

William Golway, Sr. **(-10 Jun 1888)**

The Evening Star, June 12, 1888

Killed by the Train

Mr. Golway Rescues a Woman From Death, But Loses His Own Life

At a few minutes before 8 o'clock last night the New York and Washington passenger train on the Baltimore and Potomac Railroad, on L street, between 15th and 16th streets southeast, struck and killed Mr. Wm. Golway, who resided at 915 8th street southeast. Just beyond the point where the accident occurred the road makes a curve and there is a cut in the embankment. This makes it difficult for the engineer to see far ahead. Mr. Golway and his wife had been walking in the neighborhood of the Congressional cemetery and were returning by the railroad. When the train was a short distance from them they got off the track, and hearing a woman scream they stopped, and Mr. Golway went to the assistance of a Mrs. Smith, who was still on the track and was so paralyzed with fear as to be unable to move. Mr. Golway succeeded in pushing her off the track. In the meantime, although the train had slowed up, the engineer, Mr. Booth, having been put down the airbrakes with such force as to cause a jolt through the train, yet the engine struck Mr. Golway, knocking him against the embankment. When the train was stopped it was found that Mr. Golway was dead. His body was placed on the train and brought to the depot in this city. Officer Acton sent for the first precinct patrol wagon, and the remains were removed to his late residence, to which place his wife, completely prostrated by the shock, had in the meantime been carried. Mr. Golway was sixty-eight years old, and one of the oldest and most respected citizens of southeast Washington. His son, Officer Golway is now in Cincinnati with the Washington Division of Knights of Pythias, and was notified last night of his father's death.

The coroner, Dr. Patterson, will hold an inquest at 11 o'clock tomorrow.

The Evening Star, June 13, 1888

How Wm. Golway Was Killed

The Result of the Inquiry by a Coroner's Jury Today

Coroner Patterson held an inquest today over the remains of Wm. Golway, who was killed Monday evening by being struck by a train on the Baltimore and Potomac Railroad, on L street, near 14th street southeast. The inquest was held in the back parlor of Mr. Golway's residence, 915 8th street southwest. The jurors were John Smoot, Frank P. Weiler, Harry Meader, Samuel Rieber, Joshua J. Green and B. Benjamin Earnshaw.

Mr. Golway when killed was out walking with a party consisting of himself and wife, Miss Katie Shelton, Miss Mamie Shelton and Miss Birdle Grimes.

The first witness examined was Miss Mamie Shelton. She said she was in a field picking daisies when she saw the party starting to cross the railroad track. It was beyond the tunnel and near where the railroad curves. They were between the tunnel and the curve. She did not hear or see the train or hear any whistle blow. After the train struck Mr. Golway it went way into the tunnel and then backed out. The witness said that it was not the case, as published, that Mr. Golway went upon the track to rescue a woman. Her aunt, Miss Kate Shelton, was the only one who saw the train, and she rushed to save Mr. Golway, and in her fright fell on the other track. Her falling, the witness said, saved her life. The train, she said, was going fast.

Birdie Grimes testified that she heard some one say cross the track. They were chasing each other in play, and started to cross the track to go up to the warehouse. Mrs. Golway and witness had crossed, and the other three members of the party were on the other side of the track. Then Mr. Golway started across and was struck by the train. Witness did not hear the train or see it until it was right in front of her. They were near the curve. She heard no whistle or bell. She did not think Mr. Golway saw the train before attempting to cross, as none of the others did.

Miss Katie Shelton is ill, and was unable to attend as a witness.

Dillare H. Bowne, conductor of the train, testified that he heard the engineer blow the warning signal, and the train stopped in about the length of thirteen cars. When the signal was given the train was east of the warehouse, at the curve. The witness said they had not reached the tunnel when the train stopped. Some of the passengers jumped off and ran back before the train was backed. He heard the whistle blow first, he said, at the crossing about a square east of the point where the man was struck. It was customary to blow the whistle at all such crossings. When the whistle first sounded they were running, he thought, between 25 and 30 miles an hour. Witness thought that at the point where they picked the body up the train could be seen for more than a distance of 300 feet. The accident occurred about 7:52. There was no regulation about speed at that point that witness knew of.

The coroner said there was a general order made by the District Commissioners some time ago limiting the speed of trains within the city limits to 12 miles an hour.

The witness thought a person standing where Mr. Golway was found could see around the curve.

Robt. Booth, the engineer of the train, testified that coming around the curve he saw the party. One lady went over and another with a gentleman remained on the north-bound side. He started over and then went back, and the started over again when the engine was nearly upon him. Then he was struck. If he had remained when he went back instead of starting over again he would have been safe. The witness blew his whistle when he saw the man start back. He was about the length of a car away. He put on the brakes and held on to the whistle at the same time. The engineer said the bell was ringing constantly from the time the train left the Eastern Branch bridge until the man was struck.

Eugene F. Arnold, who was a passenger on the train, testified that after the train had curved the bridge, he heard the whistle blow several times just before the train began to slacken up. They were running at a rapid rate. He thought they were running 35 or 40 miles an hour. They were a trifle late, he thought, in leaving Baltimore and they made the run to this city inside of an hour. He thought it was about a square and a half from the last car of the train when it stopped, backed to the point where the body lay.

Mr. Booth, the engineer, said that running at 40 miles an hour the train might have been stopped within two or three hundred feet beyond the point where the train was stopped.

Mr. Arnold said that he observed that at the point where the body lay the track could not be seen eastward for a distance of more than 50 feet.

The Verdict

The jury returned a verdict, stating that from the evidence they believe "the railway company is to blame for running their trains at the high rate of 25 or 30 miles of an hour within the city limits."

The Evening Star, August 10, 1888

Struck and Killed by a Train Suit Against the Baltimore and Potomac Railroad Company for \$10,000 Damages

W.W. Golway, administrator of the estate of Wm. Golway, today, by Messrs. Shellabarger & Wilson and E.F. Arnold, entered suit against the Baltimore and Potomac Railroad Co. to recover \$10,000 by

reason of the death of W. Golway on the 11th of June last, caused by a train striking him. It is alleged that the train was running at the rate of 35 miles per hour that the deceased had a right to cross the track, it being on 15th street southeast, and that by reason of natural and other intervening objects he had no notice of the approach of the train.