

INTERSTATE COMMERCE COMMISSION
WASHINGTON

INVESTIGATION NO. 2896
THE ATCHISON, TOPEKA AND SANTA FE
RAILWAY COMPANY
REPORT IN RE ACCIDENT
AT NEMO, ILL., ON
JUNE 8, 1945

SUMMARY

Railroad: Atchison, Topeka and Santa Fe
Date: June 8, 1945
Location: Nemo, Ill.
Kind of accident: Side collision
Equipment involved: Engine and freight car : Cut of freight cars
Engine number: 3190 :
Consist: Engine and 1 car : 31 cars
Estimated speed: 10 m. p. h. : Standing
Operation: Auxiliary tracks
Track: Auxiliary tracks; tangent; 0.54 percent ascending grade westward
Weather: Cloudy
Time: 10:10 p. m.
Casualties: 1 killed
Cause: Movement being made on an auxiliary track which was fouled by a car on turnout of an adjacent auxiliary track

INTERSTATE COMMERCE COMMISSION

INVESTIGATION NO. 2896

IN THE MATTER OF MAKING ACCIDENT INVESTIGATION REPORTS
UNDER THE ACCIDENT REPORTS ACT OF MAY 6, 1910.

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY

July 20, 1945.

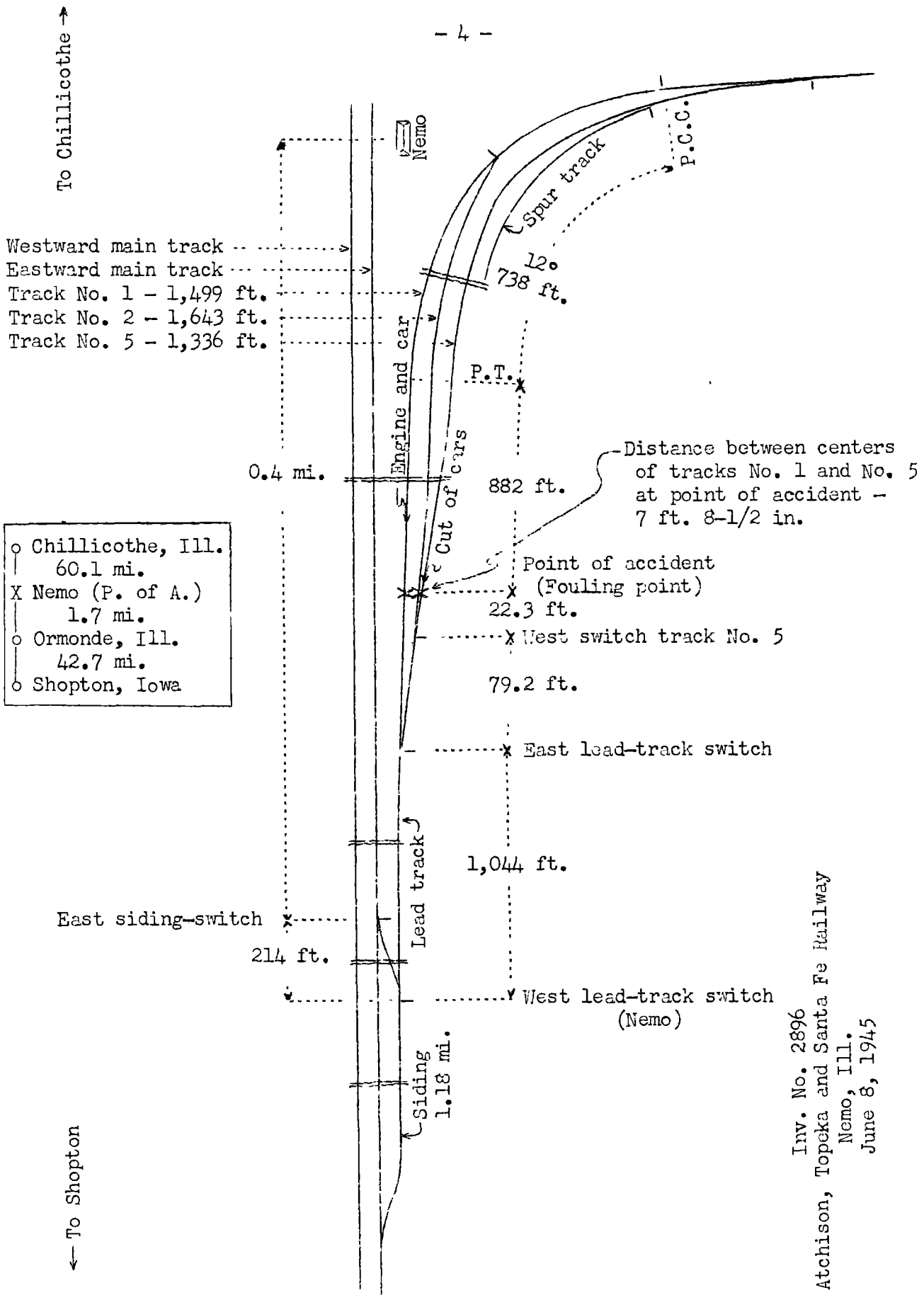
Accident at Nemo, Ill., on June 8, 1945, caused by a movement being made on an auxiliary track which was fouled by a car on a turnout of an adjacent auxiliary track.

REPORT OF THE COMMISSION¹

PATTERSON, Commissioner:

On June 8, 1945, there was a side collision between a freight car and a freight car being pushed by an engine on the Atchison, Topeka and Santa Fe Railway at Nemo, Ill., which resulted in the death of one employee.

¹Under authority of section 17 (2) of the Interstate Commerce Act the above-entitled proceeding was referred by the Commission to Commissioner Patterson for consideration and disposition.



Inv. No. 2896
 Atchison, Topeka and Santa Fe Railway
 Nemo, Ill.
 June 8, 1945

Location of Accident and Method of Operation

This accident occurred on that part of the Illinois Division designated as the Second District and extending eastward from Snopton, Iowa, to Chillicothe, Ill., 104.5 miles, a double-track line in the vicinity of the point of accident over which trains moving with the current of traffic are operated by signal indications and an automatic train-control system. Between Ormonde and Nemo, respectively, 42.7 and 44.4 miles east of Snopton, a siding 1.13 miles long parallels the main tracks on the south. The east switch of this siding is 0.4 mile west of the station at Nemo. The west switch of a lead track 1,044 feet long is 214 feet west of the east siding-switch. This track connects the east end of the siding and the west ends of three auxiliary tracks, designated from north to south as tracks No. 1, No. 2 and No. 5, which are, respectively, 1,499, 1,643 and 1,336 feet long. The west switch of track No. 5 is 79.2 feet east of the east lead-track switch, and is provided with a No. 8 turnout. The distance between the centers of track No. 1 and the turnout of the west switch of track No. 5 at the fouling point is 7 feet 8-1/2 inches. The accident occurred at the fouling point of track No. 1 and the turnout of the west switch of track No. 5, at a point 22.3 feet east of the west switch. From the east on track No. 1 there is a compound curve to the left 738 feet in length, the maximum curvature of which is 12°, which is followed by a tangent 882 feet to the point of accident. At the point of accident the grade is 0.54 percent ascending westward.

Operating rules read in part as follows:

103. When cars are pushed by an engine, * * * a trainman must take a conspicuous position on the front of the leading car. * * *

Description of Accident

Extra 3190 East, an east-bound freight train, consisting of engine 3190, 69 cars and a caboose, stopped on the siding in the vicinity of the east switch at Nemo about 10 p. m. Soon afterward the engine and the first eight cars were detached and moved eastward on the lead track and track No. 1 to the east switch of track No. 5. Then the eighth car was coupled to the east end of a cut of 23 cars on track No. 5, and the 31 cars were moved westward on track No. 5 a sufficient distance for the east car to clear the turnout of the switch of a spur track located south of track No. 5. The engine was then detached from the cars on track No. 5 and coupled to a car of stock on the spur track. The engine, in backward motion and pushing the stock car, proceeded westward on track No. 1 and while moving at an estimated speed of 10 miles per hour the car being pushed by the engine struck the west car of the cut of 31 cars on track No. 5, at the fouling point of track No. 1 and the turnout of the west switch of track No. 5.

The west truck of the west car of the cut of 31 cars was derailed. The stock car and the engine were slightly damaged.

It was cloudy at the time of the accident, which occurred about 10:10 p. m. . .

The front brakeman was killed.

Discussion

Engine 3190 was pushing a car westward on track No. 1 when the car struck the west car of a cut of 31 cars, which was standing on the turnout of track No. 5 and fouling track No. 1. It was dark, and night signals were being used. The front brakeman, who was on the west end and the south side of the car that was being pushed by the engine, was killed in the accident.

The investigation disclosed that the front brakeman was the only member of the train crew to accompany the engine during the switching movements involved, and he remained in the vicinity of the engine during the movements. After the engine had moved the 31 cars westward on track No. 5, the most westerly car stopped on the turnout of the west switch. No member of the crew was in the vicinity of the west switch when this movement was being made, and it was not known that the car fouled track No. 1 until the engineer observed the car immediately prior to the collision. The front brakeman did not give any signal to the engineer, and took no other action to indicate that he saw the car which fouled the turnout. The conductor and the flagman were in the caboose when the train stopped on the siding, and they were proceeding toward the front of the train when the accident occurred. If a member of the train crew had been on the west end of the cut of cars when the cut was being moved westward on track No. 5, it would have been known that the most westerly car on track No. 5 fouled track No. 1 after this movement was completed.

Cause

It is found that this accident was caused by a movement being made on an auxiliary track which was fouled by a car on a turnout of an adjacent auxiliary track.

Dated at Washington, D. C., this twentieth day of July, 1945.

By the Commission, Commissioner Patterson.

(SEAL)

W. P. BARTEL,
Secretary.