



SWITCHING OPERATIONS FATALITY ANALYSIS

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ZERO FATALITIES



SOFA ALERT — PLEASE POST IMMEDIATELY

Amputation: On September 8, 2026: A 45-year-old conductor with 18 years of service suffered a severe injury in Conway, PA while riding a shove movement.

At the time of the incident, the conductor was riding a tank car at the rear end of a 219-car train during a shove movement when he lost his footing and fell off the car, resulting in a leg amputation.

TAKE AWAY

While this recent case has not yet been fully analyzed, the SOFA Working Group reminds all employees to maintain a firm grip and secure footing at all times when riding equipment or getting on/off moving railcars. Always assess walking/riding surfaces and environmental hazards before riding cars. Stop the movement immediately in instances of uncertainty or compromised safety, and remember to always hold a thorough 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%	17%	20%

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 findings and emerging data trends with the goal of zero fatalities in the railroad industry.