

Accident No.: DCA13MR004

Accident Type: Railroad Train Collision, Resulting in Highway Bridge Collapse

Location: Chaffee, MO

Date: May 25, 2013

Preliminary Report

The information in this report is preliminary and will be supplemented or corrected during the course of the investigation.

On Saturday, May 25, 2013, about 2:30 a.m., central daylight time, Union Pacific Railroad (UP) freight train, 2ASMAR-25, collided with BNSF Railway (BNSF) freight train U-KCKHKMO-O5T near Chaffee, Missouri. The accident occurred where UP and BNSF tracks cross at grade at a railroad interlocking (*Rockview Junction*). The BNSF train was occupying the interlocking when the UP train struck the 12th car behind the locomotives of the BNSF train. As a result of the collision, 13 cars of the BNSF train were derailed. Two locomotives and 11 cars of the UP train were derailed. Spilled diesel fuel from the derailed UP locomotives caught fire. Missouri State Highway M Bridge is above the *Rockview Junction* interlocking; collision forces resulted in the collapse of portions of the highway bridge.

The UP train consisted of 2 locomotives and 60 cars. The BNSF train consisted of 3 locomotives and 75 cars. The engineer and conductor on the UP train were the only train crew members that were injured; they were transported to a local hospital. Subsequent to the highway bridge collapse, two motor vehicles struck damaged highway elements and were involved in fires. Five occupants of the motor vehicles were injured and transported to a local hospital. The weather was clear and 48° F at the time of the accident. The preliminary damage was estimated to be \$11 million.

Event recorder data from the locomotives of both trains, as well as recorded data from the signal system, is being examined to determine train speeds and signal aspects prior to the collision. Initial data review indicates that the UP train was traveling about 49 mph when it struck the side of the BNSF train, which was traveling about 22 mph. Preliminary data indicates that the BNSF train received a signal indication permitting it to proceed through the interlocking, while the UP train received a stop signal indication at the interlocking. No positive train control system is currently installed at this location.

Parties to the investigation are the Federal Railroad Administration, Missouri Department of Transportation, Scott County Emergency Management Agency, Union Pacific Railroad, BNSF Railway, Brotherhood of Locomotive Engineers and Trainmen, United Transportation Union, and the Brotherhood of Railroad Signalmen.