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19

The Pittsburgh & West Virginia Railway Company

FORM

19

Train Order No. 296

ROOK PA OCT 8TH

1963

To C&E ALL TRAINS WEST

At CONNELLSVILLE PA

X

Opr.:

M.

MAIN TRACK BETWEEN SWITCHES AT SUDAN IS OUT OF SERVICE. NO ONE 1 TRACK SUDAN BEING USED AS MAIN TRACK BETWEEN SWITCHES AND SUDAN AND THE EAST AND WEST SWITCHES ARE SPIKED FOR MAIN TRACK MOVEMENT. DO NOT EXCEED A SPEED OF FIVE 5 MPH BETWEEN SWITCHES AT SUDAN AND LOOK OUT FOR DERAILED CARS GIVING CLOSE CLEARANCE ON BOTH SIDES OF NO ONE 1 TRACK. UNTIL FURTHER NOTICE FIFTEEN 15 CAR LENGTHS ON EAST END OF NO TWO 2 TRACK SUDAN WILL BE DESIGNATED AS INTERCHANGE TRACK FOR DONORA SOUTHERN RR. BALANCE OF NO TWO 2 TRACK SUDAN IS OUT OF SERVICE.

TMC

EACH EMPLOYEE ADDRESSED MUST HAVE A COPY OF THIS ORDER

Made *Complete* Time *1011 A.* M.*Yatcho*

Opr.

A32-65

Rook, Pa., November 29, 1963

File A-32-65

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

Dear Sir:-

At 5:15 P.M., October 5, 1963, train 92 (AJ-12) WMd. Diesel Units 55-513-237-403-239, coupled in multiple unit control, Conductor A.J.Magee, Engineer R.H.Morris, derailed 37 cars, (27 loads, 10 mtys.) in the cut at Sudan, Pa.

Train 92 with 86 loads, 17 mtys., (6790 ton) all air connected and in working order was moving at a speed of about 40 MPH in vicinity of Sudan Station when the 22nd car from the engines, MRBX 258, an empty box, left the rails about 200 feet east of crossover between the Main Track and No. 1 Track resulting in derailment of rear pair of wheels of car immediately ahead and the 35 cars immediately following. Train ran a distance of about 2200 feet before stopping with the derailed equipment in various positions against the hill slide and across Main Track, Nos. 1 and 2 Tracks at Sudan.

P&W and Western Maryland wreck crews were used to clear track for passage of trains. No. 1 track was opened for through traffic about 5:00 AM October 8.

Attached is report showing trains that were detoured via The Pittsburgh & Lake Erie Railroad between West End, Pittsburgh, Pa. and Connellsville, Pa. during time our line was blocked.

Derailement was the result of a broken rail on high side of curve on south side of track. The break occurred as a head and web separation in 112 RE rail rolled in 1943.

Damage to track - Labor	\$ 3,600.00		
- Material	3,600.00	Est.	\$ 7,200.00
Wrecking Service -			
P&W Derrick Crew	2,746.22		
Expense of WM Derrick Crew	1,000.00	(est.)	
Train and engine crews handling derricks	2,740.76		
Meals - P&W Wreck Crew	300.00		
MofW Employees	<u>5,000.00</u>		11,786.98

Detouring trains

\$ 2,464.23

Damage to equipment:-

CNJ	81066	- \$	28.00	Milw.	35041	- \$	3,102.14	
SFRC	1863	-	3,500.00	SHPX	22243	-	939.40	
TRAX	12346	-	9,186.08	SHPX	23003	-	7,420.49	
CPac.	263829	-	5,700.22	UTLX	56704	-	1,062.22	
GN	12672	-	9,666.37	OELX	1563	-	1,048.06	
NKP	91008	-	9,500.00	(Est.)	SHPX	12095	-	17,041.46
NKP	1989	-	1,051.79	UTLX	50115	-	13,925.00	
Milw.	17021	-	3,666.22	DSSA	15062	-	5,100.97	
NKP	5141	-	4,663.04	Wmd.	34116	-	11,558.37	
NKP	2050	-	1,893.05	SP	215091	-	9,230.63	
C&EI	65671	-	5,600.39	UCPX	50309	-	12,283.09	
C&NW	68918	-	4,068.42	GATX	72098	-	9,433.33	
D&H	17804	-	4,704.84	HERX	2169	-	12,188.76	
HERX	2116	-	12,169.74	MI	5727	-	7,709.97	
HERX	10916	-	8,981.75	MOHX	3547	-	11,250.00	
IC	49870	-	19,768.54	MRBX	258	-	6,726.32	
HERX	2137	-	12,169.74	GACX	40024	-	2,724.74	
HERX	2142	-	12,169.74	(LV	T-356	-	2,579.82	
GN	5042	-	7,155.15	(PB Trailer				
NYC	43267	-	7,798.95	(REAZ	207752	-	4,159.99	
				(PB Trailer				
							<u>\$283,226.70</u>	

SFRC 1863 was damaged to the extent of approximately \$3,500.00 and was sent home for repairs. CNJ 91066, containing power shovel parts, was slightly damaged and was permitted to move forward as billed. The recoverable contents of the other 26 loads were sold to a Salvage Company.

Thirty-five (35) cars were damaged to such an extent that they were cut up and sold as scrap to a Scrap Dealer.

Yours truly,

Train Masters & Road Foremen of Engines

Rook, Pa.,
November 21, 1963

Mr. F. Kovanis
Mr. R. E. Beltz

In reply to your memorandum of October 9, 1963, File A 32 - 63,
regarding Conductor A. J. Magee's A X Report covering the derailment of
thirty-seven (37) cars at Sudan, October 5th.

Wish to advise that you refer to ~~wreck~~^{wreck} report in connection with
request as to cost of repairs to damaged cars and defects that might have
caused, or contributed, to cause of derailment.

CED:tfm

C. E. Dupes
General Car Foreman

CARS DAMAGED AND/OR DESTROYED IN DERAILMENT AT SUDAN

OCTOBER 5, 1963

		Amount of Damage	\$
CNJ	81066	" " "	28.00
SFRC	1863	" " "	3500.00
TRAX	12346 ✓	Destroyed	
CP	263829 ✓	"	
GN	12672	"	
NKP	91008	"	
NKP	1989	"	
MILW	17021	"	
NKP	5141	"	
NKP	2050 ✓	"	
C&E	65671	"	
CNW	68918	"	
D&N	17804	"	
HERX	2116	"	
IC	49870	"	
HCRX	10916	"	
HERX	2137	"	
HERX	2142	"	
GN	5042	"	
NYC	43267	"	
MILW	35041	"	
SHPX	22243	"	
SHPX	23003	"	
UTLX	56704	"	
OELX	1563	"	
SHPX	12095	"	
UTLX	50115	"	
DSSA	15062	"	
WM	34116	"	
SP	215091	"	
UCPX	50309	"	
GATX	72098	"	
HERX	2169	"	
MI	5727	"	
MOHX	3547	"	
MREX	258	"	
GACX	40024	"	
P.B. Trailer	LV	T-356	"
"	REAZ	207752	"

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

TRAINS DEFOURED VIA PITTSBURGH & LAKE ERIE RAILROAD
ACCOUNT WRECK AT SUDAN OCTOBER 5, 1963

- October 6th - Train 90, Engines 65-92-61-52, Conductor M. A. Fiering, Engineer A. O'Malley, called for 12:15 A.M. Arrived Connellsville 5:05 A.M. with 67 loads and 12 empties.
- October 6th - Extra 58-62-67, Conductor H. Symosko, Engineer A. B. Morris, called for 6:00 A.M., went to Bruceton and got the rear end of No. 92's train. Arrived Connellsville 12:50 P.M. with 53 loads and 12 empties.
- October 6th - Train 85, Engines WM 239-404-405-412-235, Conductor M. A. Fiering, Engineer A. O'Malley, left Connellsville 11:25 A.M. with 92 loads and 34 empties.
- October 6th - Extra 67-62-58 West, Conductor H. Symosko, Engineer A. B. Morris, left Connellsville 3:35 P.M. with 15 loads and 85 empties.
- October 6th - Train 92, Engines WM 235-412-405-404-239, Conductor J. H. Prescott, Engineer J. J. McGrogan, called for 5:00 P.M. Arrived Connellsville 9:10 P.M. with 62 loads and 8 empties.
- October 6th - Extra 65-92-61-52 West, Conductor J. H. Prescott, Engineer J. J. McGrogan, left Connellsville 11:40 P.M. with 11 loads and 81 empties.
- October 7th - Train 90, Engines 67-62-91-57, Conductor C. C. Elwarner, Engineer F. N. Luscher, called for 2:30 A.M. Arrived Connellsville 8:27 A.M. with 86 loads and 19 empties.
- October 7th - Train 85, Engines WM 57-409-304-233-190, Conductor C. C. Elwarner, Engineer F. N. Luscher, left Connellsville 9:50 A.M. with 18 loads and 61 empties.
- October 7th - Train 92, Engines WM-191-233-304-409-57, Conductor A. J. Magee, Engineer R. H. Morris, called for 4:35 P.M. Arrived Connellsville 8:55 P.M. with 53 loads and 16 empties.

CASUALTY REPORT

NO. _____

TRAIN NO. _____ ENGINE NO. _____

CONDUCTOR _____

ENGINEER _____

NATURE OF CASUALTY _____

PLACE OF CASUALTY _____

CITY _____

CARS AND ENGINES DAMAGED

NUMBER	INITIALS	KIND	OFF TRACK	WAGON OR EMPTY	DAMAGES DESCRIBED	ESTIMATED COST TO REPAIR	DISPOSITION MADE OF EQUIPMENT DAMAGED
91066							
83066	CNJ	Gon	yes	L	Power Shovel		
6141	NKP	B	yes	L	Soy Beans		
40024	GACX	CH	yes	L	Flouspar		
258	MFBX	B	yes	E			
3547	MOHX	T	yes	T	Synthetic Plastics		
5727	MI	Ch	yes	L	Ore		
8169	HERX	Ref	yes	E			
72098	GATI	T	yes	L	Resin		
50309	UCPX	Ch	yes	E			
215091	SP	B	yes	L	Wood Flour		
34118	WM	B	yes	E			
15062	DSSA	B	yes	L	Paper Products		
50115	UTLX	T	yes	L	Petroleum Sulfide Waste		
12095	SHPX	T	yes	L	" " "		
1563	OELX	T	yes	L	Hexane		
56704	UTLX	T	yes	L	"		
23005	SHPX	T	yes	L	"		

ESTIMATED COST OF REPAIRS TO OTHER PROPERTY DAMAGED _____

ESTIMATED COST TO REPAIR TRACK—MATERIAL _____ LABOR _____ TOTAL _____

DAMAGE TO TRACK, STRUCTURES AND OTHER PROPERTY, ADDITIONAL FACTS AND REMARKS _____

Considerable damage to track

SIGNED A. J. M. G. E. OCCUPATION Conductor

ABOUT SPACE NOT TO BE FILLED IN BY PARTY MAKING REPORT.

CASUALTY REPORT

NO. _____

TRAIN NO. _____ ENGINE NO. _____

CONDUCTOR _____

ENGINEER _____

NATURE OF CASUALTY _____

PLACE OF CASUALTY _____

DATE _____

CARS AND ENGINES DAMAGED

NUMBER	INITIALS	KIND	OFF TRACK	LOADED OR EMPTY	DAMAGES DESCRIBED	ESTIMATED COST TO REPAIR	DISPOSITION MADE OF EQUIPMENT DAMAGED
22243	SHPX	T	yes	L	Hexane		
25041	MLIN	B	yes	L	Feed		
43267	NYC	B	Yes	L	Plaster Plaster		
5042	GN	B	yes	L	Clay (Ground)		
2142	HERX	Ref	yes	E			
2157	"	"	"	"			
10916	"	"	"	"			
49870	IC	B	"	L	Petro Wax		
2116	HERX	Ref	"	E			
17804	D&H	B	"	L	Rice		
68918	CMW	B	"	L	Paper Boxes		
65671	CEI	B	"	L	Cereal		
2050	NKP	F	"	E	Trailer on car REAZ 207705		
17021	MLW	B	"	L	Water Heaters		
1989	NKP	F	"	E	Trailer on car LV 355		
91008	NKP	CH	"	L	Clay		
12672	GN	B	"	L	Flour		
263829	CP	B	"	L	Flour		

12346	TRAX	Ref.	"	L	Frozen Beef		
1863	SFRC	Ref.	"	L	Frozen Food		
ESTIMATED COST TO REPAIR TRACK - MATERIAL						LABOR	TOTAL

DAMAGE TO TRACK, STRUCTURES AND OTHER PROPERTY, ADDITIONAL FACTS AND REMARKS

SIGNED _____ OCCUPATION _____

ABOVE SPACES NOT TO BE FILLED IN BY PARTY MAKING REPORT

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

"AX" REPORT

No. 32

TELEGRAPHIC REPORT OF ACCIDENTS

SENDER _____ RECEIVER _____
 TIME SENT _____ M. _____
 ROOK, PA. STATION OCT. 5th 19 63

TO WKK CRR FEB AND CED J. RYLAND

A. Train No. 92 B. Section _____ C. Conductor A. J. MAGEE

D. Engine No. WM 55-113-237-403-239 E. Engineer R. H. MORRIS

F. Place of Accident: Station SUDAN, PA.
 Between _____ M. P. _____ M. P.
 Distance from Station, East or West _____
 Distance from M. P. _____

G. Time 515PM

H. Is it an embankment, in cut or on level ground? In cut
 Give cause of accident. Unknown

J. Speed of train at time of accident 40 MPH

K. Was any one injured; if so, who and to what extent? No

L. Is main track obstructed? Yes

M. How badly is track damaged? Considerable

N. Is it between switches, and so that trains can pass around, or can a track be easily built around the wreck? No

O. Can you clear track without assistance of wreck train? No

P. How long will it take to clear the track? Unknown

Q. What material will be necessary to repair track or bridge? -

R. If engine is off, in what position is it? Engines not off

S. How much is engine damaged? _____

U.	INITIALS	NUMBERS	CONTENTS	DESTINATION	EXTENT OF DAMAGE TO CARS
Box	MRBX	258	empty	Connellsville	unknown

V. Remarks: (Give full particulars) While moving through Sudan at a speed of about 40 MPH
 MRBX 258 derailed about 200 feet East of the crossover between the main track
 and No. 1 yard track at Sudan resulting in derailment of the 36 cars immediately
 following.

Signature A. J. MAGEE

INSTRUCTIONS

Conductors and others, in making a telegraphic report of accidents, will use this form. Conductors must keep themselves supplied with blanks. Answer such questions in this Report as apply to your case briefly, but intelligently. In transmitting, operators will use the signal letters and answers only. This Report must be sent to the General Manager. In case of personal injury, to Chief Special Agent. Receiving operators will copy on this form and deliver PROMPTLY to the party addressed.