

INTERSTATE COMMERCE COMMISSION

WASHINGTON

REPORT NO. 3756

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC
RAILROAD COMPANY

IN RE ACCIDENT

NEAR MONTEVIDEO, MINN., ON

JUNE 17, 1957

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SUMMARY

Date: June 17, 1957

Railroad: Chicago, Milwaukee, St. Paul and Pacific

Location: Montevideo, Minn.

Kind of accident: Derailment

Train involved: Passenger

Train number: 6

Locomotive number: Diesel-electric units 102C and 102A

Consist: 6 cars

Speed: 70 m. p. h.

Operation: Signal indications

Track: Single; tangent; level

Weather: Clear

Time: 8:50 a. m.

Casualties: 18 injured

Cause: Washout

INTERSTATE COMMERCE COMMISSION

REPORT NO. 3756

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

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY

July 22, 1957

Accident near Montevideo, Minn., on June 17, 1957, caused by
a washout.

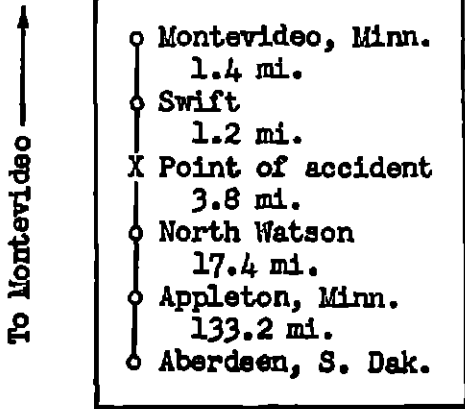
REPORT OF THE COMMISSION¹

TUGGLE, Commissioner:

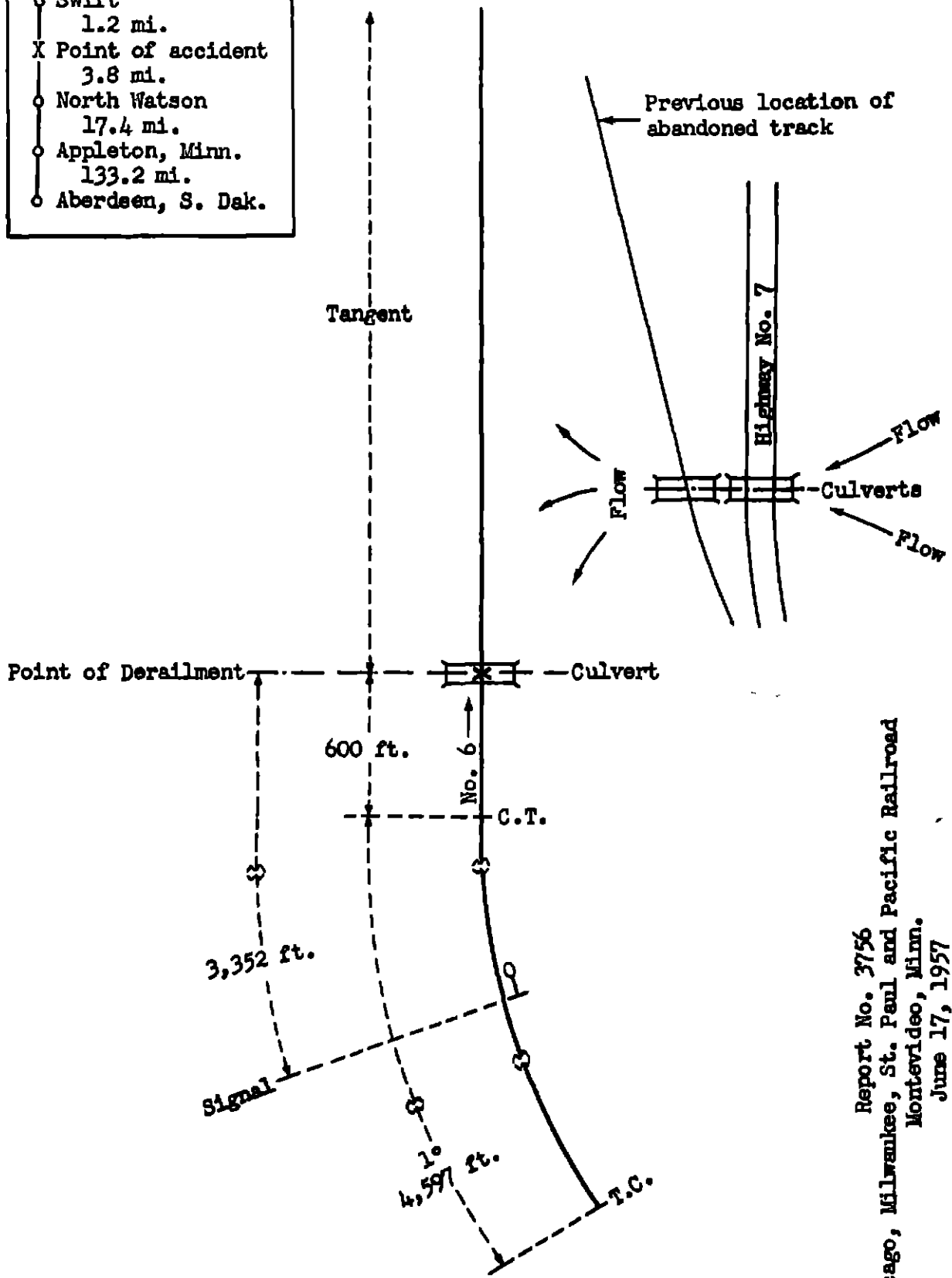
On June 17, 1957, there was a derailment of a passenger train on the Chicago, Milwaukee, St. Paul and Pacific Railroad near Montevideo, Minn., which resulted in the injury of 10 passengers, 3 railway mail clerks, 1 express messenger, and 4 train-service employees.

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



→ To Aberdeen



Report No. 3756
 Chicago, Milwaukee, St. Paul and Pacific Railroad
 Montevideo, Minn.
 June 17, 1957

Location of Accident and Method of Operation

This accident occurred on that part of the Hastings & Dakota Division extending between Aberdeen, S. Dak., and Montevideo, Minn., 157.0 miles. In the vicinity of the point of accident this is a single-track line, over which trains are operated by signal indications. The accident occurred on the main track at a point 154.4 miles east of Aberdeen and 2.6 miles west of Montevideo. From the west there is a 1° curve to the right 4,597 feet in length and a tangent 600 feet to the point of accident and a considerable distance eastward. The grade is practically level.

The track structure in the vicinity of the point of accident consists of 115-pound rail, 39 feet in length, laid in 1953 on an average of 24 treated ties to the rail length. It is fully tieplated, spiked with four spikes per tie plate, and is provided with 6-hole 36-inch joint bars and an average of 14 rail anchors per rail. It is ballasted with gravel to a depth of 24 inches below the bottoms of the ties.

In the vicinity of the point of accident the track is laid on a fill approximately 11 feet in height. The fill is 22 feet in width at the top and 55 feet in width at the bottom. It is composed of sandy loam and clay. A 42-inch cast-iron pipe culvert 42 feet in length is located at the point of accident. Water flows from south to north through this culvert. The flow line is 11 feet below the level of the base of the rails.

In the vicinity of the point of accident the grade for a track which was abandoned in 1946 is located south of the present right of way. At a point approximately 1,500 feet south of the railroad and 2,200 feet east of the point at which the accident occurred this track was laid on a fill 310 feet in length, 12 feet in width at the top, 124 feet in width at the bottom, and a maximum of 37 feet in height. A 2-foot by 3-foot stone box culvert 110 feet in length with a 36-inch concrete pipe culvert 12 feet in length at each end is located in the fill at this point. The flow line is 37 feet below the top of the fill. This fill is no longer owned by the railroad. At this point a highway parallels the fill on the south at a distance of approximately 275 feet. A 6-foot by 6-foot concrete box culvert 130 feet in length extends under the highway. Water from an area of 1,650 acres drains from south to north through these culverts.

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An automatic signal governing east-bound movements is located 3,352 feet west of the point of accident.

The maximum authorized speed for passenger trains in the vicinity of the point of accident is 79 miles per hour.

Description of Accident

No. 6, an east-bound first-class passenger train, consisted of diesel-electric units 102C and 102A, coupled in multiple-unit control, one mail and express car, three baggage cars, one coach, and one baggage car, in the order named. All cars were of all-steel construction. This train departed from Appleton, Minn., 21.2 miles west of the point of accident, at 8:05 a. m., 8 hours 31 minutes late. It passed the automatic signal west of the point of accident, which indicated Proceed, and while moving at a speed of approximately 70 miles per hour, as indicated by the tape of the speed-recording device, the locomotive, the first four cars, and the front truck of the fifth car were derailed at a point 2.6 miles west of Montevideo.

Separations occurred between the two diesel-electric units, between the second unit and the first car, and between the first and second cars. The first diesel-electric unit stopped with the front end 375 feet east of the point of derailment and 35 feet south of the track. The rear end was 20 feet south of the track. The second unit stopped behind the first unit, across the track at an angle of approximately 45 degrees. The first car stopped on its left side on the north side of the track. None of the other derailed equipment overturned. The other derailed cars stopped approximately in line with the track. The diesel-electric units and the first, second, and fourth cars were badly damaged. The other derailed cars were somewhat damaged.

The engineer, the train baggageman, the front brakeman, and the flagman were injured.

The weather was clear at the time of the accident, which occurred at 8:50 a. m.

Discussion

Because of heavy rains, the section foreman at Appleton. was called at 9:15 p. m., June 16, to patrol the track between that point and Montevideo ahead of No. 6. He was instructed that No. 6 would be held at Appleton until the track was reported to be safe for the movement of the train. He said that he found no indication of heavy rain between Appleton and