

ACCIDENT AT A ROUND HOUSE.

A Passenger Train Takes the Wrong Track and Runs into a Turn-Table Two Men Injured, One Quite Severely.

(Columbus Dispatch, December 17, 1879)

This afternoon as passenger train No. 3, Cleveland, Mt. Vernon and Columbus railroad, which left the Union depot at 12:40, being five minutes late, was rounding the curve near the Pan-Handle round house, the engineer, Mr. Norman Strauss, discovered that the switch leading to the turn-table was open. The whistled for brakes and reversed the engine, but not in time to prevent the train from dashing through the round house door, landing the engine in the turn-table pit, and telescoping the tender of the engine half way through the express car.

As soon as the engineer saw the engine could not be stopped, before reaching the turn-table pit, he jumped, landing near the doorway in the round house and was jammed up against the huge door frame by a pair of trucks from the baggage car, receiving a severely bruised shoulder and knee. Luckily no bones were broken.

The fireman, Mr. Henry Hedman, however, fared worse. When jumping off just outside of the round house he was struck by a rail lying outside of the archway near the round house between the door and turn-table pit, or the end of the baggage car. Hedman sustained a bad fracture of the skull over the left eye, about one and one-half inches in length. His left arm, leg and shoulder were also badly bruised, and his injuries are of a serious character. The injured men were removed to Dr. Hamilton's office, where medical aid was rendered. Both the injured men reside in Akron.

None of the passenger cars left the track, and no one received any injuries except the engineer and fireman.

The engine is badly wrecked, and made a wreck of the turn-table, which was not set for the track the train is on.

The round house is about a mile and a half from the depot. The train usually goes up by that place at a pretty rapid rate of speed, being in open country. Careful inquiry among persons on the spot failed to elicit any information as to who left the switch open. It is believed, by some, that it may have been left by the person who brought the wrecked engine out. Another engine, for the P. C. & St. L. R. R. east, is brought out about the same time. As matters stand, not a wheel can be turned in the round house until the wrecked engine is out of the way. The Pan Handle and Mt. Vernon engines are all blockaded. It is presumed the engine will be

removed, and the track and table repaired, so engines can get out by, or before, tomorrow morning.

Immediately after the accident a relief engine was started from Akron. It was at Millersburg at 2:15, coming as fast as steam could bring it, expecting to arrive about 5 p.m., when it will take the train to Akron. Some of the passengers, including Councilman Corner and Captain Heinmiller, returned to the city. Others waited, and proceeded with the train.

The turn-table is in the open, uncovered space in the center of the plat upon which the round house is built. There were three cars in the train – two coaches and a baggage, express and mail car combined. The passengers first felt a light shock, then a thump that stopped everything. It is about two hundred feet from the main track to the turn-table. These cars had no air brakes.

Engineer Strauss is a single man and lives with his mother in Akron.