

Joseph M. Anderson

(- 30 Aug 1900)

Anderson. On Thursday, August 30, 1900 at 10 p.m. at University Hospital, Joseph M. Anderson, aged 57 years. Notice of funeral in Saturday morning's Post.

Anderson. The remains of the late Mr. Joseph M. Anderson will be taken from the vault at Congressional cemetery and interred on Tuesday, September 4, 1900 at 4 p.m.

The Evening Star, August 25, 1900, p. 12

Great Falls Cars Collide

Motorman Joseph Anderson Reported to be Badly Hurt

The Cars Came Together on a Curve West of Glen Echo Junction

There was a head-on collision this morning on the Great Falls electric railroad at the curve just west of what is known as Glen Echo junction, where the cars for Chevy Chase circle switch off from the main track. Joseph M. Anderson, aged 45, living at 719 East Capitol street, a motorman on one of the cars was severely injured and several other people were understood to be slightly hurt. Their names were not ascertained.

From the story of the accident as learned by a Star reporter, a car was derailed at Glen Echo junction. To avoid the derailed car the others were run on the other track, switching off to the right track at the first opportunity. An east-bound car was approaching a west-bound car, both traveling at a good rate of speed. West of Glen Echo junction there is a curve, and on account of the turn neither of the motormen were able to see the other car as the two approached each other, and each car made sufficient noise to drown the sound of the other. The cars came together at the curve, the motormen too late realizing the danger.

The two cars crashed into each other with considerable force. One of them is said to have been completely wrecked, while the other was badly damaged. When the debris was cleared away and Anderson was brought out it was found that he was badly hurt. Traffic on the Great Falls line was considerably delayed by the collision. The first Tenleytown car that came along carried the injured man to 32d and Q streets, from which point the patrol wagon conveyed him to the Georgetown University Hospital, where he received prompt treatment. The other persons injured refused to be brought to town, and it is said they escaped with slight bruises. Several passengers were stated to have been in the cars at the time.

When taken off of the car Anderson shouted loudly with pain. His broken leg was set at the hospital. It was feared he was injured internally. After receiving attention he was placed in a ward and no one was permitted to see him. His condition was reported as serious.

The accident resulted in tying up the cars on the road for fully an hour.

The Evening Star, August 31, 1900, p. 7

Death of Joseph Anderson

Motorman's Injuries Received in Recent Accident Result Fatally

Joseph M. Anderson, the motorman on the Great Falls electric railroad who was injured in the head-on collision of last Saturday morning, died last evening at Georgetown University Hospital, where he was placed as soon as possible after the occurrence. His death was not unexpected by the hospital authorities. Coroner Nevitt was notified of the death this morning. An inquest will be held tomorrow at

the fifth precinct station. H. Maurice Talbott, prosecuting attorney of Montgomery county, Md., will attend, as the accident occurred in Maryland.

The accident which caused the death of Anderson was caused by two cars meeting on one track, a derailed car precluding the use of the other track for the time being. Anderson was on the right track when the accident occurred, and stuck to his post. The other car crashed into his and partly telescoped it, pinning the motorman beneath the wreck so firmly that levers were required to extricate him. He was placed on another car and brought to Georgetown over the Georgetown and Tenleytown road, the patrol wagon meeting the car at 32d and Q streets, and conveying the injured man to the hospital. An examination revealed the fact that his right leg was broken, and numberless severe bruises and cuts were found on his body. Peritonitis developed as a result of internal injuries received, and death soon ensued. Anderson was unmarried, and lived at 719 East Capitol street, formerly working on the 14th street branch of the Capital Traction Company.

The Evening Star, September 1, 1900, p. 2

Blames The Company

Jury's Verdict in Matter of Motorman Anderson's Death

Criminal Carelessness Charged

Investigation Into Circumstances of Accident on Electric Road

Evidence Submitted

Coroner Nevitt held an inquest today at the fifth precinct police station to ascertain the responsibility for the death of Joseph M. Anderson, the motorman on the Metropolitan electric railway, who was fatally injured in the collision near Glen Echo last Saturday morning. As heretofore published in The Star, Anderson died at the Georgetown University Hospital Thursday night. The jury viewed the body at Mitchell's undertaking establishment and then went to the police station, where the testimony was heard. State's Attorney H. Maurice Talbott of Montgomery county was present in the interests of his county.

Attorney Edwin G. Niles was present as counsel for the relatives of the deceased, while Attorney John Drew represented some of the men who figured in the accident. Mr. George P. Hoover appeared for the railroad company. After hearing the testimony of a number of witnesses the jury returned its verdict. It was to the effect Anderson's death was the result of an accident on the Washington and Great Falls electric railroad. The verdict concludes that there was criminal carelessness displayed by the employees of the company in ordering Conductor Calvert to run both east and west on the same track, thus jeopardizing the lives of their passengers. We, the jurors, therefore hold the Washington and Great Falls Electric Railroad Company responsible for the death of Joseph M. Anderson.

The funeral of the deceased will take place from the home of his sister, No. 308 C street northeast, at 4 o'clock tomorrow afternoon. The interment will be at Congressional cemetery.

Conductor's Testimony

F.G. Calvert, 1242 E street southeast, employed as a conductor by the Metropolitan Railway Company, testified that he was on the westbound car that figured in the collision last Saturday morning. When his car neared Glen Echo Junction witness saw several cars on the track ahead of him and learned there was a car off the track at the switch. Witness was given orders to return to the District line and switch to the eastbound track. He was also given orders to run both ways on the eastbound track until he had been given further instructions.

Witness told the jury of the movements of his car and of the transfer of passengers. Witness took every precaution, and when his car was going west on the eastbound track he stopped near Glen Echo in the vicinity of the curve and told his motorman that he would go ahead and see if the road was clear

around the curve, intending to flag any car that might be approaching. Before he could flag the approaching car the latter vehicle crashed into his car. Witness explained that his car was under orders. He received instructions from the men who were working on the derailed car. One of them was a Mr. Baker, who had been employed as starter. He really did not know Mr. Baker's present position, but he considered him a sub-boss. Witness said he went to Cabin John bridge and got witnesses. He returned and went to the Georgetown University Hospital and had an injury to his leg dressed. He then went home and was sick in bed when he was sent for Monday and dismissed.

Had No Orders Not to Return

Did anyone tell you not to come back on that track before you started on the return trip?

No, sir.

Was your car on the wrong track after the block was raised? the witness was asked.

Yes, sir, was the answer. It was there under orders.

Witness said a man could have been stationed there to have warned the motorman of danger. If the other car had not been going at such a fast rate of speed, said the witness, the accident would not have happened. Witness said he did not know there was a car on the track between Cabin John and Glen Echo. Had he known of it he would not have jeopardized his life. The accident, he said, occurred on a sharp curve. His motorman reversed when the other car came in sight, and his car had gone only about twenty-five feet before the two met.

Mr. Niles inquired of the coroner if the record might show in what capacity Mr. Talbott appears in the case.

The coroner informed counsel that Mr. Talbott is the state's attorney of Montgomery county.

I represent the state of Maryland, said Mr. Talbott.

And do you represent the railroad company?

No, sir, answered State's Attorney Talbott, but my firm represents the Maryland end of the railroad company.

Orders to Reverse

John F. Beall, 1525 H street northeast who was motorman on Conductor Calvert's car, testified that his car left the barn at 6 o'clock Saturday morning and found a block at Glen Echo junction. His conductor, he said, received orders to reverse and return to the District line. From the District line his car went to the eastbound track and proceeded west to Cabin John bridge. On the second trip in the direction of the bridge the accident occurred. Witness said he heard his conductor receive the order mentioned, and the conductor subsequently communicated the same to him.

When witness saw the other car coming toward him, he said, he reversed his current and his car came to a stop just about the time the collision occurred. Witness said his car did not move more than twenty-five or thirty feet after he saw the other one approaching on the same track. The approaching car, he said, was running at the rate of about twenty miles an hour. He saw the car when it was about two hundred yards away. He then applied his brake and reversed his current.

The accident occurred, he said, a short distance this side of the Glen Echo post office. When the crash came witness said he had his hand on the brake and he was thrown through the window.

Conductor Holstein's Testimony

M.A. Holstein, 605 Massachusetts avenue, conductor in charge of the eastbound car that figured in the accident, testified that his car left the barn in East Washington at 5:15 a.m. to go to Cabin John bridge. At Glen Echo Junction his car was stopped on account of the block. The car in charge of Conductor Calvert went back to the District line and then went up the road to the bridge. When the car in charge of witness reached Cabin John it was behind time, and only a short stop was made. Leaving

there, he brought his car down the road at a lively rate. Witness was on the running board of the car, collecting fares, when he felt the brake applied. Realizing there was danger, and being unable to be of assistance, he jumped. As soon as he recovered from the shock he went to the front of the car to look after his motorman and found him covered with iron and broken fragments of the car. The front of the car, he said, was terribly smashed.

Witness explained that after the blockade was raised his car proceeded west to the bridge and was returning toward the city when the collision occurred. He heard no orders given Conductor Calvert. Witness said that he could not return east on the westbound track without orders. He heard that Conductor Calvert's car was making the short-end run. Witness says no official of the road at the junction who had authority to give orders.

William C. Voight, Tenleytown, motorman on a Tenleytown and Glen Echo car, testified that he was at Chevy Chase at the time of the accident. He was at Glen Echo Junction about three minutes before that and he told Conductor Calvert to switch off his car and return, as there were cars coming down from Cabin John. He understood Conductor Calvert to respond:

They know all about it.

After witness warned Conductor Calvert not to go up the road his car proceeded only about one-quarter of a mile before the collision occurred.

"What authority had you to give him orders?" the witness was asked.

I had no authority, he answered. I only told him for his own good.

Heard a Warning Given

H.E. Stratmeyer, conductor on the Rockville electric road, testified that he heard Conductor Voight call to the people on the car going west to be careful, that another car was coming down. He heard no reply to the warning. There were no officials of the road at Glen Echo Junction when the car was off the track. Mr. Baker was there, but he is only a motorman.

Motorman Arthur Baker testified that Conductor Calvert told him of his intention to go to the District line, and then run to the bridge. Witness told him it was no use for him to do that, for the road would be clear in a few minutes. The first trip was made all right, said witness, but on the second trip the accident occurred. He said that upon the return of Calvert's car from the bridge the first time he (witness) told him to keep through to Washington. Witness was surprised when he learned that Conductor Calvert's car was again up the road. He said he knew that Mr. Calvert took upon himself the responsibility of taking his car up the road.

Question of Instructions

Did you tell the conductor to run the short end? asked a juror.

No, sir.

Did anybody in the crowd tell him to do it?

No, sir.

Acting Deputy Coroner Fisher explained to the jury that there were many bruises about the body of the deceased. His right leg and hip were broken, and there was a severe rupture of the bladder. Death he said, was due to the rupture of the bladder and exhaustion.

M.S. Ashford, motorman, who was on duty on the freight car last Saturday morning, testified that his car was in the Glen Echo loop, about 300 yards from the scene, at the time of the collision. Upon the return of Conductor Calvert's car from the bridge witness called to Calvert that the derailed car had been put back on the track and for him to continue through to Washington.

M.D. Reed, colored, 225 6th street southeast, a waiter at Cabin John Hotel, testified that he was a passenger on Conductor Calvert's car at the time of the accident. He got on the car mentioned from

another car just beyond the District line. Conductor Calvert, he said, was asked why it was necessary to change cars, as the track was clear, and Calvert asked:

Who's running this car?

Warned to Be Careful

At Glen Echo junction, witness said, he heard the conductor told to switch his car to the other track and go back. When the man who gave him the message saw that he was going ahead he warned him to be careful.

How fast was your car going? the witness was asked.

It was going faster than I could run, was his answer.

Witness said the car coming down from the bridge was going at a lively rate of speed. He said he heard Calvert say that he was running under orders.

Oliver Griffin, colored, 1043 Jefferson street, testified that he was on his way to work Saturday morning when his car was stopped and he was transferred to Conductor Calvert's car. A railroad man asked Conductor Calvert why it was necessary to change, saying the track was clear. The conductor asked: Who's doing this, you or I? The conductor also said he had been authorized to do it.

Witness said that he expected an accident all the way up the road. He said he heard the conductor warned of danger when the car reached Glen Echo junction. When he saw the cars coming together they were so near each other that he did not have time to jump.

Henry W. Powell and Amos Hamer, colored, also employed as waiters at Cabin John, gave similar testimony.

This closed the testimony and the case was taken under consideration by the jury.