

One Killed and 17 Hurt as L. I. R. R. Train Hits Crane



Associated Press

View of the wreckage that resulted when Long Island Rail Road passenger train crashed into construction crane on elevated track above Sixty-sixth Street near Queens Boulevard.

By PHILIP BENJAMIN

A five-car Long Island Rail Road train with about 250 persons aboard struck a construction crane in Woodside, Queens, yesterday. Eighteen persons were injured, one fatally. The accident happened

at 10:25 A. M., eight minutes after the train had left Jamaica on a shuttle run to Manhattan. The person killed was Earl Dunton, 72 years old, of 32 Jefferson Road, Farmingdale, L. I., a passenger on the train. He had

suffered leg and arm injuries and died about six hours later in St. John's Hospital, Elmhurst, Queens. Of the seventeen others injured, the train engineer and crane operator

Continued on Page 63, Column 1

The New York Times

Published: August 14, 1962

Copyright © The New York Times

TRAIN HITS CRANE; 1 KILLED, 17 HURT

Continued From Page 1, Col. 3

were in critical condition. The crane, with an eighty-foot boom, was lifting an H-beam when the accident occurred. Some witnesses said the train first had hit the beam, spinning the crane cab around, and then had sideswiped the cab itself. Others said the train had hit the cab first.

The cab and boom were smashed and nearly half of the left side of the double-decked first car was sheared off. The undercarriages of the first three cars left the rails, but the cars remained upright.

The police said a major disaster probably was averted when the crane's boom, weaving crazily, toppled over on the tracks instead of smashing down on the cars.

The side of the car that was ripped off remained lodged in the smashed cab of the crane. The second and third cars were scarred and gashed. The fourth and fifth cars, which remained on the tracks, were towed away soon after the accident.

The accident occurred at Sixty-sixth Street, a few feet north of the point at which the L. I. R. R. tracks cross Queens Boulevard on an overpass.

Expressway Being Built

Work is being done there on the final link of the Brooklyn-Queens Expressway, which will tunnel under Queens Boulevard. The crane was lowering a beam to the roadbed below. The Horn Construction Company of Merrick, L. I., is doing the work.

The crane, mounted on a caterpillar track, was on three of the six train tracks.

According to Deputy Chief Inspector James E. Knott, head of Queens detectives, the normal procedure was for flagmen to halt trains while the crane was swung around so its longer profile would not overhang the adjacent track.

Inspector Knott said that the crane was supposed to turn to an east-west position but that it was still facing south when the train came by to the right of it. Apparently, he said, the train failed to heed the signals.

Later it was reported that the train's crewmen said they had seen only one flag signal—only fifty feet from the crane. There are stations for two other flagmen at intervals several hundred feet from the crane.

Thrown From Crane Cab

The crane operator, Michael Mascarella, 46 years old, of 438 Oakley Avenue, Elmont, L. I., was thrown from the wildly spinning cab. He was taken to St. John's Hospital, as was the train engineer, Herbert Mitchell, 53, of 600 North Broadway, Amityville, L. I.

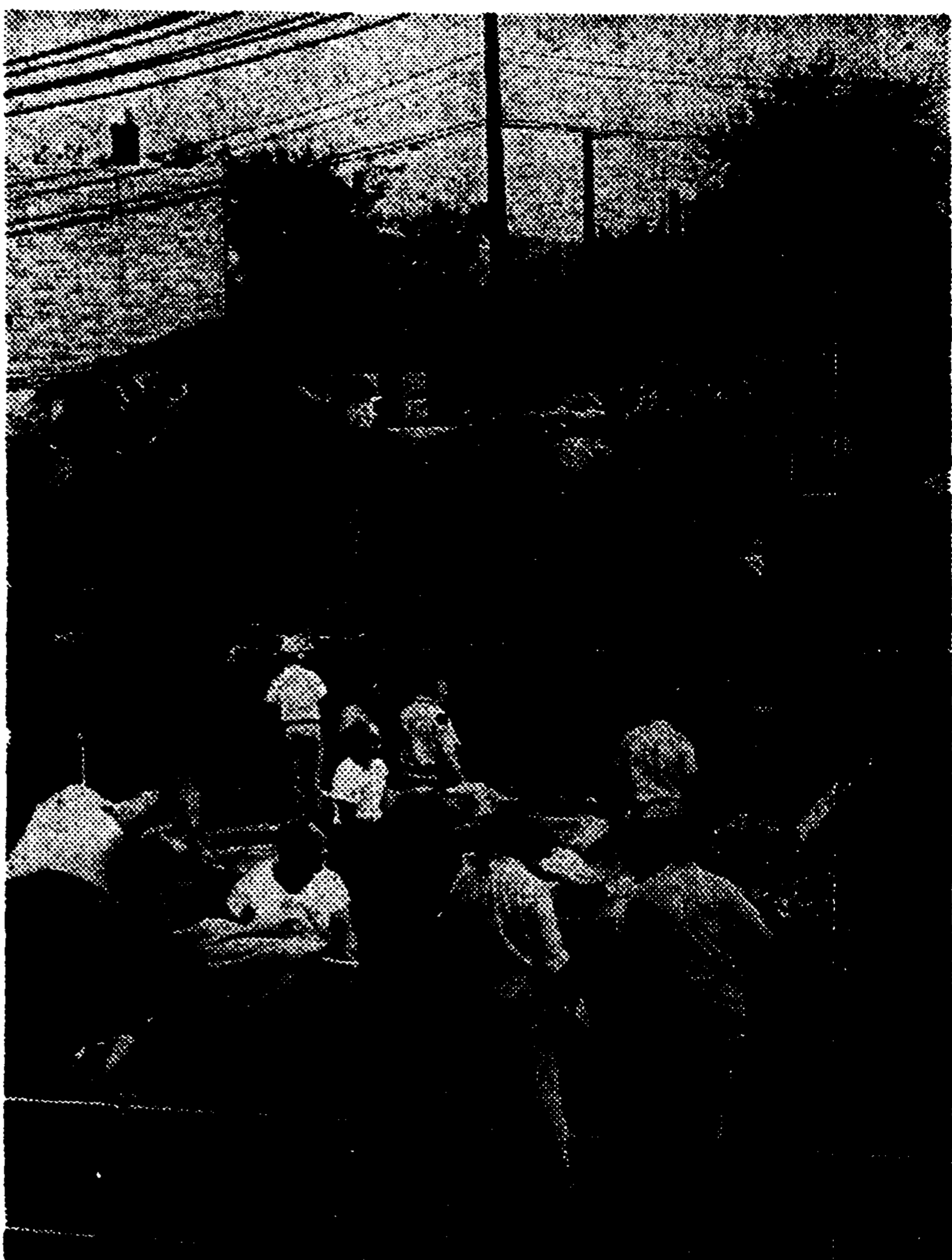
Thomas M. Goodfellow, president of the Long Island Rail Road, and Queens District Attorney Frank D. O'Connor visited the scene of the accident. Mr. Goodfellow said that apparently there had been "some misunderstanding between the engineer and the men on the ground."

Electric power, which had been turned off on the track after the accident, went on again at 2:48 P. M. Train traffic was back to normal by the evening rush hour, according to the railroad.

Following is a list of the injured:

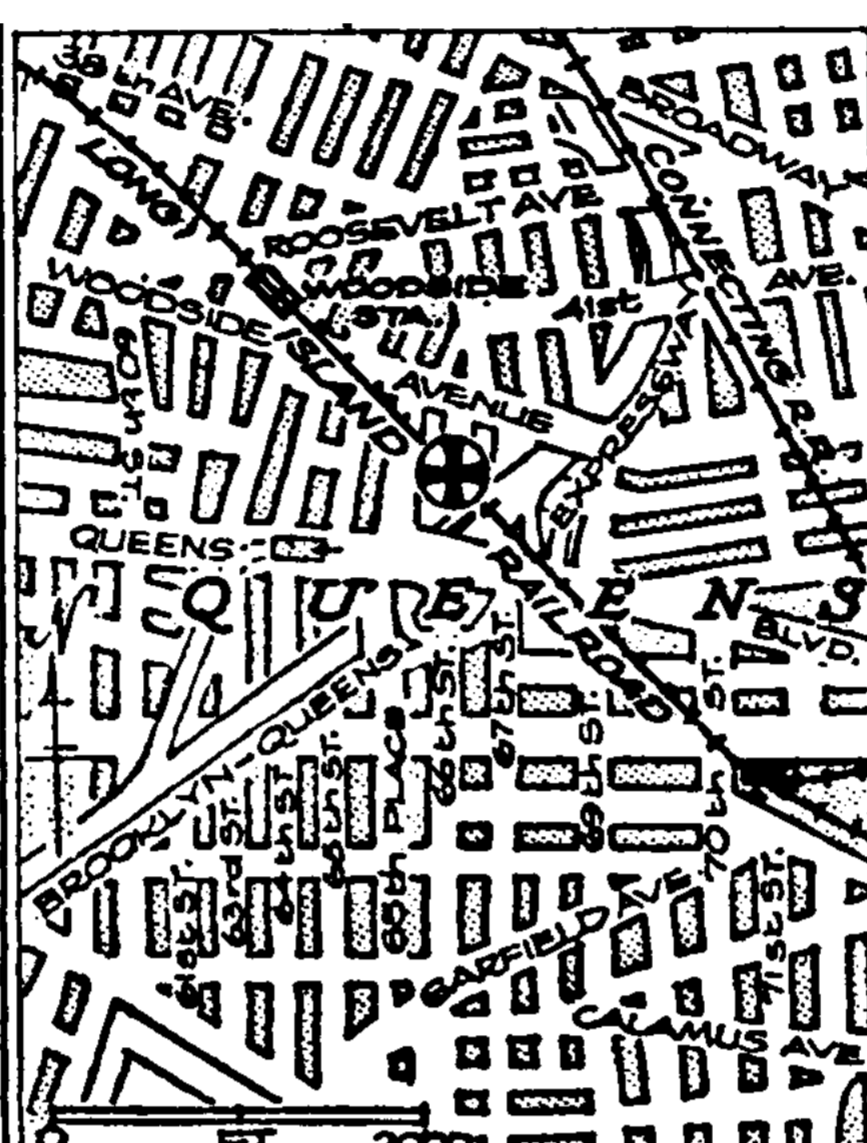
- DEAKIN, William, of North Arlington, N. J.
- DEAKIN, Mrs. William, his wife.
- DE TSCHASCHELL, Frank, 52, of 5 McGowan Lane, Central Islip, L. I.
- FLEMMING, Lois, 20, of 361 Dunn Road, Westhampton, L. I.
- FOSTER, Edward, 35, of 41-38 Sixty-seventh Street, Woodside.
- GIANNELLI, Edward, 47, of 50 Lenox Avenue, Hicksville, L. I.
- GODERSTAD, Haakon, 65, of 748 Fifty-fourth Street, Brooklyn.
- GOLD, Manny, 36, of 289 West Fifteenth Street, Deer Park, L. I.
- MARONEY, Robert M., 37, of 30 Cedar Lane, Farmingdale.
- MARONEY, Robert M. Jr., 4, his son.
- MARZIGLIANO, Joseph, 44, of 9 Skinner Lane, Levittown, L. I.
- MASCARELLA, Michael, 46, the crane operator.
- MILLS, Joseph, 9, of 5210 Penn Ridge Avenue, Philadelphia.
- MITCHELL, Herbert, 53, the train engineer.
- O'DONNELL, Gerald, 34, a train conductor, of 74 Margaret Keahoney Drive, Pearl River, N. J.
- RYAN, Philip, 26, of 8 Alfred Lane, Sayville, L. I.
- SHARP, Helen, 41, of 15 Larkspur Road, Farmingdale.

Damaged Car in Queens Collision



The New York Times

Workmen remove debris from tracks in front of first car of the train. Part of car's side was shorn off in crash.



The New York Times AUG. 14, 1962
Site of accident (cross)