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WHOLE NO. 266.

FEARFUL WRECK!

Miraculous Escape of 165 Souls.

At Gardner Siding, five miles west of Duncan and twelve miles west of Columbus, on the Union Pacific, occurred Tuesday afternoon at 1:15 one of the most remarkable smash-ups that has happened lately. The train was an east-bound passenger train, having on board, besides the usual number of travelers, quite a number of men, women and children who had been in attendance on the camp-meeting, at Grand Island, of the Seventh Day Adventists.

Thirty to thirty-five miles an hour is the estimate of speed by the passengers, and there are all kinds of opinions as to the cause of the wreck, some saying a defective wheel on the tender, others a spreading track. The engineer, C. B. Fisher, put on the air brake as soon as the train began to jump.

The sensation of passengers was described as that of a rider of a bucking pony, coming down at very short intervals. The ties first struck by the jumping trucks were only about a car's length behind the train after it stopped, so that the thoughtful engineer did good work with the air-brake. The engine and what was left of the tender (the rear trucks being off) were ahead of the remainder of the wreck about five hundred feet. The mail car was ditched on the south side and stood partly imbedded at an angle of 45 degrees.

The baggage car was about the same; the smoker slid clear off its own trucks and on to others, was left, box intact, nearly square across the track; the next, a passenger coach, lay at an angle of 45 degrees on the north side of the track; the next coach, a Pullman, was derailed and leaned slightly to the north, while the rear car was standing on the track. Had the air brakes not been applied, all the coaches would doubtless have been telescoped, and the loss of life most fearful. As

it was, the escape of so many men, women and little children from even serious hurts, was almost miraculous.

The only person injured, to speak of, was not a passenger, but a young man of respectable appearance, stealing a ride between the tender and mail car. He gave his name as Harry Blackmore, 111 Eighth street, Omaha. His collar bone was broken. Much indignation was aroused against a doctor on the train who refused to look after the injured man until compelled to do so by N. K. Boswell of Laramie. Afterwards, Dr. Martyn of this city looked after the injured man, and he passed east this (Wednesday) morning at nine, saying that he didn't know anything about the matter until this morning.

In the immediate neighborhood of this, there have been recently two other bad wrecks.

Among Platte county people on the train were Geo. Streeter, J. H. De Groat, (who were slightly hurt) Peter Snyder and his daughters Rettie, Effie and Ada.

It was nine hours after the wreck before a special, sent from Omaha, arrived to convey the passengers on their journey. While passengers were very thankful for their wonderful escape, they began to complain at night-fall that they were still on the ground. Many availed themselves of the soft corn in the field by the track, to strengthen the inner man, but most were patient at the loss of a meal, seeing that the weather was fair and the full moon bright.

Mr. Costello's force from here did excellent service in laying a track around the wreck, and trains are now running on time again.

The wrecking train arrived on the ground about nine o'clock, and the injured coaches will be picked up on short order and sent in for repairs. Knowing ones estimate the damage to the company at eight to ten thousand dollars.

Those who were on the train will never cease to think that some superior Power prevented a wholesale loss of life, as no chance throw of so much material could have been made without more disastrous results.