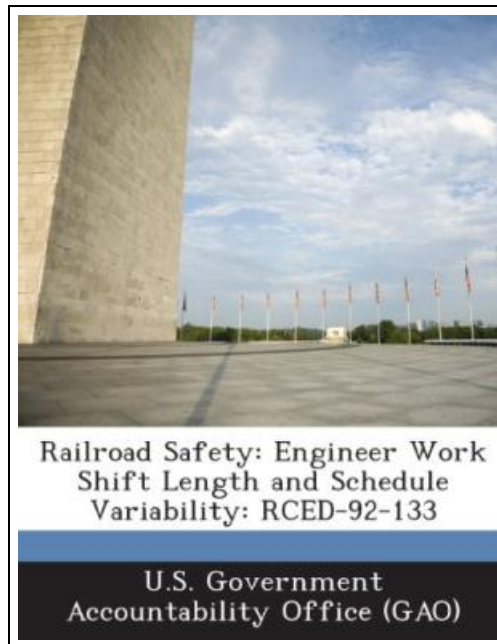


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BiblioGov. Paperback. Book Condition: New. This item is printed on demand. Paperback. 30 pages. Dimensions: 9.7in. x 7.4in. x 0.1in. Pursuant to a congressional request, GAO reviewed the Railroad Hours of Service Act, focusing on whether: (1) railroads comply with the requirement that employees work no more than 12 continuous hours without a minimum of 10 consecutive hours off duty, and spend at least 8 consecutive hours off duty in a 24-hour period; (2) safety could be improved by amending the act to reduce from 12 to 10 the number of hours that an engineer is allowed to work; and (3) work schedule factors other than the maximum number of hours allowed affect safety. GAO found that: (1) the four railroads reviewed comply with the provisions of the Hours of Service Act and, 99. 4 percent of the time, give engineers at least 10 hours off duty following a work period of 12 or more hours; (2) estimates show that engineers rarely work more than two consecutive shifts with 9 or fewer hours off duty between shifts; (3) analyses of accident data show that reducing the maximum number of hours allowed per shift may have little effect on the number of rail accidents that occur, because only 4. 5 percent of all human-factors-caused accidents in 1989 and 1990 occurred after 10 hours in an engineers shift; (4) reducing the maximum allowable workoff-duty periods to a 10-hours-on, 10-hours-off cycle would increase the variability of engineers work cycles, increasing fatigue; (5) scientific research indicates that variability in work-cycle start times disrupts natural human sleep-wake cycles and can lead to fatigue and diminished performance; (6) the start time variability of engineers work cycles was quite pronounced during the 2 a. m. to 6 a. m. time period; and (7) it could not isolate or...



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