



Introduction to the FAMES Committee

Presenters: Charles Strickland (Rail Management)
Rick Inclima (Rail Labor)
Michael Woods (FRA)

**APTA Conference, June 5, 2012
Dallas, TX**

Dedication: The FAMES Committee dedicates its efforts to all roadway workers who have lost their lives in the performance of duty and to the families, loved ones, and coworkers they have left behind.

Background:

- RWP regulations were promulgated by FRA in January 1997.
- Continued industry-wide concern over fatal accidents involving:
 1. Roadway Workers **struck by trains and on-track equipment;**
 2. Roadway Workers **struck by vehicles at highway grade crossings;** and
 3. Roadway workers involved in **other fatal accidents along the right of way.**
- In a 2009 Federal Railroad Administration initiative, a voluntary committee of labor, management and government was formed to review and analyze Roadway Worker Fatalities.

Background (continued):

The committee became known as the **F**atality **A**nalysis of **M**aintenance-of-way **E**mployees and **S**ignalmen (**FAMES**) Committee.



Background continued:

- The FAMES Committee consists of safety representatives from a cross section of rail labor, railroad management, and federal regulators.
- FAMES is a continuous improvement process that relies on the candid sharing of available data and the views of its participants.
- FAMES explicitly refrains from making any findings regarding whether any past or present practice or protocol satisfies any legal duty or standard of care.

Background continued:

- FAMES is focused on identifying risks, trends, and factors impacting roadway worker safety.
- FAMES findings and recommendations are intended to be used for education and prevention purposes.
- The findings and recommendations of FAMES are separate from the regulatory process.

Participants and affiliations:

American Public Transportation Association

Bill Grizard

American Short Line and Regional Railroad Association

Tom Streicher

Association of American Railroads

Mike Lesniak

BNSF Railway

Arthur Charrow

Brotherhood of Maintenance of Way Employees Division

Jed Dodd, Rick Inclima, David Joynt

Brotherhood of Railroad Signalmen

Jerry Boles, John Bragg, Jim Finnegan, Kelly Haley, Joe Mattingly

CSX Transportation

Charles Strickland

Farmrail System, Inc.

J. R. Gelnar

Federal Railroad Administration

**David Kannenberg, Joe Riley, Ken Rusk,
Kevin Snyder, Michael Woods**

National Railroad Passenger Corporation (Amtrak)

Steve Falkenstein, Dennis Fencil

Norfolk Southern Railway

Brad Kerchof

Union Pacific Railroad

Bobby Odom

Mission Statement

The Mission of the Fatality Analysis of Maintenance-of-way Employees and Signalmen (**FAMES**) Committee is to analyze all fatalities and selected related incidents in order to make recommendations to reduce the risk of future occurrences and eliminate fatalities to roadway workers.

Who is a Roadway Worker?

A roadway worker is any employee of a railroad, or of a contractor to a railroad, whose duties include inspection, construction, maintenance, or repair of railroad track, bridges, roadway, signal and communications systems, electric traction systems, roadway facilities or roadway maintenance machinery on or near the track or with the potential of fouling the track, and flagmen and watchmen/lookouts for roadway workers. (*See 49 CFR 214.7*)

Scope of FAMES Analysis

- I. Roadway workers struck by trains and on-track equipment (Phase I)
- II. Roadway workers fatally injured by highway vehicles at grade crossings while engaged in maintenance, inspection or repair of track, signal, and grade crossing warning devices (Phase II)
- III. Roadway workers fatally injured in off-track equipment accidents (i.e., backhoes, bull dozers, etc.) (Phase III)

Purpose

The *purpose* of FAMES is to achieve the goal of zero roadway worker fatalities by:

- Identifying risk factors through data analysis.
- Presenting the analysis and findings of the FAMES Committee to railroads, railroad employees, and roadway workers.
- Providing recommendations on improving the safety of roadway workers who perform work on or near the tracks.
- Providing recommendations to eliminate roadway worker fatalities at highway-rail grade crossings that are not classified as RWP events.
- Encouraging implementation of improved safety practices.

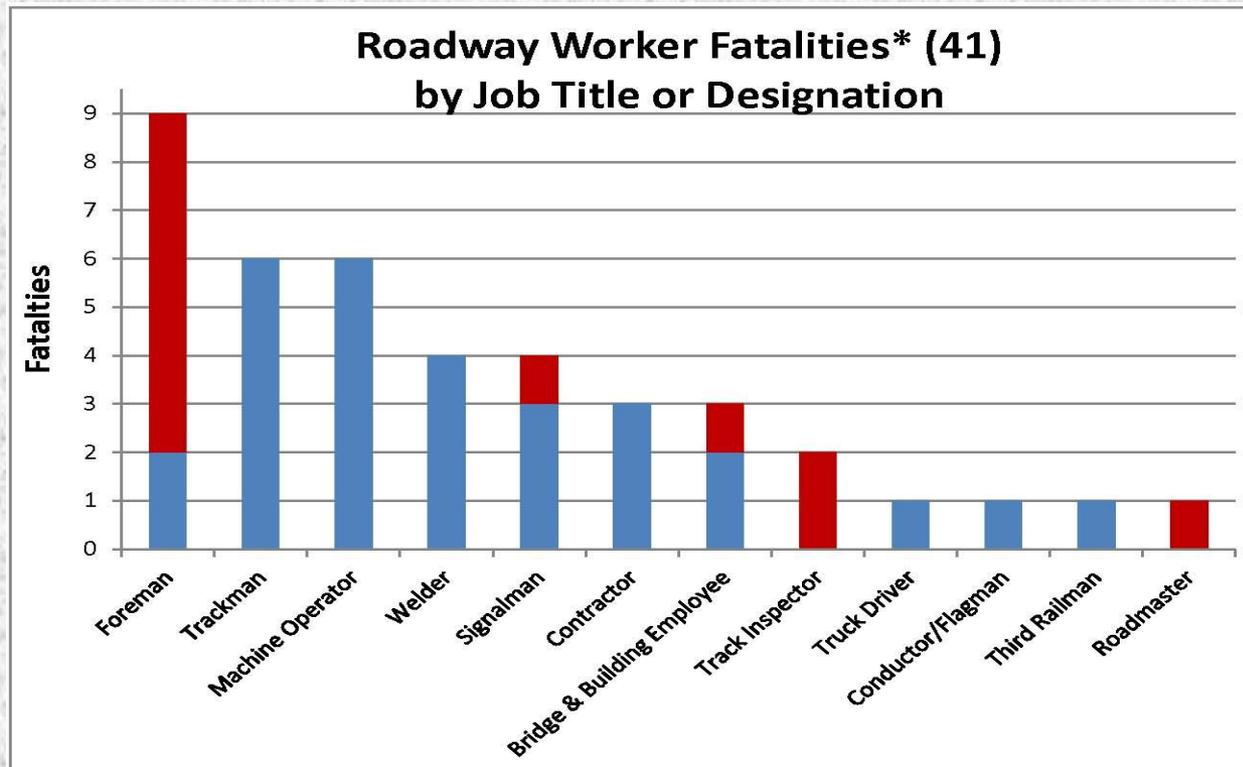
FAMES Analysis Process

Step I – Case Selection

- Following implementation of the RWP Rule in 1997, there have been a total of 42 fatal RWP accidents, in which 44 roadway workers have perished, as of December 31, 2011.
- The FAMES Committee was able to obtain data to analyze 39 fatal RWP accidents, which accounted for 41 of the 44 fatalities reviewed to date. The FAMES Committee analysis is based on available data.

Roadway Worker Fatalities

The graph below categorizes the 41 fatalities, by job title or designation, analyzed by FAMES:



* The 12 fatally injured employees indicated in red above were responsible for (1) providing on-track safety for members of a work group or (2) providing on-track safety for themselves as a lone worker at the time of the accident.

FAMES Analysis Process

Step 2 - Case File Review

- FRA Accident Reports
- National Archive Reports
- FRA Interview Reports
- FRA Inspection Reports
- Eyewitness Reports
- Coroner Reports
- Police Reports
- Google Earth
- Toxicology Reports
- Operating Rules
- Railroad Timetables
- Employee Statements
- Work/Rest Schedules
- Employee Contacts
- First-Hand Knowledge
- Internet-Archived Weather
- Sketches and Photos

FAMES Analysis Process

Step 3 - Case Review

- I. Review case file:** Each member of FAMES first independently reviews the case file. Then the case is reviewed collectively as a group.
- II. Record facts:** Group reaches full consensus on the facts and enters the information into a relational database.
- III. Discussion of facts:** Group discusses and deliberates the facts of the case as recorded in the data base.
- IV. Agreement:** Group reached full consensus on Possible Contributing Factors (PCFs) and External Circumstances (ECs).

FAMES Analysis Process

Step 3 - Case Review (continued)

- **Possible Contributing Factors** (PCFs) are “those factors that could have possibly been mitigated by some action or decision by one or more roadway workers or managers.” More simply put; something that may have prevented the fatality (e.g., better training).
- **External Circumstances** (ECs) are those circumstances that exist but cannot be mitigated by some action or decision (e.g., weather).

Note: PCFs and ECs are not ranked. They are cataloged in the database to help identify commonalities and trends.

FAMES Analysis Process

Step 4 – Analysis

Search for Commonalities:

- Commonalities are shared characteristics among cases that may lead to a common solution.
- Commonalities discovered through this process lead to case classifications and recommendations.

FAMES Analysis Process

Step 5 – Classification of Cases

Based upon PCFs, ECs, and other commonalities, cases are grouped into subject-specific classifications for further investigation. The initial five classifications thus far identified by FAMES as of May 2012 are:

1. Fatalities to Roadway Workers-in Charge and Lone Workers
2. Fatalities where Roadway Maintenance Machines were present
3. Fatalities on adjacent track
4. Fatalities where an adjacent track was present
5. Fatalities where on-track safety briefings were implicated

Note: Additional Classifications will be developed by consensus.

FAMES Analysis Process

Step 6 - Reports and Recommendations

- With consensus of the team, FAMES develops subject-specific, data-driven reports.
- FAMES reports include facts, commonalities, statistics and recommendations.
- FAMES reports are intended as educational tools to reduce the risk of future occurrences and eliminate RWP fatalities.
- The views, opinions, and recommendations contained in FAMES reports are those of the FAMES Committee and do not necessarily represent the views, opinions, or recommendations of any specific railroad, labor organization, or governmental agency.

FAMES Challenges

Challenges of the FAMES Process

- **Building trust** among FAMES participants.
- **“Checking hats”** at the door (no bias, no baggage!).
- **Accident data issues:**
 - Incomplete or non-existent accident report narratives.
 - Incomplete or non-existent data on gang size, worker training and qualifications, numbers and types of RMM’s in gang, etc.
 - Variances in the quality and depth of available inspection and investigation data and reports.
 - Unavailability of some case-specific inspection and investigation data.

FAMES has largely overcome these challenges and is functioning as a cohesive team!!!

Moving Forward

- The first two FAMES reports (1) “Introduction to the FAMES Committee,” and (2) “Fatal Accidents Involving Roadway Workers-in-Charge and Lone Workers” were released on June 1, 2012 and are available on the websites of participating organizations.
- FAMES will continue to meet regularly and issue periodic reports and recommendations concerning specific roadway worker safety issues.
- FAMES reports and recommendations will be widely distributed by participating entities to help raise safety awareness, promote a strong safety culture, and contribute to the broader effort to **eliminate roadway worker fatalities** through education and heightened awareness.

Thank You!

Dedication: The FAMES Committee dedicates its efforts to all roadway workers who have lost their lives in the performance of duty and to the families, loved ones, and coworkers they have left behind.