

A15-62

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

OFFICE OF TRAIN MASTER-ROAD FOREMAN OF ENGINES
PITTSBURGH 22, PA.

Rock, Pa.
May 29, 1962

File A-15-62

Mr. W. K. Kearns,
Vice President-Operations & Maintenance
Rock, Pa.

Dear Sir:

I am attaching hereto report covering derailment of Extra West, Diesel Units 56-60-51, Conductor J. M. Price, Engineer F. P. Sark, which happened 5:55 A. M., April 8, 1962 at the East portal of Greentree Tunnel.

Yours very truly,

Trainmaster - Road Foreman of Engines

FK/s

Encl.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

Hook, Pa.
May 29, 1962

PITTSBURGH 22, PA.

File A-15-62

SUMMARY

DATE	-	April 8, 1962
RAILROAD	-	The Pittsburgh & West Virginia
LOCATION	-	Kelley, Pa.
KIND OF ACCIDENT	-	Derailment
TRAIN INVOLVED	-	Extra 56-60-51 West
LOCOMOTIVE NUMBERS	-	Diesel Electric Units 56-60-51
ESTIMATED SPEED	-	10 M. P. H.
OPERATION	-	Signal Indications
TRACK	-	Double, tangent 1 percent ascending grade Westward
WEATHER	-	Clear
TIME	-	5:55 A. M.
CASUALTIES	-	Two (2) injured
CAUSE	-	Land - fill slide on track

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

Rook, Pa.
May 29, 1962
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PITTSBURGH 22, PA.

This accident occurred on that part of the Connellsville Division extending between West Belt Junction and Rook, Pa., 3.5 miles, a double track line over which trains moving with the current of traffic are operated by signal indication of an automatic block signal system. In the vicinity of the accident a crossover connects the east bound and west bound main tracks. The west switch of this crossover is a trailing point for westbound movement on the westbound main track and is about 704 feet east of the east portal of Greentree Tunnel. On the north side of the westbound track 203 feet east of the crossover is a closed station designated as Kelley, Pa.

The accident occurred on the westward main track at the east portal of Greentree Tunnel 1,128.5 feet west of the station at Kelley, Pa. From the east there are in succession a 5 degree curve to the left approximately 1600 feet, a tangent 773.4 feet in length, then a 3 degree curve to the right 513 feet to the point of accident. Thence tangent through Greentree Tunnel 4,716 feet long. The grade at the point of accident is 1.0 percent ascending westward.

Extra 56-60-61 West, a westbound freight train, consisting of Diesel electric Units 56-60 and 51 coupled in multiple unit control, 19 cars (8 loads and 11 empties) and a caboose passed Signal 541 at Kelley, Pa., which indicated "Proceed" and while moving at a speed of about 20 miles per hour, as estimated by the engineer, air was put into emergency and train slowed down to an estimated 10 miles per hour when engine derailed due to striking land slide on track, the west Unit 56 struck east portal of Greentree Tunnel on north side of westward main track.

All wheels of the lead diesel unit 56 were derailed. The east truck of the middle diesel unit 60 was derailed and the west truck and west pair of wheels of the east truck of the trailing unit 51 were derailed. All units were heavily damaged. No cars were derailed.

The Engineer, F. P. Sank, stayed on the lead unit on the left or Fireman's side and suffered a severe cut on the fifth finger left hand and multiple body contusions and abrasions.

Fireman P. T. McGrogan jumped when the Engineer hollered a warning as he applied air in emergency, and sustained bruises and abrasions.

The Head Brakeman L. J. Klein was on the right or Engineer's side of the trailing Unit 51 and suffered a broken clavical. All three injured were taken to St. Clair Hospital by Pittsburgh City Police ambulance. Mr. Sank and Mr. Klein were held for treatment and Mr. P. T. McGrogan was released after examination.

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The Wreck Train was ordered for 8:00 A. M. at Rook, Pa., and included in its consist was Ditcher 203 and two Dump Cars. The Wreck Train was detoured by way of the Montour Railroad, moving West on the P&WV to George Transfer then East over the Montour Railroad to Salida on the Mifflin Branch, then Westward on the P&WV to the point of accident. The Wreck Train arrived at the scene of the derailment at about 12:30 P. M. The eastbound main track was opened to traffic at about 4:30 P. M. on April 10, 1962. Train AJ-12 on that date was the first train by the derailment. All trains from 5:55 A. M. April 8, 1962 to 4:30 P. M. April 10, 1962 that moved on the Connellsville Division to Rook or from Rook to Connellsville Division had to be detoured via the Montour Railroad.

The obstruction on track was first detected by Engineer F. P. Sank from a distance of about 300 feet when the lead unit entered the curve to the right.

DAMAGE AS FOLLOWS:

Damage to Track	-	\$ 1,500.00
<u>Damage to Equipment</u> - Unit 56		
" 60		
" 51	-	110,000.00 (Est.)
<u>Wrecking Service</u>		
Wages of Wreck Master & Assistant, also Derrick Engineer and Ground Crews	-	\$1630.36
Meals		452.72
Wages of Train & Engine Crews handling Wrecker, etc.		<u>1195.41</u>
		<u>3,278.49</u>
	TOTAL	\$114,778.49

Yours very truly,

Train Master - Road Foreman of Engines

Telefax

WESTERN UNION

SENDING BLANK.

TelefaxCALL
LETTERS**TNO**CHARGE
TO**CAK 3798-X**

Edward Margolin,
Interstate Commerce Commission,
Washington, D.C.

At 5:55 AM April 8th, Freight Train Extra 56-60-51 West, struck landslide of rock and dirt at East Portal of tunnel at Kelley, Pa. resulting in injury to Engineer, Fireman and Head Brakeman, derailment, and extensive damage to the three units of Diesel Locomotive and damage to track.

W. K. Kearns,
P&W Ry

Copy: T. McCready ✓

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1269—(R 4-55)

Earth Tumbles At Greentree Tunnel

Slide Derails 3 Engines; 3 Hurt

20 Cars Stay On Tracks

Two crewmen of a derailed Pittsburgh & West Virginia diesel engine remained hospitalized today as workmen labored to reopen a spur line near the Greentree tunnel.

Tons of rock and earth remained to be cleared following a slide early yesterday which knocked three engines pulling 19 cars and a caboose off the tracks.

Three persons riding in the lead engine were injured.

Detained in St. Clair Memorial Hospital in good condition were Lawrence Klein, 40, of 2313 Milford St., Bethel Park, and Frank Sank, 59, of 409 Lincoln Ave., Carnegie.

Mr. Klein, head brakeman, sustained a left shoulder injury. Mr. Sank, the engineer, suffered cuts of the right hand. A third man, Patrick McGrogan, 39, of 3255 Beacon Hill Ave., Dormont, was treated for body bruises.

A conductor and flagman riding the caboose were not hurt.

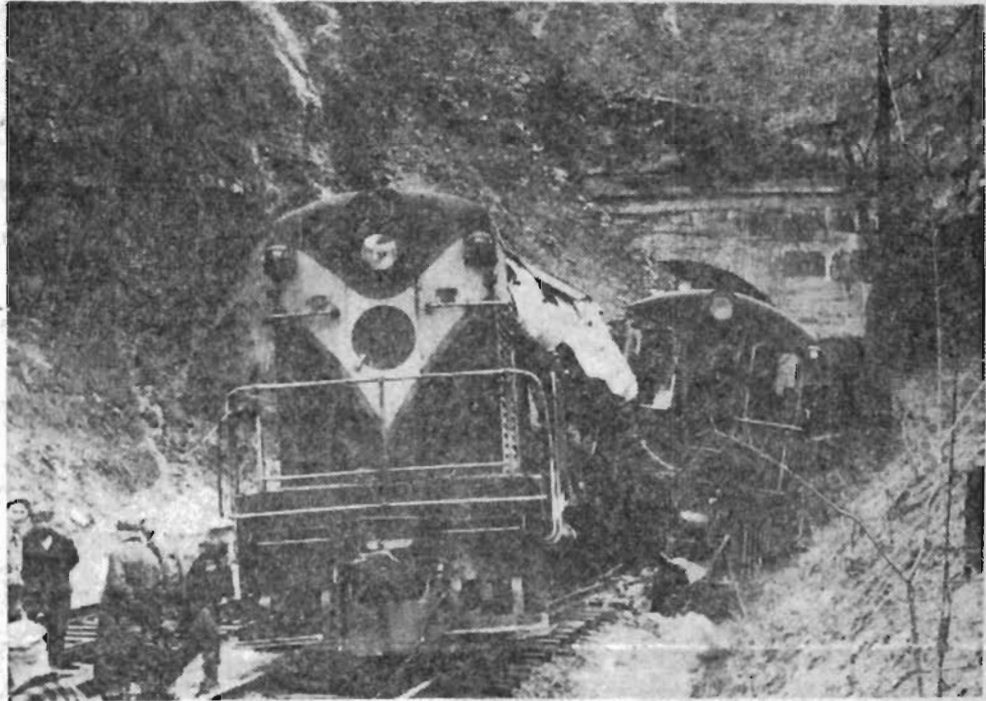
The accident occurred near the Greentree tunnel about 6 a. m. about 200 yards on the City side of the Pittsburgh-Greentree line. The train, carrying eight loaded cars and 11 empty ones, was bound for Rook Yards after unloading ore in Monessen.

Although the three diesels were derailed, they remained upright. All the freight cars stayed on the tracks.

The slide came from a land-fill above the tunnel.

C. M. Rizzo, chief dispatcher for the railroad, estimated about 200 tons of debris had fallen on the tracks.

He said workmen expected to clear one set of rails by about 6 p. m. today.



Derailed diesels await wreckers at tunnel entrance.

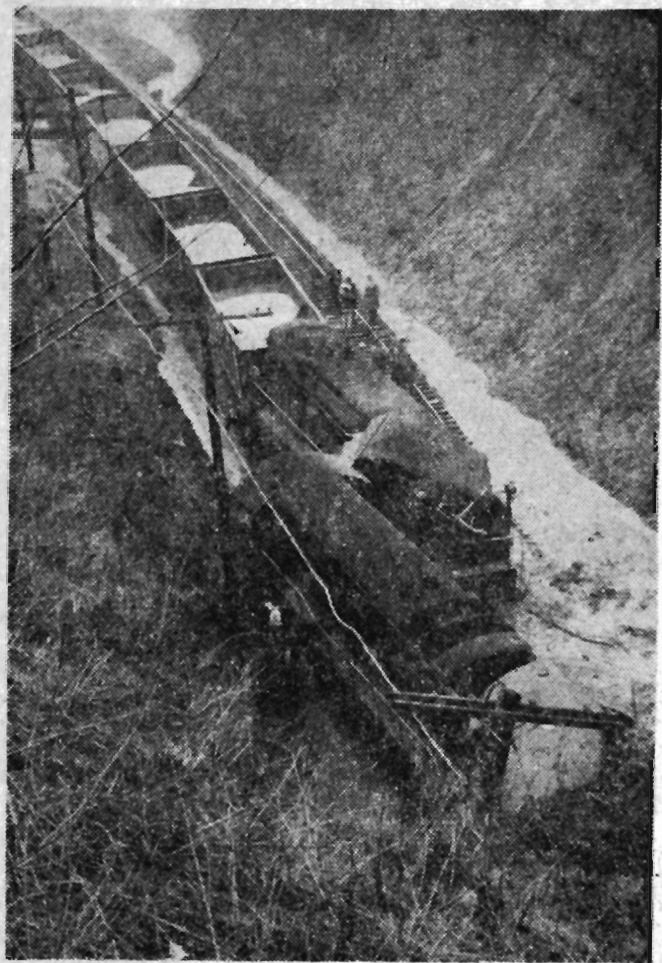


LAWRENCE KLEIN
Bethel Park brakeman hurt.



FRANK SANK
Engineer of 19-car freight.

Three Crewmen Hurt In Derailment Here



— Post-Gazette Photo

Diesel units off tracks near Green Tree tunnel.

Three diesel units pulling a Pittsburgh & West Virginia Railway freight train were derailed at 6:15 a. m. yesterday near the approach to the Green Tree Tunnel.

Three crewmen were injured, none seriously.

The derailment occurred 200 yards inside the City of Pittsburgh line. Police said the engine struck rocks which had fallen down a steep hillside onto the tracks.

No freight cars were derailed.

The crewmen were taken to St. Clair Memorial Hospital, where they were detained

for treatment. They were:

Larry Klein, 40, of 2314 Milford St., Bethel Park, possible fractured collar bone and contusions; Frank Sank, 59, of 409 Lincoln Ave., Carnegie, cut finger and multiple bruises; and Patrick McGrogan, 39, of 3255 Beacon Hill Ave., Dormont, body bruises.



1507 Guenevere Drive
Streetsboro, OH 44241

June 19, 1998

Dear Gene,

You asked about the engines involved in the Greentree mud slide. Engines 60 and 51. The cab was demolished on #51 so Engine 60 was rebuilt and survived.

The contractor responsible for the mud slide was Allegheny Asphalt - owner Mike Parish. He had the contract to haul away from the Golden Triangle dirt and rubble from some major project in the Golden Triangle. We warned him that the dirt had to be carefully backfilled with interception ditches to keep the water out of the fill. He ignored all warnings and threats and bragged about his strong connections with Governor Lawrence and the Democratic Party. The P&WV had Republican connections through Charles Graham. After the slide occurred Mike Parish refused to pay. It developed into a strong power play with the little P&WV not able to meet payroll or fuel bills. To make matters worse, Dave Keller, the conductor of the wrecked Local, was suing the P&WV using Brandon as his attorney - and Brandon was threatening to sue me personally for criminal negligence. I arranged for a private meeting with Parish at his suite in the Bigelow. It was a long and contentious meeting but the next day we had a check from Royal Globe - the insurance company - for \$238,000 covering the total loss of two engines and all other expenses. We were able to meet payroll, pay the fuel bill, settle with Dave Keller, and have Neil McCready rebuild Engine 60 using parts from Engine 51.

The wreck at Black Rock Cut in May 1964 took two more engines out of service. We ordered two GP35s from EMD to replace the damaged units. If the merger went through the N&W agreed to buy the EMDs from the P&WV. If the merger did not go through we would assign them to the Alphabet Route locomotive pool running from Brewster to Cumberland hopefully stretching out from Bellvue to Hagerstown. In either event they were to be painted with black primer. We were able to insist on a low short hood with dynamic braking. This was quite a concession from the N&W. They are just now getting away from running engines with the high long hood forward.

Let's send a copy of each of our letters to Tim so he can review for accuracy, fill in details, and be reminded of other stories. I was reminded of Dave Keller be the Greentree mud slide, but that made me recall my first encounter with Dave at the State Line tunnel collapse. That story is for another time.

Regards,

Warren

cc Tim McCready

Warren