November 20, 2006

Mr. Jerry D’ Amore, President
Liberty Lines Transit, Inc.
475 Saw Mill River Road
Yonkers, NY 10753

RE: PTSB CASE #8601

Dear Mr. D’ Amore:

The Public Transportation Safety Board received notice of a multiple injury bus accident involving Liberty Lines Transit, which occurred on North Riverside Avenue at Prospect Place, Croton, NY, on July 21, 2005.

Based on a review of the enclosed Abbreviated Report, no further action is necessary.

Sincerely,

John F. Guinan
Executive Director
Public Transportation Safety Board.

Enclosure
### PUBLIC TRANSPORTATION SAFETY BOARD
### ABBREVIATED BUS ACCIDENT REPORT

1. **CASE:** 8601  
2. **PROPERTY NAME:** LLT  
3a. **ACCIDENT TYPE:** Collision  
3b. **Accident Severity Index:** 0.30  
4a. **DATE:** July 27, 2005  
4b. **TIME:** 10:22 am  
5. **ACCIDENT LOCATION:** North Riverside Avenue at Prospect Place  
6. **TOWN/CITY/BOROUGH:** Croton, NY  
7. **SUMMONS:** None  
8. **BUS NUMBER:** 414  
8a. **YEAR:** 1995  
8b. **MAKE:** Orion  
9. **NUMBER OF INJURIES:** 7  
10. **FATALITIES:** 0  
11. **HOURS OF SERVICE:** 5 hrs and 19 min in last 24 hrs/53 hrs and 19 min in last 7 days  
12. **SYNOPSIS:**

At approximately 11:15 am, Liberty Lines Transit (LLT) bus #414, traveling southbound on North Riverside Avenue, with a minimum initial speed of 34 mph was approaching the T-intersection with Prospect Place when auto #1 moving in the same direction to the front of the bus slowed down and attempted to make a left turn in front of the bus. In an attempt to prevent a collision, the bus driver swerved to the left and applied the brakes. However, the right front of the bus struck the left front side of auto #1 pushing it forward and to the left into auto #2 parked on a yard along the roadway. The auto driver, the bus driver and five bus passengers claimed various injuries. One bus passenger was treated at the scene and released. The rest of the injured were transported to local hospitals, treated and released. The bus sustained moderate damage with extensive damage to auto #1 and slight damage to auto #2. The Westchester County Police responded to the accident and no summonses were issued.

In the vicinity of the accident site, North Riverside Avenue is a 23 foot wide, two-way road divided by a full barrier yellow pavement marking, accommodating one northbound and one southbound travel lane. The roadway has a downgrade of 5.9 degrees in the southern direction and it has a slight curve. The roadway is asphalt paved. At the time of the accident it was daylight and the weather was dry and clear. The posted area speed limit is 35 mph.

Bus #414 is a 1995 Orion transit bus with a seating capacity of 45 passengers. A review of the bus records indicated that Preventive Maintenance Inspections (PMI) are performed at LLT at regular 6,000 mile intervals and the most recent was completed on July 12, 2005. The bus had traveled 4,036 miles at the time of the accident. A post accident inspection was conducted by the Public Transportation Safety Board (PTSB) staff on July 21, 2005 and no defects were found that would be considered causative factors in this accident. Decelerometer tests were performed on the braking systems and showed stopping distances that met the standards for passenger vehicles of NYS DOT Regulations (Title 17 of NYCRR, Article 3, Part 720).
The bus driver was hired by LLT on May 9, 1988, and completed the standard “New Bus Operator Training Program”. A review of the driver’s Department of Motor Vehicles records showed no violations or suspensions. New York State Vehicle & Traffic Law, Article 19-A records were complete and up-to-date. A review of the driver’s LLT record for the last three years revealed one preventable collision accident on 06/16/05, resulting in a warning and one non-preventable collision accident. A post accident drug and alcohol test administered to the driver 2 hours and 23 minutes after the accident was negative. The delay in administering the drug and alcohol test was due to the bus driver being detained at the scene for the purpose of investigation.

In an interview with the PTSB staff, the bus driver indicated that he was driving the bus southbound on North Riverside Avenue approaching the intersection with Prospect Place with a speed of 15-20 mph when he noticed that the auto in front of him slowed down and pulled into the right shoulder. Then bus driver stated that the auto pulled out in an attempt to make a left turn in front of the bus. He swerved to the left and applied the brakes, however, the left front of the auto struck the bus in the right front corner.

The auto driver stated that while driving her auto lost power to steering and brakes and she decided to slow down and swerve to the left, while she was struck by the bus. The auto continued off the roadway to the left striking a large sign post and a parked auto.

A witness from the bus indicated that the auto #1 slowed and appeared to make a left turn in front of the bus before being struck by the bus.

The investigation showed that according to both drivers’ statements, the statement of a witness, the bus skid marks, the final rest positions of the vehicles involved in the accident and other data gathered at the accident site, auto #1 was traveling to the front of the bus and it slowed down in an attempt to make a left turn due to a technical problem and was struck by the bus.

The Public Transportation Safety Board staff finds that the most probable cause of the accident was auto #1 which attempted to make a sudden left turn in front of the moving bus.

Contributing to the accident was the failure of the bus driver to utilize his training in defensive driving techniques while approaching and driving through an intersection.

Liberty Lines Transit reviewed the accident on June 16, 2006 and found it to be preventable, but it was appealed by the Union. Retraining for the bus driver was ordered, however the driver did not return to work and, therefore, never was retrained. After several attempts to contact the bus operator, both through the mail & via telephone, there was no response from him. On April 4, 2006, he was sent a letter from LLT stating that failure to contact the company within five days would be considered job abandonment and he would be terminated. Effective May 9, 2006, the bus operator was dropped from LLT rolls for job abandonment.

CASE #8601
Based on the action taken by LLT regarding this accident the Public Transportation Safety Board staff makes no recommendations.

INVESTIGATOR: Mikhail Palanker

__________________________________________ _________________________
CHIEF, ACCIDENT INVESTIGATION SECTION DATE

__________________________________________ _________________________
DIRECTOR, PCSB, NYSDOT DATE