

INTERSTATE COMMERCE COMMISSION
WASHINGTON

INVESTIGATION NO. 2858
THE PENNSYLVANIA RAILROAD COMPANY
REPORT IN RE ACCIDENT
AT DOLA, OHIO, ON
JANUARY 4, 1945

SUMMARY

Railroad: Pennsylvania
Date: January 4, 1945
Location: Dola, Ohio
Kind of accident: Rear-end collision
Trains involved: Freight : Freight
Train numbers: Extra 6462 East : Extra 6919 East
Engine numbers: 6462 : 6919
Consist: 102 cars, caboose : 44 cars, caboose
Estimated speed: Standing : 10 m. p. h.
Operation: Signal indications
Track: Double; tangent; practically level
Weather: Hazy
Time: 5:01 a. m.
Casualties: 2 killed
Cause: Failure properly to control speed
of following train moving on siding

INTERSTATE COMMERCE COMMISSION

. INVESTIGATION NO. 2858

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

THE PENNSYLVANIA RAILROAD COMPANY

March 5, 1945.

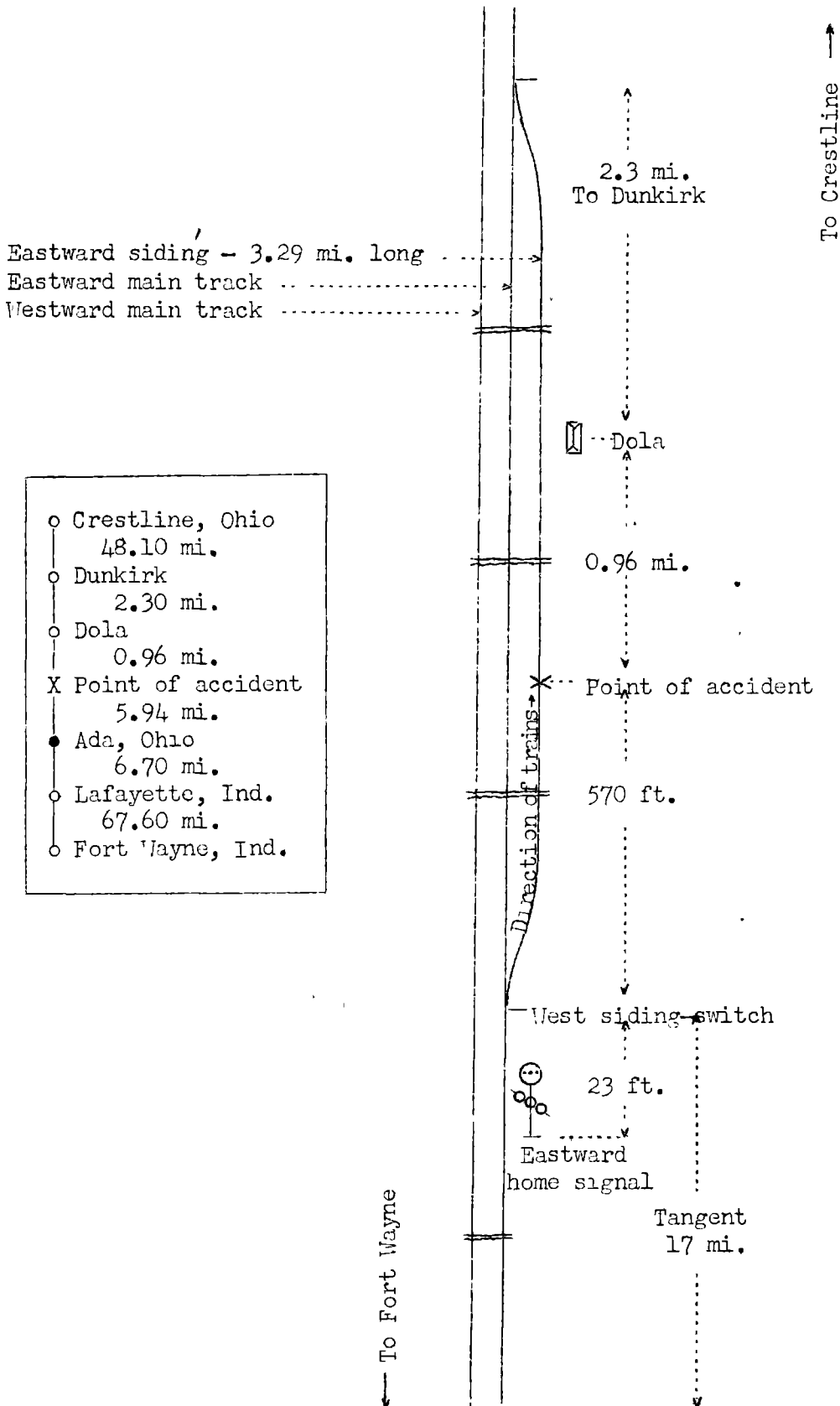
Accident at Dola, Ohio, on January 4, 1945, caused by
failure properly to control the speed of the fol-
lowing train moving on a siding.

REPORT OF THE COMMISSION¹

PATTERSON, Commissioner:

On January 4, 1945, there was a rear-end collision between two freight trains on the Pennsylvania Railroad at Dola, Ohio, which resulted in the death of two employees. This accident was investigated in conjunction with representatives of the Public Utilities Commission of Ohio.

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. 2858
 Pennsylvania Railroad
 Dola, Ohio
 January 4, 1945

Location of Accident and Method of Operation

This accident occurred on that part of the Fort Wayne Division extending eastward from Fort Wayne, Ind., to Crestline, Ohio, 131.6 miles. This was a double-track line over which trains moving with the current of traffic were operated by signal indications. Between Ada and Dunkirk, respectively, 74.3 miles and 83.5 miles east of Fort Wayne, a siding 3.29 miles long and designated as Dola siding, paralleled the main tracks on the south. The west switch of this siding was 1.07 miles west of the station at Dola, and was remotely controlled from the interlocking at Dunkirk. Entry to the siding at the west switch was made through a No. 15 turnout. The accident occurred on the siding 570 feet east of the west switch. The main tracks were tangent throughout a distance of about 17 miles west of the west siding-switch and a considerable distance eastward. The grade was practically level.

The home signal, which governed east-bound movements entering the turnout at the west siding-switch, was 23 feet west of the switch. The involved aspect and corresponding indication and name of this signal were as follows:

<u>Aspect</u>	<u>Indication</u>	<u>Name</u>
Three white lights in horizontal position over three white lights in diagonal position to the left.	Proceed at restricted speed.	Restricting.

Operating rules read in part as follows:

DEFINITIONS

* * *

Speeds

* * *

Reduced Speed--Prepared to stop short of train or obstruction.

* * *

Restricted Speed--Not exceeding 15 miles per hour prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail.

105. Unless otherwise provided, trains using a siding must proceed at reduced speed.

* * *

105b. Unless otherwise provided, trains and engines using a * * * siding will not protect against following movements on such tracks.

Description of Accident

Extra 6462 East, an east-bound freight train, consisting of engine 6462, 102 cars and a caboose, stopped into clear on the siding at Dola about 3:11 a. m., with the rear end standing 570 feet east of the west siding-switch. About 1 hour 50 minutes later the rear end was struck by Extra 6919 East.

Extra 6919 East, an east-bound freight train, consisting of engine 6919, 44 cars and a caboose, departed from Lafayette, 13.6 miles west of Dola and the last open office, at 4:30 a. m., entered the west siding-switch at Dola and while moving at an estimated speed of 10 miles per hour it struck the rear end of Extra 6462 East.

The caboose and the rear car of Extra 6462 were derailed. The caboose was destroyed by fire, and the rear two cars of Extra 6462 and the engine of Extra 6919 were damaged.

It was hazy at the time of the accident, which occurred about 5:01 a. m.

The conductor and the flagman of Extra 6462 were killed.

Discussion

As Extra 6919 was approaching the eastward home signal in the vicinity of the west switch of Dola siding the speed was about 15 miles per hour. The air brakes had functioned properly at all points where used en route. The headlight was lighted brightly, and the enginemen were maintaining a lookout ahead. The front brakeman was in the brakeman's booth on the tender. The eastward home signal displayed restricting and the route was lined for Extra 6919 to enter the siding. The enginemen said that, because of trailing smoke and steam, their view of the track ahead was materially restricted. Soon after the engine entered the turnout the engineer saw the marker lights of the preceding train, and immediately moved the brake valve to emergency position, but the accident occurred before the train could be stopped.

The enginemen of Extra 6919 understood that the aspect displayed by the eastward home signal indicated that the route was lined for their train to enter the siding, and that, under the rules, their train was required to be operated prepared to stop short of a train or an obstruction while it was moving on the siding. If the speed of Extra 6919 had been properly controlled, in accordance with the rules, this accident would not have occurred.

Cause

It is found that this accident was caused by failure properly to control the speed of the following train moving on a siding.

Dated at Washington, D. C., this fifth day of March, 1945.

By the Commission, Commissioner Patterson.

(SEAL)

W. P. FARTEL,
Secretary.