

BEHIND CLOSED GATES

THE REALITY OF RAILROAD SAFETY



Raymond, MN Derailment



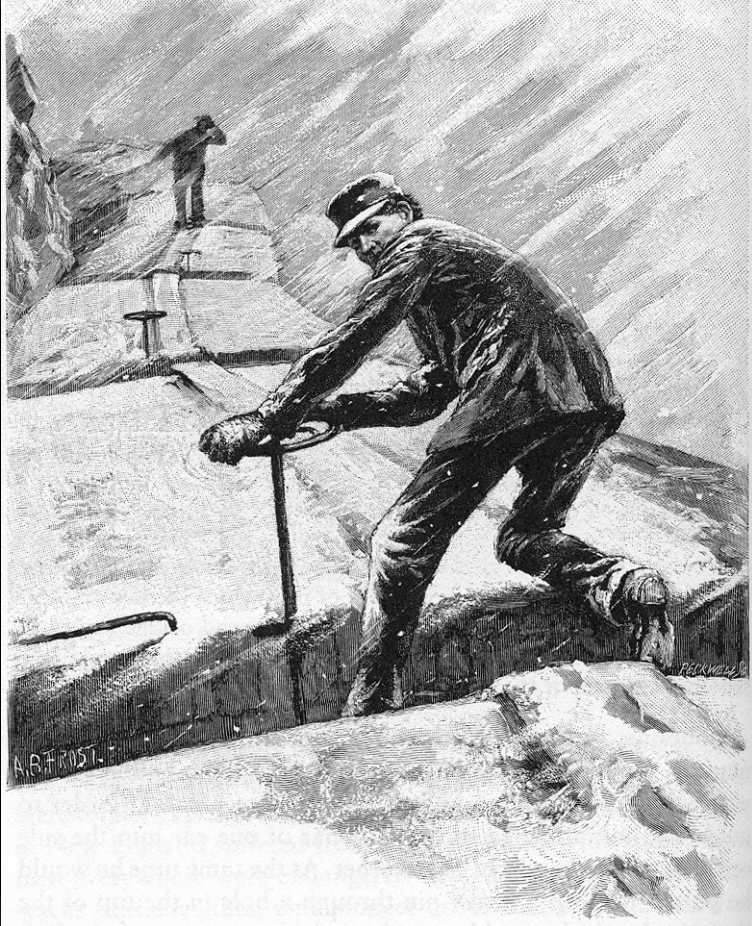
East Palestine, OH Derailment



Lac-Mégantic, QC Derailment



Interstate Commerce Commission Report - 1889



RAILWAY ACCIDENTS FOR THE YEAR ENDING JUNE 30, 1889.

Kind of accident.	Employees.		Passengers.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling cars	300	6,757					300	6,757
Falling from trains and engines . .	493	2,011					493	2,011
Overhead obstructions	65	296					65	296
Collisions	167	820	107	445	37	48	311	1,313
Derailments	125	655	28	389	29	69	182	1,113
Other train accidents	189	1,016	26	247	522	515	737	1,778
At highway crossings	24	45	3	16	410	634	437	695
At stations	70	699	26	295	328	472	424	1,466
Other causes	539	7,729	120	754	2,215	2,397	2,874	10,880
Total	1,972	20,028	310	2,146	3,541	4,135	5,823	26,309

SOFA Fatality Analysis



Share Knowledge ~ Save a Life
ZERO FATALITIES

SOFA ALERT

PLEASE POST IMMEDIATELY

August 13, 2020: Crossett, AR – An employee protecting a shove movement into a customer warehouse was fatally injured after encountering a close clearance situation and contacting a loading dock.

October 11, 2020: Richmond, VA – An employee protecting a shove movement into a track was fatally injured after encountering a close clearance situation and contacting a box car on an adjacent track.

November 11, 2020: Tuscola, IL – An employee protecting a shove movement into a customer siding was fatally injured after encountering a close clearance situation with a fence and was struck by the equipment.

Take Away

While these recent cases have not yet been analyzed, the SOFA Working Group is concerned by the 159 injuries that occurred this year through August 31, 2020 and reminds all employees to remain vigilant during switching operations by not only protecting the shove movement, but also protecting themselves by avoiding close or no clearances hazards. Last, but not least, remember to always hold a job briefing whenever the job or situation changes.

Most Common Findings in Switching Operations Fatalities

Close / No Clearance	Inexperienced Employee	Industry Hazard	Inadequate Job Briefing	Struck by Mainline Train
25%	22%	21%	20%	17%

As a cross-industry collaboration for over 20 years, the SOFA Working Group has identified the Possible Contributing Factors for more than 210 switching operations fatalities since 1992. The SOFA Working Group reports its finding and emerging data trends with the goal of zero fatalities in the railroad industry.

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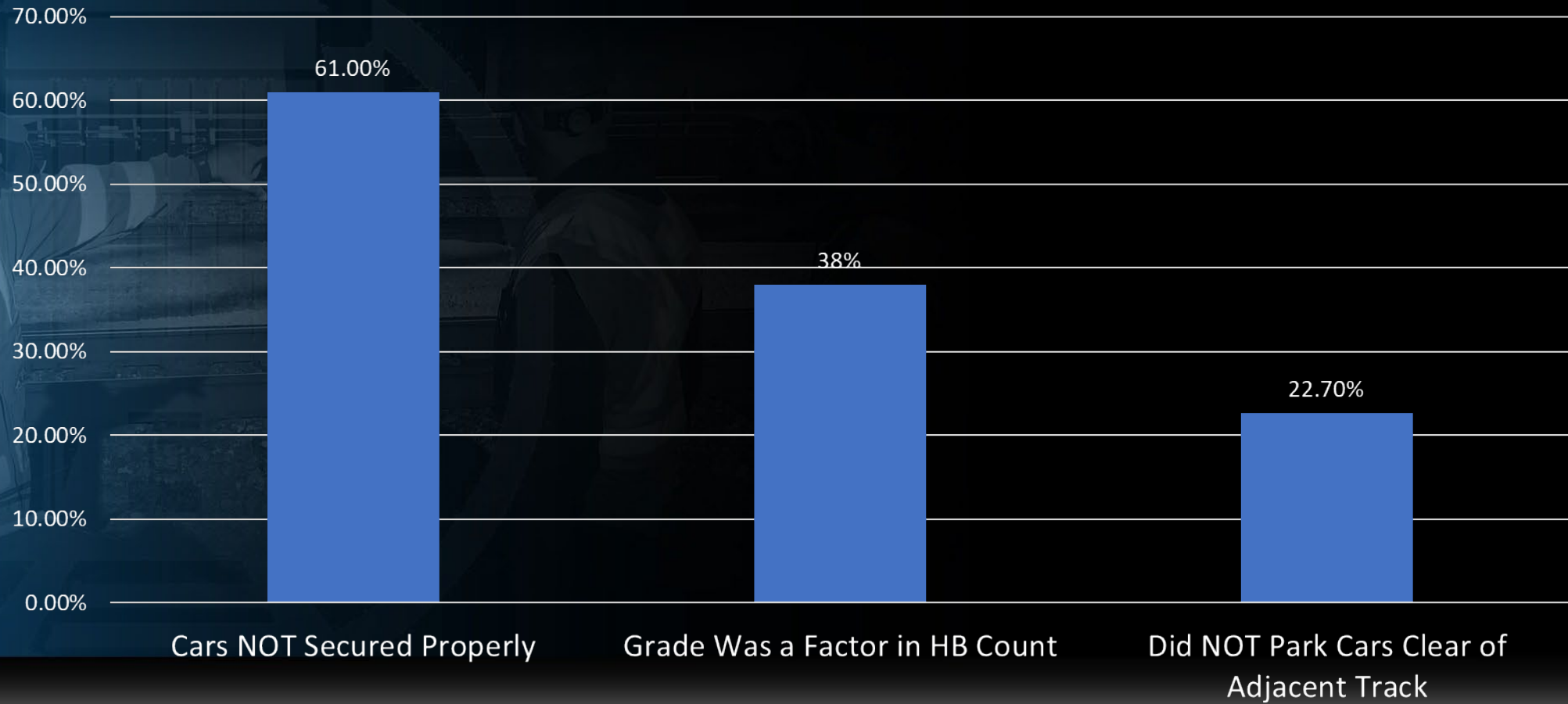
Close Clearance



Lac-Mégantic, QC Derailment



Failure to Secure/Clear Equipment



Switch Operation Failures

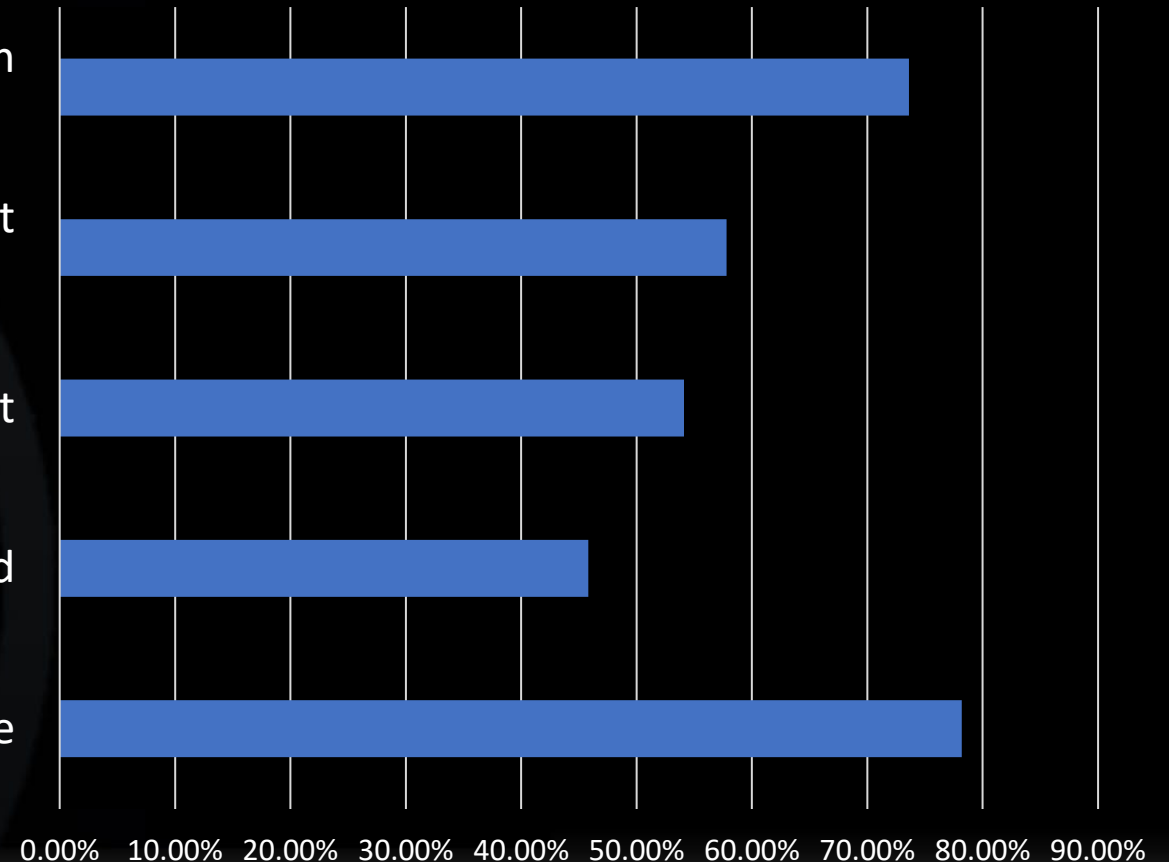
Equipment was NOT Stopped at Clearance Point on Trailing Point Move

Did NOT Stay 20 Feet Away when Equipment Approached or Passed Over

Points NOT Inspected for Proper Fit

Latch was NOT Tested

Securing Hooks NOT in Use



Blue Flag Protection



Blue Flag Failures

70.8%

- Blue Flag NOT Placed Properly

91.6%

- Physical Protection NOT in Place

The Reality of Railroad Safety

Railroading is an extremely dangerous profession for the untrained worker.

Good railroading practices and procedures ensure employee safety - let's use them.

It is up to us to ensure the safety of our rail workers.