

BADLY WRECKED

----- WAS ONE OF THE EXCURSION TRAINS YESTERDAY.

One Man Killed Outright and Several
Others Badly Hurt

----- A C.A.&C. Train Leaves the Track As it Entered the City – Miraculous Escape of Hundreds

(Columbus Dispatch, May 9, 1898) An incoming excursion train on the Cleveland Akron & Columbus railroad jumped the track at Chase Street, north of the Pan Handle round house about 1:30 p.m., and as a result one man was killed, several were seriously injured and a large number were badly bruised and shaken up.

The wrecked train was one the C.A.&C. had received from the Pittsburgh, Fort Wayne & Chicago railroad at Orrville and consisted of 17 coaches filled with 850 people.

It had just passed the interlocking tower at the junction of the Norfolk & Western road, and rolling into the city at about 20 miles an hour, when the engine left the rails and the three cars following were thrown sideways into the yards, wrecking numerous freight cars standing on the side tracks.

When the train jumped the tracks, a frightful scene was enacted in the forward coaches as they left the rails. Mingled with the crash of bracing timbers were the cries of hundreds of frightened people who knew not what the next moment would bring forth.

Engineer James Reinhart; of Millersburgh, was at the throttle, and Fireman Fritz was on the other side of the engine. When they felt the engine mounting the rails, they realized that it was about to leave the track.

The engineer applied the air and did all that was possible to stop the progress of the heavy train and then calling to his fireman to follow, jumped.

Fireman Fritz was more fortunate than his engineer, as he landed in the cinders on the left side of the train and escaped except for a bad shaking up and a few bruises.

Engineer Reinhart probably had the most exciting experience of any person on the train. As he jumped from his engine on the right side of the train the cars following the engine took to the side track down the right side of the main line. He was directly in line

with the approaching cars which were moving forwards sideways. He had no chance to escape being hemmed in by box cars standing in the yards. It all happened so quickly that no one knows how it was but when the cars finally came to a standstill Engineer Reinhart was on the opposite side of the car and it had evidently passed over him.

Assistance was promptly on hand and the engineer who was believed to be fatally injured was taken to a near-by residence. On first examination it was believed that he had sustained a fractured shoulder but further examination developed that it was simply badly wrenched. His left limb was badly lacerated between the knee and hip and the hip injured. His right elbow suffered being severely cut.

As soon as the living had been cared for anxious friends at once looked to find if any one had been killed. Contrary to expectations but one body was found among the debris. It soon developed that the dead man was Reason Frey, of Louisville, Ohio. He and two brothers were coming to the city to visit another brother who is a member of the national guard and now in camp at Camp Bushnell.

The dead man is about 27 years of age and the son of Frederick J. Frey of Louisville. Death must have been instantaneous. His head was crushed and right arm cut off just below the shoulder.

Frey, with his two brothers and some companions, were riding in the first coach following the engine. Clinton and Fred Dickerhood, two chums of the dead man, were in the forward end of this car, and they state that when the coach left the rails, he was standing two seats behind them. They never saw him again until the body was discovered lying at the side of the track. The two Dickerhood boys were somewhat bruised and cut, but not seriously. They were taken to Dr. Kahn's office and their injuries were dressed.

Two other men were more or less seriously hurt. They were John Madden of Alliance, who suffered an ugly gash in the head, and Michael Katschka, of New Salem, whose back was severely wrenched.

It is considered remarkable that more people were not killed. According to statements of people on the train the platforms were crowded and how the people escaped from those of the first three coaches is a mystery. All the platforms of these cars were smashed into kindling wood. Leaving the bodies of the coaches jammed into one another.

The wreck of the engine and first three coaches was complete. The exact cause of the accident is unknown but every indication points to the fact that just after the engine passed Chase street the engine mounted the top of the rails, as an impression of the flange was visible on the track.

The engine evidently continued in this manner for quite a distance, until reaching the end of a switch leading into one of the repair tracks on the west side of the main line. Something about the engine is believed to have caught on the point of the switch and jerking it open allowed the coaches to enter the side track without hindrance.

After passing the point of the switch the engine left the rails all together. The forward end of the first coach stuck to the track for a short distance but when the rear

end of the car came to the switch the rear trucks entered the side track carrying with it the forward end of the car following. The two cars doubled up like a big letter V, while the engine and third car following swung around into such a position as to almost resemble the letter W.

On the side tracks adjoining the main line were a number of freight cars undergoing repairs and these were the first obstacles the coaches came into contact with. The first freight car struck by the passenger train was tipped over on its side as easily as though it were a paste board box. Standing a little further south in the same siding was another box car and the side of the first coach struck a corner of it. The blow was a terrific one crushing in the side of the passenger coach and wedging the two cars together.

After leaving the rails the engine, a monster freight engine with eight drivers, plowed along the ties for a short distance, and then veering over to the right side sank into the cinder ballast of the yard and toppled over on its side.

In a remarkably short space of time the Pan Handle wreck car had been summoned to the scene and the work of clearing away the wreck was soon in progress.

A second section of the same train was following closely behind the wrecked one and it was run into the city over the Norfolk & Western road.

The wreck happened within 20 feet of a telephone in the office of the C.A.&C. yardmaster and a message was at once sent to the city for assistance. Both patrol wagons and the patrol wagon doing duty instead of the city ambulance were ordered out as they went to the scene on the run. When the news reached Camp Bushnell one of the regimental ambulances was sent to the wreck.

Dr. Kahn of the police department, was taken to the wreck in patrol No. 2 and a number of physicians living in that section of the city were soon on the ground.

Train Dispatcher J.H. Smith who was on the train, after making an examination, stated that appearances indicated the engine was derailed by striking the point of the switch.

The news of the wreck created the greatest excitement at Camp Bushnell. Frey, the man who was killed, had a brother in the militia. Other soldiers had relatives and friends on the train. All the camp was eager for news.

Squad No. 1 of the Fourteenth O.N.G. hospital corps, went to the scene, in charge of Assistant Surgeon Captain Wright. Other corps were ready to go, but were not needed.

TRIED TO ESCAPE

**But Was Caught by the Second Crash
And Dashed Under the Wheels**

Reason Frey, the young man who was killed, was 27 years of age and single. He was a barber and lived at Louisville, Ohio. His body was found between the first and second cars. The right arm was severed and the skull mashed in. Frey had evidently felt the jolt as the engine left the track and had endeavored to leave the car by the rear door. The second crash came and threw him to the track where the wheels did their fatal work.

The body was sent to the morgue by a patrol wagon and then at the request of Frey's two brothers, Henry C. and Walter, it was taken to Egan's undertaking establishment and there prepared for burial. The body was shipped home in charge of the two brothers.

Coroner Birmingham was called and viewed the remains.

TO ST. FRANCIS

The Ambulance Took Constans Hoefner a track Inspector

Constans Hoefner, an inspector, who was at the track when [the] train jumped the rails, and who was injured, is at St. Francis hospital. His right hip and side are badly bruised and he may be internally injured. He was suffering great pain when The Dispatch reached the hospital and could not tell much about the cause. He was inspecting a car when the crash came and was immediately buried under a pile of wreckage. He was dug out and taken to St. Francis hospital in the ambulance.

His home is at St. Clair and Chase.

ENGINEER REINHART

Though Badly Injured Relates How the Accident Happened

Engineer Reinhart, who was discovered under a box car soon after the accident was immediately taken to the home of his mother, who resides on St. Clair avenue not far from the scene of the accident. Although badly hurt he was not unconscious and was able to relate intelligently all he knew regarding the mishap. He stated that he hardly knew just why the engine left the track. The first that he knew there was anything wrong was the sensation of being lifted. He realized that the locomotive was mounting the rails.

He called to his fireman and then the great machine turned over. In falling he struck a box car standing alongside and he thought the moment would be his last. The next instant he found himself being hurled beneath the box car and knew that he was helplessly tangled. Being unable to move he lay still until help arrived. In reference to the cause he said that he could not tell positively what it was, although the indications were that the rails had spread. He stated that the train was moving at a rate of about 20 miles an hour.