

THE HOCKING VALLEY RAILWAY CO.  
Memorandum of Personal Injury

*JE Amos*

Columbus, Ohio, Jan. 12, 1923

Date of accident Jan. 9, 1923 Time of day 4:10 P.M. A. M. or P. M.

I. C. C. class S-h Place of accident Columbus Division ----

Nearest mile post ---- Estimated distance in rods and direction from mile post named ----

Kind of accident Train Service

Clear, cloudy or foggy Cloudy Raining or snowing No Daylight or dark Daylight

Cause (briefly) Attempted to cross ahead of engine and stumbled and fell under engine

Kind of train Freight (49 cars) Number Ex. 202 Engine Number 202

Direction South Speed 4 miles per hour

Name of person injured Dwight S. Boyd Residence Columbus, O.

Class of person J-b Occupation Trespasser

Nature and extent of injuries Killed

Days disability Actual Probable

Detail of cause and nature of accident:

Extra 202 was proceeding over Goodale St. Crossing, Columbus, at a speed of about four miles per hour when Dwight Boyd attempted to run around engine from west to east, running down below crossing and when attempting to cross ahead of engine stumbled on rail and fell under engine causing his death.

Signature *W. W. Henshaw* Title Superintendent

NOTE: This report must be furnished Superintendent in triplicate.

1/23/23

Statement of E. H. Wright  
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I am an engineer employed by The Hocking Valley Railway Company, residing at 830 S. 17th St., Columbus, O. I have been employed as engineer for the past twelve years, running between Columbus and Walbridge. On January 9th, 1923, at 4:10 P. M. I was engineer in charge of train Extra 202. Moving south toward Goodale street I brought the train to a stop with engine north of Goodale Street. Brakeman cut off the six leading cars of the train and we moved down over the Big Four and Pennsylvania cross-over to what is known as the parallel located near Union Fork & Hoe Company. After doing this I backed the engine up to the remaining part of the train and engine was coupled on to the train. When this was done the engine was just about six car lengths north of Goodale Street. We were on the west track. There are two main tracks at Goodale Street. The Columbus Railway and Light Company have a single track over the Hocking tracks at Goodale Street. As we passed south with the six cars I noticed an Arlington car derailed on the west side of the Hocking track and at a distance of about ninety feet from the Hocking tracks. When I returned light with the engine from setting off cars there were two street cars on the Street Railway tracks west of the Hocking tracks and one car east of the Hocking tracks. The car east was about same distance away as the derailed car west of the tracks. As we were backing toward Goodale Street with light engine I noticed passengers being transferred from the street cars on the west to the street car on the east side and vice versa. There were also men walking on Goodale Street easterly over the tracks. I moved at a rate of about four miles per hour moving northward and after engine was coupled onto the train I again started toward Goodale

Street, moving not more than four miles per hour. There were approximately fifty people on Goodale Street west of the tracks as I approached and moved onto the tracks. Nearly all of these people stopped to let the train go by. A number passed over before the engine reached Goodale St. After the engine had passed over Goodale Street and south of the Street Railroad tracks, I noticed two or three men attempt to pass in front of the engine. I was looking ahead at the time. The pilot of the engine was probably fifteen feet south of the south line of Goodale Street when these men attempted to do this. As they passed on to the tracks my view of them was obstructed by the head end of the engine. When engine had moved less than two car lengths and when the cab was south of the street railroad tracks a man who was by the side of the engine and who apparently intended to follow the other men called to me that someone was under the engine. About the same moment I received the same notice from the two firemen and brakeman who were on the opposite side of the cab. Approaching Goodale Street and before cars were cut off I gave the regular crossing whistle. After the six cars above mentioned had been cut off I whistled off; I also acknowledged tower-man's target by ~~giving~~ whistling. The engine is equipped with an automatic bell ringer, but fireman, C. E. Hart, was ringing it by hand as we moved over Goodale Street and also when the accident occurred. The man appeared to be about three to four feet in front of the pilot of engine as he started to go across. I understand that he stumbled on the west rail. My view of him would be obstructed before he reached that point. The track is straight at this point, but curves sharply to the east just south thereof. It was daylight and our headlight was not burning. We had 42 cars in the train.

The Hocking Valley passes over the Pennsylvania and Big Four tracks a short distance south of Goodale Street. On account of these tracks

being used much of the time Hocking trains have difficulty in getting by these tracks. If engineer does not take the block when given him it is often taken away from him, which causes a big delay. It is customary to find people moving back and forth on Goodale Street at that time in the evening.

*Howard Wright*

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Engineer.

January 23, 1923.

Mr. E. H. Wright,  
Engineer, HVRyCo.,  
Parsons Ave., Columbus.

Dear Sir:-

I enclose herewith statement made by you while in my office this date. Please go over same making such changes as may be necessary to conform to facts and sign and return in the enclosed envelope.

Very truly yours,

Assistant Attorney.

THE HOCKING VALLEY RAILWAY COMPANY

January 9, 1923.

(File 22 )

✓

Mr. M. S. Connors,  
General Manager,  
Building.



Dear Sir:

About 4:15 this afternoon Extra No. 202 south in charge of Conductor, McCurdy, Engineman Wright, ran over Dwight S. Boyd, residence 120 West Lane Avenue, Columbus, Ohio, killing him instantly.

From what we have been able to learn Extra No. 202 was setting off cars at the Parallel, they backed up and coupled on to train which was standing north of Goodale Street. Columbus Railway Power & Light Company car from Arlington ran off derail account slippery rail and the passengers from street car started to walk towards town.

Extra No. 202 was moving slowly, Boyd attempted to run across the track ahead of the engine when he slipped and fell and was run over. Cooks ambulance was called and is now awaiting arrival of the Coroner.

Further report to follow.

Yours truly,

Superintendent.

Copy to - Wilson & Rector ✓  
E R Cott

THE HOCKING VALLEY RAILWAY COMPANY

January 10th, 1923.

(File 22 )

*Boyd*

Mr. M. S. Connors,  
General Manager,  
Building.

Dear Sir:

Supplementing my letter of yesterday with reference to fatal injuries sustained by Dwight S. Boyd.

Investigation conducted by our Safety Agent develops this man is married, resides at 120 West Lane Avenue, Columbus, Ohio and has a married daughter.

It appears that Extra No. 202 south passed Ackerman at 3:27 P.M., stopped their train north of Goodale Street, set off cars at the Parallel. The engine backed up and coupled on to train. In the meantime a Columbus Railway Power & Light Company street car enroute from Arlington to the city - motorman failed to stop the car and ran off derail account slippery rail - passengers from that car and one following, in which Boyd was riding, were to transfer to a city car. About that time Extra 202 proceeded south and was running at a speed of about five miles per hour. Engine had just passed over Crossing and Boyd, together with a man by the name of Baxter, ran down the right-of-way and attempted to cross the track ahead of the engine, when Boyd slipped and fell in front of engine which passed over his body, completely severing same at the hips, and otherwise mangled.

Witnesses to the accident were - William Kick, Rome, Ohio, Sadie Rayburn, #149 E. Goodale Street, B. G. Moore, #1536 Hanes Avenue, Etta Watson, #508 Henry Street: Columbus Railway Light & Power Company crew - B. F. Robinson, Badge #471, and C. East, Badge #420.

Brakeman C. E. Jordan on Extra No. 202 immediately notified Towerman at Big Four by telephone of the accident and the Towerman in turn called this office. We instructed Cook's ambulance to go to the accident, however in the meantime some one had called Fisher's ambulance, which arrived and took the body to their establishment at the request of the Coroner, where the remains were viewed. Later, on orders of the widow, the body was turned over to the Amos Undertaking Company.

Full report from crew to follow.

Copy to - Wilson & Rector ✓  
E R Cott

Yours truly,  
*W. M. East*

Investigation of accident which occurred at Goodale Street January 9th at 4:10PM at which time one Dwight Boyd fell in front of Engine 202, was run over and instantly killed. Engine 202 moving south as an Extra from Toledo Division in charge of Conductor H. W. McCurdy and Engineer H. Wright. Investigation called for the purpose of securing necessary information covering accident as result of failure to receive form 209 from the crew.

- Q. Mr. McCurdy, why didn't we receive a form 209 from you on this?
- A. I was waiting for statements from all members of the crew.
- Q. Do you understand that form 209 must be submitted immediately covering an accident of this kind where it concerns injury or death?
- A. Yes, but I expected all the members of the crew to make a statement to go with this crew.
- Q. Why didn't you get it last night when all the members were here?
- A. Some of them went home before I could see them.
- Q. When did you first know of this accident?
- A. At 6:45PM.
- Q. This accident happened at 4:10PM and at what time did you pull away from Goodale Street?
- A. At about 5:20PM.
- Q. No. 18 and No. 92 were both standing behind you, were they not?
- A. Yes No. 18 and No. 92 were behind us.
- Q. With No. 18 and No. 92 standing behind you and occupying the Main Line for one hour and ten minutes, please say what effort you made to find out what the trouble was.
- A. He stopped suddenly and I figured he had taken the derail out from under and I saw some passenger trains go over the Crossing and I figured that they were holding us for No. 34 on the Hocking Division.
- Q. One hour and ten minutes is an unusual stand isn't it?
- A. Yes sir.
- Q. In a case of that kind don't you think that the proper procedure would have been to have gone over to the head end and find out what the trouble was?
- A. Yes sir.
- Q. You passed Ackerman at 3:35 and your first stop was at Goodale Street at 3:50 at which time you set off your Parallels and returned to train and was ready to leave at 4:10PM. Those figures are correct, aren't they Mr. McCurdy?



A. Yes sir.

Q. Those figures being correct, your caboose stood in the same spot approximately one hour and thirty minutes, did it?

A. No sir, we move a ways and I think he had taken the curve.

Q. Mr. McCurdy, you realize that it is a rather embarrassing position to have to send a message to the Superintendent to admit that yourself and your rear Brake-man were not aware of the accident until they reached Parsons, as you were not informed of the accident by those on the head end.

A. It looks that way but I don't think I am so much to blame.

Q. How long have you been with this Company?

A. About twenty some years.

Q. Don't you know that this Company expects you when you are occupying the Main Line and meet with an unusual delay, if on the rear end, after seeing that rear end is properly protected, to either proceed to the head end in person or by a representative.

A. I do up the Road.

Mr. Conners, T. T. M.

This same thing would apply on the Main Line at Goodale Street.

Q. Mr. McCurdy, do you know anything about the accident which occurred at Goodale Street?

A. No sir - only what I have been told since.

Statement of C. E. Jordon, Head Brakeman on Engine 202 moving south as an Extra from Toledo Division in charge of Conductor H. W. McCurdy and Engineer H. Wright, regarding accident in which Mr. Dwight Boyd was killed at Goodale Street at 4:10PM on January 9, 1923.

Questions by Mr. F. L. Conners, T. T.M.

Mr. Jordon, please tell us just what you know about this accident, how, in your opinion, it occurred and what you did after accident occurred to relieve conditions at Goodale Street and to get information to the officials of this Company.

- A. We stopped there and set off the Parallels and came back and coupled up and he gave us the block. We started out and just before that there was an Arlington car coming from the west derailed there. Another car arrived from the East and the people started to transfer. I imagine there were forty or fifty of them coming from both sides of the Hocking. When we started up at Goodale Street these people all started to running back and forth evidently to beat the train. I was on the east side on the seat box watching out and saw all of them going and I suppose this man tripped and fell. I didn't see it.
- Q. Was the bell ringing on your engine?
- A. Yes sir.
- Q. Did the Engineer blow the whistle?
- A. Yes sir. There was nothing to obstruct their view.
- Q. What was the first warning you had that you had struck somebody?
- A. There were some fellows standing on the east side of the track and they halloed and pointed under the engine and myself and the Fireman notified the Engineer and he stopped immediately.
- Q. After stopping naturally you got down to see what was under the engine didn't you? What part of the engine did you discover the remains under?
- A. Under the front trucks of the tank.
- Q. Had you drug him any distance?
- A. From the marks on the ties it seemed to be that we had drug him about two car lengths.
- Q. Where do the marks show where you had run over the man?
- A. About ten or fifteen feet south of the Crossing.
- Q. Was he off the public highway or on the Hocking property?
- A. The car line occupies part of Goodale Street and there is no mark on the south side to determine the highway.
- Q. Had he ran off the street line to beat you over?

A. He looked like he had intended to go around the front of the engine.

Mr. Connors -

Tell us, Mr. Jordan, just what you did after finding that you were standing on his remains.

A. I went right back to the telephone and called Big Four towerman and had him call an ambulance and he said that he would notify Hocking Valley Dispatcher.

Q. Did you then assist in removing the remains ~~over the Crossing?~~

A. No sir - when I came back the boys had him out.

Q. Did you feel that you should go back to the rear end and notify the rear end?

A. No sir - I think that if I know there is anything wrong with the train I have no business going there.

Q. If you had gone to the rear end and then had gotten the board, knowing that the remains had been removed, who would be there to couple up your Crossing?

A. No one.

Q. What does the rule say about a man being on public highways when an attempt is made for coupling Crossing, - do you understand the rule?

A. Yes sir.

Q. What did you tell Big Four Tower?

A. I told the Big Four Tower to call an ambulance or notify somebody that we had either injured or killed a man.

Statement of Mr. B. H. Clinger, Rear Brakeman, regarding accident in which Mr. Dwight Boyd was killed at Goodale Street at 4:10PM on January 9, 1923.

Questions by Mr. F. L. Conners, T. T. M.

- Q. Mr. Clinger, you were on the rear end of train and you have heard the questions as put to Mr. McCurdy - is there anything that you would like to add to or have stricken from the questions? Don't you feel that you should have known of this accident?
- A. Under the circumstances and the time that we were there I don't think there was any unusually long delay.
- Q. How close was your rear end to a telephone?
- A. I couldn't say.
- Q. How far was your caboose from Fifth Avenue?
- A. Over eighty car lengths.
- Q. Had anybody moved north while you were standing there?
- A. Couldn't say whether they did or not.
- Q. After No. 18 stopped behind you how did you put in your time up to the time you moved?
- A. I sat there and waited a while and lit up the lights.
- Q. If there had been trouble on your train you would have seen the head man working towards you wouldn't you, and not seeing them you knew that the trouble was at the head end didn't you?
- A. Yes sir.
- Q. Engine pulled over Goodale Street, stopped and cut the Crossing, isn't that an unusual procedure? You generally stop north of the Crossing do you not?
- A. Yes sir.
- Q. Everything considered, don't you think that conditions were such that would justify an investigation on your part or on the part of Mr. McCurdy?
- A. Yes sir - I would think so.
- Q. After they coupled up the Crossing and eventually did leave there, was there anything at Goodale Street where this accident occurred, to attract your attention? Were there any curiosity seekers around which are generally around an accident of this kind?
- A. No sir - I didn't see any.
- Q. Mr. Clinger, do you know anything about this accident with the exception of what you have been told since?
- A. No sir.

Statement of Fireman Charles E. Hart regarding accident in which Mr. Dwight Boyd was killed at Goodale Street at 4:10PM on January 9, 1923.

Questions by Mr. F.L. Connors, T. T. M.

Mr. Hart - I was on the east side of the engine and did not see the man.

Q. Did you know anything of the accident?

A. No sir - there were a couple of men on the east side of the track pointing towards the engine. I was looking ahead then - I looked back a second after that and I heard one of them halloo. I yelled to the Engineer to stop and I then got down, went to the front of the engine and didn't see anything and then I came back to the tank and saw the man under the tank.

Q. You saw the people running from both sides of track, did you?

A. Yes sir.

Statement of Mr. H. Wright, Engineer on Engine 202 moving south as an Extra from Toledo Division at 4:10PM on January 9th at which time Dwight Boyd fell in front of Engine 202 and was instantly killed.

Questions by Mr. F. L. Conners, T. T. M.

Q. Mr. Wright, will you tell us just what you know of this accident?

A. When I started up there and was just south of the Crossing, they began to halloo. There was a man just south of the Crossing about fifteen feet who ran up to the side of the engine and halloped there was a man under the engine so I stopped immediately. We got down to look - the tank wheels were right back of him. Some of the fellows who knew him took him out and laid him on the ground and the Brakeman came back from calling up for an ambulance, cut the Crossing and that is about all there was to it.

Q. Did you hear the Brakeman and the two Firemen call to you?

A. Yes sir - it was about the same time a man ran up to the side of the engine.

Q. Was it dark?

A. No sir.

Q. Do you remember seeing this man attempt to run around you?

A. I saw a whole bunch of people. Suppose this fellow ran up the track and attempted to go around the engine. He was caught by his foot on the rail.

Q. From where those marks were, how far was it to where you found him?

A. About two car lengths.

Q. Was there anything about the condition of the rail that would cause you to believe that there was a splinter on it?

A. No sir - the rail was alright.

Q. Did you make an emergency stop?

A. Yes sir, it was an unusually quick stop.

Q. Was it just the same kind of a stop you would have made if you had left the track?

A. Yes sir - just about.

Q. Who gathered the information as to the man's name.

A. Mr. Cott, Safety Agent, he took the fellow's card case or bill folder and took charge of him.

- Q. Would you be able to say that you could recall this man running around you?
- A. No sir - there were too many of them.
- Q. You made a statement last night and gave it to Conductor McCurdy, did you?
- A. Yes sir.
- Q. Were you looking for the Conductor or Flagman to come over?
- A. We didn't need them - we were getting along alright.
- Q. In addition to whistling off - did you whistle for the road crossing?
- A. I was right at the Crossing and Fireman Hart was ringing the bell.
- Q. What speed would you judge you were moving?
- A. About four miles an hour. I went slow account of those people running over and to give them all the chance I could.

7th  
ca 19227  
1123  
song had at 6 six am  
A. I recalled "I can't see you  
in the morning" - the first  
I started to make - people  
running back - "back" and  
many many slow

Statement of Firemen C. B. Pitsenbarger, regarding accident in which Mr. Dwight Boyd was killed at Goodale Street at 4:10PM on January 9, 1923.

Questions by Mr. F. L. Conners, T. T. M.

Mr. Pitsenbarger.

I had put in a fire and I was standing in front of the gangway looking out and saw the people transferring from car to car at Goodale Street and I judged they were trying to catch the car, beating the engine over and that is about all I know. Some onlookers halloed and pointed toward the front of the Engine. I halloed to the Engineer to stop and told him we must have ran over someone.

Q. Had the Engineer whistled for the Crossing.

A. Yes sir.

Q. Did you sound a Crossing warning?

A. Yes sir - the bell was ringing.

Q. How did you gentlemen determine this man was dead before moving the engine?

A. He was all ground up and was sickening to look at.



## THE HOCKING VALLEY RAILWAY COMPANY

Columbus, Ohio,  
January 11, 1923.

Mr. W. W. Houston, Superintendent,  
Columbus, Ohio.

Dear Sir:

Attached hereto please find report, form 209, covering injuries sustained by Mr. Dwight S. Boyd which resulted in his death and which occurred at 4:10PM, January 9th at Goodale Street Crossing. On this date Extra 202 south was proceeding over Goodale Street Crossing at about four miles per hour when Mr. Boyd attempted to run around the engine from west to east side and the crew are of the opinion that he stumbled and fell under engine. E. E. Fisher's ambulance was called to remove the body.

I am also attaching statements from each member of the crew advising all they know regarding this accident and also the original and one copy of investigation held in the office of the Road Foreman of Engines with the crew which gives in detail all of the information which could be determined regarding this accident.

Yours truly,



Terminal Train Master.

CRB/HW.

Mr F L Conners  
Jr.

Colo 1-9-22

In regards to the death of Dwight Boyd,  
I was on the east side of my 202 when this  
man is said to come from the west and  
tried to get across and fell under my

C. E. Jordan  
Bookman

Mr F L Connors,  
5 9 1111

Parsons 1-9-23

Dear Sir

I in regards to death of Dwight Boyd  
I know nothing about it as I  
was on rear end of train when  
accident occurred

yours Truly

B H Helinger  
BHM

Columbus Ohio

Mr. F. J. Connors

Jan 9 '23

Dear Sir

Terminal Train master

In regards to accident - that caused  
the death of Dwight Boyd Extra 202  
crossing Goodale St - while attempting to run  
across ahead of Eng about 15 ft. ~~at~~ south of st-  
ting on looker's said he caught his foot on  
rail and fell in front of Eng. Whistled off and  
Bell was ringing when and before accident -  
happened. was going about four miles per hr  
Fireman C. B. Pitsenburger

Mr F. L. Commore.

Columbus O

1-9-23.

Dear Sir  
In regard to Dwight Boyd being run over and killed at Goodale St. I did not see the accident as I was on the East side of engine ringing the bell and he was coming from the west side of the track. Engine was moving about 4 miles per hour when accident occurred.

yours Truly

Chas. E. Hart

Fireman

Mr. J. L. Conners,  
J. T.

1-9-23

Dear Sir

I was not a witness when Eng. 202 struck Dwight Boyd at Goodale St which caused his death, I did not know any thing like that had happend until we had reached Parsons myself and Blm BH Clinger where on rear of train and was not informed of it train stoped rather sudden for Eng had passed Goodale St which we supposed right to pass over derail was taken away from us.

Yours Truly  
H W McCurdy  
condr