



**NTSB** National Transportation Safety Board

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*Office of Railroad, Pipeline &  
Hazardous Materials Investigations*

**Macdona, Texas**

Operations

# Operations

## Union Pacific Train

- Originated in Houston, Texas
- Destination: Tucson, Arizona

## BNSF Train

- Originated in Eagle Pass, Texas
- Destination: Tulsa, Oklahoma

# Operations

## Union Pacific Train

- Train crew on duty at 2:45 a.m. at Kirby Yard in San Antonio
- 4:03 a.m. train departed the yard

# Operations

## BNSF Train

- Crew reported for duty at the San Antonio Yard
- Transported to Seco, Texas
- Consisted of an engineer and conductor
- Plans changed to secure train in Macdona Siding

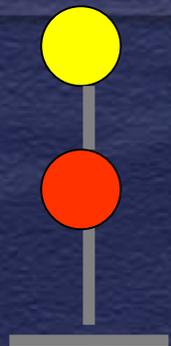
# Operations

## Centralized Traffic Control

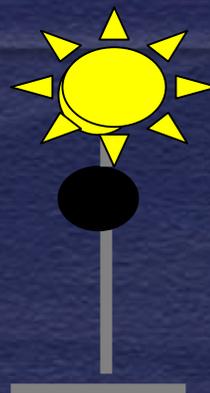
- Train dispatcher controlled
- Wayside signals
- Power switches



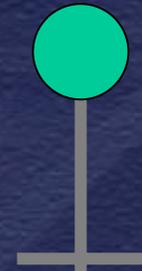
W Macdona



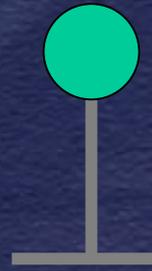
E Macdona



MP 222.9



Alamo Jct



Withers



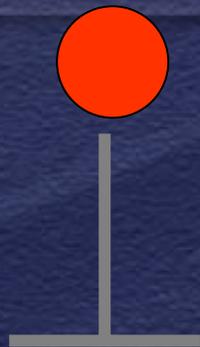
BNSF



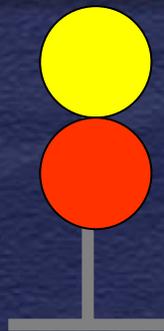
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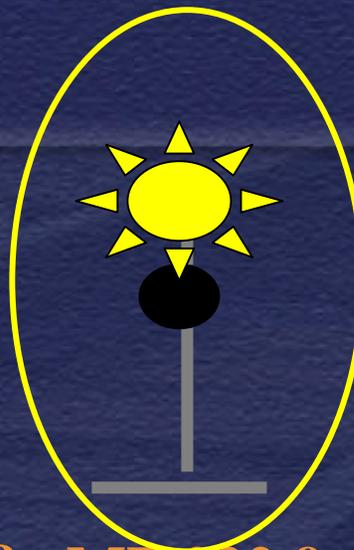




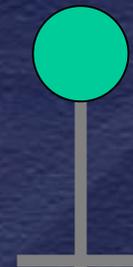
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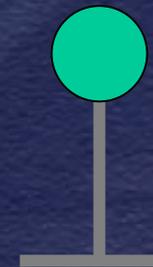
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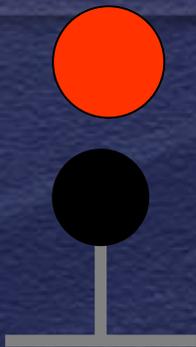


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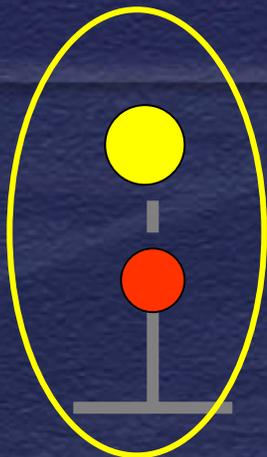


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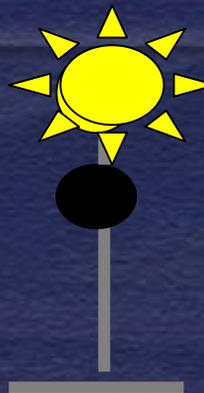




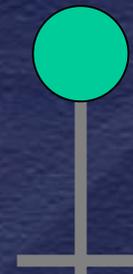
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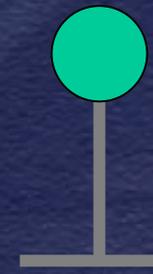
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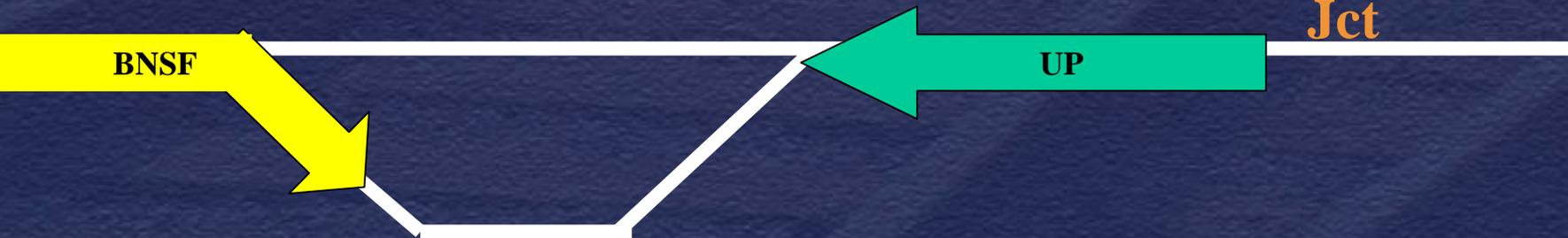
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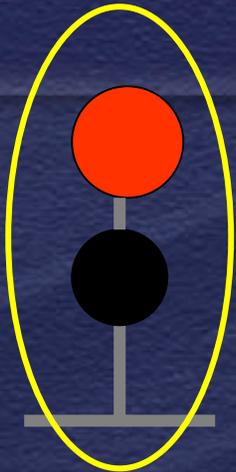
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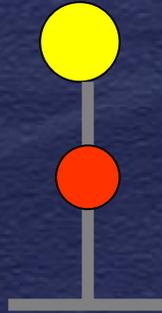
BNSF

UP

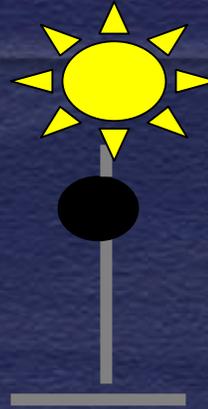




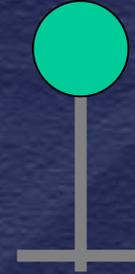
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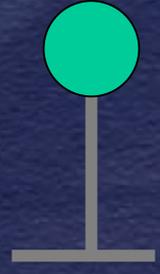
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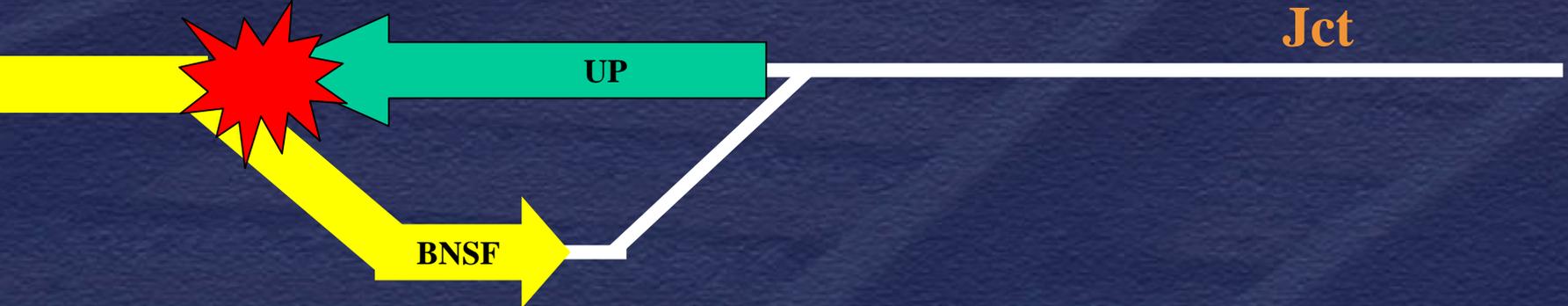
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Withers



# Conclusion

On the day of the accident, the crew of the accident Union Pacific train failed to operate their train in accordance with operating rules and in compliance with wayside signal indications, to include failing to take any action in response to the *stop* signal at the west end of the Macdona siding.



**NTSB**