

INTERSTATE COMMERCE COMMISSION  
WASHINGTON

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REPORT NO. 3033

DETROIT, TOLEDO AND FRONTON  
RAILROAD COMPANY  
AND  
THE NEW YORK CENTRAL RAILROAD COMPANY

IN RE ACCIDENT  
AT QUINCY, OHIO, ON

JUNE 9, 1955

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SUMMARY

Date: June 9, 1955

Railroads: Detroit, Toledo : New York Central  
and Ironton

Location: Quincy, Ohio

Kind of accident: Side collision

Equipment involved: Track motor-car : Passenger train

Train number: : 446

Engine number: : Diesel-electric  
units 4005 and  
4033

Consist: : 14 cars

Estimated speeds: 2 to 5 m. p. h. : 78 m. p. h.

Operation: Interlocking

Tracks: Single; tangent; : Double; tangent;  
0.50 percent ascending : 0.25 percent  
grade south- descending  
ward grade eastward

Weather: Hazy

Time: 7:44 a. m.

Casualties: 1 killed

Cause: Track motor-car occupying railroad  
crossing at grade immediately in  
front of approaching train

INTERSTATE COMMERCE COMMISSION

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REPORT NO. 3635

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

DETROIT, TOLEDO AND IRONTON RAILROAD COMPANY  
AND  
THE NEW YORK CENTRAL RAILROAD COMPANY

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July 21, 1955

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Accident at Quincy, Ohio, on June 9, 1955, caused by  
a track motor-car occupying a railroad crossing  
at grade immediately in front of an approaching  
train.

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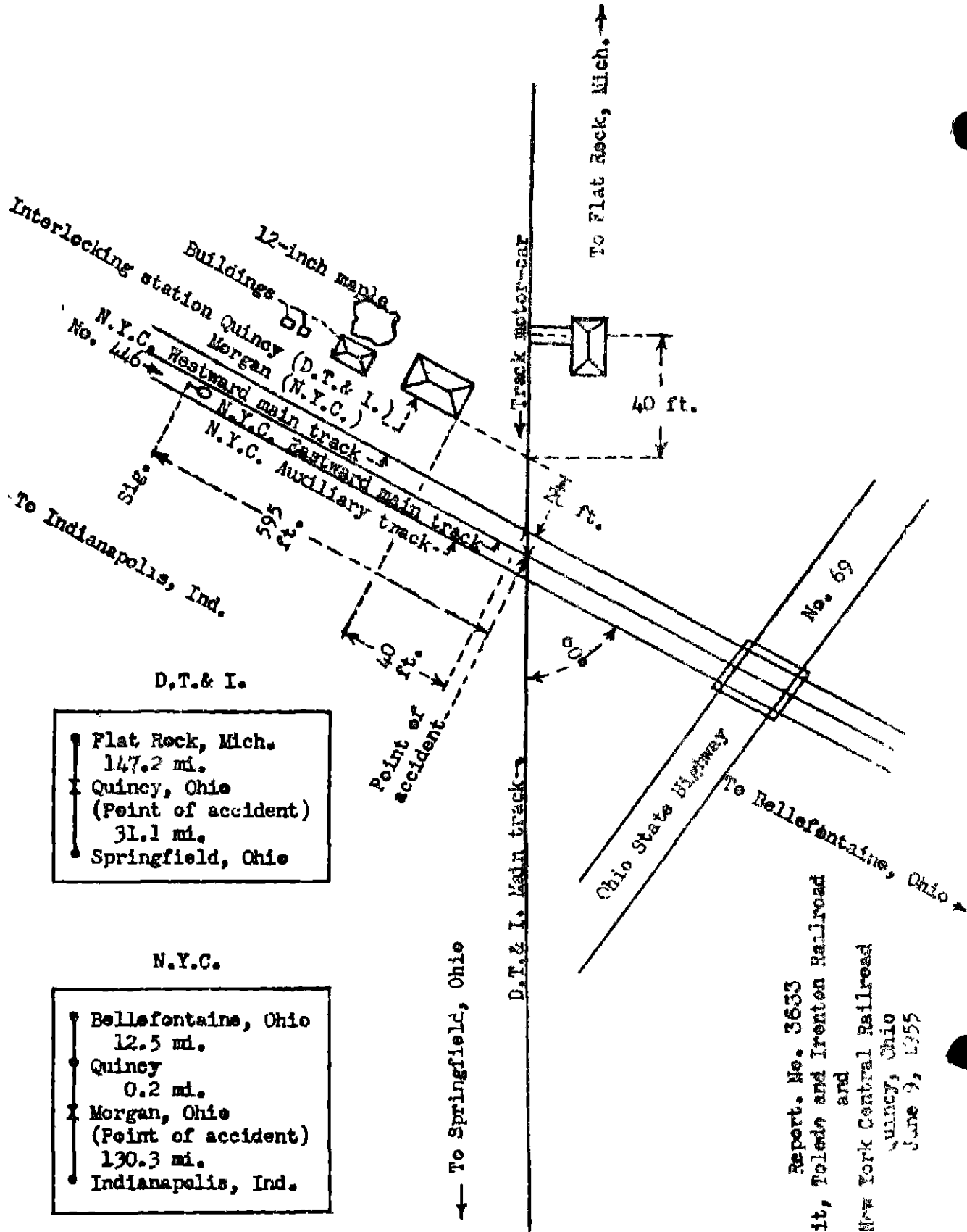
REPORT OF THE COMMISSION<sup>1</sup>

157-B

CLARKE, Commissioner:

On June 9, 1955, there was a side collision between  
a track motor-car on the Detroit, Toledo and Ironton  
Railroad and a passenger train on the New York Central  
Railroad at Quincy, Ohio, which resulted in the death of  
one maintenance-of-way employee. This accident was  
investigated in conjunction with a representative of the  
Public Utilities Commission of Ohio.

<sup>1</sup>  
Under authority of section 17 (2) of the Interstate Com-  
merce Act the above-entitled proceeding was referred by the  
Commission to Commissioner Clarke for consideration and  
disposition.



D.T. & I.

●	Flat Rock, Mich.	147.2 mi.
✕	Quincy, Ohio (Point of accident)	31.1 mi.
●	Springfield, Ohio	

N.Y.C.

●	Bellefontaine, Ohio	12.5 mi.
●	Quincy	0.2 mi.
✕	Morgan, Ohio (Point of accident)	130.3 mi.
●	Indianapolis, Ind.	

Report. No. 3633  
 Detroit, Toledo and Ironton Railroad  
 and  
 New York Central Railroad  
 Quincy, Ohio  
 June 9, 1955

### Location of Accident and Method of Operation

This accident occurred at the intersection of the Detroit, Toledo and Ironton Railroad, hereinafter referred to as the D.T.& I., and the New York Central Railroad, hereinafter referred to as the N.Y.C., at Quincy, Ohio. An interlocking station at the intersection is designated as Morgan by the N.Y.C. The designation Quincy is used in this report. The crossing is located on that part of the Northern District of the D.T.& I. extending between Flat Rock, Mich., and Springfield, Ohio, 178.3 miles and on that part of the Ohio Division of the N.Y.C. extending between Indianapolis, Ind., and Bellefontaine, Ohio, 143.0 miles. Quincy is 147.2 miles south of Flat Rock on the D.T.& I., and 130.3 miles east of Indianapolis on the N.Y.C. The tracks cross at an angle of approximately 60°. In this vicinity the D.T.& I. is a single-track line, over which trains are operated by timetable and train orders. There is no block system in use. The track is tangent throughout a considerable distance in each direction from the crossing. The grade is 0.50 percent ascending southward. In the vicinity of the point of accident the N.Y.C. is a double-track line over which trains moving with the current of traffic are operated by signal indications. An auxiliary track parallels the eastward main track on the south. The tracks are tangent throughout a considerable distance in each direction from the crossing. The grade is 0.25 percent descending eastward.

Movements over the crossing are governed by interlocking signals. The signal governing east-bound movements on the eastward main track of the N.Y.C. is located approximately 595 feet west of the crossing. The interlocking station is located in the northwest angle of the intersection. It is 25 feet long and 15 feet wide. The south side of the building is 20 feet north of the center-line of the westward main track of the N.Y.C. and parallel to it, and the east end is approximately 40 feet west of the crossing.

Rules for the operation of track motor-cars on the D.T.& I. read in part as follows:

919. Before a motor car is placed on the main track, a line-up must be secured giving the location of trains in the territory in which it will work \* \* \*

921. The maximum speed of motor cars is twenty-five miles per hour. \* \* \* when passing through \* \* \* interlockings \* \* \* motor cars must not exceed six miles per hour \* \* \*

The maximum authorized speed for the N.Y.C. train was 79 miles per hour.

#### Description of Accident

About 7:40 a. m. a track motor-car, occupied by a track patrolman, departed south-bound on the D.T.& I. main track from a point about 60 feet north of the N.Y.C. crossing at Quincy. It entered the crossing at a speed of from 2 to 5 miles per hour, and immediately afterward it was struck by No. 446.

No. 446, an east-bound first-class N.Y.C. passenger train, consisted of Diesel-electric units 4005 and 4033, coupled in multiple-unit control, and 14 cars. This train departed from Indianapolis at 5:09 a. m., 24 minutes late, passed the interlocking signal at Quincy, which indicated Proceed, and while moving on the eastward main track at a speed of 78 miles per hour it struck the track motor-car on the crossing.

The track motor-car was demolished. The wreckage stopped about 25 feet south of the N.Y.C. eastward main track and 10 feet east of the D.T.& I. track. No. 446 stopped with the front end of the train about 2,300 feet east of the crossing. The front of the locomotive was slightly damaged.

The track patrolman who was on the track motor-car was killed.

The weather was hazy, but visibility was good at the time of the accident, which occurred at 7:44 a. m.

The track motor-car was of the belt-drive type and was equipped with 4-wheel brakes. It was powered with a 1-cylinder 5-8 horsepower engine and weighed 535 pounds. It had seating capacity for four persons. A windshield and a top were provided.

During the 30-day period preceding the day of the accident the average daily movement of D.T. & I. trains over the crossing was 8.1 trains. Six regularly scheduled N.Y.C. passenger trains in each direction pass over the crossing daily.

#### Discussion

A short time before the accident occurred the track patrolman used a telephone in a small building located about 60 feet north of the N.Y.C. tracks at Quincy to obtain a line-up of train movements. This line-up contained information concerning D.T. & I. movements but did not include information on N.Y.C. trains. The track patrolman then placed his track motor-car on the D.T. & I. main track and proceeded southward. A witness to the accident said that the track motor-car approached the N.Y.C. crossing at very low speed. He said that as the car was closely approaching the westward main track of the N.Y.C. the track patrolman looked toward the approaching train and then apparently attempted to increase the speed of the car. The car crossed the westward main track and entered the crossing of the eastward main track immediately in front of the train.

As No. 446 was approaching the point where the accident occurred the speed was 78 miles per hour, as indicated by the tape of the speed-recording device. The enginemen were maintaining a lookout ahead from the control compartment of the locomotive, and the members of the train crew were in various

locations in the train. The headlight was dimmed. The grade-crossing whistle signal was being sounded for a rail-highway grade crossing located approximately 100 feet east of the D.T. & I. track. The enginemen said that when the locomotive was in the vicinity of the interlocking signal at Quincy they observed the track motor-car approaching the D.T. & I. crossing. They said that the car was moving slowly and that the operator appeared to hesitate and then proceeded toward the crossing. When the locomotive reached a point several hundred feet west of the crossing it became apparent that the track motor-car would not stop short of the eastward main track, and the engineer made an emergency application of the brakes. The collision occurred before the speed of the train had been appreciably reduced. No. 446 was due at Quincy at 7:24 a. m. and was 20 minutes late when the accident occurred.

As a track motor-car approaches the crossing from the north, the track car operator's view of an approaching east-bound N.Y.C. train is materially restricted by several trees, the interlocking station, and other small buildings in the northwest angle of the intersection. After the car passes the interlocking station the operator has an unrestricted view of an approaching train.

The rules of the D.T. & I. provide that the speed of track motor-cars moving within interlocking limits must be restricted to 6 miles per hour. In the instant case the track motor-car was being operated at a speed at which the operator should have been able to stop short of the crossing after the train became visible to him, and it appears that he may have misjudged the location or the speed of the train. The operator on duty at the interlocking station did not see the track motor-car before the collision occurred. If the operator of the track motor-car had been required to obtain permission from the operator at the interlocking before moving over the crossing, it is probable that this accident would have been averted.



During the past 10 years the Commission has investigated 61 collisions, including the present case, in which track motor-cars were involved. These accidents resulted in the death of 96 persons and the injury of 178 persons.

Cause

This accident was caused by a track motor-car occupying a railroad crossing at grade immediately in front of an approaching train.

Dated at Washington, D. C., this twenty-first day of July, 1955.

By the Commission, Commissioner Clarke.

(SEAL)

HAROLD D. McCOY,  
Secretary.