

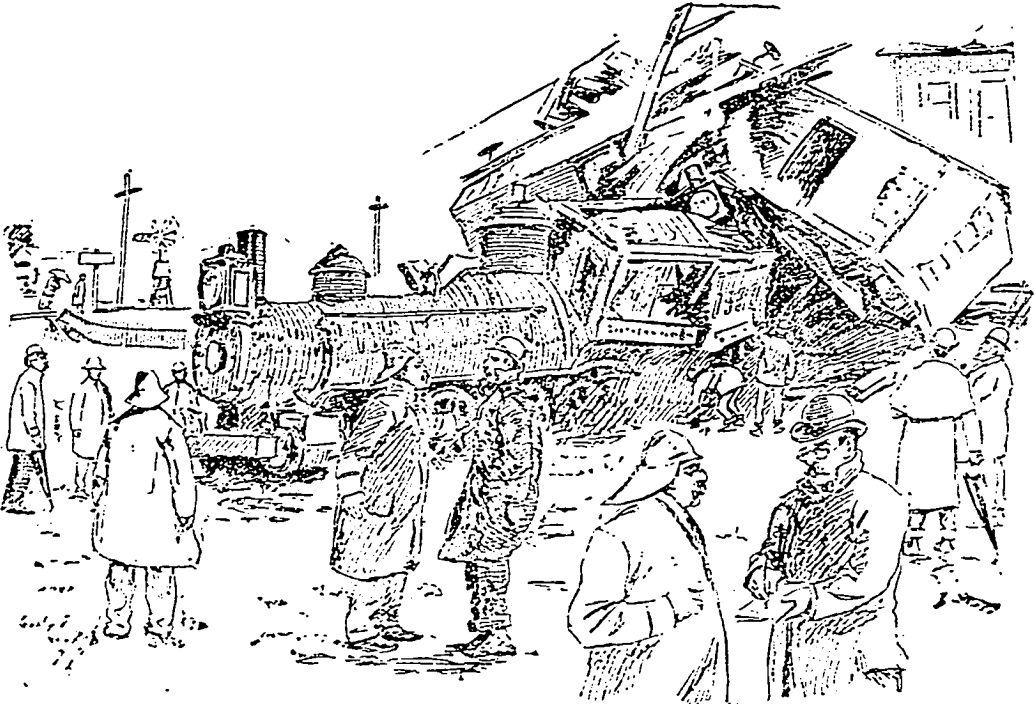
CARS ALL IN A HEAP.

Southern Pacific Freight Wrecked.

Two Switches Mysteriously Opened.

Train Hands Escape by Jumping— Some Miscreant to Blame.

Six freight cars crushed into splinters and two disabled locomotives tell the story of some unknown person's animosity toward the Southern Pacific Railroad Company. The debris lies in a heap at the crossing near Barney Farley's place and is the result of freight train 34 running into an open switch at 3:20 o'clock yesterday morning. The trainmen all jumped, and with the exception of Charles Inglis, escaped injury. He sustained a



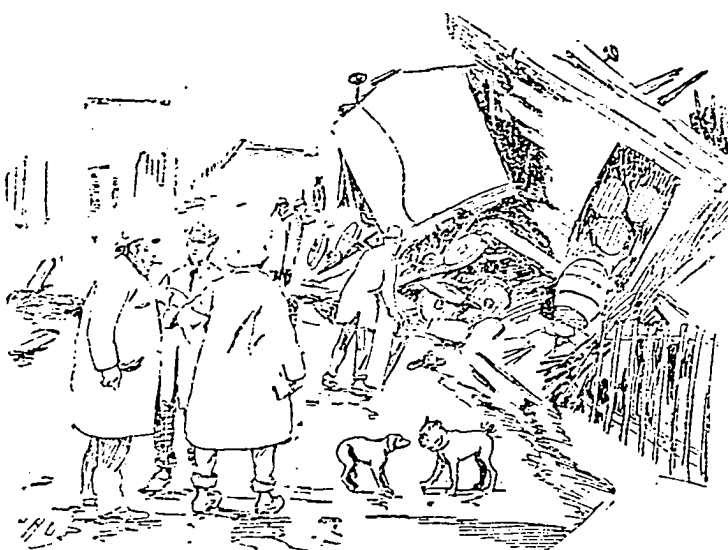
WORK OF REMOVING THE DEBRIS BEGUN.

fracture of his left thumb and minor injuries to his left leg and right shoulder.

A little after 3 o'clock yesterday morning the train, composed of forty-six heavily laden cars and drawn by two locomotives, came thundering down the grade by Farley's. One of the locomotives was in charge of Engineer James Rockwell and Fireman Tom Williams, and the other was in charge of Engineer Robert Watson and Fireman Charles Inglis. Conductor Frank Watson was in charge of the train. A green light was visible on the switch, indicating that it was closed, when suddenly the train took the side track. At this point the grade is very heavy, and although both engineers reversed their engines and applied the air-brakes, the heavy train rushed on. All hands jumped as quickly as possible, and just in time to avoid the crash. The side track is only about 200 yards long, and soon both locomotives were off the track and plowing through the deep mud. So great was the speed of the train that six cars followed the engines into the mud, and all were piled up in a heap by the roadside. One engine was buried almost out of sight under box cars, while its tender turned bottom side up near it. The other engine remained right side up, but was seriously damaged. The engines and cars ran 100 yards in the mud after leaving the track.

From the stories told by different railroad men there seems to be no doubt that the wreck was planned and executed by some enemy of the road. The switch is seldom used, and when a train passed over it about midnight it was all right. No employe of the road had occasion to open it after that.

After the wreck it was found that the switch had been unlocked and the rails



AFTER THE CRASH CAME.

blocked with rocks to prevent the switch from being closed. In order to deceive the trainmen the light on the switch, which would otherwise have indicated danger, was removed and readjusted so as to show a straight track.

As soon as the wreck occurred a telephone message was sent to the city for a wrecking train, and then another discovery was made. When the train got as far as the Sunnyside switch the engineer suddenly noticed that the switch was open. He succeeded in stopping the train before it ran off the track, only to find that the switch had been blocked with rocks the same as the one that derailed the freight train. The stones were pried out with bars, and in a short time the train proceeded on its way.

This wreck is the third attempt that has been made within the last three months to ditch trains in the vicinity of Sunnyside. The purpose of the miscreant was evidently to wreck the Belmont passenger train, which passes that point coming into the city at 6:20 in the morning. It is not customary to run early Sunday morning freight trains, and the fact that a special freight was sent over the road at that hour probably saved a passenger train from being wrecked.