

Trains Undirected On Stretch of 25 Miles Wreck Probe Indicates: ...  
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pg. 4

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**Federal and State Investigation Into Pomfret Crash  
Brings Out Remarkable Point About Blocking  
Distance.**

An investigation was started by the public utilities commission, together with the interstate commerce commission, early yesterday afternoon in to the accident near Pomfret on April 10, when two freight trains collided and caused the deaths of five trainmen. The investigation was conducted by F. A. Howard and J. P. McArdle of the interstate commerce commission and E. Irving Judd, chief engineer of the public utilities commission.

The investigation did not touch on the wreck itself, yesterday afternoon, and it was continued until this morning at 10 o'clock. C. N. Woodward, general superintendent of the Eastern Division of the "New Haven" road, the train crews, the inspectors, the master mechanics, the train dispatchers, who were in any way connected with the trains which were wrecked, and the superintendent of maintenance and way, all testified.

The testimony brought out the fact that the train following, A. B. 4, which ran into the other freight was in good condition prior to the accident, when it was leaving the terminal at East Hartford. It was learned that the telegraph operator at Willimantic issued orders with regard to the following trains, telling the other ahead that it was coming. The division engineer covered the physical characteristics of the line as to curvature and grade, and also testified as to the distance that the rear end of extra 3200, should be visible from the rear end of the A. B. 4.

It was brought out that the blocking distance from Willimantic to Putnam was twenty-four and a half miles long, which is longer than was operated prior to January 14, 1918. This means that for this distance at night, since January 14, there has not been any telegraph station open to direct the movement of the trains.

It was said after the hearing that this point may be the important part of the investigation, as it may explain why the accident occurred, trains being left to their own devices at night for this distance.