

# CRASHED

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Into a West Broad Street Car  
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Did a Cut of Columbus and Hocking Valley Cars.  
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Four Men Seriously Injured Are Taken to the St. Frances and  
Protestant Hospitals.  
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Hair-Raising Accident Occurred Shortly After Five O'clock  
This Morning on Broad Street.  
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First Down Car From the West Side the Victim –  
Patrol Wagons and Ambulances Hurry to the Scene –  
Where the Blame Lies is in Dispute.

(Columbus Dispatch, October 30, 1900, page 6)

## THE INJURED

**Mike McDonald**, 126 Martin avenue. Left leg broken below knee, right leg broken above the ankle, body bruised. Found under the car. St. Frances hospital.

**George Jungkurth**, 90 North Princeton avenue. Compound fracture right leg, right wrist mashed, left leg badly cut. Five-inch gash on in side of knee joint. St. Frances hospital.

**Harry N. Shellenbarger**, 1200 West Broad street, 25, conductor, right side of his head cut, right knee cap cut, left leg and back bruised. Protestant hospital.

**John W. Wilkins**, 104 Cypress, 41, motorman, right ear cut, back and right leg badly sprained. Taken to Protestant Hospital.

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At ten minutes after 5 o'clock this morning a cut of cars on the Hocking Valley railroad, southbound, struck West Broad street car No. 305, eastbound, seriously injuring the conductor, motorman and several passengers.

The ill-fated car left the West Broad street station at five o'clock, being the first car eastbound. It was in charge of conductor Harry N Shellenbarger and motorman John W. Wilkins.

It is known as the workingman's car and each morning gathers up between fifteen and twenty-five men on their way to work.

This morning there were thirteen passengers on the car when it stopped at Mead street, a short distance away from the crossing, to take on another man.

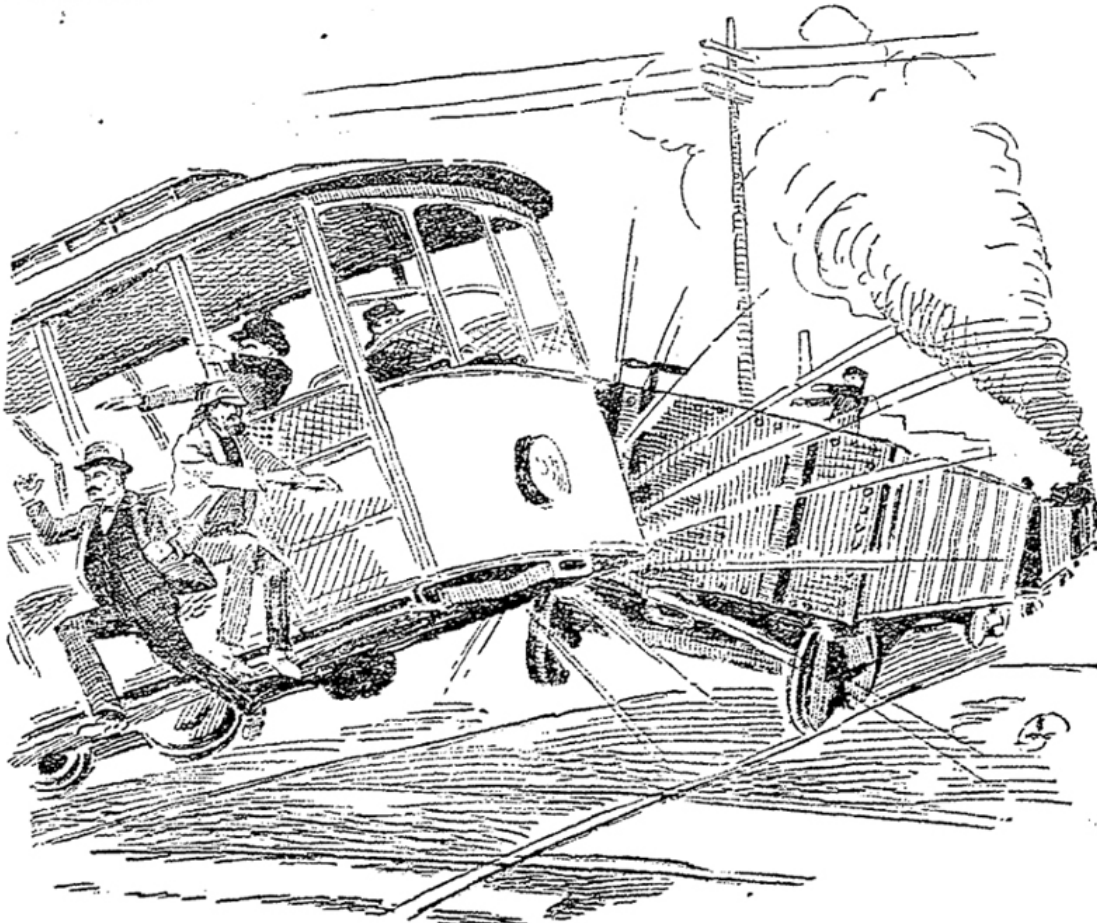
The car was moving rapidly until it arrived within a few feet from where the Hocking Valley tracks cross Broad street.

As required, the car was slacked up and Conductor Shellenbarger claims that he ran ahead and after looking both north and south satisfied himself that everything was clear, so he motioned to the motorman to "come ahead."

Suddenly the collision occurred. A coal car crashed into the long open summer car filled with its human freight and turned it over, as if only a log.

The car was entirely on the crossing when struck by the cut.

This cut of cars was in charge of Conductor W.S. Hyle, Engineer Pete Marquette and Brakemen L.L. Hire and Ira McGuire. It was moving slowly, having only passed the interlocking station a square away to the north.



THE COLLISION ON BROAD STREET.

The force of the collision was sufficient not only to overturn the street car, but push it probably ten feet from the eastbound track, and head it southeast.

The cut of cars was made up of four empty gondolas attached to the engine and then two flat cars loaded with large blocks of rough stone. Hooked to the two last mention cars were two more gondolas.

Brakeman McGuire was standing on the east step of the box car that collided with the street car. When the collision occurred, he jumped into the box car with Hare. This statement will be found in another column.

As soon as the collision was a reality telephone messages were sent to the police station. Two patrol wagons and the ambulance were sent on a hurry run arriving about two or three minutes after the accident had happened.

The groans and screams of those pinned beneath the car were pitiful to hear. The few persons on the scene attempted to release the men by lifting the car but their efforts were unavailing.

Boards were then procured from a near-by box car and used as crow bars. In this manner the car was lifted a few feet and the injured released from their prisons.

Conductor Shellenbarger was pinned beneath the limbs of Hackman McDonald, about four or five seats back from the front of the car. The motorman had untangled himself and was standing to one side nursing his bruises.

Jungkurth was a few feet from McDonald and the conductor, and like them, was being held fast by the weight of the car. The men were tenderly lifted into the patrol wagons and ambulance and the run for the hospital started.

The exact cause of the accident is in dispute, as appears from interviews with various persons who either were in or witnessed the wreck. The street car conductor blames the railroad company for failing to have a light on the end of the cut of cars. He claims he took all the necessary precautions of looking out for cars, but could not see the approaching danger until too late.

On the other hand, the employees of the Hocking Valley maintain that there was a light on the end of the cut of cars in the shape of a brakeman with a lantern, and that the conductor should have seen it in time to prevent the motorman from attempting to take the street car across the track.

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**CONDUCTOR'S STORY**  
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**Did Not See the Cars Until It Was Too Late.**  
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Conductor Harry M. Shellenbarger was resting easily at the Protestant hospital when The Dispatch man saw him early this morning. His chief discomfort was caused by a severe sprain in the back. The attendants say it will be weeks before he recovers from this. His other injuries are a badly bruised leg and knee, where the flesh is in some places scraped almost to the bone and a lacerated head.

Conductor Shellenbarger said that he has no regular trips on the line having been employed by the company only since January 15. He was given the early morning run with Leonard avenue car 305 on Sunday morning. He took the place of Charles Thomas, who was laid off for a few days.

Shellenbarger said that he started from the car barns this morning at 5:01. It takes six minutes to run to the Hocking Valley tracks. The accident therefore occurred at between seven and ten minutes after five.

It was dark when the car reached the Hocking Valley tracks. Two passengers were on board and the car lights were lighted. Shellenbarger says that he ran ahead to give the signal and seeing nothing either up or down the tracks concluded that all was safe. He looked for the signal man at the crossing but did not see him until after he saw the cut of cars bearing rapidly on them from the north. There was no light visible on the cars and no warning whistle had been blown. He shouted to the motorman to stop but he did not hear and turned a heavy current on to cross the tracks.

Seeing that a collision was inevitable, Shellenbarger jumped on the running board a little ahead of the center of the car, prepared to see it through. Just then the crash came. The big car was turned over on its side and pushed along for about twenty feet. Shellenbarger and another man whose name he did not know were pinned under the car.

His leg and temple were scraped to the bone by being pushed over the rough street.

"After that I don't remember anything that happened until I opened my eyes and found myself under the car on the south side of Broad street," said Shellenbarger.

"My head was pillowed on the hip of one of the passengers and he was yelling for help with a vim. I tried to extricate myself, but the running board of the car was pinning my feet to the ground and I couldn't move. My back was giving me excruciating pain, and I felt like I would faint before they lifted the car and put me in the ambulance. Wilkins, my motorman, was taken to the hospital at the same time I was, but I don't think he was badly injured, for the engine struck somewhere to the rear of the center of the large car."

Shellenbarger claims that no brakeman and no lantern was visible on the coal car. He said if there had been, he could not have failed to see it.

In response to a question as to how far he had gone across the tracks when he gave the signal, he said it was his impression he was between the second and third tracks.

He says the watchman at the crossing was not aware of the approach of the cut of cars. The watchman did not call to him until after the car had started and then instead of being in the street, he was only a few feet from his house.

Shellenbarger came to this city last January from Bangs, Ohio, where he farmed with his father. He is married and has one child, a little girl.

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**COMPANY'S STATEMENT.**  
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**Claims There Was No Light on the Cut of Cars.**  
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In reference to the accident, the Columbus Railway Company says:

“Our car was on time at 5:10 a.m. at the crossing and came to a stop as is the law. The conductor went forward, looked up and down the track, saw nothing and signaled the motorman to go ahead. The conductor boarded the car at the second seat. The car was a large open one with 14 passengers aboard. This cut of cars struck the street car right in the center, upsetting it. The car was 305 of the Leonard avenue line. There were no signal lamps on the rear end of the cut and no man was standing there as provided by law. It is understood that this cut was standing at this place and the engine backing down quickly, shoved the cut into the car. Every precaution was taken by our company for the safety of its passengers.”

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**HUGH DENNIS.**  
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**Says His Son Heard the Flagman Call Out.**  
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Hugh Dennis resides at 541½ West Broad, about two hundred feet from the accident. He was in the house when the accident occurred. He says, “My son heard the flagman call out to the motorman, ‘Stop’ and ‘Hold on.’

“We heard the crash distinctly. I ran to the scene and arrived in time to assist the ambulance men and others in removing the injured.”

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**BRAKEMAN HARE**  
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**Saw Rear Brakeman Signal to Stop and Repeated Order.**  
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When seen by a Dispatch representative shortly after the accident occurred L.L. Hare, head brakeman of the crew, who was on the second car from the switch engine, and the sixth car from the crossing, had the following to say: “I saw both the conductor and brakeman on the rear end of the cut of cars flag the engineer to stop, and I repeated the order from the second car of the train as soon as I could.

“We weren’t coming fast. We couldn’t for several reasons, on account of having just passed over the trestle work where the new bridge is being put in over the river (Scioto) and the slow order, and then besides, we had to take an interlocker between this bridge and place of the accident. I believe we were going about two or three miles an hour. There was no jolt to the train, but a kind of shove.”

The bridge is perhaps 20 car lengths from the crossing, north, and the switch engine had backed about 100 feet from the interlocker when the train was stopped by the collision, which explains this brakeman's statement and view of the matter.

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**REAR BRAKEMAN**  
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**Who Stood on the End Car Tells the Story.**  
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The rear brakeman, who was on the last car of the cut, Ira McGuire says of the accident: "I was standing on the step of the leading car which struck the streetcar. When I saw we were going to strike, I signaled and then jumped inside the gondola car for fear it would turn over on me if I were on the outside. After striking we went about one car length or less."

At the conclusion of this statement the question was raised whether there was any cause for the obstruction of view from either the street car or the train. Assistant Trainmaster Harry Speaks, who had arrived by this time and taken in the situation, called attention to the fact that there was not a box car in the cut to interfere with the signaling of the crew, and that the box cars standing on the siding were far enough back from the crossing to allow one standing 100 feet west of the railroad to see four cars of the train, which was found to be the case. The engine was too far up, and back of some cars and building, to see the street car from there, but this part of the crew is supposed always to depend upon the signals of their assistants.

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**BUSINESS MAN**  
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**Also Claims Flagman Called to Motorman to Stop.**  
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Mr. Abraham Danielson of the firm of Danielson and Wright, meat dealers, 535 West Broad street, was standing in front of his store, when the accident happened.

His attention was attracted to the crossing by the calling of the flagman. Mr. Danielson had the following to say: "I usually get around to the store in time to wait on some early customers. This morning I was down some time before the accident. I noticed the car pass by the store but paid no more than the average attention to it.

"It was going at about the usual rate. I heard the flagman distinctly call out to the motorman to stop. After the accident I ran to the crossing and assisted in getting the injured persons out from under the car."

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**QUICK WORK**  
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**Done by the Patrol Wagons and the City Ambulance.**  
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As soon as the accident occurred the police department was at once notified by telephone and in three minutes, patrols 2 and 3 and the city ambulance had hitched up, made the run and were on the ground.

The wreck was lifted and George Jungkurth was taken out. He appeared to be the worst injured and was at once placed in the ambulance and a run made for St. Francis hospital. Here his injuries were seen at once to be of a serious character.

Mike McDonald was tenderly lifted on the stretchers of patrol 2 and rushed to St. Francis hospital, while patrol 3 took motorman J.W. Wilkins and conductor Harry M. Shellenbarger and raced for the protestant hospital.

The injuries to Mike McDonald consisted of a broken left leg, which had snapped off below the knee, a broken right leg above the ankle, and multiple bruises received under the wreck. At noon he was resting easy. Mr. McDonald is 64 years of age and resides at 126 Martin avenue.

George Jungkurth was in a very serious condition at noon. He is 36 years of age and a single man. He lives at 90 North Princeton avenue, but was taken to St. Francis. His injuries consisted of a compound fracture of the right leg, a badly mashed right wrist, and a five-inch gash on the inside of his left leg at the knee.

Harry M. Shellenbarger is 25, married and lives at 1200 West Broad street. He was resting easy at noon at the Protestant hospital and was able to talk. The right side of his head was cut, his right knee cap had a bad gash in it, and his left leg and back were badly bruised.

K.W. Wilkins, the motorman, is 41 and married. He lives at 104 Cypress avenue. His injuries consisted of a cut on the right ear, a wrenched leg and a sprained back. He was able to go home after his injuries had been attended to at the hospital.

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**FLAGMAN HARDMAN**  
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**Says He Signaled the Motorman to Stop – His Statement.**  
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The man, of all others who was in a better position to witness the collision was probably Flagman M. Hardman. He has been in the employ of the Hocking for the past seven years.

Since 1896 he has been stationed at the crossing. the following is his story. "I came on duty at 5 o'clock. About ten minutes afterward I heard a whistle blow. I stepped out of my shanty and saw the cut coming from the north. It had stopped, at least I think so, at the tower down the tracks.

“When I saw it was coming over Broad street, I started for the middle of the crossing. I saw the street car also coming. I thought it was going to stop but it kept on coming. I swung my lantern as a signal for the motorman to stop.

“The cut of cars was then about to move on the crossing. The car kept coming. I hollered, ‘Hold on.’ ‘Look out.’ as loud as I could, but the motorman did not stop. I saw the collision could not be prevented. I did all I could, and my conscience is clear.

“I have many witnesses who will hear me out in my statements. I never had an accident like this happen at the crossing in the four years that I have been here. If the motorman had stopped when I gave him the signal, the accident could have been prevented.

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**MOTORMAN WILKINS**  
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**Tells His Experience in the Frightful Affair.**  
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Motorman John W. Wilkins’ story was substantially the same as that told by the conductor.

“Ours was the first car.” He said. “We left the barns at one minute past five and reached the Hocking Valley tracks at 5:07. I cannot say how many passengers there were on board, but should judge there were about six or eight.

“I did not hear anything as we approached the tracks and thought that the way was clear. The conductor ran forward the usual distance and gave me the signal and I started up. Just then one of the new Hocking Valley coal cars hit us on the forward end and turned the car on its side.

“I was not thrown from the car but hung on tight to the controller and brake and instinctively turned off the current.

“I was badly bruised my being thrown over with the car and was dazed for a few minutes by the shock.”

In answer to a question as to whether the flagman had been in the middle of the street Mr. Wilkins said he was not positive. He heard a sharp command to stop after his car had started but does not know whether it came from the conductor or flagman. He is almost certain he saw no lights. Mr. Wilkins says the cars were coming at a very fast rate and no warning bell or whistle was heard.

He was one of the first to come to the rescue of his injured comrade and the passengers. Mr. Wilkins has been on the line for ten years and bears a good record.

He fainted while making the trip from the hospital to his home in the ambulance this morning. Although he is not seriously injured it will take a week of nursing to put him on his feet again

He had been brooding considerable over the fate of Shellenbarger and the injured passengers and showed much relief when told that no fatalities were likely to result.



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**PASSENGER TALKS.**  
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**Mr. John Tom Says the Accident Could Have Been Averted.**  
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Among the passengers on the car was Mr. John Tom, in the employ of Evans and Turner. He was seated next to the veteran hackman, McDonald, just before the crash.

He heard the flagman call out to the motorman and says in his opinion the accident could have been averted. As the car approached the crossing it commenced to slack up, according to Mr. Tom. The conductor started to walk on the running board towards the front end.

Whether the conductor had jumped off and signaled the motorman to "come ahead" and then got on the car again. Mr. Tom was unable to accurately state, but at any rate he (the conductor) was standing on the running board about two seats back when the collision occurred.

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**FOR SAFETY GATES**  
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**West Side people May Hold an Indignation Meeting.**  
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There is a strong movement on foot among the residents of the west side to demand that safety gates be placed at the Hocking Valley crossing.

They say that these were used years ago when the danger was no more than half as great as it is now and they can find no reason why they should not be used now.

Many prominent landholders of the west side speak of holding an indignation meeting in the west market hall to demand protection. A strong effort was made a few years ago to force the railroads off the grade, and at least one prominent west side citizen says that this accident will renew the effort.

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**REGULAR CONDUCTOR**  
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**Of the Ill-Fated Car Was "Laying Off."**  
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Motorman Wilkins, who was operating the car, is considered among the most trusted of the street car employees, according to Superintendent Whistner. He has been in the employ of the company for a number of years.

Conductor Shellenbarger was given "a run" last January. Owing to sickness the regular conductor of the car, Mr. Charles Tom, was compelled to lay off Saturday and Shellenbarger was switched from his run to that made by Mr. Tom.

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**HOCKING VALLEY OFFICERS**  
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**Make a Statement of the Accident.**  
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The Hocking Valley railroad made the following official statement regarding the accident:

“Yard engine 41 was pushing six gondola and two flat cars south at a very low rate of speed at the time street car No. 305 approached from the west. A brakeman with a signal light in his hand, was standing on the forward end at the west side of the leading car, which struck the street car. When about 80 feet north of the crossing the brakeman saw the street car come to a stop. After coming to a stop, the car started forward.

“Before it reached the railroad track, however, the brakeman on the car, and the crossing watchman, who was on the ground beside the track, called loudly to the motorman, and also signaled him to stop, at the same the signal was also given to the engineer to stop the cut of cars, which was done as quickly as possible. The flagman came out of his house for the purpose of warning the public of the approach of the cars, when they were fully 200 yards north of the street crossing, and the cars did not stop at any time between a point 200 yards north of the street crossing. From a point 75 feet west of the railroad tracks, on the street railroad tracks, a train approaching from the north can be clearly seen. 200 feet before the street crossing is reached. These facts are fully substantiated by disinterested persons, in no way connected with the railroad company.”

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**Who They Are.**

Mr. Jungkurth, who was hurt, is one of the proprietors of the Central Dining and Lunch room. Mr. McDonald is a hackman and the other two injured are employees of the company.

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**Condition of Wreck Victims.**

Mike McDonald and George Jungkurth at St. Francis hospital, victims of the streetcar accident, were getting along all right this afternoon. Conductor Harry M. Shellenbarger at the Protestant hospital, was also progressing nicely.

John Cloud, of the west side, suffered a sprained arm.

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DEAD

Is George Jungkurth

Victim of the West Broad Street Accident.

Death Relieved Him After Five Days' Suffering.

The Frightful Collision of Last Tuesday finally Fatal –  
End Came at Eleven O'clock Last Night.

(Columbus Sunday Dispatch, November 4, 1900, page 7)

George Jungkurth, one of the victims at last Tuesday's terrible collision between a West Broad street car and a cut of Hocking Valley railway cars, is dead.

After five days of intense suffering, during which time he made a determined fight for life, the death messenger came at 11 o'clock last night and his spirit passed into the great beyond. Gathered about the death bed at St. Francis hospital at the last sad moment were the brothers and sisters of the dying man, and to them he made his first statement regarding the accident which was to cost his life.

The death of Jungkurth marks the first fatality of the awful accident, for which responsibility has not yet been placed. It will be recalled that the car was making its first trip to the central part of the city and in crossing the Hocking Valley railway tracks was struck by a cut of coal cars. The street car was telescoped and several passengers were seriously injured. Jungkurth was found wedged beneath the running board, and the car had to be raised before the unfortunate man could be extricated from his terrible plight. He was taken to the St. Francis hospital, where investigation developed that he had suffered a compound fracture of the right leg, several cuts on the left leg, the right wrist was mashed and he received internal injuries.

The attending physicians at no time held out much hope for his recovery, but Jungkurth was determined not to give up life without a struggle and his numerous rallies afforded great, but only too temporary relief to those who watched at the bedside day and night. It became apparent to all at 6 o'clock



GEORGE JUNGKURTH,  
Victim of the West Broad Street Accident.

last evening that he could not survive much longer, but several hours passed before he answered the summons. He died at the same hour his mother passed away three years ago, just as the clocks were striking the hour of eleven.

The deceased was 40 years of age and was born at Lithopolis, Fairfield county. He came to this city when 15 years of age, and was foreman at the Busy Bee Candy Kitchen for several years, after which he started in business for himself at No. 250 North High Street.

Three brothers and two sisters are left to mourn, viz: William, Lewis and Martin Jungkurth, all of this city. Mrs. William Crowell, of 324 East Rich street, and Mrs. Thomas E. Long, of 90 North Princeton avenue. He belonged to several secret societies, among them being the Masons, Woodman of the World and Red Men.

Arrangements for the funeral have not been completed, but it is more than probable that the services will be conducted from the residence of his sister, Mrs. Long, Tuesday afternoon, and internment will be at Green Lawn.

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