

## **Albert K. Williams** **( - 5 Nov 1901)**

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*The Evening Star, November 6, 1901, p. 3*

### **Meets Horrible Death**

#### **Albert K. Williams Killed By Ninth Street Car**

#### **Had Long Been Prominent in Washington Business and Fraternal Circles-- Funeral Friday**

A 9th streetcar ran over and instantly killed Mr. Albert K. Williams at the intersection of 9th and K streets last night. The accident occurred at 8:30 o'clock. An inquest is to be held Thursday at 11 o'clock at the sixth precinct station. Motorman George H. Peyton and Conductor Julian Talliferro of the car which ran over Mr. Williams were arrested and held until Coroner Nevitt satisfied himself that the occurrence was wholly accidental. They are to appear at the inquest.

Mr. Williams has been prominent in the affairs of Washington for about forty years. He came to Washington in 1862. At the time of his death he held membership in various Masonic bodies and also in the Oldest Inhabitants' Association. He was a native of Vermont, but moved to Washington from Galena, Ill. For many years he conducted a bookstore here, on Pennsylvania avenue near the Capitol, then on 7th street, where he remained twenty-eight years, but recently located at No. 813 G street northwest. His sons, Robert and George, were associated with him in the G street business. The others who survive Mr. Williams are Mrs. E.C. Grumley and Miss Tina Williams, daughters, and a third son, Albert W. Williams, jr., all of this city. The family lived at No. 1014 10th street. Mr. Williams was sixty-eight years of age.

#### *How the Accident Occurred*

He had been to a residence to which he expected to remove today, No. 101 11th street northeast. He transferred from the F street line to a car on 9th street, intending to alight at the corner of K street and walk out K street to 10th street. As the car reached K street, according to the story of conductor Bowen of the north-bound car, he stepped to the running board. He is then supposed to have jumped from the car before it came to a full stop and to have landed less than five feet in front of an oncoming train on the other track. Motorman Peyton of the latter car saw Mr. Williams in front of his car and reversed his motor instantly. The distance was too little, however, and the car was on Mr. Williams before anything could be done to save him. The train was backed off the body. When the crew of the two cars picked it up the body was found to be badly mangled and life was already extinct.

No arrangements have yet been made for the funeral, but it will probably be held Friday afternoon. He will be buried with Masonic honors, Columbia Lodge, No. 3, F.A.A.M., having charge. Delegations will be present from Lafayette Chapter, No. 5, R.A.M., and from Potomac Commandery, No. 3, K.T., and from the Scottish Rite body. The Oldest Inhabitants' Association will also send a delegation.

Mr. Williams was united in marriage with Selina W. Rice in Galena, Ill., about the year 1855. His wife, who is herself troubled with heart affection, was prostrated by the news of the death, and a physician was at once summoned to give her needed attention. Her condition subsequently improved.

*The Evening Star, November 7, 1901, p. 7*

### **Due to Accident**

#### **Coroner's Jury Determines Cause of A.K. Williams' Death**

#### **Better Protection for Open Cars**

## **Recommendation That Companies Be Required to Provide Them Testimony of Witnesses**

"We, the coroner's jury, recommend that all street railroad companies be required to place bars or other protection on the track side of open cars." This was a portion of a verdict rendered today by a jury consisting of John Holmes, E.L. Robinson, Wm. Wolf, Gustav Linke, John H. Crawford and Samuel Linke, impaneled by Coroner Nevitt to inquire into the death of the late Albert K. Williams. The inquiry was held at the sixth precinct station house.

After hearing the testimony of witnesses to the occurrence the jury found that Mr. Williams' death was due to accident. It added the recommendation above quoted in view of the fact that Mr. Williams had fell across the south-bound track in front of a coming train. He tried to get up, but failed to do so before he was hit.

Assistant Coroner Glazebrook described the character of the injuries Mr. William sreceived, and said death was due to hemorrhage, caused by the complete crushing of his lower limbs. This closed the testimony, and after a few minutes' deliberation the verdict was rendered as stated.

### *Physician the First Witness*

Mr. Williams was killed Tuesday night by an electric train on the 9th street branch of the Metropolitan railroad at 9th and K streets northwest. Dr. Arthur M. McNames of 908 Rhode Island avenue, the first witness, testified that he was standing on the back platform of a rear car of a 9th street train going north about 8:30 Tuesday night, when he saw a man lying on the south-bound track face down. The man raised himself to his knees and witness heard someone cry out a warning. While the man was still on his knees the fender of a south-bound car struck him and rolled him over several times, and then his body went under the car. Witness joined a large crowd that gathered and endeavored to assist in raising the car. Witness did not see the man until he was on his face. Witness thought the south-bound car was slacking up when the man was struck. Witness thought the motorman of the southbound car gave the warning cry and that he was trying to stop his car.

Wesley Cooper, colored, of Sligo, Md., who lives on Fenwick's farm, testified that he was getting on the left side of a south-bound car on 9<sup>th</sup> street at K street and saw a man get off the north-bound car and step about four feet in front of the fender of the south-bound car. Witness boarded his car while it was in motion, and about the time it struck the man it was slacked up. The north-bound train was standing still when the man stepped off on the inside and started across the south-bound track. Witness was positive the man was standing erect when he was struck, as if he had just seen the south-bound car coming on him, and stopped, intending to go back, did not hear any signal either by bell or voice before the man was struck. The front wheel of the car went over him. The car stopped as soon as the man was struck.

### *Was Aboard the Car*

Henry H. Boyle, of 4015 8th street northwest, testified that he was in the fourth seat of the motor car which struck Mr. Williams. Saw the north-bound car slowing up as if to stop at K street, and then saw a dark streak coming across in front of the south-bound car. The motorman or someone halloed, "Look out," and put down the brakes with considerable force. Witness did not see Mr. Williams alight from the north-bound car. After the car struck the man it was stopped within a few feet, as it was going very slow when it struck him. When the man was struck the north-bound and south-bound cars were, witness thought, in the act of passing each other.

John Cowley, colored, of 461 N street northwest, was at the northwest corner of 9th street and New York avenue when the accident occurred. Saw a man lying on the south track and the car strike him. Did not know how the man got on the ground. The car that struck him was not going very fast.

Aleck Walker, also colored, of 1420 3d street northwest, testified that he was on the car, that Mr. Williams got off from. The car was standing still when Mr. Williams alighted. Witness was seated two seats behind him in the open rear car of the train. When Mr. Williams stepped off he fell forward on his face. Witness saw the south-bound car coming and waved to it and the motorman tried to stop the car. The car from which Mr. Williams alighted had not started when he stepped off. He was standing on the ground when he fell across the south-bound track. The south-bound car was going at a moderate rate when it struck Mr. Williams. The latter fell before the fender of the south-bound car reached him. Witness did not see Mr. Williams make any attempt to get up. The car went about ten feet after striking Mr. Williams. Witness, in reply to a juryman, said he didn't think the motorman had time to stop his car in the time which elapsed between Mr. Williams falling and the accident.

#### *Heard an Outcry*

O.B. Brown of 1100 7th street northwest, testified to being on the north-bound train on the front car, which was an open one, and was seated on the east side in the front seat of the car when he heard a sound as if a heavy cane had struck the concrete. There was an outcry, and net thing witness knew was the accident happened. When the cane fell the north-bound car was in very slight motion, if any. Did not see the man until he was under the south bound car.

James T. Tenley of 511 S street northwest testified he was at the corner of 9th and New York avenue in the roadway when he saw a man get off a north-bound car and fall across the south-bound track. A south-bound car was about seven feet from the man when he fell and it struck him. The motorman of the south-bound car tried to stop his car when the man fell. Witness did not see the man attempt to get up after he fell. The car that struck him was going very slow.

#### *Motorman and Conductor Testify*

George H. Peyton of 624 H street northeast, motorman of the train which stuck, Mr. Williams, testified to having been in the employ of the Metropolitan company for two years and a half. Witness said as he was going south on 9th street Tuesday night, and had reached about the center of K street, and was slacking up when he saw a man fall of a northbound car directly across the southbound track and about five feet in front of witness' car. The man had jumped off the northbound car while it was in motion and fell on his side. When he attempted to arise the fender of witness' car struck him in the side of the head and knocked him to the right, toward the northbound track.

Witness had cried out, "Look out, look out," he said, when the man fell and had put his brakes down so hard that his car was raised slightly. After the fender struck the man the latter's leg got caught in the wheel, and his body was pulled under the car. Witness did everything in his power to avert the accident.

John J. Hassold of 1945 9th street, the conductor of the northbound train, testified that his train was stopping in response to a bell signal at Massachusetts avenue and was slowing up when Mr. Williams jumped off. As he was in the act of jumping witness shouted a warning, but it was unneeded, and the man fell across the track.