

Four Trainmen Hurt in Wreck on Pennsylvania at Worthington

Wreckage Takes Fire Consuming Three Caboosees and Damaging Locomotive

SNOW OBSCURED SIGNAL

And Passenger Engineer Runs by Flag and Into Rear of Double headed Freight

(The Columbus Evening Dispatch, March 2, 1914)

THE INJURED

J.A. ATKINS, freight conductor, 736 New York avenue; right ankle nearly burned off, back wrenched, chest crushed, injured internally.

PEARL BOALS, 1435 Eden avenue, flagman; cut and bruised.

C.F. GOODYKOONTZ, North Twentieth avenue, head brakeman; bruised.

HARRY C. SIGMAN, brakemen; bruised.

Pennsylvania passenger train No. 441, southbound from Sandusky to Columbus where it was due to arrive at 11:54 Monday morning, ran into the rear of a double-headed freight train, one mile east of Worthington. Four men, all freight trainmen, riding blind baggage in the rear caboose, and asleep at the time, were injured, but none of them seriously except J. A. Atkins, who, according to reports from the Protestant hospital, is in a serious condition.

The caboose turned over upsetting the stove. Atkins was found helpless under a pile of glowing coals, his shoes having been burned off and his clothing smoldering.

WRECKAGE TAKES FIRE

The wreckage took fire and three cabooses and the passenger engine was wholly or partly consumed. Merely "the steel" skeleton of the engine was left standing when the flames had been extinguished by the train crews.

None of the passenger or freight crews were injured. The others were brought to Columbus in a Brown-Meyers ambulance and taken to Protestant hospital. The southbound flyer which came along an hour later picked up the passengers and brought them to Columbus. The wrecking of the engine shut off the steam for the car radiators, and many of the passengers were seriously inconvenienced by the cold.

SNOW HIDES FLAGMAN

The freight train was proceeding slowly, endeavoring to make the Worthington switch. A flagmen had been sent back to stop the passenger following closely, until the long freight could clear the track. The passenger train was running about 25 miles an hour and the suction stirred up dense eddies of snow, which obscured the vision of the passenger engineer and he ran by the flag and into the rear of the freight train.

The latter carried three cabooses on the rear. These were consumed by the fire which broke out in the last one. Three laden freight cars in the middle of the train were telescoped and their contents strewn among the right-of-way. The property damage will run close to \$20,000. The passenger train was in charge of Engineer Charles Tupe, Fireman Buck Vail and Conductor O.A. Williams, and the freight crew consisted of Engineer G.W. Pleasant, Conductor T.H. Caldwell and Flagman W.A. Laymen. All the trainmen live in Columbus.

Worthington, OH Train Wreck, Mar 1914

TRAIN WRECK CATCHES FIRE.

(The New York Times March 3, 1914)

COLUMBUS, Ohio, March 2. ---A Pennsylvania passenger train, southbound from Sandusky to Columbus, ran into the rear of a double-header freight train near Worthington, ten miles north of here, late to-day. Four freight trainmen were injured, one of them, J. A. Atkins, freight conductor, of Columbus, probably fatally.

None on the passenger train was injured, but, owing to cutting off of the steam pipes, all suffered severely from the cold. The wreckage took fire and three cabooses were destroyed.

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