

Twelve Cars Derailed in Pennsy Wreck



These baggage cars are part of the Pennsylvania Railroad's Cincinnati to Pittsburgh passenger train which derailed near Newark, Ohio, Tuesday. Sixty passengers were aboard the train when 12 of the 13 Pullman, coach and baggage cars jumped the track. Several of the Pullmans turned over. No one was injured.

Photo from the Alex Campbell Collection.

Flyer Jumps Tracks; 65 Are Unhurt

Passengers Escape Injury in Wreck;
Traffic Disrupted

(Columbus Dispatch, November 29, 1950)

Sixty-five persons escaped injury early Tuesday morning when a speeding passenger train jumped the rails near Newark, Ohio.

The passengers, all of whom were asleep and the train crew, including five Columbus men, were aboard the Pennsylvania's Cincinnati-to-Pittsburgh "*Louisianan*¹."

B.H. Diggs, 54, 1439 N. 4th Street, H.E. Beltz, 3270 Indianola Avenue, K.L. Davidson, University View, and R.E. Finney, Patterson and High apartments, and C.H. Graham were the Columbus crew members. Conductor was H.L. Brooks, 62, Grafton, Pa.

Running late into Newark, the train was going 50 miles an hour when the accident occurred at 3:13 a.m.

Eleven of the 13 Pullman, coach and baggage cars were derailed. None of the Pullman cars or coaches overturned. Five baggage cars were upset.

The train had left Union Station in Columbus at 2:25 a.m. and was due in Newark at 3:15 a.m.

The double Diesel engine left the tracks between Granville and Newark, near the Heath Refinery and about one-half mile west of Route 79.

The last car, a sleeper, did not leave the tracks. The 60 passengers were placed aboard a relief train sent from Columbus to bring them back to Union Station.

Traffic on the line will be disrupted for 12 to 15 hours, a Pennsylvania Railroad official estimated.

The derailment is believed to have been caused by brake rigging coming loose under the second unit of the two-unit diesel engine. The rigging fell under the wheels throwing the engine from the track.

One track of the railroad, according to A.S. Waller, division superintendent for the B&O Railroad in Newark, will be opened by 6 p.m. Tuesday. The other track will be opened by midnight, he said.

Waller estimated damaged to equipment at \$6000 and \$17,000 to track and the signal system.

Five wreck trains were on duty at the scene, the first arriving from Newark at 6 A.M. A work train also was placed in operation hauling ties and rails to replace the wrecked portion of the track.

East and west-bound traffic on the tracks will have to be rerouted through Crestline, causing a four-hour delay in schedules, railroad officials said at Columbus.

Cause of the accident had not been determined, officials at the scene said.

A.S. Waller division chief for the Baltimore and Ohio Railroad, owners of the track on which the Pennsylvania Railroad's "*Louisiana*" was traveling, said a Baltimore and Ohio Railroad relief train was sent out to clear the wreckage which includes 1500 feet of track.

¹ The correct name for this train was *The St. Louisan*.

Train passengers Agree They Were Just Lucky

“We were just plain Lucky”.

This was the general statement of most to the passengers brought to Union Station early Tuesday by the special “relief” train from Newark, Ohio

All of those aboard the train, about 60 men, women and children, were in good spirits. Most of the women aboard had been to camps in and near Cincinnati to visit husbands in service.

A doctor from the Pennsylvania Railroad was on hand, too, but, he was not needed. Train crewmen report that no one was injured, although one unidentified woman fainted after the accident.

The relief train which set out from the station early Tuesday did not arrive back in Columbus until 9:30 a.m. Then the passengers were taken to the station restaurant and fed.

While they were eating railroad officials completed arrangements for them to board the St. Louis to Pittsburgh train to finish their journey.

H.E. Baltz of 250 Irving Way, the brakeman reported that all aboard the train were “orderly, kept their heads, and did just as trainmen instructed them.”

Mrs. E.I. Frey of Pittsburgh was aboard with her two children, Russell, 2 and Linda, 4. She is enroute from San Diego, Calif., where she said farewell to her husband shipping out with the Navy.

“It was quite an experience. We were frightened at first but the children didn’t cry.”

The children, like many of the other passengers, were asleep at the time and were jolted awake.

Comments of some of the other passengers included:

Mrs. Gladys Marquis and Mrs. Dorothy Lapp, both of Pittsburgh who were visiting their husbands at Camp Campbell, Ky: “We were lucky. We were asleep at the time and our baggage went flying in all directions.”

George Singel, Johnstown, Pa., air force, station at Tyndall, Fla: “I was thinking at the time that it was the roughest ride I had ever had.”

Roy Ralfore of Cincinnati, enroute to Mercersburg: “I was bounced around like a rubber ball. I’m just glad none of us were injured.”

Mrs. Earl Fuller, Providence, R.I.:

“I had been to Camp Campbell visiting my husband. I was asleep at the time and it was all over before I had a chance to realize what had happened.”

Mrs. Dorothy Piazza of Greensburg, Pa. also visiting her husband at Camp Campbell: “It seemed like nightmare.”

Charles Sawyer of Pittsburgh had been visiting friends in Columbus and took the train out at about 2:30 a.m. He said: "Just quote me as saying it was a rough, rough ride."

All of the passengers interviewed agreed that the train crew "did a wonderful job of making the passengers especially the children comfortable."

The train crew in turn gave a special thanks to the cafeteria workers in a nearby factory at Newark who they said supplied hot coffee to the passengers.