

## George Douglas

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TWO MEN COLD IN DEATH -- FEARFFUL WRECK ON THE EAST TENNESSEE NEAR BRUNSWICK -- Engineer Douglass and Fireman Ames Instantly Killed -- Conductor Robinett Fatally Scalded and Two Negroes Badly Hurt.

BRUNSWICK, July 21. -- [Special.]--This morning near 12 o'clock a terrible accident occurred on the East Tennessee road about four miles from the city, by which two men were killed, three badly injured, one fatally, and a passenger engine and four freight cars completely demolished.

THE KILLED AND INJURED.

The killed are:

Hostler GEO. DOUGLASS.

Fireman JOSEPH AMES.

The injured are:

Yard Master ROBINETT.

Car Cleaner A.J. ANDERSON.

DAN SCOTT.

The two latter are negroes.

The news of the occurrence reached the city about 1 o'clock and spread like wildfire. Agent Ogg and Conductor D.C. Smith of the road were soon at work making up a special train to dispatch to the scene of the disaster. Your correspondent attempted to go out with the officials and Drs. Dana and Botford, road physicians, but was denied permission to board the train. He was not to be foiled, however, and securing a livery team drove to the four mile crossing.

A SECENE NEVER TO BE FORGOTTEN.

Walking back about 500 yards he came upon a scene not soon to be forgotten. Across the track and lying on its side was engine No. 206, with the left driving-wheels in the air and the smoke-stack buried some three feet in the earth. Behind it, and three or four feet from the track, the coal box was turned bottom up with a flat box car piled across.

TWO MEN COLD IN DEATH.

Beneath these two men were cold in death. One, the engineer, lay beneath the ponderous wheels of the engine and only his head and shoulders could be seen through the debris.

A few feet back lay the fireman, crushed and bleeding, though he had evidently died from suffocation by the steam.

In the woods just a few feet from the wreck another man lay on a stretcher uttering fearful groans while the doctor was carefully bandaging the limbs that were scorched and bleeding.

HIS FLESH SLOUGHED OFF.

Even while he worked the flesh would slough from the bones on his lower extremities. This was Yardmaster Robinett. The two bodies under the wreck were those of Engineer George Douglass and Fireman Joseph Ames. The two negroes had been brought to town.

While the wounded man was being made as comfortable as was possible wreckers were

at work digging out the dead. This was at last accomplished, and the special started back to Brunswick with hits ghastly load.

Facts were hard to learn in regard to the cause of the accident, but as near as can be obtained are as follows:

#### CAUSE OF THE ACCIDENT.

The track from the four-mile crossing, the scene of the disaster, to town, is laid with chair-iron rails, so-called on account of the peculiar clamp with which they are fastened to the track. The engine was being backed to town tender forward, with seven flat cars attached. One of the chairs was broken, and this caused the tender to climb the rails. This rarely happens when the engine is going forward, as the heavy pressure of it keeps the rails down, but the tender being forward and very light, jumped on top of the rails and from there to the ties.

#### THE TRACK WAS ROUGH.

Another reason was given for the accident is that the track was rough and the swaying of the water in the tank over-balanced the tender, which had nothing in front of it to support it on the track. Three engines were at the crossing coaling up when the accident occurred. As No. 206 pulled down the East Tennessee track, No. 14, Engineer Grubb, and No. 19, Engineer Simmons, were on the Brunswick and Western track headed for town. When the accident occurred Engineer Grubb saw it and, as engine 19 was the most convenient, sent it to learn the particulars. Grubb pulled out for town and notified the officials. Simmons reached the scene and his fireman, Ed Owens, hastened to the injured.

#### AMES DIED PRAYING.

Ames was still alive and was praying. He called Owens and requested him to tell his mother that he tried to die a Christian. He commenced praying after he spoke those words and died in a few minutes after with prayers on his lips.

Douglass never uttered a word after he fell, having evidently died immediately.

John Jacobs (colored) was on the last car when the accident occurred and, happening to see the tender leap the track, sprang from his seat. When he recovered from the fall he saw Yardmaster Robinett running through the woods. He caught him, but Robinett implored him to leave him and help the men under the engine.

"MY POOR BOYS."

His first thought was for them, and he often asked for them, muttering as he did so:

"My poor boys, my poor boys."

A sad feature of Robinett's case is the fact that he was doing conductor duty for Conductor Smith, his room mate, who asked him to work for him to-day. His case to-night was pronounced hopeless. All the white men are single.

No inquest was held, as it was not thought necessary.