

April 16, 1912.

IN RE INVESTIGATION OF ACCIDENT ON THE CHICAGO, MIL-  
WAUKEE & ST. PAUL RAILROAD, March 12, 1912,

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On March 12, 1912, there was a derailment of a passenger train on the Chicago, Milwaukee & St. Paul Railroad near Oakwood, Wis., which resulted in the injury of 5 employees and 33 passengers. As there were no fatalities in this accident, it was not reported by telegraph. After an investigation the Chief Inspector of Safety Appliances reports as follows:

The accident was caused by a crossing plank, which was caught and wedged into the brake rigging of the locomotive drivers, at a highway crossing at grade.

The Chicago-Milwaukee Division of the Chicago, Milwaukee & St. Paul Railroad where this accident occurred is a double track line between Chicago and Milwaukee.

On the day of the accident train No. 22, consisting of Chicago, Milwaukee & St. Paul engine No. 1521, one express car, 2 baggage cars, 2 coaches, a dining car and a parlor car left Milwaukee, Wis., for Chicago, Ill., on time at 11 A. M. The engine was in charge of engineer J. C. Line, who stated that when the train was running at a speed of about 45 miles per hour over a highway crossing at grade near Oakwood, a station 12 miles east of Milwaukee, he felt the engine settle as though it had struck a low joint. He then noticed that the tender was derailed, and at once applied the air brakes in emergency. The engine was entirely derailed, with the exception of the forward trucks, but remained in an upright position and stopped at a point about 800 feet east of the crossing. All of the cars

were derailed. The express car and two baggage cars were lying on their sides near the track; one of the coaches was lying on its side about 125 feet from the track and the other was listed over on its side with the south end 80 feet from the track. The dining and parlor cars remained in an upright position.

The track at the place of the accident is straight, with a slight down grade toward the east. It is laid with rails 33 feet long and 1.3 pounds to the yard, 20 oak ties being used under each rail, with about 15 inches of gravel ballast. The rails are double spiked.

Immediately after the accident engineer Collins made an examination of his engine and found a crossing plank of hard wood about 10 feet long, 6 inches wide and 3 inches thick wedged in between the hangers of the driver brake on the left hand side of the engine. This plank had evidently been picked up at the highway crossing located about 125 feet west of Oakwood station and 16 feet east of the first marks showing any evidence of derailment. After the derailment two other crossing planks, each about 10 feet long, were found about 100 feet west of the engine, where they had been carried by it. It is believed that the planks were loose and became caught in the engine brake rigging in such a way as to cause the derailment.

A careful inspection of the engine and car equipment disclosed no defects of any character that would contribute to the derailment. The track immediately west of the derailment was examined and found to be properly gauged and aligned.