



The Sygan bridge showing the previous derailed refrigerated box car MRBX 276 at MP 62.02

A 3961

Rook, Pa. November 24, 1961

File A-39-61

CC 68

Mr. Albert H. Graham,  
Vice President - Transportation

Dear Sir:

12:55 PM October 29, 1961 Train 92 (AJ-12) Diesel Units 60-93-55 coupled in multiple unit control, Conductor J. M. Price, Engineer W. K. Richards derailed the East pair wheels of East truck of MRBX 276, Refrigerator car, at the Spring Switch on East end of Gladden Passing Siding. Car ran in derailed position to Bridge 62.02 at Sygan where it left the right of way going over side of bridge, causing derailment of all wheels of East truck of GATX 75418, Tank car immediately following. Bridge 62.02 was considerable damaged, car MRBX 726 was damaged beyond repair and a portion of the contents of car GATX 75418, car of Ethylene Dichloride, was lost account of resulting damage.

Damage to track	-	None
Temporary cost of repairs to Bridge 62.02	-	\$ 868.79
Estimated cost of permanent repairs to Bridge 62.02	-	4800.00
Damage to Equipment:		
MRBX 276 (Destroyed)		7455.00
GATX 75418		3500.00
Wrecking Service:		
Wages of Wreck Crew	-	321.27
Meals	-	50.45
Wages of Train & Eng. Crew	-	120.16
Total . . . . .		\$ 17115.67

Wreck Train was handled by Engine 70 Conductor A.A. Chiala, Engineer N. G. Prozzley, called for 3:00 PM, departed Rook 3:30 PM, arrived at scene of accident 4:00 PM. Departed 9:00 PM arrived Rook 9:40 PM. On duty 7 hours 15 mins.

Train AJ-12 with 66 loads and 9 empties, 4715 tons, had taken the siding at Gladden to meet AJ-1 and did not stop to make the meet because AJ-1 had cleared the East end of Gladden. As AJ-12 was moving through the Spring Switch at a speed of about 18 M.P.H. the East pair of wheels of the East truck of MRBX 276, an empty Refrigerator, derailed towards the outside of the rail at the switch points, five rail lengths east of switch and the West pair of wheels of this truck derailed toward the North side of the rails. This car rode in this derailed position one mile until it struck Bridge 62.02, then the West truck derailed toward the South side of the rail. The East end of the car struck a vertical bridge member and went over the South side of the bridge striking and hanging on a cross member of the bridge. The West truck of this car wedged under the East end of CATX 75418 and raised the East end of this car up off its East trucks which derailed toward the North side of the rail and was pushed along by the West truck. The Tank car was damaged when it struck the derailed Refrigerator car and was leaking at two points where Grab Irons had been anchored by rivets.

The Wreck Crew was called for 3:00 PM and arrived at the derailment about 4:05 PM. The Tank car, CATX 75418 was re-railed and moved into clear at Bridgeville along with the remaining 27 cars of AJ-12 at about 5:30 PM. The Wreck Crew then dislodged the empty Refrigerator, MRBX 276 from the South side of Sygan Bridge and let it drop to the ground. This car was destroyed. The Wreck Crew was finished with the derailment at about 8:00 PM.

Sygan Bridge was temporarily repaired by being shored up with timbers and O.K.'d for trains to use at about 2:25 AM.

AJ-12 was delayed from 12:55 PM until 1:40 PM due to the derailment and left 29 cars of a total of 75 at the derailment, the Wreck Train brought 28 into Rook, one of which was shopped due to derailment, CATX 75418, the other car MRBX 276 being left at Sygan.

Number 90, Diesel Units 411-419-429-401 Conductor Schroeder, was delayed at Hickory from 8:45 PM to 1:40 AM and at Sygan from 2:05 AM to 2:35 AM due to repairs being made at Sygan bridge. No other trains were delayed.

3.

On November 1, 1961 the remaining Ethylene Dichloride in Tank Car GATX 75418 was transferred into GATX 9446 at Rook Shop. Loss of contents amounted to about 30,780 pounds.

The track in the vicinity of the East switch at Gladden is on a "dog leg" created by installation of C.T.C., and has been the cause of several previous accidents because of reverse curve at this turnout. It is my position that this same condition was responsible for the accident here mentioned.

Very truly yours,

Train Master & Road Foreman  
of Engines

No. 39

# THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY CASUALTY REPORT

Rook, Pa. STATION November 21 19 61

TO Mr. A. H. Graham, Vice President - Transportation

REPORT OF CASUALTY <sup>NEAR</sup> AT Gladden - Sygan Bridge

TO TRAIN NO. 92 CONDUCTOR J. W. Price BRAKEMAN \_\_\_\_\_

ENGINE NO. 60-93-55 ENGINEMAN W. R. Richards FIREMAN \_\_\_\_\_

WHICH HAPPENED AT 12:55 P. M. DATE October 20, 19 61

KIND OF CASUALTY Derailment

CAUSE OF CASUALTY CATX 75118 derailed on reverse curvature at east turnout at Gladden  
Passing Track.

ASCENDING OR DESCENDING GRADE \_\_\_\_\_

CONDITION OF WEATHER AND LIGHT \_\_\_\_\_

SPEED OF TRAIN AT TIME OF CASUALTY \_\_\_\_\_ MILES PER HOUR.

WHEN, BY WHOM AND HOW WAS CASUALTY FIRST DETECTED \_\_\_\_\_

DISTANCE DANGER FIRST DETECTED \_\_\_\_\_

DISTANCE TRAIN RAN AFTER CASUALTY \_\_\_\_\_

NUMBER OF CARS IN TRAIN \_\_\_\_\_ LOADS \_\_\_\_\_ EMPTIES \_\_\_\_\_

POSITION OF WRECKED CARS IN TRAIN FROM ENGINE \_\_\_\_\_

NUMBER OF AIR CARS IN USE \_\_\_\_\_

POSITION OF TRAINMEN AT TIME OF CASUALTY—CONDUCTOR \_\_\_\_\_

REAR BRAKEMAN \_\_\_\_\_

HEAD BRAKEMAN \_\_\_\_\_

CLEARING TRACK IN CHARGE OF \_\_\_\_\_

TRANSFER AND CHECKING FREIGHT IN CHARGE OF \_\_\_\_\_

TRACK CLEARED FOR TRAINS TO PASS AT \_\_\_\_\_ O'CLOCK

NAMES OF PERSONS INJURED. (SEND SEPARATE PERSONAL INJURY REPORT.) \_\_\_\_\_

cc - Trainmaster

PLACE SPECIAL SERVICE PASTERS  
HERE

Form 1420-F

# 400-THE KANSAS CITY SOUTHERN RAILWAY CO.-400

## FREIGHT WAYBILL

TO BE USED FOR SINGLE CONSIGNMENTS, CARLOAD AND LESS CARLOAD

STOP THIS CAR AT

WEIGHT IN TONS

LENGTH OF CAR

MARKED CAPACITY OF CAR

GROSS TARE NET

ORDERED FURNISHED

ORDERED FURNISHED

FOR

CAR INITIALS AND NUMBER

KIND

G. L. Transferred to or L. G. L. Loading No.

DATE

WAYBILL NO.

GATX 75418

*NON-PROFIT*

10 23 61

70900

TO

STATION

STATE

FROM NO.

STATION

STATE

PHIL TERPHIA PEINA

878PT MECHER, TEX B/A  
787 PT ARTHUR, TEXAS

ROUTE (Show each Junction and Carrier in route order to destination of waybill).

Show "A" if Agent's Routing or "B" if Shipper's Routing

FULL NAME OF SHIPPER, AND, FOR C. O. D. SHIPMENTS, THE STREET AND POST OFFICE ADDRESS, AND INVOICE NUMBER IF AVAILABLE.

SPORT SLSW A&S NKP R&W W&D  
PDG

S THE JEFFERSON CHEM CO INC NY 2040

RECONSIGN TO

STATION

STATE

ORIGIN AND DATE, ORIGINAL CAR, TRANSFER FREIGHT BILL AND PREVIOUS WAYBILL REFERENCE AND ROUTING WHEN REBILLED.

AUTHORITY

CONSIGNEE AND ADDRESS

ROMM & HAAS COMPANY PERT #101170

ICS Form 1330

Western Weighing and Inspection Bureau

E. C. S. Mason

Scale Ticket

Date

10-23-61

Weighted

105080

Unaccepted

100

FINAL DESTINATION AND ADDITIONAL ROUTING

WHEN SHIPPER IN THE UNITED STATES EXCUTES THE NO-RECOURSE CLAUSE OF SECTION 7 OF THE BILL OF LADING, INSERT "YES"

Indicate by Symbol in Column provided if how weights were obtained for L. G. L. Shipments only. R—Railroad Scale. S—Shipper's Tared Weights. E—Estimated—Weigh and Correc. T—Tare Classification or Minimum.

ON C. L. TRAFFIC—INSTRUCTIONS (Regarding lading, Ventilation, Hoisting, Lashing, Weighing, Etc. If load, Specify to Whom lading Should be Charged.)

Capacity Original—Tons in C. O. D. or Insured Ship. Net—Tons in C. O. D. or Insured Ship.

YES NO

TO BE PREPAID

ON L. G. L. TRAFFIC TRANSFER STAMPS TO BE SHOWN IN THESE SPACES

WEIGH

No. Pkgs. DESCRIPTION OF ARTICLES, SPECIAL MARKS AND EXCEPTIONS

WEIGHT

RATE

FREIGHT

ADVANCES

PREPAID

NH

1 T/C ETHYLENE DICHLORIDE

W/C TO FOLLOW PREPAID

148 CWT

DANGEROUS PLACARDS APPLIED

DESTINATION AGENT'S FREIGHT BILL NO.

Additional Junction Agent Will Show Junction Stamps to Shipper and Order Provider. Additional Junction Stamps and Weighing Stamps to be Placed on Each Parcel.

FIRST JUNCTION

SECOND JUNCTION

THIRD JUNCTION

FOURTH JUNCTION

DESTINATION AGENT WILL STAMP HEREIN STATION NAME AND DATE REPORTED





Rook, Pa. October 31, 1961

Mr. Albert H. Graham,  
Vice President - Transportation

Dear Sir:

The South Fayette Volunteer Fire Company was present at the derailment which occurred at Sygan on Sunday, October 29 ,1961

About twelve (12) Volunteers with two Fire Trucks were present at the scene of the derailment when I arrived at about 1:30 PM. One of their members had seen the derailment happen and gave the alarm.

The Firemen were informed by the Conductor that the derailed Tank car, which was leaking, contained a dangerous chemical and they took proper precautions to guard it. They kept people away from the car until the Wreck Crew arrived and then stood ready with fire fighting equipment until the car was removed. They then spotted their Fire Trucks at Sygan Bridge to illuminate the area while the work of removing a derailed Refrigerator car from the bridge was completed. They were at the scene of the derailment from shortly after it happened at 1:00 PM until all danger was passed at 8:00 PM

Since this is a Volunteer Fire Company I think a letter of commendation along with a check for One Hundred (\$100.00) Dollars should be sent to them for their wonderful service.

Very truly yours,

Trainmaster-RFofE



# The Pittsburgh & West Virginia Railway Company

FORM

19

Train Order No.

328

Cond E

Oct 29

1961

To All trains West

At

Pook Va

X

Opr.:

.M.

Account derailment damage  
reduce speed to eight 8 miles  
per hour over Sygan Bridge  
This is the first 1st Bridge  
East of Gladden passing  
siding

ANL

EACH EMPLOYEE ADDRESSED MUST HAVE A COPY OF THIS ORDER.

Made

Complete

Time

602 p

M.

M Pook

Opr.

A3961

No. \_\_\_\_\_

# THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY CASUALTY REPORT

STATION Rook, Pa., October 29, 1961

TO A. H. C Train Masters

REPORT OF CASUALTY NEAR AT Gladden East Switch and Sygan Bridge

TO TRAIN NO. 92 CONDUCTOR J. M. Price BRAKEMAN \_\_\_\_\_

E. N. Dietrich

I. W. Scarff

ENGINE NO. 60-03-55 ENGINEMAN W. R. Richards FIREMAN E. J. Kelly

WHICH HAPPENED AT 12:55 P. M. M. DATE Oct. 29, 1961 19\_\_

KIND OF CASUALTY Derailement

CAUSE OF CASUALTY Car left track at East Switch Gladden and ran to Sygan Bridge where it went over side of bridge derailing east truck of car immediately following.

MRBX 276 empty refrigerator over side of bridge

GATX 75418 tank car of chemicals, east truck derailed

MRBX-276 = 9 7455.00

GATX 75418 = 3500.00

10955.00

11:90 Eng 411-419-429-401 delayed 5 hrs at Hickory - Cndr G. E. Schrock

ASCENDING OR DESCENDING GRADE Decending

CONDITION OF WEATHER AND LIGHT Daylight and clear

SPEED OF TRAIN AT TIME OF CASUALTY about 10 MILES PER HOUR.

WHEN, BY WHOM AND HOW WAS CASUALTY FIRST DETECTED When air went in emergency at Sygan Bridge

DISTANCE DANGER FIRST DETECTED ---

DISTANCE TRAIN RAN AFTER CASUALTY about two miles

NUMBER OF CARS IN TRAIN 66 LOADS \_\_\_\_\_ EMPTIES \_\_\_\_\_

POSITION OF WRECKED CARS IN TRAIN FROM ENGINE 40th and 50th cars

NUMBER OF AIR CARS IN USE All

POSITION OF TRAINMEN AT TIME OF CASUALTY - CONDUCTOR At desk in caboose

REAR BRAKEMAN In cupola on south side

HEAD BRAKEMAN On lead engine

CLEARING TRACK IN CHARGE OF Wreck Train

TRANSFER AND CHECKING FREIGHT IN CHARGE OF \_\_\_\_\_

TRACK CLEARED FOR TRAINS TO PASS AT 2:00 A. M. - October 30 O'CLOCK

NAMES OF PERSONS INJURED. (SEND SEPARATE PERSONAL INJURY REPORT.) \_\_\_\_\_

None

Wreck Train Engine 70 Conductor A. G. Hinkle Engineer W. B. Bowler called for 3:00 PM departed 3:30 PM arrived scene at 4:00 PM departed 9:00 PM arrived Rook 9:15 PM derailed 9:45 PM on duty Thomas 15 minutes wages & housing yard Rate Single Unit Diesel \$120.16



