

# THE PENNSYLVANIA RAILROAD SYSTEM

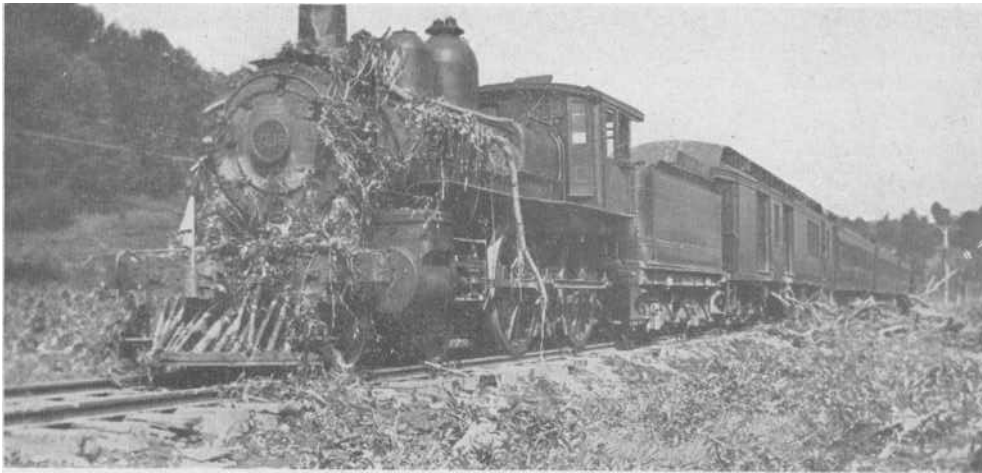
Broad Street Station  
PHILADELPHIA, PA.

August 20, 1913

Pennsylvania Station  
PITTSBURGH, PA.

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## How the Passengers Were Rescued From Train No. 600



TRAIN No. 600 COVERED WITH DEBRIS

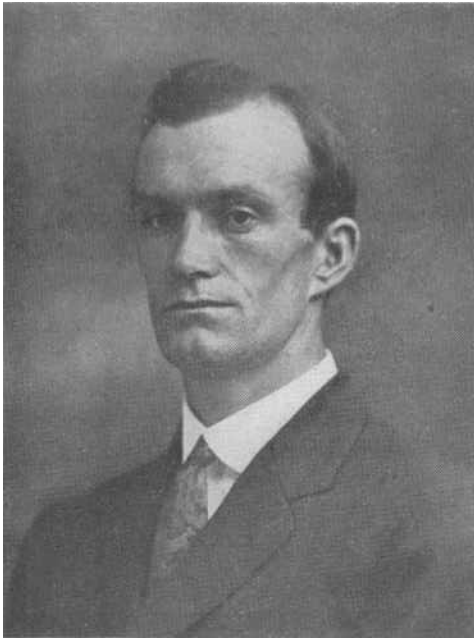
Two days before this photograph was taken this train had been submerged by a flood which engulfed the surroundings with astonishing rapidity. Note the loss of headlight—struck by a bridge adrift

The Muskingum, Wills Creek and Duck Creek Valleys, in southeastern Ohio, were visited Sunday evening, July 13th, with an almost unprecedented rain and electrical storm which continued unabated throughout the night.

The waters of Muskingum River, Wills Creek and Duck Creek rose rapidly on Monday. The latter flows and falls through a narrow and winding valley from Glenwood to Marietta, Ohio. Following the storm it rose to a stage six feet higher than ever before. The storm was not quite so severe in the vicinity of Marietta as it was farther northward in the Duck Creek and Muskingum Valleys.

The Marietta Division of the Pennsylvania Lines follows the low banks of Duck Creek all the way up the valley, the lowest spots topographically being near Caywood and Stanleyville, Ohio, eight or nine miles north of Marietta. Because of these lowlands, it is not unusual, after a heavy rain, for Duck Creek to overflow its banks a few feet, and for trains to run slowly through it so long as the water is not high enough to extinguish the fire in the locomotive. This has been done for years in Duck Creek Valley.

Monday morning, the 14th of July, a Pennsylvania Lines freight train of 19 cars, known as No. 630, left Marietta about 5.45



W. H. SWEENEY  
CONDUCTOR OF No. 630

o'clock. The train was in charge of Engineer S. A. Carper and Conductor W. H. Sweeney. When it reached a point about one-half mile north of Stanleyville, it was stopped by small driftwood on the track. While the crew was working to remove this, the rapidly rising water extinguished the fire in the engine. The conductor sent the flagman back to Stanleyville Station, which is on higher ground, but he could not get to the telegraph office at the station farther on, owing to the high water on the other side.

The freight train was later entirely submerged, and so strong did the current become that the caboose broke away from the rest of the train and was pushed by the stream three-quarters of a mile without leaving the rails.

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Following the freight train was a passenger train of four cars, known as No. 600. Engineer W. H. Reppert, Fireman W. J. Alloway, Conductor W. S. Davis, Baggage-

master Henry Hill and Brakeman C. D. Keenan formed the crew.

This train ran through a little water over the tracks about a half-mile south of Stanleyville, and was held at that station by the flagman of the freight train. On learning of the difficulties ahead, the passenger train crew decided to back their train south to get on higher ground, but fearing that they might have trouble, they threw some stove wood on the engine for emergency use. At a place one-half mile south of Stanleyville, where the train had come through water only a short time before, it was found that the creek had spread to a river two and three hundred feet beyond its natural width.

The passenger train was stopped to move a small tree which had lodged on the track, but while the crew were endeavoring to remove this, the stream was rising more rapidly all the time, lodging and depositing driftwood between the trucks of cars.

So much time was consumed in attempting to remove this debris that the fire in the passenger engine was drowned, as was the fire in the engine of yet another train following, which in the meantime had left its cars and had come to the assistance of No. 600.

While part of the crew continued their efforts to clear away the driftwood from around the passenger train, Conductor Davis and Fireman Alloway went to a farm house owned by a Mr. McVeighs, about a quarter of a mile to the east, to telephone to Marietta for assistance. They were taken from the train to the nearest land in a small flat boat, owned by a young farmer boy named Ralph Farley. In the meantime Conductor William Sweeney, of the freight train, had started for assistance, and on his way he encountered Conductor Davis and Fireman Alloway, whom he joined.

As the four men were returning from the bank to the passenger train to rescue the passengers, the little boat struck a post under the water and turned turtle. Ralph Farley, the farmer boy, had no difficulty in swimming to

shore. Freight Conductor Sweeney, after assisting Conductor Davis to safety, joined Fireman Alloway, who was attempting to recover the upturned boat, which was rapidly floating away toward the swifter currents.

The passengers implored Conductor Sweeney to let the boat go, but realizing that its use was necessary to get the passengers off the train, he persevered and finally reached it, climbing up on the bottom of the boat, where he sat until he floated to a tree. Here, with dexterity evidently born of long experience in the water, he turned the boat over and shoved one end of it part way up the tree trunk. In this way he got enough water out of it to permit it to float without the water running over the sides, and then with an old hat he was able to bail nearly all of the water out of the boat and go to the assistance of the passengers.

All of the men and one woman on the train had in the meantime been assisted to the roofs of the passenger cars. The other women passengers were taken through the coach windows before the water reached the seats. All of the women were taken to the shore on the east side of the train before any of the men were rescued.

By this time a farmer, George Trautner, with his son, arrived from the west shore with a boat, and their assistance was very timely.

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There were no oarlocks on the small boat which Conductor Sweeney finally succeeded in righting; they had much difficulty in paddling the flat-bottom through the swift currents. To make better progress and eliminate another possibility of accident, a heavy wire—supplied by a telephone line-man who happened to be a passenger on the train—was stretched taut above the water, tied to a tree on shore and at the other end fastened through two windows of a car of the train. The crew used this wire to tow the boat back and forth between the cars to the east side. All of this was accomplished without any apparent anxiety or excitement on the part of the passengers.

Finally, Agent W. C. Adams, of Marietta, was informed of the situation, and after talking over long distance telephone with his Superintendent, he instructed the Marietta Transfer Company's wagons to take one or two boats quickly to the scene, while he himself went in an automobile over the hill-top roads to Stanleyville to render every assistance possible.

When he arrived there, all the passengers had been taken to the east hillside, but good use was made of the boats in transferring the passengers to the other hill, where they were taken to farm houses for rest and food. Later they were conveyed on hay wagons and other available vehicles to Marietta.

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The train crew saved all of the mail which was on the passenger train, some of the express matter, and all of the baggage except three trunks. Many of the passengers had thrown their coats and small hand bags in the racks on the inside of the coaches.



W. S. DAVIS  
CONDUCTOR OF No. 600

These were rescued by Brakeman Keenan, who waded through the aisles of the cars after the women passengers had been taken out. He secured everything except a coat, a kodak and a pair of shoes.

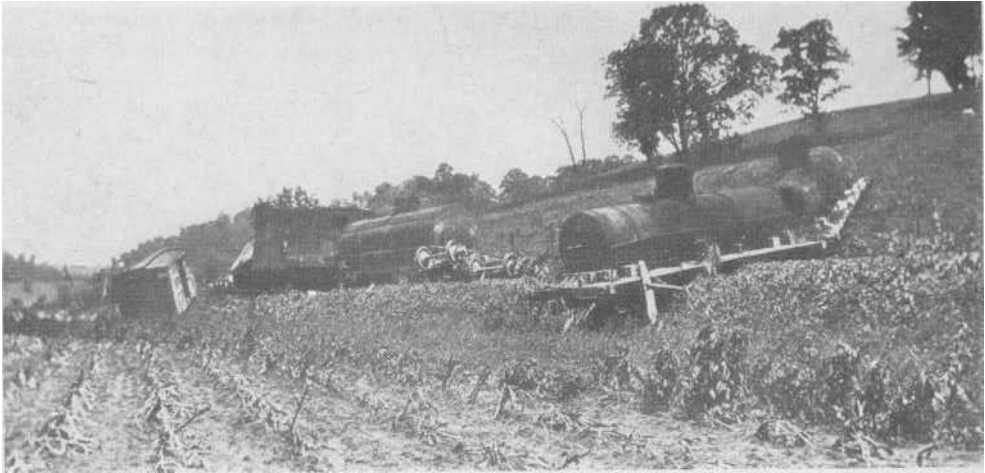
Not long after the passengers had been removed from the train and the water had about reached the tops of the cars, the old covered bridge which spanned Duck Creek at Stanleyville left its foundations and floated broadside toward the front end of the passenger engine. It seemed certain that it would crash into the front end of the locomotive, but when a short distance away from it the end of the bridge struck a tree with sufficient force to veer the bridge away from the passenger train. The end of the bridge just touched and broke off the headlight of the engine.

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The members of the crews of the trains caught in the flood of Duck Creek showed great courage and resourcefulness, and they received all credit from their superior officers. To Conductors Davis and Sweeney the Company, by direction of the General Manager of the Pennsylvania Lines West of Pittsburgh, will present gold watches, on the case of each of which will be the following inscription:

“Presented to \_\_\_\_\_ by the Pennsylvania Company as a token of recognition on the part of its officers of his prompt and intelligent action during the July, 1913 flood.”

A check for \$25.00 was sent to Ralph Farley, George Trautner and Herman Trautner, the farmers who rendered such valuable and timely assistance.



#### WHAT THE FLOOD DID TO A FREIGHT TRAIN

The Duck Creek in 1913 didn't only cripple No. 600. A freight train following—No. 630—was literally torn to pieces