

T  
July 21, 1911.

Interstate Commerce Commission,

Washington, D. C.

Dear Sirs:

The Boston & Albany Railroad reported, on July 3, 1911, an accident near Post Road, New York, where one of their passenger trains struck an automobile on a highway crossing, resulting in the death of 3 persons and the serious injury of one other. This accident was investigated by Inspectors Duffy and Gibbons, and I submit herewith a synopsis of their report.

ACCIDENT.

Boston & Albany passenger train No. 361, handled by engine No. 3533, known as the Springfield local passenger, hit a touring car containing 4 people on Gardner's Crossing, near Post Road, N. Y., at 6:15 P. M., July 1, 1911. The accident resulted in the death of 3 persons and the serious injury of one other.

DESCRIPTION.

The Boston & Albany Railroad at Post Road station has three main tracks and a siding. Immediately east of the station is a highway known as the Post Road, which passes under the track, and at this time was being improved by the State Highway Commission, and travel was diverted to a crossing, 600 feet westward, known as Gardner's Crossing, where the accident occurred, which is a crossing at grade. The railroad at Post Road station is straight and runs east and west, and Gardner's Crossing crosses it at right angles. All the tracks at the crossing are planked

inside and outside the rails and are filled with dirt and stone between the tracks. On the north and south sides of the railroad are standard crossing signs in plain view. The railroad tracks at this point are straight for a long distance, but at the time of this accident there were some cars on the siding which did obscure the view of westbound trains for some distance from the highway. Gardner's Crossing approaches the railroad with an up grade of about 8% for about 100 feet next to the track from the south and has about a 5% grade for 100 feet or more on the north.

The train, at the time of the accident, was some few minutes late and running at a speed of about 50 miles per hour. The whistle was blown for the road crossing. The engineman states that when about 150 or 200 feet from the crossing he saw the automobile about 50 feet from the track; he immediately sounded his danger whistle and applied the emergency brakes. The automobile continued its way until it reached the crossing and stopped directly on the track. After hitting the automobile, the train ran about  $\frac{1}{4}$  of a mile before it stopped. Witnesses, who live near the crossing state that they heard the danger whistle and then heard the crash.

#### RECOMMENDATIONS.

On account of the heavy grade in the highway approaching this railroad crossing, both from the north and south, it would appear that it could be made an underground crossing without great expense and thus entirely eliminate any possibility of the recurrence of such an accident.

There is run an average of 100 trains daily, and the Boston & Albany Railroad should be advised to station a flagman at this crossing, or to install some effective warning device, until

such time as an underground highway is authorized and completed under the railroad at this point.

Respectfully submitted,

Chief Inspector of  
Safety Appliances.