

A HORROR AT A GRADE CROSSING.

Two Lives Sacrificed on the Motor Line at Boggs' Run.

BOTH THE VICTIMS WERE LADIES.

Out of Six Passengers Two Are Killed and One Badly Injured—The Coroner's Jury Holds the Conductor of the Motor Responsible for Carelessness.

That modern death trap, the grade crossing, is responsible for another terrible accident.

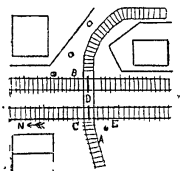
At eight o'clock yesterday morning electric motor Jeannette, south bound, from Forty third street to Benwood, was struck, at the Boggs' run crossing of the B & O, by a train of freight cars.

Two passengers received horrible injuries, which caused the death of both in a few hours, and a third was very badly hurt, but will recover.

Some one seems to be criminally responsible for the casualty, but just who it is seems hard to determine. From all the information obtainable, however, the blame seems to lie between Charles Schrader, the conductor of the electric motor, and Conductor W. J. Brennan and Engineer John Cusick, of the B & O train—the former for signaling to go ahead when there was a train rapidly approaching him, and but a few yards away; Conductor Brennan for running too fast, and Engineer Cusick for not blowing his whistle at a crossing, although there is a conflict as to this, the railroad men insisting they whistled, while the motor men say they did not hear it. Motor Engineer Lee Hendricks does not appear to be culpable.

THE SCENE OF THE ACCIDENT.

is a distance of about four or five city blocks south of the southern corporation line of the city, and but a short distance from the north bank of Boggs' run. The motor track leaves the extension of Jacob street at the old Horkheimer tannery, and turning east, runs up a steep grade to the level of the B & O tracks, at Pearl's saloon. The railroad tracks are crossed on a level, and then the motor line descends again, curving to the south, and crosses the run on a bridge. As the motors approach the railroad crossing from the north, the view of the B & O tracks looking north is partially obscured by the Pearl saloon building, and as the motors come from the south the B & O track is obscured in both directions by dwellings. The lay of the land will be understood by reference to the following diagram:



A—Where motor stood while awaiting north-bound train to pass
B—East B & O track
C—West B & O track
D—Location of motor when hit, the east end of the motor being at "D" between the tracks, and the west end on the west track
E—Where the two women were thrown and run over

HOW IT OCCURRED

When motor "J" approached the B & O track yesterday morning, bound for Benwood, there were six passengers in the car—four men and two women. When the motor reached a point about twenty feet west of the west track of the B & O Engineer Hendricks stopped, and Conductor Schrader ran up onto the west B & O track. A train was running north on the east railroad track, and the attention of Conductor Schrader seems to have been fully occupied by it, while the noise it made seems to have drowned the approach of another train in the opposite direction, on the west track. As the last cars of the north-bound train on the east track swept by, Conductor Schrader gave the signal to Operator Hendricks to go ahead, and as the motor ran up onto the west track Conductor Schrader stepped up on the step of the car to hear a remark made by the Operator. As he stood there Operator Hendricks cried: "My God! there's a train!"

At the same instant George Murray

cried "Look out!" owing he had no time to get out and run back off the car, but on all the power, he jumped onto the motor over. As he reached the head car of the motor, the freight, which was behind the engine, struck the motor in the side, and hurled it as though it was on a pivot, and it fell over on the east track. Conductor Schrader and Engineer Hendricks jumping as the cars came together.

THE VICTIMS.

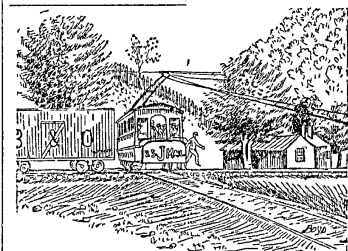
Of the passengers on the motor, Andrew Kerns, an employe of the Railway Company, was on the rear platform, and W. H. Woodruff, a reporter; John Emshelmer, a salesman; Charles Barrett and Miss Kate Fitzpatrick and Mrs. Charles Miller, sat inside. The two ladies were on the north side of the car, which was side struck by the freight train. Mr. Kerns jumped from the platform just as the motor ran up on the west track, and escaped injury. Mr. Barrett was hurled or jumped through the window. Mr. Woodruff had dashed for the rear door, and just as he reached it, was hurled down a twelve or fifteen foot embankment, west of the west track. Mr. Emshelmer was caught in the crushed motor, and then thrown against a post and sustained several cuts and bruises, the most serious injury being upon his head. The two ladies fared much worse. As the crash came, or an instant before it, they sprang up and made a rush for the door. As Miss Fitzpatrick got to the platform her dress caught on some projection, and in the slight pause she was compelled to make, the car received

the full force of the blow from the train, and she was thrown four or five yards to the south, and directly upon the west track. A man caught hold of her, but before she could be dragged from the track her lower limbs were beneath the wheels of the freight car, and were mangled in a shocking manner, blood and small fragments of bone and flesh being scattered about where she lay. She was lifted from the track in a few moments, still conscious, but soon became unconscious, and died in about twenty minutes after the accident. Mrs. Miller was thrown from the car in very much the same manner as Miss Fitzpatrick, and besides sustaining several gashes and bruises about the head and body, both legs, from the knees down were mangled and broken. She was removed in a short time on a stretcher to the home of her mother, Mrs. Iantry, No. 4121 Jacob street, where Dr. Ackerman was summoned. Everything possible for her was done, but she died last night, about fourteen hours after the accident. The body of Miss Fitzpatrick was carried to her home, in upper Benwood, about two squares south of Forty-eighth street, where the remains were laid out to await the official enquiry by Coroner Riddle, which was set for half-past two o'clock.

In a few minutes after

THE CRASH OF THE CARS

as they came together, a large crowd was attracted to the scene, and all that was possible was done to alleviate the sufferings of the wounded. The scene presented to the gaze of those who ran to the rescue was a horrible one. On the west B & O track, ten or twelve feet from the motor line were the writh-



THE SCENE OF THE ACCIDENT.

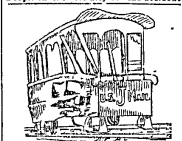
ing bodies of Miss Fitzpatrick and Mrs. Miller, Mr. Woodruff was gathering himself up from the bottom of the embankment where he had been thrown, Mr. Emshelmer, stunned and bloodied, was lying beside a telegraph pole, while the crows of both the B & O train and of the motor were hurrying to the aid of the sufferers. The wrecked motor, with its left side crushed in, and both the cab end and the rear end jammed up together, was standing in a reversed position across the railroad tracks, while one of the cars of the B & O train was occupying the spot where the motor had been when it was hit. On the west side of the west B & O track was a great pool of blood, from the mangled women, while here and there patches of flesh could be seen.

As soon as the wounded had been cared for and the body of Miss Fitzpatrick removed, the work of clearing the track was commenced, and the broken motor was soon replaced on the street car rails and run back up to the new barn, south of Forty-eighth street, where it was sidetracked, and where it attracted a great deal of attention until run into the barn during the afternoon.

The news of the accident soon spread throughout the city, often taking on a much exaggerated form, and many people went down under the impression that a half dozen lives had been lost. This must have been the inevitable result had the car been well filled, as it often is, and even with but six passengers, it is miraculous that there were not more fatalities. The physicians responding were Drs. Ackermann, Pipes, Ford, Eskey and Baguley.

A HENRY SLIDED.

The B & O train which caused the mischief was made up of about ten freight cars, pushed by engine No. 118, which is exclusively used to do switching work about the vicinity of Boggs' run. In addition to Conductor Brennan and Engineer Cusick there was a force of three brakemen. Evidence as to the rate of speed at which the train was running differ, but it seems certain, both from the evidence of eye-witnesses, and the force of the blow delivered against the motor, that it was going at the rate of ten miles an hour, at least. People in the vicinity of the accident



THE WRECKED MOTOR

agreed, yesterday, that there was a good deal of negligence at the point named, both on the part of employes of the motor line and the B & O, and that there has been for a long time an urgent necessity for gates and a watchman at this particular crossing. Three weeks ago to-morrow an electric motor was struck at the same crossing by a B & O train, but fortunately no one was killed, and about ten days ago a B & O brakeman was knocked from his train by a faulty current wire, and went down the same embankment over which Reporter Woodruff was thrown yesterday. This is a bad record for three weeks, and no account is taken of the long list of people who have been run over and either killed or horribly injured in the vicinity, during the years past.

THE DEAD LADIES.

Miss Fitzpatrick was a single lady, a music teacher, and aged about fifty-four years. She resided with her brother, Michael Fitzpatrick, in upper Benwood. She was widely known in all the lower portion of the city and in Benwood, where she had taught for a long time, and her tragic and terrible fate was a terrible shock to those intimate with her. Mrs. Miller, the Miss Dollie Iantry, was the wife of Charles Miller, a traveling man for Waterhouse Bros., and was a very popular lady. She leaves three children to mingle their tears with those of her bereaved husband. Both these ladies were on their way to Benwood to attend the Degan funeral when they met their death.

Mr. John Emshelmer, the third vic-

tim, is a brother of Councilman Joseph Emshelmer and Mr. Michael Emshelmer, and is engaged in retailing notions, etc. He had a pack of goods with him at the time of the accident.

Below will be found the evidence before the Coroner's jury, and the statements of eye witnesses of the accident.