

FE-2012-01

Person Interviewed: Matthew Rossing, Safety Coordinator  
Loram Maintenance of Way

Place of Interview: BNSF Yard, East Tower  
Amarillo, TX

Date of Interview: January 10, 2012

Interviewed by: George P. Rasco,  
Railroad Safety Inspector/S&TC

Others Present: Stacy Stokes, FRA MP&E Inspector  
Robert Carlson, Loram Maintenance of Way

In an interview regarding the BNSF employee fatality that occurred on January 9, 2012, on the BNSF tracks, Kansas Division, Hereford Subdivision near mile post 552.3, in Amarillo, Texas, Mr. Rossing stated in substance, the following:

Mr. Rossing began by stating that he is 35 years of age and resides in Hermantown, Minnesota. He has been employed as a Safety Coordinator by the Loram Maintenance of Way Company for 14 months.

Mr. Rossing stated he was in Amarillo to conduct a routine safety audit of the J-6 rail grinder and crew. They had left the hotel at about 6 AM and had arrived at the J-6 grinding machine at about 6:30 AM. After the crew started the machine they conducted a job briefing. They did a walk around inspection of the equipment. After finishing their inspection and while waiting on the BNSF employee to arrive they prepared the machine for operation by adding deicer to the water tanks. At about 9:00 am the BNSF employee arrived and they filled the water tanks. Two BNSF supervisors arrived and participated in a job briefing in the cab of the J-6 grinder. The two BNSF supervisors departed as well as one Loram employee. After some time the machine started making its way out of the yard tracks and onto the lead track that would take it east towards East Tower. While leaving the yard tracks the BNSF employee had to open and close several derails and switches before entering track 1805. After traveling down track 1805 they arrived at East Tower. They stopped and the BNSF employee contacted the train dispatcher to get authority to enter the main track. After receiving track and time the BNSF employee relayed the limits of their authority to all the Loram crew now located in the cab of the J-6 grinder. The BNSF employee then dismounts the J-6 grinder, unlocks and opens the derail. By hand signal the BNSF employee flags the J-6 rail grinder eastward. The J-6 grinder travels east and stops after passing the derail. Mr. Rossing states that at this time he is located in the middle of the cab on the east side of the control stand. The operator is in the operator seat and the general laborer is also in the cab. The BNSF employee is walking along the north of the grinder. Mr. Rossing states he hears yelling from the ground. The operator informs him that the BNSF employee has discovered an oil leak. The operator and the laborer dismount the grinder while Mr. Rossing looks outside. Through the

window Mr. Rossing sees the guys moving back toward the cab. He then moves back to the mid cab area of the grinder. The operator entered the cab mounted the operator seat and started the machine moving back into the yard track. He felt a thump and they came to a stop. The operator yelled he had run over someone. Mr. Rossing stated he immediately grabbed his cell phone and called 911. He stayed on the phone with the 911 dispatcher while the laborer and the operator were on the ground. The emergency responders arrived very quickly and he then dismounted the machine. Mr. Rossing also stated that hand signals had been used by the BNSF employee throughout the morning.

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