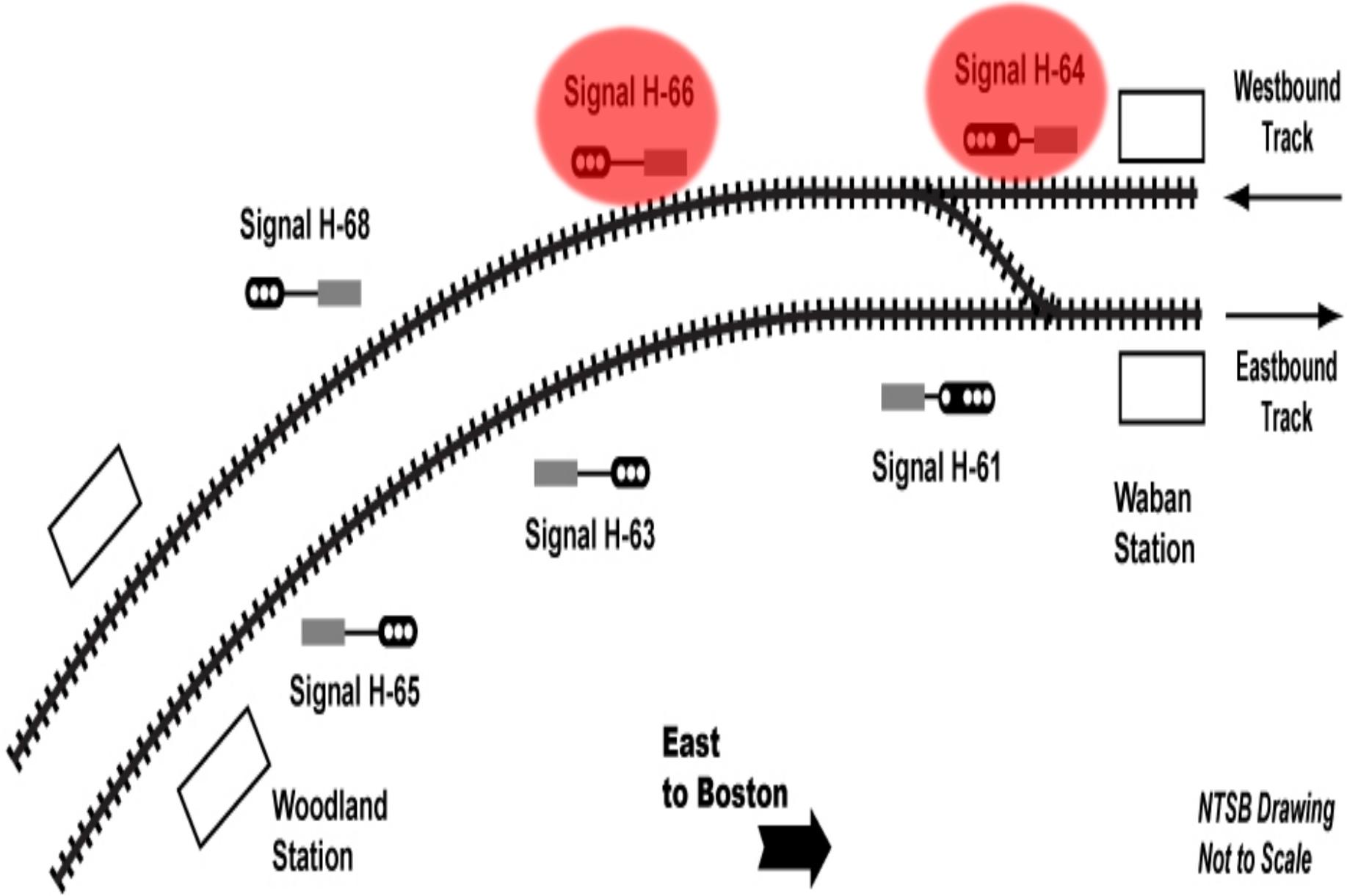
Newton

Brookline

Boston







*NTSB Drawing
Not to Scale*



Investigation

- Each train consisted of two light trolley cars and two crewmembers
- Train 3667 departed Waban Station on a single red indication at signal H-64
- Train 3681 was not visible to train 3667 as it departed the station
- Train 3681 was stopped at signal H-66, waiting to proceed on a restricting signal indication





Investigation

- Train 3681 was just starting to move forward at approximately 3 mph when struck from behind by train 3667
- Train 3667 was operating at approximately 38 mph as it struck train 3681
- Train 3667 was operating on a restricting signal and should not have exceeded 10 mph





Emergency Response

- At 5:54 p.m., a resident called 911
- At 5:57 p.m. Newton Fire and Police were dispatched and arrived at 5:59 p.m.
- Triage and landing zone established at an adjacent golf course





Injuries

- 185 to 200 passengers were on the two trains at the time of the collision
- Three crewmembers and four passengers received minor injuries
- One passenger was seriously injured
- One fatality, operator of train 3667



Safety Issues

- Lack of a positive train control system on the MBTA light rail system,
- Lack of coordination between crewmembers on MBTA light rail trains with regard to signal indications,



Safety Issues (cont.)

- Inadequate requirements for MBTA train operators to report possible signal malfunctions, and
- Lack of screening of rail transit operators for possible obstructive sleep apnea



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