

[Brown, Maude]

SAW HER SISTER DIE
AWFUL MEETING OF ANNA AND MAUDE BROWN YESTERDAY
They Had Expected to Enjoy the Day Together—
Maude Left Oswego to Drive to Fulton—
Struck by an Engine at Tucker's Crossing—
Taken to Her Sister on a Stretcher—
Dies at the Johnson House a Short time After an Operation—
Sad Ending of a Young Life
Special Dispatch to the Oswego Times.

FULTON, August 2.—At 9:50 o'clock yesterday morning Miss Maude Brown, 21 years old and youngest daughter of Jasper J. Brown of No. 2 Ellen street, Oswego, was struck by a light engine on the Phoenix railroad at Tucker's Crossing and received injuries from which she died a short time afterward at the Johnson House in this village.

Maude Brown was a rosy cheeked, handsome young lady with a kind word and smile for all who met her, and among her acquaintances and friends was a general favorite. She had been familiar with horses and there was no feeling of fear or anxiety in the breast of her father yesterday morning when she bid him goodbye and drove out of the yard in Oswego to come to this village to visit her sister Anna, who is stopping at the Johnson House. When she reached the railroad track at Tucker's crossing she was in ignorance of the fact that steaming up the glistening rails was a light engine running at a high rate of speed that was to cause her death. And Engineer Lee, who had his hand on the lever, did not know that he was about to add, unknowingly, another to the list of fatalities which have occurred near this village. The true fact of the case will probably never be cleared up, for the dead girl alone knows why she happened to be caught on the railroad track and unable to escape the swiftly approaching engine.

Just before Tucker's crossing is reached, the tracks of the railroad curve so the crossing is out of sight of the engineer and an approaching train [is] hidden from the view of a person driving along the road. The engineer did not see the girl until he saw her form thrown into the air considerably higher than the pilot on the engine.

The train was running extra and as first section of train 318 which is due here at 9:52 in the morning. Engineer Lee, Fireman McEchron and a flagman were in the cab. When the place to blow the whistle was reached, so the engineer says, he pulled the cord and his fireman rung [sic] the bell. A minute or two afterward the fireman, who was leaning out of the car window, made a violent motion with his right hand which the engineer could not understand, but what he has subsequently learned meant to blow the whistle again, but the fireman pulled his head in and with a sigh of seeming relief exclaimed, "she's stopped." The engineer did not have time to ask any questions before the engine struck something. There was a snapping sound and Mr. Lee was

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horrified to see the body of a woman thrown high into the air and come down on the fender of the engine. Her dress caught on one of the standards in which signal flags are placed, her head hanging down and bounding upon the wooden ties on which the tracks are laid as the engine passed over them. As soon as Engineer Lee knew that an accident had happened he quickly reversed his engine and brought it to a stop. As soon as the brakes were applied the dress loosened from where it had caught on the pilot and fell in front of the sand pipe. The wheels of the iron horse had stopped but the high rate of speed [at which] the engine was running when the brakes were applied forged her ahead and she slid over the rails. Her body was caught against the wheels and the flesh of the left leg was torn off to the bone. When the engine had come to a standstill Engineer Lee and his flagmen alighted and raised the unconscious form of the lady and placed it alongside the track. She was still breathing. The passenger train, which the extra train had preceded, came up and was stopped by the flag. The girl was placed on a stretcher and lifted into the baggage car and brought to this village and taken to [a] room in the Johnson House where Drs. Highriter, McCort, Lee and Haviland were summoned. They made an examination of the still unconscious young lady and found that the calf of the right leg had been torn off, the bone in the lower part being crushed, a hemlock splinter, fourteen inches long and an inch in thickness was driven into the upper left leg and it took the united strength of three men to remove it so tightly was it embedded, and the outer skull bones were fractured. After consultation it was decided to amputate the lower right leg that being the only chance in a thousand to save life. It had been severely crushed and in a short time the operation had been completed. Once during the operation Miss Brown showed signs of returning consciousness and chloroform was administered. All that medical aid could do had been done for the unfortunate young lady but the efforts of the doctors had been in vain for half an hour after the operation she died.

All yesterday morning the sister—Anna Brown, had looked forward to the coming of Maude whom she knew was on her way, but she was not prepared for the frightful scene that presented itself when the bruised and mangled form was brought into the hotel on the stretcher and she was prostrated with grief. She could not overcome the feeling of horror and sorrow that overcame her, but after the operation was over and a few minutes before death she insisted upon being taken to the sister's bedside so that she could be with her until the last. A gold [engagement] ring on the dying girl's hand was removed by the sister and placed upon her own finger. The sad scene was one which brought tears to the eyes of the doctors and others in attendance. After the death the sister became almost frantic and her cries were heartrending.

The body was sent to Cole's morgue to await the arrival of the coroner.

Word was sent to the father at Oswego and he arrived on the three o'clock train yesterday afternoon. The body was in the same condition as when the operation had been completed and as he reviewed the remains he was

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prostrated with grief and his form, bent with age, shook as he gave way to sob after sob.

Coroner Vuwinkel arrived last evening, but decided not to do anything until this morning, when he summoned the following jury and adjourned the inquest until August 12, at E.C. McCully's law office: F.C. Mosher, Job Bennett, Castle Gardner, John W. Wilson, Charles M. Washburn, George V. Emens, Adelbert Tucker, H. Putnam Allen, George S. Hanna, C.S. Murphy, Owen Carroll, and F.J. Van Valkenburg.

The accident is one of the saddest that has ever occurred in this vicinity and has been the principal topic of conversation yesterday and to-day. A railroad man went to the scene of the accident and picked up several pieces of flesh. Particles were strewn for 150 feet from the crossing to where the engine was stopped and the body removed. A remarkable incident was that although the buggy was smashed into kindling wood the horse escaped uninjured. It is thought the girl saw the train coming, hesitated for a moment, and then coming to the conclusion that her horse would run away if stopped whipped up and tried to cross the track but was unable to do so in time to escape the engine.

The deceased leaves a father, brother and three sisters. The remains will be taken to Oswego and the funeral services held from the Universalist church tomorrow afternoon at 2:30 o'clock. Burial will be at Riverside.

Oswego Daily Times, Oswego NY, Mon. 2 Aug 1897

Funeral of Miss Maude Brown

The funeral of Miss Maude Brown, who was instantly killed by being run down by a light engine Sunday morning was held this afternoon. The Universalist church where the services were held was filled with many friends of the deceased, and the solemn burial service was conducted by Rev. O.R. Beardsley. The bearers were Chas. Glynn, Frank Lawyer, Henry Lewis and Wm. H. Goodale. Burial was at Riverside cemetery.

Oswego Daily Times, Oswego NY, Tue. 3 Aug 1897

Transcribed on 10 Aug 2011 by Karen E. Dau of Rochester, NY