

SUPPLEMENTAL REPORT OF THE DIRECTOR OF THE BUREAU OF  
SAFETY IN THE INVESTIGATION OF AN ACCIDENT WHICH  
OCCURRED ON THE CENTRAL VERMONT RAILWAY, NEAR BOLTON,  
VT., ON MARCH 11, 1934.

December 16, 1934.

To the Commission:

A supplemental investigation has been made of the derailment of a passenger train on the Central Vermont Railway near Bolton, Vt., on March 11, 1934, which resulted in the death of 3 passengers and the injury of 69 passengers and 2 employees.

Summary of report of April 17, 1934

The accident occurred on that part of the road extending between White River Junction and St. Albans, Vt., a single-track line over which trains were operated by timetable, train orders, and a manual block-system signal. The point of accident was 1.48 miles south of Bolton, approaching which point from the south the track is tangent for nearly 2 miles, while the grade is generally descending for more than 1 mile. The track was laid with 80-pound rail 33 feet in length, with an average of 19 ties to the rail-length, single-spiked, and ballasted with gravel; tie plates were in use on curves.

The train involved, northbound passenger train No. 1, consisted of an engine and eight cars, and was approaching Bolton at a speed of 35 miles an hour when the derailment occurred, the entire train being derailed with the exception of the forward pair of engine-truck wheels. While examination of the track showed that one of the rails had been broken, the investigation conducted to ascertain the reason for the failure of this rail indicated that it broke while in an overturned position, while the fractured surfaces showed no evidence of defects. Further examination of the track showed that the ties were generally rail rot, the maximum being nearly 3 inches, and that this was the principle reason for the overturning of the rail and the consequent derailment of the train. The supplemental investigation was made for the purpose of ascertaining what had been done toward improving the track conditions in this vicinity in order to provide for the safe movement of trains.

### Results of supplemental investigation

The supplemental investigation developed that on the section on which the accident occurred, covering a distance of 5 miles, 3,493 ties were renewed in 1923, while up to September 1, 1924, the renewals amounted to 4,903, a large percentage of those in the vicinity of Bolton and the immediate point of derailment being among those renewed. This work was done in connection with the laying of new 90-pound rail, which, as a matter of fact, had been distributed at the time of the derailment under investigation. This particular section is also included in the territory between Essex Junction and Montpelier Junction, 31.86 miles in length, which was reballasted in 1922.

The investigation also developed, with respect to the railroad as a whole, that there will be a considerable increase in the numbers of tie renewals in 1924, as compared with the preceding year, approximately 255,000 as against 187,000, also that at six different points on the main line a total of 48 miles of rail will be laid, with tie plates on all curves and bridges, while the reballasting program has been continued with the reballasting in 1924 of approximately 24 miles of track.

Respectfully submitted,

W. P. BORLAND,

Director.