

Editor's Note:

David Bunge was a friend. I first met him in 1955 at the Ohio Railway Museum. He was a good story teller and often mentioned this particular accident at Columbus Union Station. He was nine or ten years old in 1947 when he spent some of his school vacation time visiting his grandmother in Anderson, IN. On August 26 she was accompanying him back to Columbus on the PRR's *The American*.

As he told the story they had just stepped off the train when it was hit from behind jolting the whole train and derailing the last two cars. He remembers the lead locomotive on *The Cincinnati Limited* as being a T1. I'm not sure he knew that there were two locomotives on *The Cincinnati Limited* that day since the second would have been out of sight from the track side platform and the upstairs concourse. Everything in the article squares with the story he told of that adventure with his grandmother.

Alex Campbell

Six Hurt As Trains Collide In Station

(Columbus Evening Dispatch, August 27, 1947)

A Pittsburgh, Pa., policeman, most seriously injured among six hurt when a Pennsylvania Railroad flyer rammed another passenger train at 7:50 p.m. Friday in Union Station, was suffering from a back injury but was "resting comfortable" Saturday, according to Grant Hospital authorities.

The policeman, George J. Fabrick, 45, was taken to the hospital by Columbus Police after a coach and Pullman, the last two cars on the 14-car *American* standing in the station, were derailed when the *Cincinnati Limited* crashed into them at their coupling point.

Four others, who were hurt, treated by emergency squad men and then allowed to continue their journey after a 90-minute delay, were:

Mrs. Earl Sturgess, 32, Seneca, Mo., injured left ribs and left hand; S.C. Cobb, 27, St. Louis, left leg injured; S.L. Litscomb, 58, of 1056 Hamlet St. a porter, right shoulder injured, and Mrs. Charles F. Bowers, 50, El Reno, Okla., left ankle injured.

W.L. Pollack, engineer of the second locomotive in the double-header *The American*, was knocked to the floor of his cab and stunned too badly to continue his run, railroad officials said. He was removed from the train transferred to *The Cincinnati Limited* as a passenger and taken to his home in Pittsburgh. Clyde C. Royer, 1623 Arlington Av. substituted as *The American's* engineer.

The crash occurred within 20 feet of the High St viaduct, at the rail junction at the southwest corner of the terminal.

Engineer Marcus Krug of *The Cincinnati Limited* said he was coasting into the station at about five miles per hour after getting a "restrictive signal" at the Water St waiting bridge. He told officials his vision was impaired by the viaduct and he did not realize the train was on the

track until it was too late. When he saw the train he applied the emergency brake and skidded into the cars, he said.

Because the impact came at the coupling instead of directly into one of the cars, injuries were minimized, a spokesman from the railroad said. Columbus passengers had already been loaded onto *The American* when the accident occurred.

Most serious problem following the wreck was routing eastbound trains around the station while repairs were being made. Only a few hours were required to repair damage to the tracks and clear the wreckage.

Officials commended passengers for remaining calm during the emergency. Pullman passengers were thrown from their berths, food in the dining car was dashed to the floor and other passengers were thrown from their seats by the impact.

Mr. and Mrs. Harold A. Trout, 1452 Arlington Av. along with their 14-year old twin daughters had just boarded the train in route to Washington for a vacation. They were thrown from their compartments.

An investigation by officials at the station was begun.