

INTERSTATE COMMERCE COMMISSION  
WASHINGTON

---

INVESTIGATION NO. 2712  
THE NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY  
REPORT IN RE ACCIDENT  
AT WALTON, N. Y., ON  
JULY 19, 1943

---

SUMMARY

---

Railroad: New York, Ontario and Western  
Date: July 19, 1943  
Location: Walton, N. Y.  
Kind of accident: Head-end collision  
Trains involved: Freight : Freight  
Train numbers: Extra 310 South : Extra 324 North  
Engine numbers: 310-208 : 324-312-308  
Consist: 35 cars, caboose : 30 cars, caboose  
Speed: Standing : 5 m. p. h.  
Operation: Timetable and train orders.  
Accident occurred within  
yard limits  
Track: Single; tangent; 0.54 percent  
ascending grade northward  
Weather: Clear  
Time: About 8:53 a. m.  
Casualties: 1 killed  
Cause: Failure properly to control  
speed of Extra 324 moving  
within yard limits

INTERSTATE COMMERCE COMMISSION

---

INVESTIGATION NO. 2712

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

THE NEW YORK, ONTARIO AND WESTERN RAILWAY COMPANY

---

August 21, 1943.

---

Accident at Walton, N. Y., on July 19, 1943, caused by  
failure properly to control speed of Extra 324 moving  
within yard limits.

---

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

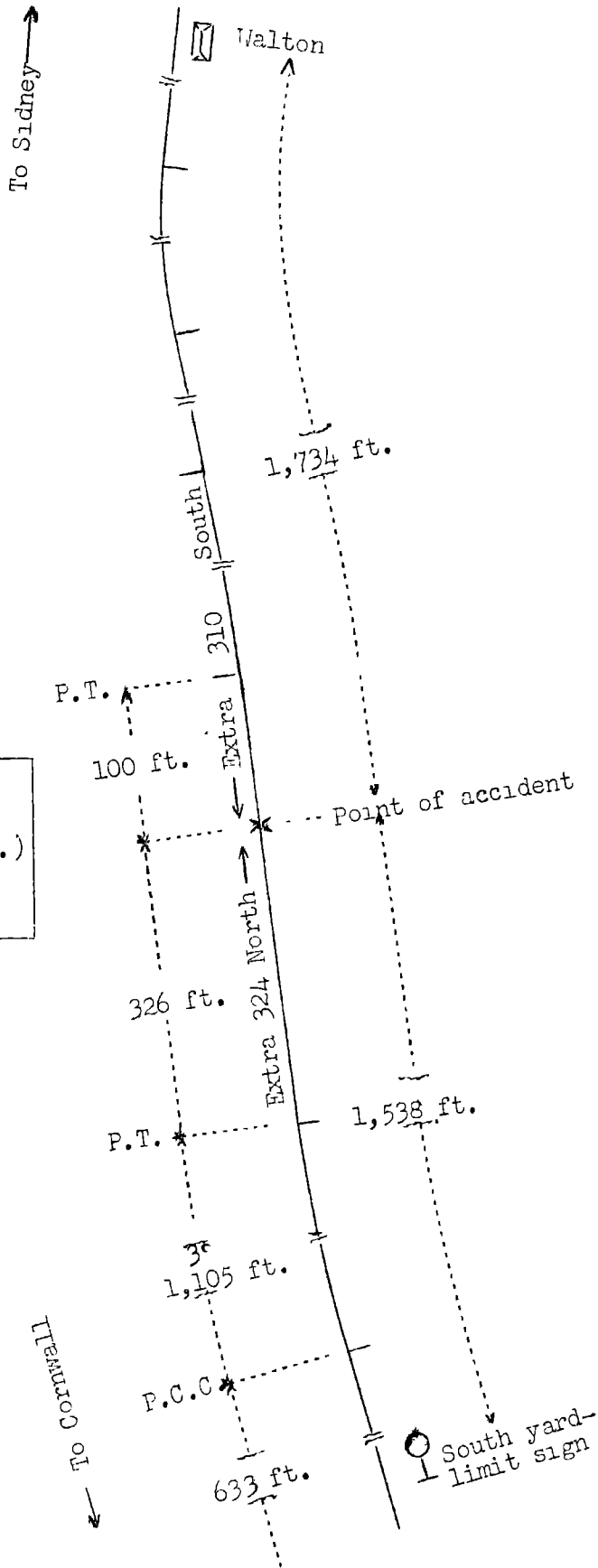
PATTERSON, Commissioner:

On July 19, 1943, there was a head-end collision between two freight trains on the New York, Ontario and Western Railway at Walton, N. Y., which resulted in the death of one employee. This accident was investigated in conjunction with a representative of the New York Public Service Commission.

---

<sup>1</sup>Under 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.

○	Sidney, N. Y.	21.10	mi.
X	Walton (P. of A.)	127.17	mi.
○	Cornwall, N. Y.		



Inv-2712  
 New York, Ontario and Western Railway  
 Walton, N. Y.  
 July 19, 1943

Location of Accident and Method of Operation

This accident occurred on that part of the Southern District extending between Sidney and Cornwall, N. Y., 148.27 miles. In the vicinity of the point of accident this was a single-track line, within yard limits, over which trains were operated by timetable and train orders. There was no block system in use. The accident occurred on the main track at a point 1,734 feet south of the station at Walton and 1,538 feet north of the south yard-limit sign. As the vicinity was approached from the south there were, in succession, a tangent 633 feet in length, a compound curve to the right 1,105 feet, the maximum curvature of which was 3', and a tangent 326 feet to the point of accident and 100 feet beyond. Throughout a distance of about 3,100 feet immediately south of the point of accident, the grade for north-bound trains varied between 0.41 percent and 0.85 percent ascending, and at the point of accident the grade was 0.54 percent.

Operating rules read in part as follows:

Yard Speed.--A speed that will permit stopping within one-half the range of vision.

93. Within yard limits the main track may be used without protecting against second class, extra trains and engines.

Second class, extra trains and engines must move within yard limits at yard speed unless the main track is known to be clear.

93a. The location of yard limits will be designated in the time-table.

Time-table special instructions provide as follows:

9. Yard limits are designated by signs at the following stations:

\* \* \*

Walton

\* \* \*

### Description of Accident

Extra 310 South, a south-bound freight train, consisted of engine 310, 35 cars, engine 208 and a caboose, in the order named. This train stopped on the main track at Walton about 8:50 a. m. with engine 310 standing 1,538 feet north of the south yard-limit sign. About 3 minutes later engine 310 was struck by Extra 324 North. The crew of Extra 310 South held copies of a train order which authorized this train to proceed after Extra 324 North had arrived at Walton.

Extra 324 North, a north-bound freight train, consisted of engines 324 and 312, 30 cars, engine 308 and a caboose, in the order named. This train passed the south yard-limit sign at Walton, and while moving at a speed of about 5 miles per hour it struck Extra 310 South.

Engine 310 was not derailed but was slightly damaged. The pilot beam of engine 324 was broken off, the engine-truck wheels were forced under the engine frame but were not derailed, and the engine was otherwise damaged. The rear truck of the tender was torn loose and derailed to the east, and the rear end of the tender stopped on the pilot beam of engine 312. The engine truck of engine 312 was derailed to the west, the No. 1 driving wheels were derailed to the east and the flange of the right wheel of the No. 2 driving wheels stopped on top of the east rail. This engine was considerably damaged. The front truck of the tender was torn loose and derailed to the west, and the front end of the tender was against the engine cab.

From the right side of a north-bound engine the view of the point where the accident occurred was restricted to 799 feet, because of vegetation and track curvature.

It was clear at the time of the accident, which occurred about 8:53 a. m.

The fireman of the second engine of Extra 324 was killed.

### Discussion

The rules of this carrier governing operation within yard limits provide that all trains except first-class trains must be operated prepared to stop within one-half the range of vision.

About 3 minutes after Extra 310 South stopped on the main track 1,538 feet north of the south yard-limit sign at Walton it was struck by Extra 324 North.

As Extra 324 North was approaching the south yard-limit sign, the speed was about 20 miles per hour. The engineers of engines 324 and 312, and the front brakeman, who was on the first engine, were maintaining a lookout ahead. The engineer of the first engine had charge of the train air-brake system. The air brakes had been tested and had functioned properly. There was no condition of either engine which obscured the vision or distracted the attention of the employees who were on the engines. When the first engine reached the vicinity of the south yard-limit sign, the engineer made a 10-pound brake-pipe reduction, and the speed was reduced to about 10 miles per hour. From this point northward the view of the track ahead was materially restricted because of track curvature and vegetation adjacent to the track. The engineer of the first engine saw Extra 310 about 800 feet distant. He immediately moved the brake valve to emergency position and the speed was reduced to about 5 miles per hour when the collision occurred.

Cause

It is found that this accident was caused by failure properly to control the speed of Extra 324 moving within yard limits.

Dated at Washington, D. C., this twenty-first day of August, 1943.

By the Commission, Commissioner Patterson.

(SEAL)

W. P. BARTEL,  
Secretary.