

Hyde, Richard

d. 3 Oct 1906

R113/199

Hyde. Accidentally on Wednesday morning, October 3, 1906, Richard L. Hyde. Funeral from St. Dominic's Church at 9 a.m. Friday, October 5 (Baltimore papers please copy).

The Evening Star, October 3, 1906, p. 8

Richard Hyde, thirty years of age, employed as a brakeman on the Southern railway, met with a serious accident yesterday afternoon while coupling cars in the railroad yard near Maryland avenue and 13th street southwest. He was caught between the cars and his left leg was seriously injured, the accident being caused by the breaking of a rail fender. The injured man, whose home is at 224 8th street southwest was taken to the Emergency Hospital for treatment.

*The Evening Star, October 3, 1906, p. 15**Injuries Result in Death**Railway Brakeman Expires at Emergency Hospital Today*

Richard Hyde, the Southern railway brakeman who was injured Monday afternoon while uncoupling cars in the yard near Maryland avenue and 13th street, as stated in yesterday's Star, died at the Emergency Hospital about noon today. The police investigated the accident Monday and reported that it was caused by the breaking of the rail fender, the brakeman being caught between two cars and his left leg crushed. It is thought that he also received internal injuries.

Coroner Nevitt will make an investigation of the accident this afternoon. The deceased was thirty years of age, and lived at 224 8th street southwest.

*The Evening Star, October 5, 1906, p. 16**Inquest in Hyde Case*

An inquest was held at the morgue yesterday in the case of Richard Hyde, the brakeman on the Southern railway who was fatally injured while at work in the freight yard on Virginia avenue Monday afternoon. Testimony was given by railroad employees and others to show that the brakeman was operating a coupling and that he probably failed to unfasten it, causing him to be caught between the car and engine. The jury found that the death of the brakeman was due to an accident, but expressed the belief that the present method of operating blind switches is dangerous. Part of the verdict contained a recommendation that a reform be made in the manner of conducting such work in the future.