

INTERSTATE COMMERCE COMMISSION
WASHINGTON

INVESTIGATION NO. 3102
PERE MARQUETTE RAILWAY COMPANY
REPORT IN RE ACCIDENT
AT DEAN, MICH., ON
MAY 2, 1947

SUMMARY

Railroad: Pere Marquette
Date: May 2, 1947
Location: Dean, Mich.
Kind of accident: Rear-end collision
Trains involved: Freight : Freight
Train numbers: Extra 64 West : Extra 1043 West
Engine numbers: 64 : 1043
Consists: 23 cars, caboose : 26 cars, caboose
Estimated speeds: Standing : 20 m. p. h.
Operation: Timetable and train orders, and
manual-block system for following
passenger trains; yard limits
Track: Single; tangent; level
Weather: Clear
Time: 10:52 a. m.
Casualties: 3 injured
Cause: Failure properly to control speed
of following train moving within
yard limits

INTERSTATE COMMERCE COMMISSION

INVESTIGATION NO. 3102

IN THE MATTER OF MAKING ACCIDENT INVESTIGATION REPORTS
UNDER THE ACCIDENT REPORTS ACT OF MAY 8, 1910.

PERE MARQUETTE RAILWAY COMPANY

May 26, 1947

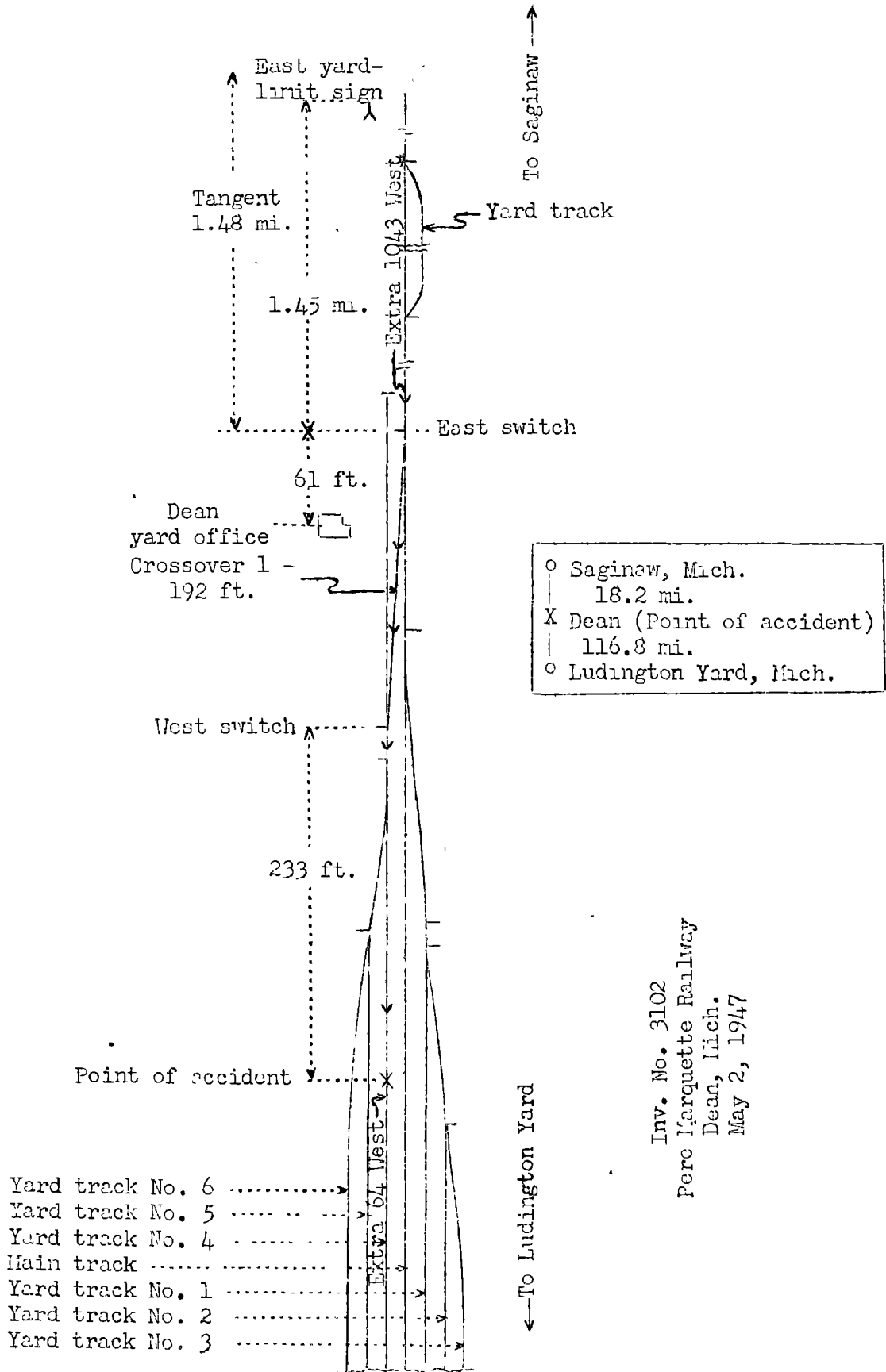
Accident at Dean, Mich., on May 2, 1947, caused by
failure properly to control the speed of the
following train moving within yard limits.

REPORT OF THE COMMISSION¹

PATTERSON, Commissioner:

On May 2, 1947, there was a rear-end collision
between two freight trains on the Pere Marquette Railway
at Dean, Mich., which resulted in the injury of three
employees.

¹
Under authority of section 17 (2) of the Interstate Com-
merce Act the above-entitled proceeding was referred by the
Commission to Commissioner Patterson for consideration and
disposition.



Inv. No. 3102
 Pere Marquette Railway
 Dean, Mich.
 May 2, 1947

Location of Accident and Method of Operation

This accident occurred on that part of the Toledo-Ludington Division extending between Saginaw and Ludington Yard, Mich., 135 miles, a single-track line, over which trains are operated by timetable and train orders, and a manual-block system for following passenger trains. Within yard limits at Dean, 18.2 miles west of Saginaw, three yard tracks, designated from south to north as tracks Nos. 3, 2 and 1, parallel the main track on the south, and three yard tracks, designated from south to north as tracks Nos. 4, 5 and 6, parallel the main track on the north. The east switch of a crossover, 192 feet long and hereinafter referred to as crossover 1, which connects the main track and track No. 4, is 1.45 miles west of the east yard-limit sign and 61 feet east of the yard office. Crossover 1 is facing-point for west-bound movements from the main track to track No. 4. The accident occurred on track No. 4 at a point 233 feet west of the west switch of crossover 1. The main track is tangent throughout a distance of 1.48 miles immediately east of the east switch of crossover 1 and a considerable distance westward. At the point of accident the grade is level.

The switchstand of the east switch of crossover 1 is of the hand-throw low-stand type. It is provided with a continuously lighted oil lamp. No target is provided. When the switch is lined normally a green light is displayed. When the switch is lined for entry to the crossover a red light is displayed.

Operating rules read in part as follows:

DEFINITIONS

* * *

Fixed Signals--A signal of a fixed location indicating a condition affecting the movement of a train.

Note--The definition of a "Fixed Signal" covers such signals as switch, * * * yard limit boards * * *

* * *

10. Color Signals

Color	Indication
(a) Red * * *	Stop.
(c) Green * * *	Proceed, * * *
93. * * *	

Within yard limits the main track may be used, protecting against first and second-class trains. All other trains must approach and move within yard limits prepared to stop. Responsibility for accident will rest with the approaching train.

Description of Accident

Extra 64 West, a west-bound freight train, consisting of engine 64, 23 cars and a caboose, stopped on the main track within yard limits at Dean about 10:20 a. m. Soon afterward, the switches of crossover 1 were lined for movement from the main track to track No. 4, and 12 cars and the caboose were placed on track No. 4, with the caboose standing 233 feet west of the west switch of the crossover. The crossover switches were left in position for entry to the crossover. About 10:52 a. m., while engine 64 was performing switching, the caboose of Extra 64 West was struck by Extra 1043 West.

Extra 1043 West, a west-bound freight train, consisting of engine 1043, 26 cars and a caboose, passed the east yard-limit sign at Dean, entered crossover 1 at the east switch and while moving on track No. 4 at an estimated speed of 20 miles per hour it struck the caboose of Extra 64 West.

The caboose of Extra 64 West and the five cars immediately ahead of the caboose, and the engine and the first seven cars of Extra 1043 West were derailed and damaged.

The engineer, the fireman and the front brakeman of Extra 1043 West were injured.

The weather was clear at the time of the accident, which occurred about 10:52 a. m.

Discussion

Extra 64 West stopped on the main track within yard limits at Dean about 10:20 a. m. Soon afterward, the rear 12 cars and the caboose were moved from the main track through crossover 1 to track No. 4, and the remainder of the cars of this train were placed on track No. 1. About 10:52 a. m., while engine 64 was performing switching on other yard tracks, Extra 1043 West entered crossover 1 at the east switch and struck the rear end of Extra 64 West.

When the collision occurred the conductor of Extra 64 West was in the vicinity of the east switch of crossover 1 and the two brakemen were in the vicinity of their engine, which was on a yard track some distance east of the crossover. The conductor said that when he first saw Extra 1043 West approaching about 150 feet distant he attempted to line the east crossover switch for movement on the main track, but the engine of that train entered the crossover before he could operate the switch.

As Extra 1043 West was approaching crossover 1 the speed was about 25 miles per hour. The enginemen and the front brakeman were maintaining a lookout ahead. When the engine was about 700 feet east of the east crossover switch the front brakeman observed that the switch was lined for entry to the crossover, and he called a warning to the engineer. Then the engineer moved the brake valve to emergency position. The speed of Extra 1043 West was about 20 miles per hour when the collision occurred. The brakes of this train had been tested and had functioned properly en route. The engineer said that his view of the east switch of crossover 1 was obstructed by the members of a section crew who were engaged in track work in the vicinity of the switch.

The accident occurred within yard limits, and, under the rules, Extra 1043 West was required to be operated in such manner that it could be stopped short of a train or an obstruction.

Cause

It is found that this accident was caused by failure properly to control the speed of the following train moving within yard limits.

Dated at Washington, D. C., this twenty-sixth day of May, 1947.

By the Commission, Commissioner Patterson.

(SEAL)

W. P. BARTEL,
Secretary.