

July 15, 1912.

IN RE INVESTIGATION OF ACCIDENT ON THE  
NEW YORK, SUSQUEHANNA & WESTERN RAILROAD, June 4, 1912. Inv-65

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On June 4 there was a head-end collision on the New York, Susquehanna & Western Railroad at Macopin Lake Junction, N. Y., between a passenger and freight train, resulting in the death of one employee and the injury of ten employees and eight passengers.

After investigation, the Chief Inspector of Safety Appliances reports as follows:

East-bound passenger train No. 918 left Newfoundland, N.J., its western terminal, for Granton Junction, N.J., at 6:50 A.M. It consisted of one combination car and four coaches, hauled by engine No. 26, and was in charge of conductor Paulison and engineman Haven. Just before reaching the western end of the siding at Macopin Lake Junction, a station 1.1 miles east of Newfoundland, it collided head-on with west-bound extra freight train No. 104.

West-bound extra freight train No. 104 was called to leave Edgewater, N.J., at 6:45 P.M., June 3. At the time of the accident it consisted of four loaded cars, eight empty cars and a caboose, hauled by engine No. 104. This train was in charge of conductor George Robbins and engineman W. H. Steels. At Riverside, N.J., this train received order No. 59, directing it to run extra, Riverside to Wortendyke, and

at Wortendyke it received an order to run from Wortendyke to Beaver Lake, 6.8 miles west of Newfoundland. At no time did this train receive any orders relative to train No. 918. Extra No. 104 passed Charlotteburgh, the last station previous to the point of collision, at 6:50 A.M., without having sufficient time in which to reach the next station, Macopin Lake Junction, for No. 918, colliding with that train at about 6:53 A.M.

This division of the New York, Susquehanna & Western Railroad is a single track line. No block signals are in use, trains being operated by the double train order system. Approaching Macopin Lake Junction from the west there is a five degree curve leading to the right. On the morning of the accident the view of the engineman of passenger train No. 918 was obstructed by cars standing on a siding on the inside of this curve, so that he could not see extra No. 104 until just before the collision.

Prior to May 26, 1912, the western terminal of train No. 918 had been Butler, 7.2 miles east of Newfoundland, but on that date a new time table went into effect and the terminal was changed to Newfoundland. All of the employees involved in this accident, however, were familiar with this change.

At the investigation brakeman Kinney, of extra No. 104, stated that on leaving Green Pond Junction, the second station east of the point of collision, he called to the con-

ductor and asked him if they were going to Macopin Lake Junction for No. 918, but that he did not think that the conductor heard him. Just after this he spoke to flagman Snyder about train No. 918, and these two employees were looking at the time table when the collision occurred.

Flagman Snyder stated that after setting off cars at Green Pond Junction he thought they were going to the siding at Macopin Lake Junction for train No. 918, as there was time enough to do this. He stated that according to his watch the train was ready to leave Green Pond Junction at 6:32 A.M., although it was delayed several minutes in making a start. He was busy booking cars when brakeman Kinney asked him where they were going for No. 918. He then asked the brakeman what time that train was due and reached for his time table, but before he had a chance to look at it the collision occurred.

Conductor Robbins stated that since the new time table went into effect, his train had not had occasion to meet No. 918, as it had passed Newfoundland before No. 918's leaving time, and on this account he forgot all about the train. Both before and after leaving Green Pond Junction conductor Robbins talked with the engineman as to where they would meet No. 902, but no mention was made of train No. 918. He stated that all of his brakemen knew of the orders under which the train was running.

Engineman Smith, of extra No. 104, stated that he had forgotten that No. 918 left from Newfoundland instead of But-

ler. While at Butler he saw a passenger train leave there, and he was under the impression that it was No. 918. He said that he thought of No. 918 just before it came in sight, and had shut off steam and applied the brakes in emergency before the collision occurred. The speed of his train at the time of the collision was about four or five miles per hour. The passenger train was running at a speed of about 25 miles per hour.

This accident was caused by the failure of the crew of extra No. 104 to keep their train clear of the main track on the time of passenger train No. 918, a superior train both by class and by direction.

All of the employees involved in this accident were experienced men and none of them had been on duty in violation of the provisions of the hours of service law.

As previously mentioned this division of the New York, Susquehanna & Western Railroad is a single track line, and had it been equipped with an adequate block signal system, this accident would undoubtedly have been averted.