

SIX MANGLED MEN IN THE HOSPITAL



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ISRAEL JAFFE

Passenger Train Crashes Into Street Car at Sunnyside.

A NORTH-BOUND passenger train on the Southern Pacific crashed into an electric car on the San Mateo street-car line shortly after 6 o'clock yesterday morning. The collision occurred at Sunnyside crossing and seven passengers on the electric car were badly injured. The injured passengers are workmen, who were on their way to their regular employment south of this city, and they are now all at St. Luke's Hospital, some of them suffering terrible agony from broken bones and lacerated flesh. The injured are:

- Sam Shane, 1046 1/2 Folsom street; severe contusions and laceration of left hip.
- Abe Rosenberg, 127 1/2 Langton street; contusions left side and neck.
- Emila Pazone, 10 Jasper place; head cut and right ankle fractured.
- Tim Lynch, 41 Whitney street; slight cuts about face and head; both feet severely cut and bruised.
- Frank Biso, 114 Pacific street; compound fracture left foot and simple fracture right leg.
- Joe Voegsner, 489 Eighth street; cut across ribs on right side, back injured in region of kidneys, suffering from hysteria produced by shock.
- Israel Goldberg, San Bruno road; fracture of left thigh, compound fracture of right foot, from which some bones have been removed and it may be necessary to amputate the foot.

Goldberg's injuries are far worse than any of the others. All are suffering from shock, but the physicians are of the opinion that all will recover. Only two of the injured passengers were in a condition to be interviewed yesterday afternoon. One of these, Sam Shane, is employed at the Home of Peace Cemetery. He has been making the same trip every morning for the past two years, going the same time every day, and usually with the same conductor. In speaking of the accident, Shane said:

"I was seated on the rear end of the car. As we were approaching the Sunnyside crossing I heard the whistle of the locomotive, but the gates were not down. Sometimes the gates are not down when we have passed. It was very foggy and no one could see the approaching train until it was within a few feet of the electric car. I did not see the locomotive until it struck the car."

Tim Lynch is an employe of the San Mateo electric road. He said: "I have been working on the section several days and go down to work every morning at the same time—on the 6 o'clock car, the one hit this morning. I noticed the gates at the Sunnyside crossing were down yesterday morning, but this morning they were not. I did not hear the locomotive whistle, but I suppose it was on account of the fog. I was seated at the rear end of the car and the only thing I remember is hearing the crash when the locomotive hit us. The next thing I knew I was here in the hospital."

The electric car was in charge of Conductor F. M. Cope and Motorman F. E. Robertson. Engineer Coburn was at the throttle of the Southern Pacific engine which did the damage. This train is an early morning passenger made up at San Jose and run through to this city. The conductor and motorman of the electric car maintain they did not hear the locomotive whistle; also that the gates protecting the crossing were not closed, else the accident could not have occurred. Conductor Cope insists that his car came to a full stop at the crossing and that he personally looked up and down the Southern Pacific track before signaling the motorman to cross.

It is asserted among the conductors and motormen of the San Mateo electric line that the Sunnyside crossing is a very dangerous one on foggy mornings, as there is a grade approaching the crossing of the Southern Pacific track from either direction. They also claim that the gates are seldom closed when fast passenger trains are going by, and that it frequently happens that the gatekeeper does not close the guards until half the fast-flying trains have passed the crossing of the electric road.

The rear end of the electric car was badly damaged and the pilot and air pipes on the locomotive were so badly damaged that it was sent to the shop for repairs.

Southern Pacific officials state that according to a report submitted the electric car failed to come to a full stop. The north-bound passenger was on time, and the engineer, it is said, had observed the rule as to whistling at the crossings.