



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: May 13, 2015

In reply refer to: R-15-18 through R-15-23
R-09-08 (Reclassified)

Ms. Therese W. McMillan
Acting Administrator
Federal Transit Administration
Washington, DC 20590

On April 28, 2015, the National Transportation Safety Board (NTSB) adopted its report concerning the March 24, 2014, accident in which Chicago Transit Authority train No. 141 collided with the bumping post near the end of the center pocket track at O'Hare Station.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number RAR-15/01.

As a result of this investigation, we issued seven new recommendations, including one to the Chicago Transit Authority and the following six recommendations to the Federal Transit Administration:

R-15-18

Develop a work scheduling program for rail transit agencies that incorporates fatigue science—such as validated biomathematical models of fatigue—and provides for the management of personnel fatigue risks, and implement the program through the state safety oversight program.

¹ National Transportation Safety Board. *Chicago Transit Authority Train Collides with Bumping Post and Escalator at O'Hare Station, Chicago, Illinois, March 24, 2014*, RAR-15/01. Washington, DC: National Transportation Safety Board, 2015).

R-15-19

Establish (through the state safety oversight program) scientifically based hours-of-service regulations that set limits on hours of service, provide predictable work and rest schedules, and consider circadian rhythms and human sleep and rest requirements.

R-15-20

Identify the necessary training and certification needs for work schedulers in the rail transit industry and require the transit agencies—through the state safety oversight program—to provide additional training or certification for their work schedulers.

R-15-21

Require (through the state safety oversight program) rail transit employees who develop work schedules to complete initial and recurrent training based on current fatigue science to identify and mitigate work schedule risks that contribute to operator fatigue.

R-15-22

Require rail transit agencies to implement transmission-based train control systems that prevent train collisions.

R-15-23

Require that new or rehabilitated rail transit vehicles be equipped with event recorders meeting Institute of Electrical and Electronics Engineers Standard 1482.1 for rail transit vehicle event recorders.

In addition to issuing new recommendations, the following safety recommendation (R-09-08) was reclassified “Closed—Unacceptable Action/Superseded” in the report:

Facilitate the development and implementation of positive train control systems for rail transit systems nationwide. (R-09-08)

It was superseded by Safety Recommendation R-15-22.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in these recommendations.

The NTSB is vitally interested in these recommendations because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying,

please refer to the safety recommendations by number. We encourage you to submit your response electronically to correspondence@ntsb.gov.

[Original Signed]

By: Christopher A. Hart,
Chairman