

TROLLEY CAR RUNS WILD DOWN ORANGE MOUNTAIN

1 Dead and 12 Hurt in a Dash at 100-Mile Speed.

LEAPED ON THE RUSH DOWN

Car Tore Down the Mountain and Wrecked Another and Itself at the Bottom — Brakes Failed.

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WEST ORANGE, N. J., June 24.—One man was killed, another probably fatally injured, and eleven more or less seriously hurt this morning when a trolley car of the Orange Mountain Traction Company on its first trip up the mountain following the installation of a new line ran away down the steep grade, which varies from 15 to 20 per cent., and crashed into another car standing at the foot of the hill.

All of those injured excepting one jumped from the car during its dash down the mountain, a distance of more than a mile. The only man who remained on the car to the end of the ride, Edward A. Paterson of 134 Hudson Street, Newark, got off with two broken teeth. Both cars were demolished and Valley Road, at the foot of the cut, was almost completely blocked by the wreck all day long.

The accident was apparently due to the fact that, though the brakes held and the whole mechanism of the car was in perfect working order, the car slid along the rails. There was no sand in the sand box which might have been applied to the rails during the descent. The list of killed and injured follows:

DEAD.

PATRICK BURNS of 115 Bergen Street, Newark, member of the construction gang of the Public Service Corporation. Died in Orange Memorial Hospital.

INJURED.

JOHN QUAYLE of 44 Central Place, Orange; left arm shattered and internal injuries. May die.

HENRY DOWD of 401 Warren Street, Newark.

EDWARD A. PATERSON of 134 Hudson Street, Newark.

HERBERT GREENWAY of 101 South Ninth Street, Newark.

UNIDENTIFIED COLORED MAN, who went away after the accident.

HARRY COE, son of Division Superintendent of the Public Service Corporation, of 210 Washington Street, Newark.

HARRY PRESTON of Newark.

GEORGE BERNIUS of Valley Road, West Orange.

PETER MARTH, employe of United Electric Company of Albany, N. Y.

THOMAS SIVERS, employe of United Electric Company of Albany, N. Y.

PATRICK FLOOD of Albany, inventor of patent safety brake with which the car was equipped.

ALBERT PUSE of 548 Valley Road, West Orange.

Barring Quayle, who is in the Orange Memorial Hospital, none of the injured is expected to die.

The tracks lie in an absolutely straight line up the Orange Mountain. The line was formerly operated by a cable, with engines at the head of the mountain, but they were discarded, and it was then proposed to operate the cars up the declivity by trolley power. Much objection to this was raised by citizens, who predicted that no brake manufactured would hold a heavily loaded car. Frank Brewer, head of the enterprise, was warned of this, but he declared that an accident was impossible. An arrangement was made with Flood to equip the cars with his brakes. The cars reached the foot of the hill about 3 o'clock this morning. Flood had come down from Albany, bringing with him Marth and Sivers, who were to give the new men instructions in handling the cars.

Soon after 7 o'clock Cars 101 and 102 were put on the rails, and it was decided to make the trip up the mountain and test the brakes. Quayle, who is an Inspector of the trolley department of the Public Service Corporation, undertook to run the car up the hill on its first trip. The members of the construction gang, together with Bernius and Puse, citizens who happened to be around and were invited to take a ride, boarded Car 102. Marth took a stand beside Quayle to explain the workings of the new brake, while Sivers stood on the other side of the platform. Mr. Flood was there to oversee the demonstration.

The purpose of the Flood brake, it is said, is not to stop the car when it is in motion, but simply to hold it after it has been stopped by the ordinary brakes. It consists of a tongue which is let down on the surface of the track under the front wheels, serving the double purpose of blocking the wheels and applying friction directly to the surface of the rail. As the car went up the hill Flood had it stopped at intervals, and the emergency brake was applied. This brake worked all right each time it was tried until the car got into a deep cut near the summit of the mountain, where the grade is steepest. Then something happened, just what the men on the car seem not to know. Anyway, the car started, slowly at first, and with a series of rushes as the emergency brake gripped the rail and then slipped off again.

Quayle instantly reversed the controller, but the car shot down, and with a pale face he turned and shouted:

"She's got away from me; I can't stop her." Another man in the car shouted "Jump for your lives, or you'll all be killed!" The car attained frightful speed in a few hundred feet, and witnesses say it must have been going at the rate of fully 100 miles an hour. The men quickly realized that the car was past stopping, and they began to jump. Burns, who was killed, fell on his face and plowed across the roadway, his head bringing up with a thump against the little station at Gregory Avenue. His skull was crushed in, but he was still living when he was lifted into an ambulance. Quayle jumped off right behind him, and was unconscious and seemed dead when he was carried to the ambulance.

Soon no one was left on the car but Paterson. He stuck to the rear platform, preferring, he says, to take his chances of dying instantly at the foot of the hill to a lingering and painful death if he jumped off. He was badly shaken up in the collision at the foot of the hill, but, barring the loss of his teeth, suffered no injury.

A repair wagon of the Public Service Corporation was at the foot of the hill directly in the path of the car. The driver saw his peril and lashed his horses so that they jumped clear of the wreck just in time.

Car 101, which was standing at the foot of the hill and was empty, was lifted fully ten feet in the air and thrown into a lot beside the hotel of Frank d'Allesandro and into a lot, traveling a distance of fifty feet. It settled to the ground a wreck. What was left of Car 102 stopped in the middle of the roadway.

The line was operated by the Orange Mountain Traction Company, of which Frank Brewer of Orange is President. Mr. Brewer said Quayle had no business whatever to run the car up the hill. He said that he had given express orders that this was to be done by Sivers and Marth. He added that he had been informed that when the two Albany men demurred at Quayle's request to run the car on its first trip they were told by the latter that he was entitled to the honor of running it up the hill for the first time.

After the accident the police took Marth and Sivers to Police Headquarters, where they were held during the investigation, though they were not placed under arrest.