



Rail Impact to Person

Incident Overview

Morenci, March 5, 2024

The Industrial Railroad contractor crew was switching out boxcars at the south side of a copper dock. The locomotive operator and a trainee were standing on the engine stairs and leaned out facing away from the direction of travel. While doing so, the operator's body struck a rail switch guard sign. The operator flipped over the handrail, landing face down on the ground. The operator's right arm landed on the track and was run over. A Mayday was called, and emergency services were dispatched to the area.



Causal Factors

- Locomotive operator and trainee leaned out from the engine stairs while facing away from the direction of travel.
- Clearance from the rail switch lever to the outside of rail cars was minimal.

Site Specific Actions



- **Administrative Control** – Re-create a Global Railroad Steering Team to share best practices, standards, and findings amongst all sites. All relevant standard operating procedures, work standards and training records will be reviewed for deficiencies, then corrected.

Global Action Item Proposal



- **Administrative Control** – Within 30 days, evaluate the Morenci rail system for unidentified impaired clearance situations (any distance under 30 inches) and high-risk areas (i.e., switches on steep grades).



- **Engineering Control** – Within 60 days, identify impaired distances that can be mitigated by extending switches, lowering switches or clearly marking impaired distances and mapping those switches (i.e., docks and unloading stands).



- **Elimination Control** – Conduct an assessment as outlined in the Freeport Industrial Railroad Policy section 3.4. Determine alternative means to minimizing or eliminating the need for train ground crews to mount/dismount a train in motion.



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Railroad operators and employees working near railroads

- Be aware of the Industrial Rail Policy
- Do not ride on train stairs
- Complete site assessment to determine alternate means to minimize or eliminate the need for train ground crews to mount/dismount a train in motion
- Train crew may only ride on the platform of the leading end of railcars, if necessary to perform duties
- Switch personnel may only ride on leading end of railcars for spotting during pushing/shoving operations
- Do not work on or around rail or trains unless trained to do so



Morenci Leadership

- Review and audit critical components of Rail Fatal Risks according to the Industrial Rail Policy and Fatal Risk Management program.
- Reinforce execution of policies. Regularly check for understanding and adequate training.
 - Hold our employees and ourselves accountable when policies aren't followed.
- Ensure that site standard operating procedures are in line with corporate policy requirements



All of Us

- Review field training programs.
 - Confirm mentors fully understand policies and procedures. Mentors should reinforce correct behaviors while training in the field.
 - Utilize knowledge checks to regularly confirm understanding of training.
- Utilize stop work obligation when processes or procedures are not being followed, or control improvements are identified.



Potential Fatal Event: Rail Impact to Person



Rail Impact to Person

Preliminary Incident Details	
Operation	Morenci
Date / Time	March 5, 2024 / 11:00 a.m.
Event Type	Injury with Medical Treatment
Summary	The Industrial Railroad contractor crew was switching out boxcars at the south side of a copper dock. The locomotive operator and a trainee were standing on the engine stairs and leaned out facing away from the direction of travel. While doing so, the operator's body struck a rail switch guard sign. The operator flipped over the handrail, landing face down on the ground. The operator's right arm landed on the track and was run over. A Mayday was called, and emergency services were dispatched to the area.
Risk Category	Actionable – Significant (3) Likely (3)
Findings / Missing Controls	<ul style="list-style-type: none"> Employee leaned out of moving train while standing on stairs At least 30 inches of continuous clearance from the farthest projection of moving railroad equipment was not maintained with rail switch guard sign placement
Applicable Policies / Procedures	<ul style="list-style-type: none"> FCX-22 Industrial Railroad Policy Site Standard Operating Procedure – Riding Trains and Locomotives
Employee Condition	<ul style="list-style-type: none"> Injury resulted in amputation of employee's right forearm
Contact	Dale Patterson, Manager-GSC Dana Wise, Manager-Health and Safety

Photos / Links

Employees were riding on the stairwell of the 51 locomotive when event occurred