



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: October 22, 2014

In reply refer to: R-14-48 and R-14-49

The Honorable Joseph C. Szabo
Administrator
Federal Railroad Administration
Washington, DC 20590

On October 8, 2014, the NTSB adopted its report concerning the May 28, 2013, accident in which a Mack Granite three-axle roll-off straight truck carrying a load of debris to a recycling center was struck by a freight train at a highway–railroad grade crossing in Rosedale, Maryland.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, www.nts.gov, under report number NTSB/HAR-14/02.

As a result of this investigation, the NTSB issued 12 new recommendations—to the Federal Motor Carrier Safety Administration (FMCSA); the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico; the Association of American Railroads; the American Short Line and Regional Railroad Association; the National Fire Protection Association; and CSX Transportation Company—including the following two recommendations to the Federal Railroad Administration:

R-14-48

Require equivalent levels of reporting for both public and private highway–railroad grade crossings.

¹ See *Highway–Railroad Grade Crossing Collision, Rosedale, Maryland, May 28, 2013*, Highway Accident Report NTSB/HAR-14/02 (Washington, DC: National Transportation Safety Board, 2014).

R-14-49

Develop an algorithm using grade crossing inventory and accident history data to provide annual crash prediction estimates for private highway–railroad grade crossings, similar to your WBAPS tool for public grade crossings, and make the results easily accessible to states, railroads, and the public.

The NTSB also reiterated two previously issued recommendations to the FMCSA and reclassified two previously issued recommendations to the US Department of Transportation.

These safety recommendations are derived from the NTSB’s investigation and are consistent with the evidence we found and the analysis we performed. Acting Chairman HART and Members SUMWALT, ROSEKIND, 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
Acting Chairman