

ACCIDENTS TO LOCOMOTIVE ENGINEERS AND FIREMEN.

THE object of publishing this monthly list of accidents to locomotive engineers and firemen is to make known the terrible sacrifice of life and limb that is constantly going on among this class of people, with the hope that such publication will in time indicate some of the causes of accidents of this kind, and help to lessen the awful amount of suffering due directly and indirectly to them. If any one will aid us with information which will help to make our list more complete or correct, or who will indicate the causes or the cures for any kind of accidents which occur, they will not only be doing us a favor, but will be aiding in accomplishing the object of publishing this report, which is to lessen the risk and danger to which the men to whom we all intrust our lives are exposed.

The only, or the chief source of information we have, from which our report is made up, is the newspapers. From these the following list of accidents, which occurred in December, has been made up. Of course we cannot report those of which we have no knowledge, and doubtless there are many such.

ACCIDENTS IN DECEMBER.

Columbia, Pa., December 2.—Mart M. Hinkle, an engineer on the Pennsylvania Railroad, received a painful injury today. He had raised the lid of the tank-box when the wind blew it down on his right hand, bruising it badly. No bones were broken.

Philadelphia, Pa., December 2.—A misplaced switch caused a wreck at the Broad Street Station of the Pennsylvania Railroad this evening. A train from the Schuylkill Division crashed into a number of empty cars which were about to be made up on the main line. Fireman Charles F. Bright jumped from the train when he saw the collision was inevitable, and was slightly cut about the head. The engineer stuck to his post and escaped injury.

Camden, N. J., December 2.—Engineer William Tucker was carried by a runaway engine on the Reading Railroad at the foot of Linden Street into the Delaware River. Tucker managed to crawl out of the cab-door before he became unconscious, and was then helped ashore.

Fort Worth, Tex., December 4.—A locomotive on the Texas Pacific exploded its boiler shortly after noon to-day about a mile west of Eastland. The engine was running about 18 miles an hour at the time. Charles F. Elliott, engineer, and Jesse Beaver, fireman, were instantly killed, the bodies being thrown 100 ft. from the point of the explosion.

Welch, W. Va., December 6.—A freight train on the Norfolk & Western Railroad broke in two when-coming through the Flat Top tunnel this morning. The engineer started ahead with the front end to prevent a collision. When passing Cold Dale Station they were running at the rate of 40 miles an hour. On a stiff down grade 500 yds. east of Mayberry, the engine jumped the track between two trestles, upset, and killed Engineer Stocker and Fireman Hain. The two men were killed almost instantly, and their bodies rendered almost unrecognizable by the escaping steam, which scalded them and drove the dirt under their skin.

South Norwalk, Conn., December 6.—An engine and five cars of the Pittsfield freight, bound north on the Danbury & Berkshire Division of the Consolidated Road, ran off an open switch at Bethel late this evening and were wrecked. It is claimed that the switch was thrown by the running away of a horse. The engineer was slightly injured.

Gardner, Mass., December 7.—The boiler of a freight engine on the Fitchburg Railroad exploded at Baldwinville this afternoon. Engineer Otis was slightly scalded, and Fireman Wight was blown from the engine across two tracks, a distance of 30 ft. He was slightly injured on the back.

Pittsburgh, Pa., December 9.—Barney Burke, an engineer on the Fort Wayne Road, was seriously injured this morning by being caught between cars.

Fort Worth, Tex., December 9.—An engine was derailed in the Fort Wayne & Denver yards this afternoon by a misplaced switch. The engineer and fireman succeeded in jumping, the engineer being slightly injured about the leg.

Denison, Tex., December 11.—E. A. Mather, fireman on the Fort Wayne & Denver Road, was struck by bridge timbers while looking out of the cab window this afternoon. He was unconscious when taken from his seat, and remained so until he died.

Terre Haute, Ind., December 11.—Engineer Michael Barry jumped from an engine on the Vandalia mail train this afternoon. A switching engine had backed on to the main track just ahead of him, and he thought a collision was inevitable.

After reversing the engine and throwing on the air-brakes he jumped and was knocked insensible by the fall.

Littleton, N. H., December 12.—A mail train on the Concord & Montreal Railroad was thrown from the track between Fabyans and Wing Road this morning. Andrew G. Pike, engineer, was injured internally, and it is feared fatally. Fireman Miller was scalded, but not seriously.

Allentown, Pa., December 13.—A Lehigh Valley engine crashed into a freight at Chain Dam this morning. The collision was due to the negligence of a brakeman in not signalling the locomotive, the engineer of which was a new man. Fireman Keiper was slightly injured.

Wilkesbarre, Pa., December 13.—A passenger train on the Pennsylvania Road ran into a switch engine near Nanticoke this morning. Engineer Newton Frace had his leg badly bruised. M. McDermott, the fireman, had his wrist sprained.

Lancaster, Pa., December 13.—A collision occurred on the Pennsylvania Road through the breaking in two of a freight train, in which Engineer Lilley was thrown against the side of the car, in which he was at the time, and his left side and face badly bruised.

Lucas, O., December 14.—A passenger train on the Pittsburgh, Fort Wayne & Chicago Railroad ran into the rear end of a freight train near this point to-day. Fireman Martin was badly hurt.

Dunkirk, N. Y., December 15.—A Western New York & Pennsylvania passenger train crashed through a 20-ft trestle into a creek near Herrick's Roads this evening. Benjamin McLane, engineer of the train, had his ankle sprained.

Harrisburg, Pa., December 15.—Frank B. Weaver, a Pennsylvania Railroad fireman, was seriously injured at Parksburg to night. He had temporarily changed places with the front brakeman, and while applying a brake the chain broke. He was thrown from the car by the whirling of the brake. He had three terrible gashes on his head and a fourth wound above the right eye. His back was also severely hurt.

Terre Haute, Ind., December 16.—Two freight trains collided on the switch tracks of the Big Four Railroad at Grant Station to-night. The engineers and firemen jumped and escaped with slight injuries.

Louisville, Ky., December 17.—A section of the freight train on the Chesapeake & Ohio on the Southwestern Railroad was wrecked this morning. The engine and four loaded flat cars were thrown down a steep embankment. Thomas Keegan, engineer, and Jack Downs, the fireman, were killed.

Indianapolis, Ind., December 18.—An extra freight on the Indiana & Vincennes Road ran through an open switch near Centerton, 20 miles west of this city, this evening. The switch had been left open. The engineer and fireman jumped and escaped with slight bruises.

Milwaukee, Wis., December 18.—A switch engine on the Chicago, Milwaukee & St. Paul Road ran into two sleeping-cars this evening. Engineer W. W. Cunningham was slightly injured.

Augusta, Ga., December 21.—A fast passenger train on the Richmond & Danville Railroad ran into a local freight train on a siding at Graniteville to-day. The engineer, Ficklin, and Fireman York were thrown through the cab window, Ficklin being horribly scalded by escaping steam. Engineer Hughes and Fireman Allen of the freight leaped through the cab before the collision.

New York, N. Y., December 22.—Henry Stanford, a fireman on the New York Central Railroad, while walking along the top of the train was knocked off by a low bridge at One Hundred and Sixty-fourth Street. He was picked up bruised and unconscious, his skull having been fractured.

Philadelphia, Pa., December 22.—A collision occurred on the Philadelphia & Baltimore Central Railroad at South Street Station this evening. An east-bound passenger engine ran into a large coal car. Engineer Ed. H. Brown and Fireman Larry Doran were badly bruised.

Coatesville, Pa., December 25.—A collision occurred between two engines on the Pennsylvania Railroad this morning. John Michael, an engineer on one of them, was seriously injured.

Ashland, Wis., December 26.—A freight train on the Duluth, South Shore & Atlantic Railroad was derailed near Trout Creek to-day, and the engine and six cars went down an embankment 30 ft. high. Engineer Mulford died a few minutes after being taken from the wreck.

Roanoke, Va., December 27.—A vestibuled train on the Norfolk & Western Railroad ran into an open switch at Troutville yesterday morning. It collided with a freight train. J. L. Olney, engineer of the passenger train, and Fireman J. C. Childress were severely hurt by jumping.

San Antonio, Tex., December 28.—A bolt driven into the point of a split switch at McDonough on the Southern Pacific