

INV. 287  
August 25, 1915.

IN RE INVESTIGATION OF ACCIDENT WHICH OCCURRED ON THE  
PITTSBURGH, CINCINNATI, CHICAGO & ST. LOUIS  
RY. NEAR CUMBERLAND, IND., ON AUGUST 9, 1915.

On August 9, 1915, there was a derailment of a passenger train on the Pittsburgh, Cincinnati, Chicago & St. Louis Railway near Cumberland, Ind., which resulted in the death of two employees. After investigation of this accident the Chief of the Division of Safety reports as follows:

The train involved in this accident was eastbound passenger train End No. 26, consisting of a baggage car, four Pullman sleeping cars and a dining car, hauled by locomotive 8075, and was in charge of Conductor Hyer and Engineman Ervin. It left Indianapolis, Ind., at 7:10 p. m., passed N. I. Cabin, the block office immediately preceding the point of derailment, at 7:23 p. m., and at 7:26 p. m. entered an open switch and was derailed at a siding known as "Elder Spur", while running at a speed estimated to have been about 40 miles per hour.

The locomotive ran a short distance beyond the end of the spur before turning over to the right. The baggage car was thrown on its side to the right of the locomotive and practically demolished. The first sleeping car was damaged to some extent, while very slight damage was sustained by the second one. The remaining cars were uninjured. With the exception of the baggage car, all of the cars in the train remained upright. The spur was badly damaged for the last 100 feet of its length. On the left rail of the spur, at a point 144 feet from the switch point, was a derailing device attached to the rail. There

were flange marks on this deraill indicating that wheels had passed over it, while the first marks of wheels on the ties were about 30 feet beyond the deraill.

This portion of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway is a single track line, train movements being protected by the manual block signal system. The spur on which the accident occurred is 475 feet in length, on a curve to the north of 14 degrees, 30 minutes, the first part of which is on a two per cent descending grade. The switch is on the right side of the track for eastbound trains, the semaphore and switch lamp being about 18 feet above the rails. The weather was clear.

Conductor Hyer, who was riding in the dining car at the time, stated that the first intimation he had of anything wrong was when he felt the application of the air brakes. When he got out of the car its rear trucks were standing about on the frog of the switch. Upon examining the switch about 20 minutes after the occurrence of the accident he found the switch to be open, with the lever firmly secured under the latch; the switch lamp was extinguished. He found the switch lock on the ground near the switch stand, and it showed signs of having been struck with some blunt instrument. The lock was open, and the tongue was bent so that it could not be closed. Conductor Hyer stated that he then closed the switch to see whether or not the switch points would fit properly against the stock rail, and he found them to be in perfect working order.

Further examination of the switch lock revealed the fact that there were abrasions which indicated that something had been

forced into the opening between the tongue and the body of the lock, causing the lock to open.

Head Brakeman Dyer and Baggageman Hubbard, who were riding in the baggage car, stated that they did not know whether or not the air brakes were applied. Afterwards Baggageman Hubbard climbed the switch stand and found the lamp to be cold. He examined the oil cup and found that it was more than half full of oil.

The engine crew of train 1st No. 26, which passed H. I. Cabin at 7:00 p. m., stated that the switch lamp was burning when their train passed it. None of the employees either of train 1st No. 26 or of train 2nd No. 26 noticed any person in the vicinity of the switch. Examination of the switch points and the frog showed them to be in good condition, and there were no marks of any kind upon them.

This accident was caused by an open switch, the broken lock and the extinguished lamp indicating that the switch had been opened with malicious intent.