

# Two Killed In Big Four Wreck Near Delaware

## Twentieth Century Limited Jumps the Track.

### Engineer and Baggage-master Crushed to Death.

#### Rails spread as the Flyer Reaches a Big Curve and the Engine Rolls Over.

(Columbus Dispatch, June 26, 1904, By Telegraph to the Dispatch)

DELAWARE, OHIO, JUNE 25 – The south-bound Twentieth Century Limited, pulled by Engine No. 371, on the Big four railroad, jumped the track here this afternoon while running at a speed of 60-miles an hour.

The baggage-master and engineer were killed outright and the conductor was fatally injured.

#### **AT TERRIFIC SPEED.**

The train consisted of an engine and four coaches and was making a terrific run. The engine, baggage car and one coach turned over on their sides in a ditch. The wreck was caused by spreading rails and took place about 300 feet from the station.

#### **THE DEAD AND DYING.**

The dead are :

**BERT SHEPHERD**, engineer, Cleveland.

**RICHARD NEIL**, baggage-man, Cleveland.

#### **THE INJURED.**

**PATRICK GORE**, fireman, Cleveland, slightly.

**CHARLES KIFFLER**, conductor, Cleveland, seriously.

**C.A. HAAS**, news butcher, Cleveland, arms badly scalded.

**ALLEN McDONALD**, passenger, Louisville, Ky., badly cut.

#### **PROCEED TO COLUMBUS.**

The other passengers were badly shaken up and bruised, but all of them save McDonald, were able to proceed on their way to Columbus.

The train was late and was running by the station. Only yesterday it came down from Galion, a distance of 58 miles in 57 minutes.



The wreck of the Big Four's Twenty Century Limited in Delaware, Ohio on June 25, 1904. The train was allegedly traveling at a high rate of speed past the depot behind the photographer. Just past the depot there was a switch for the branch line to Marysville. The locomotive "picked the switch" ending up on its side. The baggage car tried to follow the locomotive and the other passenger cars derailed along the mainline right of way.

East Winter Street is behind the camera, the railroad bridge over Williams Street is visible just past the lead passenger car.

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# THIRD VICTIM OF BIG FOUR WRECK DIES OF INJURIES

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Twentieth Century Limited ditched at Delaware.

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Three Are Dead and Many Are Injured.

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Conductor Kishler Passes Away at hospital Saturday Evening.

(Columbus Dispatch, June 26, 1904)

## THE DEAD.

**BERT SHEPHERD**, engineer, Cleveland.

**RICHARD NEIL**, baggageman, 76, Cleveland.

**CHARLES KISHLER**, conductor, 48, Cleveland, died in the Protestant hospital, Columbus.

## THE INJURED.

**PATRICK GORE**, fireman, 27, married, lives in Cleveland, scalp wound and bruises.

**A.W. YOUNG**, passenger, 57, Columbus, scalp wound, bruises on shoulder, condition serious.

**C.A. HAAS**, newsboy, both hands and forearms scalded.

**ALLEN McDONALD**, passenger, 28, Louisville, Ky., right hand and forearm severely cut.

**S.E. COHN**, passenger, 40 married, buchtel, Ohio, bruises on top of head.

**A.B. SCOTT**, passenger, Cleveland, back hurt.

**OSCAR COBB**, passenger, New York, head and hands cut.

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The wrecking of the Twentieth Century Limited, a fast train on the Big Four railroad, in the Yards at Delaware, Saturday morning, has been the cause of three deaths.

Engineer Bert Shepherd of Cleveland, and Baggage-master Richard Neil of the same city, were killed outright, and their bodies cooked almost beyond recognition by the escaping steam.

## Died In Hospital.

Conductor Charles Kishler, aged 48 and married, living at Cleveland, died Saturday evening at the protestant hospital of this city from his multiple injuries. He had been horribly scalded about the lower extremities besides having his left foot crushed and his left arm broken. He lingered in terrible agony until 7:45, when he passed away.

## **Columbus Passenger.**

Among the injured is A.W. Young of 69 West Third Avenue, Columbus. Mr. Young sustained a scalp wound of serious nature and bruises upon the left shoulder. He formerly was in the lumber business at Swan and Hamlet streets, but has lately confined his attentions to business interest in northern Ohio. Mr. Young is resting easy and hopes to be about within a few days. The others injured are:

## **Others Injured.**

Patrick Gore, fireman, aged 27, married, living at Cleveland, scalp wound and bruises.

C.A. Haas, newsboy, both hands and forearms scalded.

Allen McDonald, passenger, 28, lives at Louisville, Ky., right hand and forearm severely cut.

S.E. Cohn, passenger, 40, married, lives at Buchtel, O. bruises on top of head.

A.B. Scott, Cleveland, back hurt.

Oscar Cobb, New York, head and hands cut.

F.S. Hoskins, passenger, 42 married, lives at Cleveland, right knee bruised.

## **Wreck Caught Fire.**

The wreck caught fire from the furnaces, but the flames were extinguished by the Delaware fire department before they had done much damage.

Spreading rails were undoubtedly the cause of the wreck. The flyer was running late and was traveling at the rate of 60 miles an hour, with the intention of running by the Delaware station.

## **New Locomotive.**

Engine No. 371, of the "Mogul" type, which has been in service but two weeks, was pulling the train of four coaches. It left the track and plunged down an embankment, landing on its side.

The baggage coach followed, but the three Pullman coaches held the rails. They were torn from their trucks and the passengers badly shaken up.

## **Brought to Columbus.**

Conductor Kishler and the other passengers on the train reached Columbus at 3:35[??] on car 616, all being crowded into the one car. A number of the passengers complained that they had been badly shaken up, but had not been injured seriously. The conductor formerly lived in Columbus, but after his run was changed, he moved his family to Cleveland. He had a wife and three children and was regarded as one of the most careful conductors on the line.

## **Well Known Here.**

Richard Neil, the baggageman, has been running into the Columbus station for more than thirty years, and was well-known among the railroad men in the city. He was 76 years of age, and for several years his family has been begging him to retire and take the remainder of his life in comfort. Those who know him state that he was one of the best and most expert men in the service, notwithstanding his age. He has a number of grown children.

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# R.H. JACKSON TELLS OF FATAL WRECK

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## Train Was Speeding at 60 Miles an Hour.

(Columbus Dispatch, June 26, 1904)

"I never traveled at such a terrible speed," said R.H. Jackson at the Chittenden Saturday night, speaking of the Big Four wreck. "I was in the chair car, the last one on the train. Fortunately I was not hurt. I've been traveling for 30 years; this is my first wreck experience, and I hope it will be my last."

Mr. Jackson travels out of Chicago for Wilson brothers and is one of the most widely known commercial men in this territory. He lives on a big farm which he owns near Leesburg, Va. He spent the best part of Saturday night in the room with Allen McDonald, the Cornell man, who was brought to this city.

### **SPEED COMMENTED UPON.**

"We were going so fast that the speed was commented upon by passengers in the coach, particularly by a women passenger across the aisle from me. I was not worried until the colored porter attempted to walk down the aisle and was thrown against the seats. When this occurred we were nearing Delaware. A few minutes later, possibly four or five, the cars started to wobble; we could hear the grinding of the wheels and the breaking of the cars and then, I certainly believe we traveled on one rail. When the cars finally stopped I could reach out of the window and touch the ground, which was even with the sill, so deeply had we plowed into the earth and to this, may be attributed the remarkable fact that our cars kept to the track.

### **EMERGENCY BRAKES.**

"I was told by an old station employee at Delaware who was watching the approaching train that the emergency brakes were applied by the engineer but the train was going too fast and when the engine struck the frog near the station it jumped and stated down another division.

"The cars remained on the curve until they, too, left the track, with the exception of the rear three. It was the supposition of this employee that the engineer was going too fast to take the frog. In the angle formed by the engine and cars, the oil tanks stood. What would have happened had we struck those tanks is hard to imagine. It was a narrow escape as the cars and engine were only a few feet from the tanks.

### **BEWITCHED ENGINE.**

"The engine which was in the wreck broke down near La Grange, 20 miles out of Cleveland, and we lost 45 minutes there. Finally another engine was placed in service and the two pulled the train to Galion. A crew of mechanics were waiting and in about 30 minutes they had the new engine ready for service. From Galion the engineer tried to make up some of the lost time. He was making it up when the wreck occurred.

“An official of the road, when I told him the engineer was running too fast said the people demand fast time and the road is giving it to them.”

### **SERIOUSLY INJURED.**

Allen McDonald, the Cornell man, who was injured, was in the smoking car. He was unable to remember distinctly Saturday night but he felt reasonably sure that the baggagemaster who was killed was with him in the car. They were the only two in the car. Mr. McDonald had to crawl out through the roof. The radial artery in his right arm was severed and his left leg in the lower region, severely cut. Besides he sustained a number of bruises and lost considerable blood from the wounds. Dr. Bassell, who attended the injured man, said he thought his patient would soon recover, unless complications from infection set in.

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