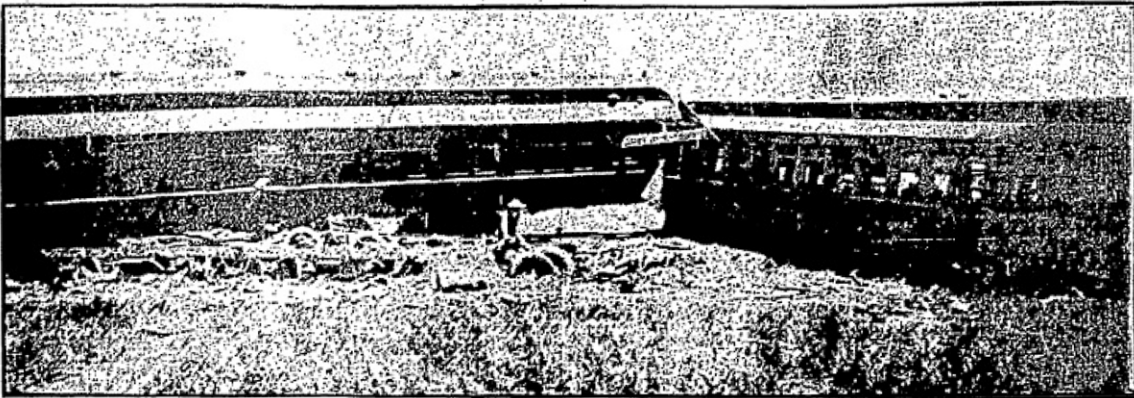
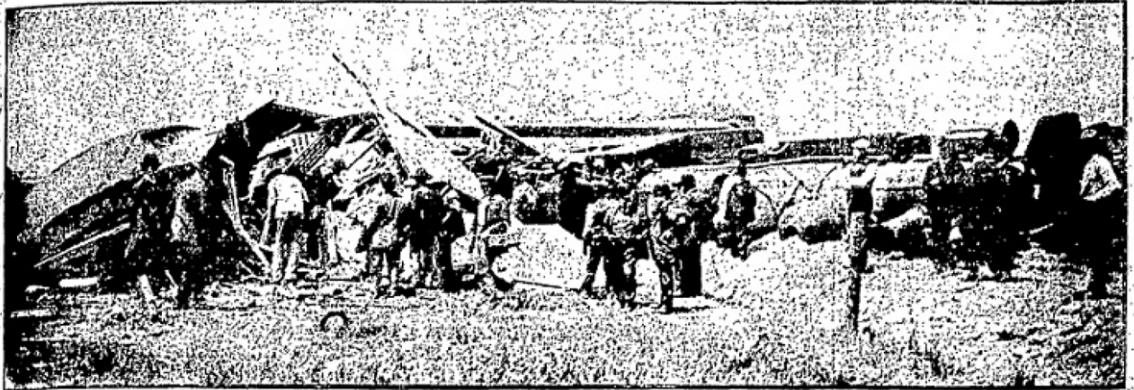


# FAST EXPRESS PLUNGES INTO OPEN SWITCH, SPREADING DEATH AND DISASTER ON OHIO CENTRAL RAILROAD AT TRURO STATON

Columbus Dispatch, May 13, 1907



Scene of the wreck at Truro in which two were killed and many injured, Monday morning at nine o'clock, when the Ohio Central's West Virginia express ran into an open switch, wrecking the entire train. These pictures were taken by the Dispatch staff photographer within an hour after the accident, and before the work of the wrecking crews was begun. The engine is shown lying in the sand, the coaches are knocked out.

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## ENGINEER OF FATED TRAIN AND A MAN ON A SIDING ARE KILLED

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Seven Passengers and Trainmen Are More or  
Less Seriously Injured in the Terrible Crash

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**MANY OTHER PASSENGERS ARE  
SCRATCHED AND BRUISED**

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**Nine Are Brought Back to Columbus on  
Relief Train for Treatment by  
Physicians and in Hospitals**

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**THE KILLED**

**JOHN DAVIDSON**, 1038 Mt. Pleasant avenue, killed by engine falling on him.

**MICHAEL O. MARTIN**, engineer, 51 Dakota avenue, scalded about head and arms, injured internally, skull fractured, right cheek cut from mouth to ear. Died in hospital.

**SERIOUSLY INJURED**

**CAPTAIN W.W. MEYERS**, mail clerk, Toledo, right ankle broken and cut about face and body.

**DANIEL MARTIN**, fireman, 139 Central avenue, right arm broken, cut and bruised about face and body.

**WILBUR FOREMAN**, mail weigher, 117 West Fifth avenue, knee cap broken, bruised about body.

**MRS. CHRIS HARRIS**, Piqua, skull fractured

**W.A. MILLER**, conductor, 217 Dakota avenue, back wrenched and foot scalded.

**SLIGHTLY INJURED**

**F.E. COMPTON**, mail clerk, 1448 Franklin Avenue, hurt about head.

**EDGAR KEYES**, Toledo, mail weigher, right leg bruised, scalded and skinned.

**CARL H. VALENTINE**, 1202 Highland avenue, slightly bruised.

**VIRGIL L. GARRISON**, 1480 Michigan avenue, traveling salesman for the Sheldon Dry Goods company, right leg skinned, left leg bruised and back wrenched.

**MRS. SISTERFIELD**, 32 South Washington avenue, knee injured.

**CHARLES G. SHIPLEY**, 79½ South High street skinned about the body and back wrenched.

**WILLIAM KOST**, 829 South Front street, bruised about the breast.

**CAMDEN R. DEARDORFF**, baggage master, slightly bruised.

**OSWALD SCHAAD**, traveling man for Theobald & Son, knee hurt slightly.

**FRED HAMILTON**, 238 East Mound street, slightly cut on lip.

----- **PAUL**, slight cut on lip.

**C.W. STANSBURY**, Stag Hotel, left knee injured.

**J.J. SCHLECKMAN**, 283 Spring street, bruised about chest and ribs injured.

While running between fifty and sixty miles an hour, passenger train No. 2 of the Toledo & Ohio Central railroad, ran into an open switch about a hundred yards from Truro station, at 9 o'clock Monday morning, two men were killed and six persons badly injured. One of the men two was killed John Davidson, of 1088 Mt. Pleasant avenue, Columbus, was not a passenger, but was walking on the side-track into which the train plunged after going through the switch.

The other man killed was Michael Martin, engineer, of 51 Dakota avenue. He stuck to his engine and was caught under a pile of rubbish between the engine and tender, and besides his other injuries was badly scalded by steam and hot water before he could be extricated. He was brought to Columbus and taken to Mt. Carmel hospital, dying just as he reached there.

Twelve or fifteen of the passengers received slight cuts, while many others were badly shaken up and bruised. The entire train of four coaches was crowded. No. 2 is one of the T. & O. C.'s fastest trains, carrying a through sleeper. The train was made up of engine 460, a combination mail and baggage car, smoking car, day coach, Pullman car and a special car in the rear filled with Columbus and Piqua Red Men en route to Marietta to attend a Red Man's meeting there.

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### **Story of the Wreck in Detail**

The train was badly piled up. After running onto the siding, the engine jumped the track, then turned over, pulling after it the combination mail and baggage car, the smoking car, the day coach and the Pullman. The only car left on the track was the special filled with Red Men.

#### **ENGINE OVERTURNED.**

The engine lay on its side across the sidetrack with the tender projecting into the field. The baggage car was crushed to pieces, with one side lying in the field about twenty feet from the other side. The smoking car was also in the field at right angles with the track, while the day coach and the Pullman were standing in V shape with the apex of the V in the field, the other ends of the cars lying across the tracks.

#### **SCRAMBLE FOR SAFETY.**

The first intimation the passengers had of danger was when the coaches commenced to reel, followed by a grinding and a crash as the engine left the track and turned over. The train stopped within a train length of where the engine left the track and the passengers scrambled out to safety and to help the injured.

#### **FILLED WITH STEAM.**

The baggage and mail car was completely filled with hot steam, so hot the passengers could not go in to the aid of the men in it until it had blown away considerably. One of the first men to reach the car was Walter J. Kendall, a commercial traveler, employed by the Columbus Biscuit Co.

### **HELPED CLERKS OUT.**

He peered in through the steam and one of the mail clerks, Carl H. Valentine, crawled out, crying: "For God's sake, get Meyers out." One by one the men in the baggage coach finally crawled out, until three had come, then Mr. Kendall and the passengers went through the steam and helped the other three out. The men in this car were Baggage man Camden R. Deardorff, of 51 Souder avenue; Carl H. Valentine, W.W. Meyers, whose home is in Toledo; Wilbur Foreman, 117 West Fifth avenue, and Edgar Keyes, Toledo, mail weighers.

### **ENGINEER PINNED DOWN**

Meantime other passengers were helping rescue the engineer. He was seen in the midst of scalding steam and water, pinioned in a mass of twisted iron and broken wood, in what had been the cab of his engine. The iron and wood was hastily pulled off, and Mr. Martin pulled out. Conductor Miller went into the hot water to aid the engineer, scalding his right foot badly.

### **CRUSHED UNDER WRECK.**

The body of Mr. Davidson was found back of the engine, near the baggage car. He had evidently succeeded in dodging the engine, as it came towards him, but when it fell over it struck him and knocked him to one side, when he was pinioned down by wreckage.

### **WORRIED ABOUT HIS WATCH.**

The fireman, Daniel Martin, was found sitting alongside the track, covered with blood, and sitting against a telegraph pole. In his excitement he was not thinking about his injuries, but was worrying about the loss of his watch and asked the passengers to find it for him. He had jumped when the engine jumped the track, leaving the engine from the engineer's side. His watch was found several feet from the track, then his broken arm and cuts on the head and face were given temporary attention.

### **RED MEN PASSENGERS.**

Dr. McCollum, of Linden Heights, was among the Red Men en route to Marietta. He had no medicines with him, but with bandages made from sheets and towels taken from the Pullman car he bandaged up the wounds of the injured and rendered such aid as he could.

Miss Ellen Kershaw, Miss Alice McArdle and Miss Doe, all trained nurses, also happened to be on the train and assisted Dr. McCollum.

### **AWAITED RELIEF TRAIN.**

Those of the injured who were unable to walk were carried into the Red Men's car to await the arrival of the special train from Columbus. The accident happened within a few hundred yards of the telegraph station, and within a few moments after the accident the wrecking train and a special with physicians and officials of the road were en route to the scene of the wreck.

### **WOMAN'S SKULL BROKEN.**

The passengers who were hurt received their injuries from the sudden stopping of the train, which threw them from their seats or against seats in front of them. In some cases, the seats were broken from the floor, so quick was the stop. Mrs. Chris Harris of Piqua, the most seriously injured of the passengers, was in the Red Men's car, which did not leave the track. She was thrown against a window. The outer plate of the skull was fractured. She is expected to recover.

### **CONDUCTOR THROWN.**

The conductor, W.A. Miller, was standing in the aisle when the engine left the track. He was thrown and alighted on his back across the back of a seat, badly bruising and wrenching it. He later received the injuries to his foot, scalding it, as stated, while rescuing the engineer.

### **VISITING HIS BROTHER.**

John Davidson the only person who lost his life in the wreck, had been visiting relatives near Truro since Saturday night, and was on his way to the station to catch the train into the city, when death summarily overtook him. He was walking alongside the track, near the fatal open switch, when struck by the train which left the tracks.

Mr. Davidson was about 63 years of age, and married. He resided with his wife and two sons at 1088 Mt. Pleasant avenue. The two children are Floyd, aged 18, who attends college, and Everett, aged about 8 years, who goes to school.

The family formerly resided in Gallipolis and last November moved to Columbus.

### **GREAT SHOCK TO THEM.**

At the home of Mr. and Mrs. Thompson, with whom their brother-in-law visited over Saturday and Sunday, the sudden news of the relative's death came as a shock. He had bid his relatives good-bye not five minutes before his death.

### **MUCH EXCITED.**

F.O. Nusbaum, a traveling man for Peter Schille, was in the smoker when the crash came, talking to Oswald Schaad, who travels out of Columbus for Theobald & Son. While neither of these two men were injured beyond the sudden shock and jolting of the train, neither can explain his feelings.

Mr. Nusbaum says he remembers grabbing his satchel and starting for the door. He was on the right side, and as soon as the jolting ceased, he could see the rear car at angle with the one he was in and knew something was wrong. He, with other's ran for the door, and managed to jump from the car.

As soon as these men, with others in the car from Columbus, learned of the seriousness of the accident, they began the work of releasing the injured, and assisting those uninjured, from the wreckage.

### **ON WAY TO EXPO.**

T.E. Hughes, assistant postmaster of Minneapolis, with his brother, P.H. Hughes, of the same city, were in the smoking car. Neither were injured. They are on their way to Washington and the Jamestown exposition.

### **ASSISTED IN RESCUE.**

Fred Hamilton, of Columbus, a traveling man for Smith Bros. Hardware Co., was with those in the smoker who assisted in the rescue work. In the excitement getting out of the cars someone ran his fist against Mr. Hamilton's lower lip, cutting it slightly inside. Others in the smoking car who helped with the rescue work were Ray Petril, Jewell Gates, Frank Kerr, Fred Orth and Oscar Shedd. Oswald Schaad had his knee hurt slightly, from striking it against the seat in front of him.

### **SOME RED MEN BRUISED.**

Joseph Walker, of Columbus, was in the rear special, with the delegation of Red Men from this and nearby cities, on the way to Marietta to attend a conclave there. There were about 60 in this car, which was but slightly damaged. Several of the passengers were bruised from being thrown out of their seats, but none seriously.

It is claimed by several railroad men who were in the party that the weight of the rear car, which is heavier than the ordinary coaches, along with the sand by the side of the track into which the train plunged, prevented the rear coaches from telescoping.

### **CLUNG TO A SEAT.**

"I was sitting in the smoker," said William J. Kendall, "when we heard a grinding noise and felt the wheels bumping, and I knew we were off the track. I grabbed hold of the back of the seat in front of me, determined to hang onto it to prevent being thrown. The seat I sat on was broken from the floor and the seat in front of me was broken, but I held on. As soon as we stopped, I ran out the front door and around to the baggage car, and stayed there until we had gotten the six men out of it. I have been in a number of wrecks, and the minute I touched the ground I thought to look up at the target. It was red."

### **WONDERFUL ESCAPES.**

One of the almost miraculous things of the wreck was the escape of the men in the baggage and mail car. The car was crowded on both sides with trunks, boxes, baskets, etc., and one end was full of mail. The car was literally crushed to pieces, and heavy baggage flew in every direction. Only by sheerest luck did it miss hitting anyone of the men and crushing or badly hurting them. The steam was so hot that the passengers who first tried to get through it to get at the men were forced to back out of it, and the wonder is that the occupants of the car were not all badly scalded.

### **WITH ROAD 25 YEARS.**

Michael Martin, the dead engineer, was one of the oldest in the service of the T. & O. C. He had been with the company for 25 years, having gone to work for it when about 30 years of age. He was married, and his widow, a son and a daughter survive

him. The son John Martin is a conductor and is out of the city. At noon the family had not succeeded in locating him.

The engineer was not related to the fireman, Dan Martin.

**WILL FIX RESPONSIBILITY.**

The officials of the T. & O. C. have been so busy seeing that the injured were attended to, and clearing up the wreck, that they have not fixed a time for an investigation. A rigid one will be made, however, to fix the blame. Running past a red signal is an unpardonable sin in railroading, in which the fireman has a joint responsibility with the engineer, as the two are expected to call the signals back and forth.

At the same time there may be blame attached for leaving the signal in this condition at an unexpected place, and there may be also blame for leaving the switch open, by whatever train which left the siding last. The last train in the vicinity of Truro before the accident, it is said, was No. 370, a freight.

