

Another Railroad Accident

SMASH UP OF A STOCK TRAIN ABOUT ALUM CREEK

Locomotive and Nine Cars Off the Track Miraculous Escape of the Engineer and Fireman Horses and Sheep in an Uncomfortable Predicament

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Last night a freight train on the Baltimore & Ohio Railroad, eastward bound, met with an accident at Alum Creek by a switch being carelessly left open. The locomotive and nine cars were thrown from the track, and the engineer, Barney Hoose, pretty badly injured from his hips down to his feet. The latter were caught in the wreck, but with a stoicism remarkable in the extreme, Hoose notwithstanding the pain and the crushed condition of his feet, succeeded in releasing himself from his imprisonment, but left his boots in the clutches of the wreck. The fireman jumped the engine at the last moment, and escaped with but slight injury. This morning Hoose was brought to this city, where he is now undergoing medical treatment, Mr. Peters, the energetic agent at this point, proceeded to the scene of the mishap and did all in his power to clear up the wreck. The accident delayed one or two trains only. The locomotive, we are informed, was damaged to the extent of \$2000.

THE APPEARANCE OF THE WRECK AND NATURE OF THE ACCIDENT

A citizen of Columbus, who happened to be a passenger on the western bound train on the Pan-Handle this morning, gives one of our reporters some additional facts as to the accident. It appears that a freight train preceding the one wrecked, had passed over the switch this side of Taylor's Station, about seven miles from the city, but either through some carelessness or inexplicable disarrangement of the switch, there was an opening left between the main track and the switch. The second train, loaded with horses and sheep, followed at the ordinary rate of speed, and the front truck and fore wheels of the locomotive passed on to the switch, but the driving wheels kept the main track. The result was that the locomotive was, as might be said, twisted in two – literally jerked across the track by its own momentum, with a heavy freight train to pile on to it. The engineer and fireman escaped as above described, most miraculously. The freight cars, with their living occupants, dashed on to the locomotive, and were smashed up in a heap. One car containing nine horses was turned over, and laid at the side of the track in an attitude that rendered the position of the occupants rather uncomfortable; but the workmen of the road cut through the car, releasing the animals. They

got considerably scared and bruised, but singularly enough, escaped without any serious injury. The cars containing the sheep were smashed open by the collision, and the sheep leaped out of the wreck and flocked together, strange to say, without the loss of a single woolly coat. They were collected in a neighboring pasture, and when our informant saw them they were tranquilly taking a good square meal of grass.

Much credit is given by passengers and others to Mr. Peters, the agent of the road at this point, for the promptness and thoroughness of his action in the accident. Upon hearing of the nature and extent of the accident, he at once dispatched a reserve of forty or fifty men to clear the track and repair the wreck. This train was at once followed by a passenger train, to which the western bound passengers were transferred, arriving here after a delay of one train about two hours and the other train about one hour. The workmen labored energetically and with a will, and as we write they are returning. The road is clear. The only sign left of the disaster is the wreck of the freight cars and the locomotive – the debris of the train – which looks like a small hamlet smitten by a juvenile earthquake.