PUBLIC TRANSPORTATION SAFETY BOARD
CLOSE OUT BUS ACCIDENT REPORT

BUS PROPERTY NAME: NFTA
CRITERIA CODE: Mechanical Failure
DATE/TIME: September 1, 2008 at 2:45 pm

DATE REPORTED: September 1, 2008
VEHICLES INVOLVED: 1
NUMBER OF FATALITIES: None
TYPE OF BUS: 2002 Gillig

CASE NUMBER: 9878
TYPE OF ACCIDENT: Fire
ACCIDENT SEVERITY INDEX: 0.0

DATE REPORTED: September 1, 2008
TIME REPORTED: 4:00 pm
NUMBER OF INJURIES: None
BUS NUMBER: 2228
PASSENGERS: 15

ACCIDENT LOCATION: Kenmore Avenue & Main Street.
ROADWAY TYPE: Asphalt
TRAFFIC CONTROL: None
LIGHT CONDITIONS: Daylight
HOURS OF SERVICE: Not Related
INVESTIGATOR: Mike Gluskin

SPEED LIMIT: 30 mph
ROAD CONDITIONS: Dry
WEATHER: Clear
SUMMONS: None

ACCIDENT DESCRIPTION: At approximately 2:45 pm, the operator of Niagara Frontier Transportation Authority (NFTA) bus #2228 was traveling westbound on Main Street and smelled an odor. The bus operator pulled into a bus stop on Kenmore Avenue when, at the same time, a women pulled up beside the bus and informed the operator there were sparks coming out of the rear engine compartment. The bus operator evacuated 15 passengers, then walked to the rear of the bus and saw flames. The bus operator grabbed the onboard fire extinguisher and extinguished the fire before the local fire and police departments arrived on scene. The bus operator called dispatch to inform them of the incident. The bus operator and 15 passengers claimed no injuries. The bus was towed to NFTA Frontier facility and secured.

NFTA, in cooperation with the PTSB staff, conducted the analysis of the starter motor and found that the solenoid contact plates had welded together between the two contact posts. The welded contact solenoid plate created constant voltage to the starter motor which created excessive heat and caused the starter motor to catch fire. The internal components of the starter motor are non-maintenance items.

IT HAS BEEN DETERMINED THAT THE BUS PROPERTY INVOLVED IN THIS ACCIDENT DID NOT CONTRIBUTE TO THE CAUSE OF THE ACCIDENT.

SUBMITTAL

THE ABOVE ACCIDENT HAS BEEN INVESTIGATED AND MEETS ALL OF THE CONDITIONS IDENTIFIED IN PTSB RESOLUTION #1340 AND REQUIRES NO FURTHER ACTION.

CHRISTOPHER MAZUR
CHIEF, ACCIDENT INVESTIGATION SECTION

DIRECTOR, PCSB