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NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: August 17, 1982

Forwarded to:

Honorable Harry R. Hughes
Governor of Maryland
Annapolis, Maryland 21404

SAFETY RECOMMENDATION(S)

H-82-33

In 1982, the National Transportation Safety Board investigated two severe railroad/highway grade crossing accidents that occurred in States without coordinated statewide programs aimed at reducing train/highway-vehicle collisions. In the investigation of these accidents, the Safety Board reviewed the railroad accident data of all the States, including Maryland, that do not have an "Operation Lifesaver" program in effect. Accident statistics indicate that in the 4-year period from 1978 through 1981 there were 200 accident/incidents at railroad/highway grade crossings in the State of Maryland. These accident/incidents resulted in 11 fatalities and 70 injuries. Although the number of grade crossing accident fatalities and injuries has declined nationally over the last 4 years, they have not declined in the State of Maryland.

To reduce the number of accidents involving collisions of trains and highway vehicles at grade crossings which result in fatalities and injuries, a uniform, coordinated effort is needed. The education, enforcement, engineering, and legislative effort that is required involves interaction among agencies that may ordinarily not become involved in each other's activities. Trucking associations, State and local departments of transportation, labor groups, enforcement agencies, legislatures, railroads, highway carriers, and shippers should participate in this effort.

In 32 States, many of these agencies are currently working together in "Operation Lifesaver" programs which are being coordinated by the National Safety Council. In locations where this program has been implemented, the results have been impressive and encouraging in terms of reduced accidents, fatalities, and injuries at grade crossings. ^{1/} From 1978 to 1981, fatalities in those States with "Operation Lifesaver" programs have dropped 31.9 percent (from 941 to 641), injuries 25.9 percent, and accidents 30.8 percent. The Safety Board's review of accident data indicates that six States, of which Maryland is one, could benefit from joining in the "Operation Lifesaver" program.

^{1/} Railroad/Highway Accident Report--"Collision of Chicago, Rock Island and Pacific Railroad Company Freight Train with an Automobile, Des Moines, Iowa, July 1, 1976" (NTSB-RHR-77-2); and "Operation Lifesaver-A Program to Reduce Accidents and Deaths at Railroad-Highway Crossings," Traffic Safety, Vol. 79, No. 8, August 1979.

The Safety Board believes that Maryland's participation in the voluntary "Operation Lifesaver" program would improve safety for highway and railroad users throughout the State.

Therefore, the National Transportation Safety Board recommends that the State of Maryland:

Adopt an "Operation Lifesaver" program as a foundation for a Statewide effort to reduce accidents at railroad/highway grade crossings in Maryland. (Class II, Priority Action) (H-82-33)

BURNETT, Chairman, GOLDMAN, Vice Chairman, and McADAMS and BURSLEY, Members, concurred in this recommendation.


By: Jim Burnett
Chairman