



FAMES ALERT

PLEASE POST IMMEDIATELY

August 4, 2023: At approximately 11:00AM EST, a Roadway Maintenance Machine (RMM) was traveling in a north direction when it struck and seriously injured a roadway worker. The injured employee was transported to a hospital by medevac and succumbed to his injuries later that day.

The work group was installing rail fasteners to complete the installation of Continuous Welded Rail (CWR) in the area. The operated machine was traveling to the site in a reverse direction with two people occupying the operating area. There were two roadway workers on the ground fouling the track. One of the two roadway workers on the ground at the accident site cleared from the track. The second worker was operating a leaf blower and remained in the foul of the track. The worker that remained clear shouted to the fouling employee to clear but ultimately, he didn't clear and was fatally injured.

Take Away

While this accident is still under investigation and we do not know the cause or circumstances leading up to the accident, FAMES would like to remind all roadway workers:

- 1. Each roadway worker must participate in and understand an On-Track Safety Briefing before fouling any track. The on-track protection must be appropriate for the job being performed.*
- 2. Roadway workers are empowered to initiate a good faith challenge if they believe the on-track protection is insufficient or does not comply with operating and safety rules.*
- 3. Anyone joining a work group or utilizing that work group's protection must participate in an On-Track Safety Briefing prior to fouling any track.*
- 4. All members of the workgroup share responsibility to be observant of changing conditions or situations that affect their on-track safety and are empowered to request a re-briefing. Take the time to do it right!*
- 5. Watchmen/Lookouts must focus their sole attention to the detection of approaching trains and equipment.*
- 6. During the on-track safety briefing, the RWIC must identify the method that the Watchman/Lookout will use to indicate when it is safe for Roadway Workers to re-enter the foul of the track.*
- 7. Maintain a safe distance between RMMs when traveling or working.*
- 8. Establish clear communication and maintain proper clearance between RMM operators and workers on the ground.*
- 9. During the on-track safety briefing, identify if RMMs will be present and take actions to manage any additional risks associated with their presence.*
- 10. The On-Track Safety Briefing should be an interactive discussion between members of a roadway work group concerning their specific on-track protection. Active participation is essential to an effective On-Track Safety Briefing. **Ask questions! Voice concerns!***

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. To enable the process, FAMES explicitly refrains from making any findings regarding whether any past or present practice or protocol satisfies any legal duty or standard of care.

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