

INTERSTATE COMMERCE COMMISSION

WASHINGTON

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INVESTIGATION NO. 2783

THE NEW YORK, NEW HAVEN AND HARTFORD  
RAILROAD COMPANY

REPORT IN RE ACCIDENT

NEAR SOUTH BAY JCT., MASS., ON

MARCH 7, 1944

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SUMMARY

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Railroad: New York, New Haven and Hartford  
Date: March 7, 1944  
Location: South Bay Jct., Mass.  
Kind of accident: Rear-end collision  
Trains involved: Engines and cars : Freight  
Train numbers: : Extra 3322 West  
Engine numbers: 0900, 2390 : 3322  
Consist: 24 cars : 54 cars, caboose  
Estimated speed: 2 m. p. h. : 10 m. p. h.  
Operation: Yard rules  
Track: Three; 3<sup>o</sup> curve; 0.74 percent  
ascending grade westward  
Weather: Raining  
Time: 3:45 p. m.  
Casualties: 1 killed; 5 injured  
Cause: Failure properly to control  
speed of following train  
moving within yard limits

INTERSTATE COMMERCE COMMISSION

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INVESTIGATION NO. 2783

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

THE NEW YORK, NEW HAVEN AND HARTFORD  
RAILROAD COMPANY

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April 15, 1944.

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Accident near South Bay Jct., Mass., on March 7, 1944,  
caused by failure properly to control the speed of  
the following train moving within yard limits.

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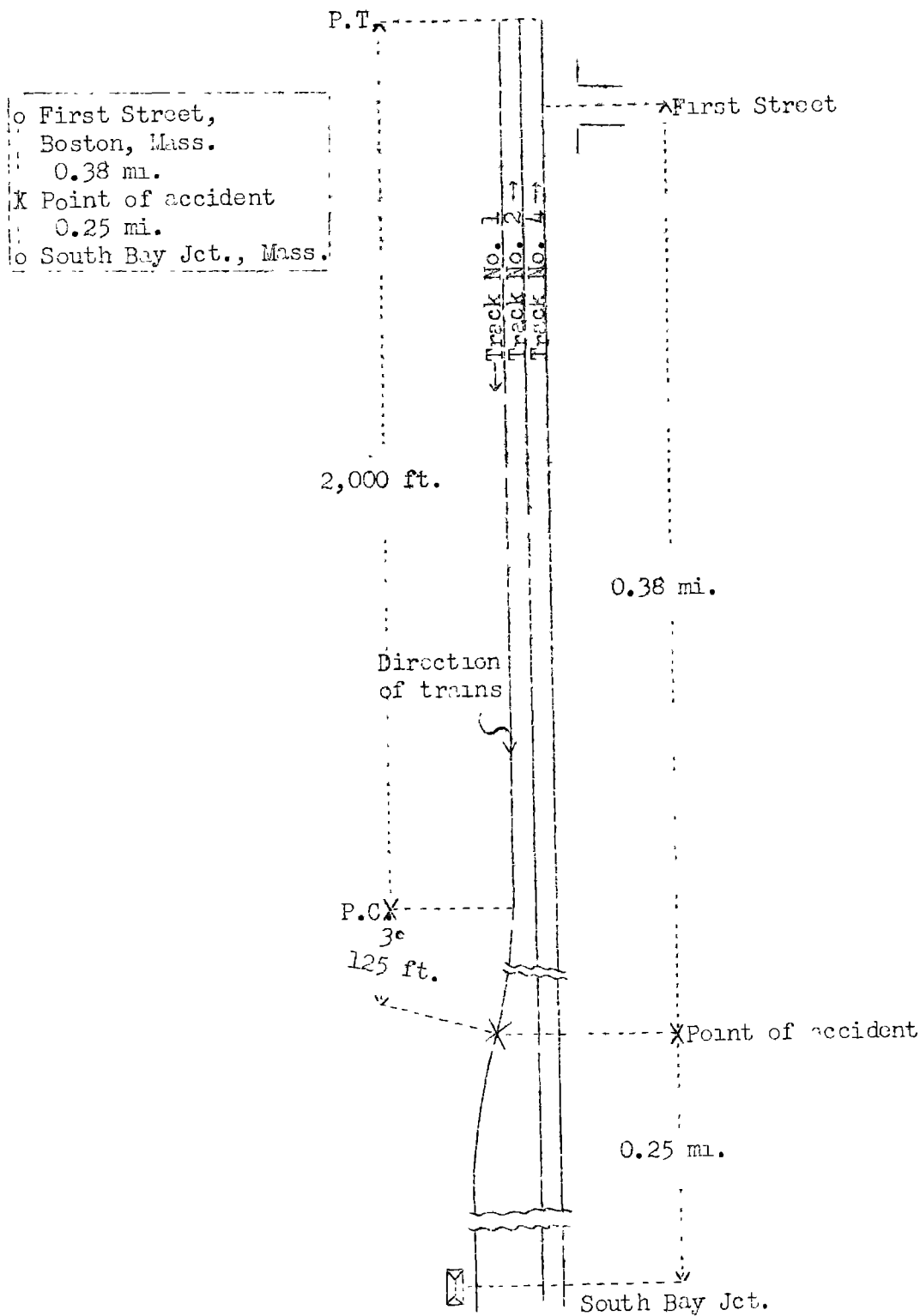
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REPORT OF THE COMMISSION

PATTERSON, Chairman:

On March 7, 1944, there was a rear-end collision between an engine and a freight train on the New York, New Haven and Hartford Railroad near South Bay Jct., Mass., which resulted in the death of one employee and the injury of five employees. This accident was investigated in conjunction with representatives of the Massachusetts Department of Public Utilities.

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



Inv. No. 2783  
New York, New Haven and Hartford Railroad  
South Bay Jct., Mass.  
May 7, 1944

Location of Accident and Method of Operation

This accident occurred on that part of the Boston Freight Terminal extending between First Street, Boston, and South Bay Jct., Mass., 0.63 mile. In the immediate vicinity of the point of accident this was a three-track line, within yard limits, over which trains were operated by yard rules. The tracks from south to north were No. 4, eastward track, No. 2, eastward track, and No. 1, westward track. The accident occurred on track No. 1 at a point 0.25 mile east of the tower at South Bay Jct. From the east there was a tangent 2,000 feet, which was followed by a 3° curve to the right 125 feet to the point of accident and some distance beyond. The grade for west-bound trains was 0.72 percent descending 1,500 feet, then there was a vertical curve 400 feet, followed by a 0.74-percent ascending grade 225 feet to the point of accident and a considerable distance beyond.

DEFINITIONS.

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YARD SPEED.--A speed that will permit stopping within one-half the range of vision.

Operating rules read in part as follows:

93. \* \* \*. Extra trains and engines must move within yard limits at yard speed \* \* \*.

Description of Accident

Yard engine 0900, headed westward and pulling 24 cars, was en route from First Street to South Bay Jct. About 3:37 p. m. it became stalled on track No. 1, with the rear car standing about 1,330 feet east of the tower at South Bay Jct. About 3:40 p. m. engine 2390, a light engine, headed westward and en route from First Street to South Bay Jct., was coupled as a helping engine to the rear car of the preceding yard cut. About 5 minutes later, when the yard cut had proceeded about 30 feet westward, the helping engine was struck by Extra 3322 West.

Extra 3322 West, a west-bound freight train, consisted of engine 3322, 54 cars and a caboose. While this train was moving at an estimated speed of 10 miles per hour it struck engine 2390.

Engine 2390 and the two cars immediately ahead of it were derailed and badly damaged. Engine 3322 was derailed and slightly damaged.

From the engine of a west-bound train the view of the point where the accident occurred was materially restricted, because of overhead bridges and an embankment on the inside of the curve.

It was raining at the time of the accident, which occurred about 3:45 p. m.

The hostler helper of engine 2390 was killed. The conductor of engine 0900, the hostler of engine 2390, and the conductor, the front brakeman and the flagman of Extra 3322 were injured.

#### Discussion

The rules of this carrier governing operation within yard limits provide that extra trains and engines must be operated in such manner that they can be stopped within a distance of one-half the range of vision. All surviving employees concerned so understood.

A west-bound yard movement consisting of engine 0900, 24 cars and engine 2390, in the order named, was moving at a speed of about 2 miles per hour within yard limits, when it was struck by Extra 3322 West. The conductor of yard engine 0900 was on the right side of the first car ahead of engine 2390, and the hostler and the hostler helper of engine 2390 were on their respective sides of the engine. These employees were looking to the west, and the first they knew of anything being wrong was when the collision occurred.

As Extra 3322 was approaching the point where the accident occurred the speed was about 10 miles per hour. The enginemen were maintaining a lookout ahead, but they did not see the preceding engine until the accident occurred. They said that smoke and rain considerably restricted their view of the track ahead. The engineer moved the brake valve to emergency position immediately after the collision occurred. Under the rules, the speed of Extra 3322 was required to be so controlled that it could be stopped short of a train or an obstruction.

#### Cause

It is found that this accident was caused by failure properly to control the speed of the following train moving within yard limits.

Dated at Washington, D. C., this fifteenth day of April, 1944.

By the Commission, Chairman Patterson.

(SEAL)

W. P. BARTEL,  
Secretary.