

**In re Investigation of an accident which occurred
on the Kentucky & Indiana Terminal Rail-
road at Louisville, Kentucky, on
June 22, 1917.**

July 17, 1917.

On June 22, 1917, there was a collision between a transfer engine hauling a train of cars and some standing cars foul of the main track, on the Kentucky and Indiana Terminal Railroad at Louisville, Ky., resulting in the death of one employee and the serious injury of one employee. After investigation of this accident the Chief of the Division of Safety reports as follows:

The Kentucky & Indiana Terminal Railroad is a switching road that operates about 20 miles of double and single track, as well as numerous industrial and yard tracks. Its tracks are used by both passenger and freight trains of the Baltimore & Ohio, Southern, and Chicago, Indianapolis & Louisville Railroads, and it does the switching for those railroads. Train movements are governed by a manual block signal system, train orders being used only when trains are moved against the current of traffic.

On the date of the accident transfer engine No. 7, in charge of Enginemen Walker and Foreman Rihn, left Youngstown yard at 12.45 a.m., southbound for Magnolia yard, between 2 and 3 miles distant. The engine was headed north, and was pulling a train of 33 cars, on which the air brakes had been tested and found to be in good working condition. When engine No. 7 reached the north end of Magnolia yard, at a point where the north lead track intersects the main track near 17th Street and Magnolia Avenue, it collided with a string of 4 cars which were foul of the southbound main track, these cars having been shoved out of track No. 2. The accident occurred at about 1.10 a.m. The weather was clear, but the night was dark.

Enginemen Walker, of engine No. 7, stated that his train was running at a speed of between 8 and 10 miles per hour. The engine was running tender first, and the oil headlight on the rear was burning brightly. The signals and switch light indicated that it was proper for his train to proceed, and he said he had no intimation that anything was wrong until Head Brakeman Mathews, who was riding on the engine, called to him to look out and jumped from the engine. He immediately applied the emergency brake and sounded the rails. He said his engine ran about 3 car lengths after the collision, and he did not see the cars standing foul of the main track.

until his engine was within a car length of them.

Yardmaster Horstman at Magnolia yard stated that track No. 2 would hold 37 cars. There were 25 cars placed on the track early in the evening and Southern Railway train No. 51 passed at 8.45 p.m. on the southbound main track. Everything was clear at the north end of the yard at that time, and no other train passed the place of the accident on the southbound main track previous to the collision. Sometime after 9.00 p.m. engine 667, in charge of Engineman Knoderer and Foreman Phelps, shoved some cars onto No. 2 track from the south end, and Yardmaster Horstman said he was positive that engine 667 was the last engine to use No. 2 track previous to the accident. Yard Clerk Morris, who was on duty at Magnolia yard on the night of the accident, stated that he made a check of the yard by Yardmaster Horstman's instructions, and was at the north end of track No. 2 about 9.20 p.m. At that time he noticed that the cars on No. 2 were shoved out at the north end, but he did not know the main track was fouled. He made no report of the condition of the track; he said that he knew it was his duty to report the cars out of the end of the track, but on account of working short-handed and having all the tracks to check, he failed to do it.

Foreman Phelps, of engine 667, stated that he placed 25 cars on track No. 2 between 6 and 7 o'clock, and shortly after 9.00 p.m. he shoved 9 or 10 more cars into No. 2 track from the south end. He did not send a man to the rear when these cars were shoved in, although he said the instructions are "to send the rear man back." He said he did not tell his helper to go back because he knew how many cars the track would hold and he knew he did not put in cars enough to fill it. After shoving the 9 cars in No. 2 track, engine 667 went to Youngtown yard on the northbound track, passing the north end of No. 2 track. Foreman Phelps said his engine left Magnolia yard to go to Youngtown at 10.05 p.m. He said that in passing the tracks at the north end of the yard, he looked where the cars were standing and could not see that they were extending onto the main track.

Switchman Vardeman, who was fieldman for Foreman Phelps on the night of the accident, said that he was familiar with the tracks at the place of the accident. He said he did not go to the rear when the cars were placed in track No. 2, because he did not consider it necessary, as the track was not full. When the engine returned to Youngtown, he said he was not in a position to observe the condition of the yard at the north end of No. 2 track, as he was riding on the opposite side.

Switchman Greenfield, who was head man on engine 667, said that on the return to Youngtown after shoving the cars into No. 2 track, he looked as the engine was passing the north end of No. 2 track and he did not see anything wrong. Neither Enginemen Knoderer or Fireman Miller, of engine 667, paid any attention to the north end of No. 2 track as their engine was returning to Youngtown.

This accident was caused by a cut of 8 cars running out of the north end of No. 2 track far enough to foul the south-bound main track, responsibility for which rests with Foreman Phelps and Switchman Vardaman. Among the special rules in force on the Kentucky & Indiana Terminal Railroad is the following:

"The practice of shoving tracks without having a man on the leading car to prevent cornering or side-swiping cars on another track parallel is inexcusable, and is a dischargeable offense. The Company will not deal lightly with cases of this kind."

Both Foreman Phelps and Switchman Vardaman admitted they were familiar with this rule, but they did not consider it necessary to obey it in this instance.

Yard Clerk Morris is also censurable for failing to report the condition of the north end of No. 2 track after noting that cars were out beyond the fouling point. His failure to note that the cars were foul of the main track, and to report the fact to Yardmaster Horstman, is inexcusable.

Foreman Phelps and Switchman Vardaman were experienced men. They had been on duty about 6 hours at the time of shoving the cars into No. 2 track. They went on duty at 3.00 p.m. and off duty at 11.00 p.m. on the 21st, and were not working at the time of the accident. The crew of engine No. 7 went on duty at 11.00 p.m. on June 21st, and had been working 2 hours and 10 minutes at the time of accident.