



Accident Summary

DCA16FR008

BNSF Railway

Panhandle, Texas

June 28, 2016

Accident Summary

On Tuesday, June 28, 2016, at 8:21 a.m. central daylight time, two BNSF Railway (BNSF) trains collided at milepost (MP) 525.4 on the BNSF's Panhandle Subdivision. Each train was crewed by a locomotive engineer and a conductor. Eastbound train S-LACLPC1-26K, consisting of 3 head-end locomotives, 2 distributive power units, and 56 loaded cars; collided with westbound train Q-CHISBD6-27L, consisting of 5 head-end locomotives, and 54 loaded cars. The signal system was lined to route the westbound train into the Panhandle control point siding at milepost 526.1 while holding the eastbound train on the main track before the east end of the siding. The collision, which caused the derailment of the locomotives and several cars from both trains, occurred about one-half mile east of the east switch of the Panhandle siding.

The collision and derailment resulted in a significant fire. Three crewmembers died in the accident—the engineer and conductor on the eastbound train and the conductor on the westbound train. The engineer of the westbound train jumped from the train before impact and survived with injuries. The BNSF estimated damages of \$16 million.

Train movements in the accident area are governed by signal indications of a traffic control system. A positive train control system had been scheduled to be implemented by the BNSF in this area by the end of 2016.

Preliminary review of signal event recorder data and tests of the signal system indicate the last signal the eastbound train passed before the collision was a stop (red) signal. The previous signal the eastbound train passed was an approach (yellow) signal. A preliminary review of locomotive event recorder data revealed that the eastbound train was traveling about 62 mph when it went by the approach signal at the west end of the Panhandle siding and about 65 mph when it went by the stop signal at the east end of the Panhandle siding.