

**Errata Sheet**  
**Accident Summary**

NTSB Accident Number DCA16FR008  
BNSF Collision, Panhandle, Texas, June 28, 2016  
NTSB Docket Item No. 1  
Revised Document

On Tuesday, June 28, 2016, at 8:21 a.m. central daylight time, eastbound BNSF Railway (BNSF) train S-LACLPC1-26K (eastbound train) collided with westbound train Q-CHISBD6-271 (westbound train) at milepost (MP) 525.4 on the BNSF Panhandle Subdivision near Panhandle, Texas. The route for eastbound train was on the main track with a stop signal at MP 526.1. The route for the westbound train was into the siding at MP 526.1. The collision occurred about one-half mile east of the east switch of the siding at MP 526.1. Investigators examined the east switch of the siding at MP 526.1 and observed a run through switch.

Resulting from the collision was a significant fire. Both the locomotive engineer and conductor on the eastbound train and the conductor on the westbound died in the accident. The engineer of the westbound train jumped before impact and survived with minor injuries. The BNSF estimated damage to be \$16 million. The weather at 7:53 a.m. central daylight time was wind from the west at 5.8 mph, visibility unrestricted at 10 miles or more, clear sky, and 68°F.

Each train was crewed by a locomotive engineer and a conductor. The LACLPC1-26K consisting of three head-end locomotives, two distributive power locomotives, and 56 loaded cars collided with the Q-CHISBD6-27L, consisting of five head-end locomotives and 54 load cars.

Operating rules, timetable instructions, general orders, and the signal indications of a traffic control system governed train movements on the BNSF Panhandle Subdivision.<sup>1</sup> The Panhandle Subdivision had a positive train control (PTC) system installed; however, the BNSF was testing the PTC and had not begun use of the technology at the time of the collision.<sup>2</sup> The maximum authorized speed on the Panhandle Subdivision was 70 mph with speed restrictions between posted timetable mileposts. No passenger trains operated on this subdivision.

Parties to the investigation included the Federal Railroad Administration, BNSF Railway; the Brotherhood of Locomotive Engineers and Trainmen; and the International Association of Sheet Metal, Air, Rail, and Transportation Workers.

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<sup>1</sup> *General Code of Operating Rules*, Sixth Edition, effective April 1, 2015; *BNSF System Special Instructions*, effective April 1, 2015; *BNSF Kansas Area Timetable No. 1*, effective January 6, 2016, *TY&E Safety Rules*, effective January 1, 2015; and *Airbrake and Train Handling Rules*, effective April 1, 2015.

<sup>2</sup> *Positive Train Control (PTC)* is a processor-based/communication-based train control system designed to prevent train accidents. The Rail Safety Improvement Act of 2008 mandated development and implementation of PTC by a railroad following the requirements of 49 CFR Part 236, Subpart I – Positive Train Control Systems.