

DCA11FR002
Collision - BNSF
Red Oak, Iowa
April 17, 2011

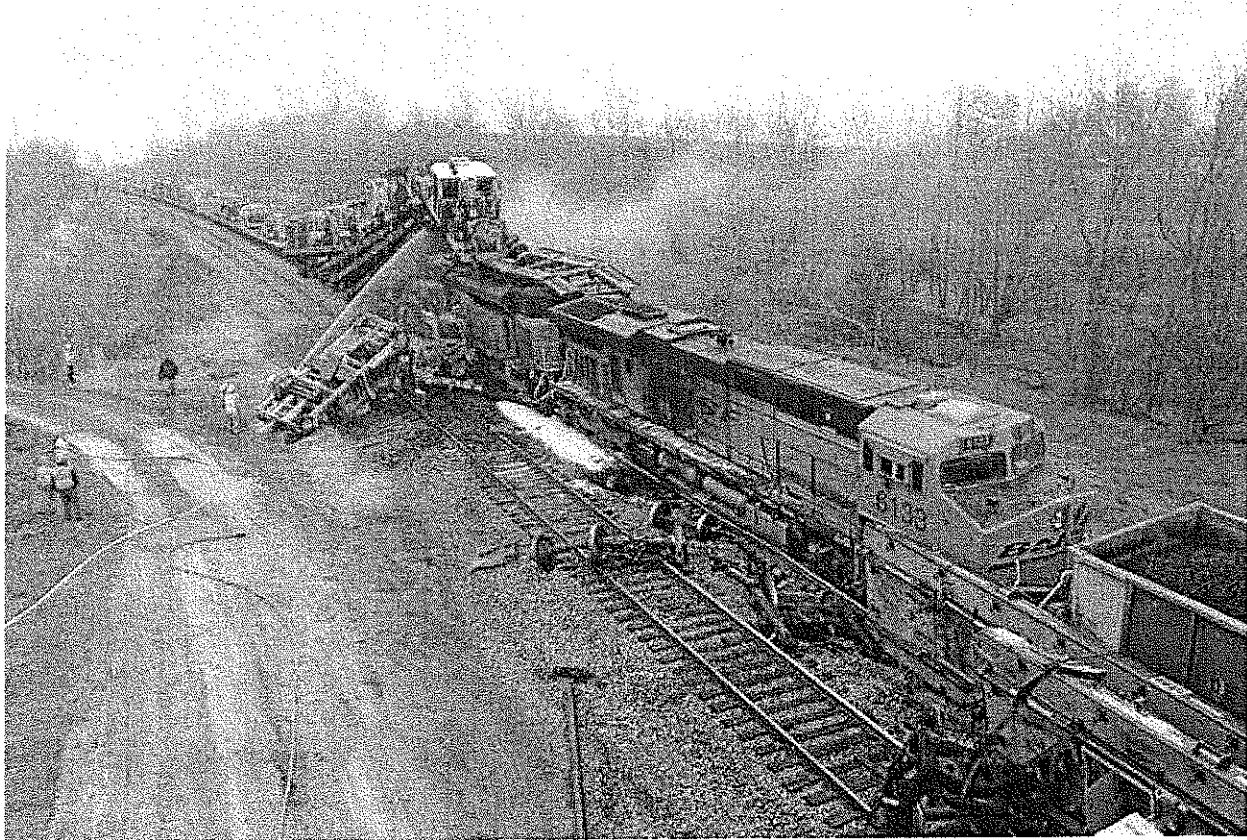
BNSF Post Accident
Safety Briefing
April 25, 2011

April 25, 2011**McPherson, Iowa, Incident****SB-2011-11T****Incident description**

At approximately 6:55 a.m. CDT, April 17, a coal train, C-BTMCNMO-26, struck the rear of unit train, U-BRGCRI5-12 at MP 447.3 and two employees on the coal train were fatally injured. The incident occurred on the Creston Subdivision at McPherson, Iowa.

The crew on the coal train based in Creston, Iowa, included Thomas Anderson, a 48-year-old locomotive engineer with 13 years of service and Patricia Hyatt, a 48-year-old conductor with six years of service.

Their eastbound coal train was traveling 22 mph when it collided with the rear of an eastbound maintenance unit train that was stopped on Main Track 2. The coal train was operating under a signal indication that required restricted speed.

**Discussion points**

The investigation into the cause of this tragic accident is ongoing. However, given the circumstances of the accident, it is appropriate to review the rules for signal indications that require restricted speed.

Discussion points (cont)

During job safety briefings, train crew employees should discuss the requirements of the rules related to restricted speed. Compliance with these rules can prevent a serious or even fatal incident and help ensure that employees return home safely.

When a train or engine is required to move at restricted speed, the crew must operate the train at a speed that allows stopping within half the range of vision short of train, engine, railroad car, men or equipment fouling the track, stop signal or derail or switch lined improperly. The crew must also keep a lookout for broken rail and not exceed 20 mph. The crew must comply with these requirements until the leading wheels reach a point where movement at restricted speed is no longer required (GCOR 6.27).

While movement at restricted speed must not exceed 20 mph, operating conditions may require train speed to be well below 20 mph when complying with the rule. These conditions may include weather, time of day, track grade/curve, train make-up, type of operation and other factors. Crew members must consider these factors when determining an appropriate speed that would enable them to stop short of items identified in GCOR 6.27.

When restricted speed applies, crew members must be continually alert for conditions that may require them to stop the movement. Remember, the train must be able to stop within **half** the range of vision, not within the range of vision. Crew members should not act on assumptions about what created the restricted speed scenario or the location of potential obstructions.

Important items to remember

- When a train passes a signal requiring movement at restricted speed, the train must move at restricted speed until its leading wheels have passed the next governing signal (GCOR 9.11).
- When required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision (GCOR 6.27).
- Crew members must consider train or engine speed, grade conditions and air gauge indications to ensure that the train or engine is being handled safely and is under control. If necessary, take immediate action to bring the train or engine under control (GCOR 6.22).

Additional Rule References

GCOR

1.47 Duties of Crew Members

6.22 Maintaining Control of Train or Engine

6.27 Movement at Restricted Speed

6.31 Maximum Authorized Speed

9.11 Movement from Signal Requiring
Restricted Speed

Signal Aspects and Indications

9.1.13 Restricting

PLEASE NOTE THAT ALL RULES AND POLICIES THAT ARE IN EFFECT AT THE DATE OF THE ISSUANCE OF THIS SAFETY BRIEFING ARE SUBJECT TO CHANGE. PLEASE CONTACT SAFETY/RULES TO DETERMINE VALIDITY BEFORE YOU USE THE INFORMATION IN THIS BRIEFING AT A LATER DATE.

REMEMBER -- All BNSF employees are empowered to work safely. If you think a condition is unsafe, protect it, report it, assist in correcting it, or use your expertise to provide a better and safer way.

BNSF Safety Vision
We believe every accident or injury is preventable. Our vision is that BNSF will operate free of accidents and injuries.