



SOFA Switching Fatality and Severe Injury Update 2nd Quarter 2018

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>

2018 SOFA 2nd Quarter Fatalities

- **March 27, 2018** – (Occurred 1st Quarter but was not included in 1st Quarter Update) Conductor riding a shoving movement into a lumber industry, on a tight radius curve, encountered nine stacks of bundled lumber on the inside of the curve. The conductor was crushed resulting in a fatality.
- **June 21, 2018** – Conductor and Brakeman riding a shove move across a crossing. The Brakeman noticed a tractor trailer approaching the crossing and realized the tractor trailer would not be able to stop in time. Brakeman radioed for the Engineer to “stop”. The Conductor, who was on the opposite side from the approaching tractor trailer, radioed “Plug it, Plug it, Plug it”. The lead car of the consist impacted the front quarter of the loaded trailer. This lifted the leading end of the empty covered hopper off the center pin and resulted in the car derailing. The impact caused the Conductor to fall and the car body landed on the Conductor crushing him.



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

Full Year: Present and Past Years	2018	2017	2016	2015	2014	2013
SIs	35	68	47	57	76	68
Amputations*	3	9	7	5	13	8



2018 SOFA 2nd Quarter Severe Injuries

#	Month	Day	State	Age	Injury	Description
21	Jan	31	VA	68	Fracture: leg or foot	Highway rail grade crossing collision resulted in Conductor on duty breaking leg.
22	April	07	MO	48	fracture: leg or foot	Slipped, fell, stumbled, other, while in/on a standing locomotive at a yard location.
23	April	14	IN	46	fracture: leg or foot	Slipped, fell, stumbled, other, while walking in/on a standing locomotive at a main/branch location.
24	April	14	MN	64	fracture: leg or foot	Employee was exiting locomotive when he slipped going down the ladder and broke his right heel.
25	April	14	AR	45	Burns	Brakeman reported environmental burns to his eyes.
26	April	17	TX	62	fracture: leg or foot	Slipped, fell, stumbled, other, while walking on ground near on-track equipment at a main/branch location.
27	April	18	TX	40	torso	Collision between on-track equipment. Injured employee was sitting in/on locomotive at a main/branch location.
28	April	18	TX	47	torso	Collision between on-track equipment. Injured employee was sitting in/on locomotive at a main/branch location. [Same event as directly above.]
29	May	05	CA	50	fracture: torso	Conductor was assaulted after asking passenger to refrain from yelling. Passenger beat the conductor resulting in a fractured rib and abrasions to arm and head.
30	May	11	MO	59	amputation: leg or foot	Riding on side of moving equipment & attempted to cross over from south side to north side of moving car; lost footing & fell from car. Occurred at an industry location.
31	May	16	KS	33	fracture: torso	Employee reports they were walking out of switch locomotive and descending 2 steps when they slipped and stumbled resulting in broken ribs. Occurred at a yard location.
32	May	22	OK	46	fracture: torso	While working as engineer, feet slipped out from under & fell on steps in locomotive...Occurred at a main/branch location.
33	May	24	TX	61	fracture: torso	Lost balance while pulling pin lifter/uncoupling of a standing locomotive at a yard location.
34	May	31	IN	50	fracture: leg or foot	Jumped from a derailment at an industry location.
35	Jun	20	PA	27	Fracture: torso	While switching at a customer industry, an employee was in a close clearance area between rail cars and the loading platform. The movement crushed the employee between the rail car and loading platform resulting in a severe injury.

*** Number 21 above - Entered into system after 1st quarter. Being added into 2nd quarter update to reconcile numbers.