

# TRAIN RIPS INTO STREET CAR ON A GRADE CROSSING

That There Was No Loss of life Is Due to Fact That the Car Was Empty

## TROLLEY CAME OFF WIRE

Car Is smashed and Engine of B. & O. Passenger Train Derailed By the Collision

**(Columbus Evening Dispatch – Tuesday, October 1, 1907)**

Another example of the perils of grade crossings and a new argument for an overwhelming vote for their abolition at the election in November startled West Siders, Monday evening, when a Baltimore and Ohio passenger train crashed into a street car on West town street and tore it into splinters, derailing its own engine at the same time.

### **NO ONE WAS HURT.**

Almost by a miracle, no one was hurt, as the street car had no passengers and the conductor and motorman got warning in time to get out of the way in safety.

The street car was an “extra” on the Town street and Green Lawn line, and was being taken to the Mound street car barns, when its trolley came off just as it was crossing the railroad tracks, leaving it helpless. It was while Conductor Ward was at the rear trying to put the trolley back that Motorman Swearinger saw the big train coming and gave warning to Ward as he jumped off the car himself.

### **PASSENGERS ALARMED.**

The train was No. 108 from Cincinnati, due at the Union Station at 6 p.m. It ran 150 yards before stopping. The crash of the wreckage against the sides of the train greatly alarmed the passengers.

Engineer M.J. Cosgrove said he could see no car, as the trolley being off, the car was dark. He said he did not know how fast he was running.

### **WIRE IS TOO HIGH.**

Adjuster Ben Davis, of the street railway company said that the trolley work is a little high at this crossing and therefore comes off more easily. He added that the use of “hoods” would leave enough power to carry a car across a railroad track even if the trolley got off. The local company has no such hoods, however, Pittsburg is the only city, so far as Mr. Davis knows, that has them.