

# TWELVE INJURED IN HEAD-ON COLLISION ON SCIOTO VALLEY

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**Baggage Car Pulling Work Train Crashes  
Into a Passenger Coach**  
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**Accident Occurs on a Curve Near Station at Buckeye Park.**

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Three of the Four Trainmen Are Injured in the Shock of Collision.  
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Cars Catch Fire and Are Entirely Consumed on the Spot.  
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**(Columbus Evening Dispatch, September 28, 1904)**

## LIST OF INJURED

**John Mosier**, of Canal Winchester, motorman on baggage car; head cut and minor bruises.

**William Southard**, of Columbus, motorman on passenger car; bruised and cut about the body and head.

**L.L. Hare**, of Columbus, conductor on passenger car; bruised and cut.

**Mrs. Elizabeth Arnett**, Canal Winchester; arm fractured and body painfully bruised.

**Mrs. Miller**, Findlay; had cut and badly bruised

**Mrs. Willian Kost**, Hookers; cut on left limb below knees, bruised and cut about head and face.

**Mrs. J.M. Winter**, wife postmaster Carroll; painfully bruised about arms and knees.

**George Baumeister**, Columbus, 116 E. Main Street; taken to St. Francis hospital.

**Edward Weisecarver**, Columbus, 116 E. Main Street, married; rib broken, badly bruised and cut.

**Mrs. Albert Hanna**, of Indiana, sister of Mrs. Arnett; cut on limbs and head.

**Mrs. Lucella Gerhart**, daughter of Mrs. Hanna; cut about limbs and bruised.

**Infant child of Mrs. Kost**; cut and bruise about head.  
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The first serious wreck on the Scioto Valley Traction Co.'s line occurred Wednesday morning about 8 o'clock, when two cars on that road, southbound passenger train No. 101 and baggage train composed of a baggage car and a flat car, collided head-on at the point just opposite Buckeye Park, about two miles below Carroll and about five miles from Lancaster.

### **TELESCOPED AND BURNED.**

The baggage car took the air and telescoped about 12 feet over the passenger coach. Both trains were running at a good rate of speed when they came together and immediately after the collision the two cars ignited and both were consumed. Southbound passenger car was in charge of Motorman W.F. Southard, formerly of Canal Winchester, but now a resident of Columbus, and conductor L.L. Hare, who resides on South Parsons avenue below the corporation line. The baggage car was running as No. 6 and took on a flat car of ties at Canal Winchester and took them to the southern extremity of the line and was pulling back empty.

### **Property Loss Amounts to No Less Than \$20,000.**

The Scioto Valley Traction company suffers a considerable property loss because of the wreck, but as was expressed by several of the officials Wednesday, this is not the chief cause of their deep regret that such an accident should have happened.

The fine new passenger car, No. 101, which was completely destroyed by the fire was valued at about \$12,000; the original cost was about \$500 above that figure.

The baggage car, No. 11, which was also demolished, cost about \$6,000; making a total property loss of about \$20,000.

### **PASSENGERS ALL HURT.**

The baggage car was run by Motorman John Mosier and Conductor Don Young, also of Canal Winchester. There were seven passengers on the south-bound car and of the number not one escaped injury. Conductor Hare of the passenger train, had completed his duty of taking up fares from five women passengers who boarded the car near Carroll and one bound for Lancaster. He went to the front end of the train when just as the train pulled out of what is called The Orchard near Buckeye Park, he noticed the express train coming toward them and [called] the motorman's attention to it. As far as he knew the motorman on the express train evidently did not see the southbound passenger. Motorman Southard at once applied [???] and reversed but before the [cars hit] both men jumped. The express car train sped over the passenger car.

### **Motorman Assists the Injured Until He Falls.**

William Southard, the motorman on the passenger car, who was painfully injured, is an old railway engineer, as all motorman on the Scioto Valley Traction lines are required to be.

As soon as he was freed by rescuers from the wreckage he arose to his feet and began to assist in extricating and caring of the passengers. He refused to leave the place until, overcome by faintness, he staggered to the fence at the side of the track and fell exhausted.

### **WAS A WITNESS.**

The accident was witnessed by J.W. Young who lives nearby and who was in the orchard about 200 yards distant from the track when the cars came together.

Conductor Hare, who jumped and who sustained slight bruises about the body with Young were the first two at the scene who were able to render any assistance. The passengers in the southbound coach, of whom five were women and the other two men, were considerable shocked and bruised and the attention of the two was first given to a man who was pinned beneath the wreck.

### **PINNED UNDER WRECK.**

The man was in a semi-conscious condition and Conductor Hare who was the first to reach him, tried to get him to talk but he could convey nothing. The man was extricated from his dangerous position and was one of the first removed from the wreck.

### **ENGINEER WELLER'S STORY.**

"It was my intense regard for the welfare of the injured persons that prompted me to halt my train at the scene of the accident and provide for their transportation to places where adequate medical attention was possible," said Engineer J.W. Weiler, of the Hocking Valley railroad to a dispatch representative Wednesday afternoon.

### **SAW THEM BURNING.**

"I started out of Athens at 5:50 o'clock Wednesday morning on my passenger run to Columbus and reached the scene of the accident 300 yards north of Buckeye Park within ten minutes after it occurred. Our tracks parallel those of the Scioto Valley Traction company between Columbus and Lancaster and my train was just one fourth of a mile south of the wrecked cars when I saw a large fire which I at first thought was grass burning along the sides of the roadbed.

### **LIKE AN INVERTED V.**

“As I drew nearer, however, I noted the pair of electric cars completely telescoped, reared on their back trucks into a perfect form of the inverted V, and observed rescuers carrying the injured from the debris.

“I stopped my train at the bridge leading across the old state canal from our tracks to those of the traction company 100 yards to the east and our crew hurried to assist in caring for the injured.

### **AIDED IN RESCUE.**

“Nearby farmers and passengers of the electric line who were uninjured constituted a portion of the rescuing party and it was not more than 20 minutes before those affected were placed aboard our baggage coach with those who could walk in the passenger cars and we were speeding north to Winchester, where a motorman, probably fatally injured, was accorded medical attention, to Carroll and to Columbus at both points the bruised and broken limbed were assisted from the train.

“Before we left the site of the wreck both the passenger and the baggage coach had burned and the fire had set some of the electric poles ablaze.

### **SUPERINTENDENT APPROVED.**

“One woman received a broken leg; one person sustained a fractured arm while others escaped with scalp wounds and bruises on the body. Superintendent R.S. Quigley of the Hocking Valley road, was on my train and heartily approved of my every step in this matter

“But one of the injured, a man, was carried in our baggage coach to Columbus. Judging from the condition of the two cars as observed from the cab window, the force of the head-on collision must have been most terrific and it is almost miraculous that a number were not killed outright.

“I do not know who were at fault, nor even that there was negligence in this matter”

### **WOMEN TO CARROLL.**

The women victims were all brought to Carroll on the first northbound Hocking Valley train, where their injuries were attended to by Dr. H.A. Brown. Dr. Taylor, of Columbus, the surgeon for the Scioto Valley Traction Co., accompanied by General Manager Bradley, came from Columbus on a special car, the only run over the line up until the tracks were cleared of the wreck, and stopped on route at Carroll to look after the injured persons, while Manager Bradley went on to the scene and took personal charge of the work of removing the wreck.

## TAKEN TO HOMES.

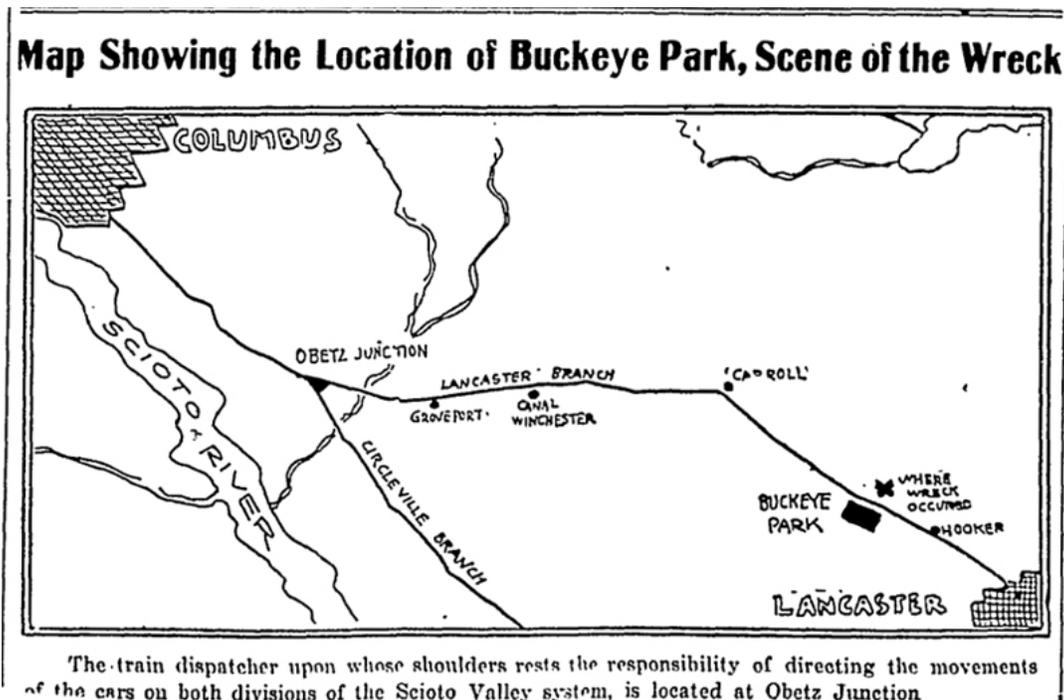
Motorman John Mosier of the baggage car, was injured slightly, as was also Motorman Southard. Both men were brought to Canal Winchester to their homes where their injuries were dressed.

## “UNEXPLAINABLE THING.”

In speaking of the accident General Manager Bradley stated to The Dispatch representative, who was on the scene a short time after the collision occurred, that “the accident is one of the unexplainable things in railroading.” The road is operated under the same rules which govern the operation of the steam railroads. And in selecting the employees the officers aim to secure only those men who have had past experience on steam roads.

## OLD RAILROAD MEN.

All of the employees who were in this accident are steam railroad men. Just how the two trains got together on the same track is only explained from the fact that the motorman of the baggage car and the front car expected to reach Carroll before the southbound passenger train had passed that point.



### **Some Serious Street Car Accidents in Columbus During Past Four Years**

Columbus has had but few street car accidents in which the list of injured contained more than four names. The serious accidents in four years have been:

June 11, 1900, rear end collision, Columbus Railway Co. on Westerville division: eight persons hurt.

August 5, 1900, collision with transfer wagon, Columbus Railway Co., near Chittenden avenue and High street: six injured.

October 30, 1900, collision Hocking Valley freight train, West Broad street: five injured.

September 30, 1902, collision with Pennsylvania freight train, West Broad street, seven injured.

October 10, 1903, car jumped the track, Columbus, London & Springfield, near Hague avenue and West Broad street: five injured.

# MOTORMAN JOHN MOSIER IS BLAMED FOR ACCIDENT.

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## Officials Charge Him With Scioto Valley Company's Wreck.

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**(Columbus Evening Dispatch, September 29, 1904)** - Blame for the collision between the interurban cars on the Scioto Valley Traction company line near Hooker's station, Wednesday morning, has been placed upon John Mosier, motorman of the telescoped express car, by Harry M. Daugherty, counsel and vice president of the traction company.

After a day's investigation of conditions that led to the wreck, Mr. Daugherty said, "The dispatcher is in no way to blame, for his orders were regular and specific. The orders were placed in the hands of motorman Mosier and conductor Young at 7:12 o'clock and they had the regular schedule. There are three sidings between Lancaster and the point where the collision occurred. Motorman Mosier could have run his car upon Gray's siding which is the last track as the place where the accident occurred is reached.

"Upon investigation I found that Motorman Mosier's watch was slow. According to his statements he allowed himself 15 minutes to reach Carroll and take the siding. It is a distance of but four miles and should be covered in six minutes. The passenger had the right of way, the express was running extra and should have been on the siding."