



## **SOFA Switching Fatality and Severe Injury Update – 2017 First Quarter** ***PLEASE POST IMMEDIATELY***

### **Switching Operations Fatality Analysis (SOFA)**

- **A voluntary, non-regulatory, railroad-safety partnership of representatives from AAR, ASLRRRA, BLET, FRA, and UTU-SMART-TD**
- **Seeks to prevent switching fatalities through education based on facts about causes**
- **SOFA is not part of a rulemaking or regulatory process**
- **Recognizes that all have responsibility for switching safety: employees, managers, and regulators**
- **SOFA’s goal is Zero Switching Fatalities achieved through education and non-punitive interactions among stakeholders**

Find SOFA reports and information at: <http://www.fra.dot.gov/SOFA>

### **One switching fatality in 2017 *(All information is preliminary until investigation is complete)***

- **January 31 – UP – Wallula, WA: A conductor with 12 years’ experience was riding an empty center beam lumber car (not on the deck) during a shove move. Last radio transmission was “2 cars”. Engineer stopped movement and conductor was found fatally struck by his own train. Weather was 30° with slight snow.**



## SOFA-defined Severe Injury Update

**Definition:** Based on its interests (i.e., potentially involving the same factors as fatalities), *Severe Injuries* are defined by the SOFA Working Group as (1) potentially life threatening; (2) having a high likelihood of permanent loss of function, permanent occupational limitation, or other permanent disability; (3) likely to result in significant work restrictions; and (4) resulting from a high-energy impact to the human body. ‘Severe Injuries’ include amputation, dislocation of the neck, loss of eye, electric shock or burn, and fracture to any bone except the lower arm, fingers, foot, and toes. 1997 is the first year these Injuries to train and engine service employees can be determined as defined by the interest of the SOFA Working Group. For more information, see *Severe Injuries to Train and Engine Service Employees: Data Description and Injury Characteristics*. July 2001.

**Note:** The definition of *SOFA-defined Severe Injuries* is not to suggest that other injuries and illnesses resulting from operations are not also ‘severe’ and/or cause hardship to employees.

### Severe Injuries Year-to-Date and Previous Five Years

There were 12 SI’s in January with two of those being amputations.

Full Year: Present and Past Years	2017	2016	2015	2014	2013	2012
<b>SI's</b>	12	47	57	76	68	47
<b>Amputations*</b>	2	7	5	13	8	6

\*Counts for amputations included in SIs

January 2017, is the most recent month available for SIs as defined by SOFA in its report, *Severe Injuries to Train and Engine Service Employees: Data Description and Injury Characteristics* (July 2001). Feel free to circulate and reference this information, which was extracted from the FRA’s publicly-available, electronic files on April 01, 2017.



## 2017 First Quarter SOFA Severe Injuries

There were 12 SIs in 1<sup>st</sup> Quarter 2017. Ten were fractures and two were amputations. (data includes through Jan. 2017 reporting)

#	Month	Day	State	Age	Injury	Body Location	Description
1	January	01	CA	41	AMPUTATION	leg or foot	Struck by moving locomotive while walking on ground at main/branch location.
2	January	04	IL	47	fracture	head or face	Slipped, fell, stumbled, other while walking on ground at yard location.
3	January	06	MO	54	fracture	leg or foot	Slipped, fell, stumbled, etc. due to climatic condition while walking on ground at main/branch location.
4	January	07	CO	54	fracture	leg or foot	Slipped, fell, stumbled, etc. due to climatic condition while walking on ground at yard location.
5	January	08	AL	52	fracture	leg or foot	Slipped, fell, stumbled, etc. due to climatic condition while walking on ground.
6	January	09	OH	51	fracture	torso	Struck by a freight train moving while walking on ground at industry location.
7	January	10	MT	53	fracture	torso	Collision/impact-auto, truck, bus, van, etc. while riding in passenger van at highway/roadway.
8	January	11	IA	40	fracture	leg or foot	Slipped, fell, stumbled, etc. due to climatic condition while walking on ground at yard location.
9	January	11	TX	48	AMPUTATION	leg or foot	provided narrative: "EMPLOYEE WAS GOING TO MAKE A CUT ON CARS. THE TRAIN SPEED WAS UNDER 5 MPH SHE STEPPED OFF THE CAR TO MAKE A CUT AND FELL AND THE TRAIN RAN OVER HER FOOT."
10	January	15	IL	60	fracture	torso	provided narrative: "WHILE WALKING FROM PARKING LOT TO LOCOMOTIVE, EMPLOYEE SLIPPED ON ICE AND INJURED RIB ON GROUND"
11	January	17	TN	31	fracture	head or face	Injured from sudden release of air while coupling an air hose of freight car at yard location.
12	January	17	WY	52	fracture	leg or foot	Slipped, fell, stumbled, etc. due to climatic condition while walking on ground at siding location.

\*\* Historically, 12 SIs in a month is a high count. The last time a count that high or higher occurred was 14 in December 2013.

\*\* Seven of the 12 January SIs involved the event of 'slipped, fell, stumbled, etc. with five of those being related to climatic conditions.



## Switching Fatalities, SOFA-defined Severe Injuries, and Other Reportable Events

Year	SOFA Switching Fatalities	Employee On-duty Fatalities	T&E Employee On-duty Fatalities	SOFA-defined Severe Injuries	Amputations (Included in SOFA-defined Severe Injuries)	T&E Employees Reportable Casualties (includes Fatalities and Severe Injuries)	Train Accidents	Human Factor Accidents	Percent of Human Factor Train Accidents
2007	6	17	4	110	16	2,520	2,693	1,047	39 %
2008	12	26	4	87	8	2,217	2,481	910	37 %
2009	8	16	2	53	6	1,972	1,912	656	34 %
2010	8	20	5	63	6	1,883	1,902	650	34 %
2011	4	21	11	69	11	1,735	2,032	752	37 %
2012	3	16	4	47	6	1,553	1,765	666	38 %
2013	1	14	2	68	8	1,742	1,851	712	38 %
2014	2	10	2	76	13	1,912	1,875	740	40 %
2015	3	11	1	57	5	1,727	1,925	760	39 %
2016	3	14	6	47	7	1,483	1,622	627	39 %
2017	1	5	2	12	2	81	255	73	29 %

**Source:** Switching fatalities from SOFA Database; all other information used in this table was extracted from FRA's publicly available data.

**Note:** Among SOFA Updates, counts previously presented may change based on revisions to FRA data. (data accessed 5/17/17)