

A-10-62

Rook, Pa. March 29, 1962

Mr. W. K. Kearns,
Vice President, Oper. & Maintenance

Dear Sir:

At about 4:45 AM March 11, 1962, Train AJ-3 derailed all wheels of West truck of NH 32448, empty Box car, at Scissors Crossover at West Belt Junction. This was the west car in a train of 18 loads and 87 empties.

Train AJ-3, which had been detoured over the P&LE Railroad was being pulled up the West End Branch by Helper engines 69-67, AJ-3's engines 71-91-65 were shoving. When car N.H. 32448 was moving over the West frog of the double crossover at West Belt Jct. the East pair of wheels of the West truck derailed towards the North side of the rail.

This derailment was caused by several contributing factors. The left lead wheel of the derailed truck, although not condemnable was badly worn and this allowed the truck to move toward the North rail more than normal. The derailed car being the car next to the three Diesel Units which were shoving was under the most stress going over the crossover and as the car was empty it made the shoving stress more critical. These factors caused the East pair of wheels to move against the point of the North frog and allow the flange of the South wheel to ride up on the point of the South frog and derail towards the North side of the rail.

The car moved Eastward about 5 car lengths after derailling, riding over the East frog of the double crossover and destroying the electric switch lock box and switch stand of the eastward main track switch.

AJ-3's crew came to Rook with just their engines after a delay of about 45 minutes, arriving Rook at 5:45 AM. The Wreck Train was called for 6:00 A.M. and was moved to West Belt Junction by the No. 5 Yard Crew arriving at 7:15 AM rerailed the derailed car by 8:30 AM and arrived back at Rook 8:45 AM with the Wreck Train and the derailed car.

March 29, 1962

No. 5 Yard Crew docked 9:15 AM making 1 hour 15 mins. overtime due to handling the Wreck Train.

No. 2 Yard Crew called 8:00 AM, departed Rook 8:45 AM, arrived West Belt Jct. 9:10 AM coupled to AJ-3's train and brought it to Rook arriving 10:00 AM. The Helper Crew was on the East end of AJ-3's train and helped Yard Engine 61 bring the train back to Rook. AJ-3's freight and the Helper Crew were delayed from 4:45 AM until 9:45 AM, a total of 5 hours, due to the derailment.

Damage to track - Labor	\$ 576.89 ^{241.84}
Material - None	

Damage to Equipment:

N.H.32448	50.00
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Wrecking Service:

Wages of Derrick Crew	\$ 159.53	
Meals	31.34	
Wages of Train and Engine Crew handling Derrick	<u>49.47</u>	240.34
Total		<u>532.18</u> 866.43

Very truly yours,

Train Master - R.F. of E.

A 10-62

No. 10

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY CASUALTY REPORT

Rook, Pa.

STATION

April 2

19 62

TO Transportation Department

REPORT OF CASUALTY NEAR Westfelt Junction
AT

TO TRAIN No. Extra 71-91-65 CONDUCTOR Elmerner BRAKEMAN

ENGINE No. 71-91-65 ENGINEMAN R. H. Morris FIREMAN

WHICH HAPPENED AT 4:45 A.M. M. DATE March 11 19 62

KIND OF CASUALTY Derailment

CAUSE OF CASUALTY Empty box car ahead of three diesel units shoved car off 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 - Mr. T. McGready

A 10-62

March 26, 1962

Mr. T. McCready
Mr. F. Kovanis

In reply to your memorandum dated March 13, 1962, File A 10-62, regarding Extra 71-91-65, March 11th, derailing all wheels of west truck of NH 32448 at the Scissors Crossover, West Belt Junction.

Wish to advise that there were no defects on the car.

Also, I wish to advise that the amount of damage was \$50.00.



C. E. Dupes
General Car Foreman

CED:tfm

A10-62

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

Wreck Train Report

Date.. **March 11, 1962** Train... **EXTRA** ... Eng. No. **71-91-65** Engineman **R.H. Morris** .. Condr. **C.C. Elwarner** ..
 Location... **Belt Junction** .. Kind of Accident... **1 - Truck Derailed** ..
 .. Cause... **Empty next to Pusher Engines** ..
 Wreck Train Ordered... **5:00 A.M.** .. Eng. No. On Train **6:45 A.M.** .. Train Departed... **6:55 A.M.** ..
 Wreck Crew arrived... **5:45 A.M.** .. Arrived at Wreck, **7:15 A.M.** .. Main Line Blocked... **Yes** ..
 Cleared... **8:15 A.M.** .. M Date. **Same** .. Siding Blocked... **No** .. Cleared... .. Date... ..
 Wreck picked up... **8:15 A.M.** .. Date... **Same** .. Ready to Return... **8:30 A.M.** ..
 Left for Shop... **8:30 A.M.** .. Arrived Shop... **9:00 A.M.** .. Meals served... **25** .. Cost... **\$31.34** ..
 Members Wreck Crew... **1 - Derrick Engineer and 7 Ground Men** ..
 .. **6 1/2 Hrs. (cumulative) @ \$2.594 per hour = \$ 159.53** ..
 .. **1 Wreck Master - 6-3/4 Hrs. (cumulative)** ..
 Personal Injury to Wreck Crew and Cause.....

DELAYS

Time Delay Began	Time Delay Ended	Total Hrs. Delayed	Total Min. Delay	Cause of Delay

CARS DAMAGED OR DESTROYED

Initials	Car No.	Kind	Description of Damage	Estimated Damage
N.H.	32448	Box	Truck Damage	\$ 50.00

N. Komen .. Wreck Master

A10-62

No. 10

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY CASUALTY REPORT

Rock, Pa. STATION March 15 1962

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

REPORT OF CASUALTY ^{NEAR} West Belt Junction _{AT}

TO TRAIN NO. Extra 71-91-65 CONDUCTOR Elwamcor BRAKEMAN _____

ENGINE NO. 71-91-65 ENGINEMAN R. H. Norris FIREMAN _____

WHICH HAPPENED AT 4:45 A.M. M. DATE March 11, 1962

KIND OF CASUALTY Derailement

CAUSE OF CASUALTY Empty box car ahead of three diesel units shoved car off 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

A10-62

"AX" REPORT

10

TELEGRAPHIC REPORT OF ACCIDENTS

SENDER

RECEIVER

TIME SENT

M.

Rock, Penna.

STATION March 11,

1962

TO AHG (TM) WKK CLR AFD JR CED

A. Train No. Ex 71-91-65 B. Section _____ C. Conductor C.C. Eganter

D. Engine No. 71-91-65 E. Engineer R.H. Morris

F. Place of Accident: Station _____ Between _____ M. P. _____ M. P. G. Time 4:45 PM
 Distance from Station, East or West _____
 Distance from M. P. _____

H. Is it an embankment, in cut or on level ground? Grade

Give cause of accident: Pulling up Eastbound at West Belt Jct. with 2 engines on east end and 3 engines on west end. Car next to west engines left track.

J. Speed of train at time of accident. 8 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? No damage to track.

N. Is it between switches, and so that trains can pass around, or can a track be easily built around the wreck? Yes

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

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

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

R. If engine is off, in what position is it? _____

S. How much is engine damaged? _____

U.	INITIALS	NUMBERS	CONTENTS	DESTINATION	EXTENT OF DAMAGE TO CARS
	NH	32118	Empty		Not knowing

V. Remarks: (Give full particulars) Pulling up eastbound at West Belt Jct. and west car jumped track going over crossover braking switch lock box. Car off track and off center.

Signature C.C. Eganter

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.