

Manutes John

From: Emo, Amanda (FRA) <[REDACTED]>
Sent: Monday, April 17, 2023 10:30 AM
To: Manutes John
Cc: Frigo Ryan
Subject: RE: FAID Report Request
Attachments: For NTSB.pdf

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Hi John,

Please see attached. Let me know if you need me to translate from FAID to English.

Day of the accident, the individual was operating at a peak FAID score of 111 that is well above our fatigue threshold. For reference 63 is the level at which a human factors accident becomes greater than chance. The employee was rapidly approaching double that value. You'll also notice that fatigue was building. There wasn't enough recovery time between shifts so those fatigue numbers kept creeping up. The last week or so, the employee was almost always working in the red (with an hour or two in yellow). The color coding is based on our FAID values we use for an accident not the ones we use for the PHOS reg (which are a little more generous). However, this schedule would still have violated that more generous PHOS threshold by a lot. Any way you look at this, by the time the accident occurred, that employee was severely fatigued.

[REDACTED]
Amanda K. Emo, Ph.D.
Acting Executive Officer RRS-20

Fatigue and Critical Incident Stress Program Manager
Audit Management Division
Office of Safety Analysis
Federal Railroad Administration
Cell: [REDACTED]

From: Manutes John <[REDACTED]>
Sent: Monday, April 17, 2023 11:49 AM
To: Emo, Amanda (FRA) [REDACTED]
Cc: Frigo Ryan [REDACTED]
Subject: RE: FAID Report Request

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Great, I hope you had a great trip. Thank you!

John Manutes
Railroad Accident Investigator
National Transportation Safety Board
[REDACTED]

From: Emo, Amanda (FRA [REDACTED])
Sent: Monday, April 17, 2023 9:47 AM
To: Manutes John [REDACTED]
Cc: Frigo Ryan <[REDACTED]>
Subject: RE: FAID Report Request

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Hi John,
My apologies – I was at RST all last week and it just consumed all of my time. I should have this today or tomorrow.

[REDACTED]
[REDACTED] Ph.D.
Acting Executive Officer RRS-20

Fatigue and Critical Incident Stress Program Manager
Audit Management Division
Office of Safety Analysis
Federal Railroad Administration

Cell: [REDACTED]

From: Manutes John [REDACTED]
Sent: Monday, April 10, 2023 9:12 AM
To: Emo, Amanda (FRA) [REDACTED]
Cc: Frigo Ryan [REDACTED]
Subject: Re: FAID Report Request

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good morning Dr. Emo, we're you able to run the FAID report on Mr. Robins from San Bruno? I'm very hopeful it will help me tell another angle of this story.

Thank you!
John

John Manutes
Railroad Accident Investigator
National Transportation Safety Board
[REDACTED]

From: Manutes John
Sent: Tuesday, April 4, 2023 7:54:12 AM
To: Emo, Amanda (FRA) [REDACTED] >
Cc: Frigo Ryan [REDACTED]
Subject: FAID Report Request

Good Morning Dr. Emo, thank you for taking my call today.

I am writing to request a FAID report on an individual involved in a collision at Caltrain on March 10, 2022. Our preliminary report is [here](#) if you're interested. The short story is, a Roadway Worker in Charge released track and time

protection while a work group was still working. They didn't know the protection was dropped. About 30-minutes later the dispatcher routed a train through the area and there was a collision. There was one serious and several minor injuries, but thankfully no one was killed.

Ryan Frigo (Operations Investigator and my new Branch Chief) and I are trying to dive into "why" he made that decision. During our interviews, he mentioned overtime, long hours, and consecutive days of work (he had worked at least two weekends prior in addition to his normal shifts). This got us thinking about possible fatigue related issues. (His toxicology came back clean). He didn't have any explanation as to why he did what he did without contacting the work group. He even had a chance to fix the mistake when he talked to the group, but didn't catch that either.

I've attached what I have regarding his work schedule and summarized it below. In addition to the days/hours in the attached document, we know he has about a 45-minute commute to work each way. He normally works Monday - Friday, so weekend work is outside his normal schedule. We also know that his mother was in the hospital in Sacramento, at least 90-minutes away. We know he was visiting her but we don't have details on when or for how long. I know that's not particularly useful, but we can assume he wasn't using all of his off-duty time for sleep.

I appreciate that you mentioned you could do this by the end of the week. I'm going to set some follow up meetings with our management regarding this accident for next week. If you run into any issues, please just let me know so I can make adjustments.

Thank you!

Date	Hours
3/10/22 - Thursday, Accident Day @ 10:31 am	5-hours pre-collision
3/9	13.5
3/8	11.5
3/7	11
3/6 - Sunday	14
3/5 - Saturday	14
3/4	8.5
3/3	8
3/2	8
3/1	11
2/28	11
2/27 - Sunday	16.5
2/26 -Saturday	15
2/25	8
2/24	11
2/23	12.5
2/22	Off-duty - Mentions he spent the day at physical therapy and various doctor appointments.



John Manutes
 Railroad Accident Investigator
 Denver, Colorado
Mobile: [REDACTED]
Web: www.nts.gov

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