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### MANIPULATED PRECAUTIONS.

Whichever view people may form as to our Yeager correspondent's letter as a whole, we are quite sure everybody will admit that his advice as to the sanitary precaution which should be taken when spring is upon us, is sound and timely. If our town inspector does not consider that his multifarious functions include the inspection of back premises, we hope the Council will formally apprise him of his mistake. This must certainly be a part of his work as a corporation official under the new arrangement, and it is to be hoped he will not lose any time about entering upon a vigorous prosecution of it.

### THE RAILWAY COLLISION.

Reading the evidence at the coroner's inquest, one is not at a loss where to place the responsibility for the recent railway collision. The conductors of both trains disobeyed the rules—Conductor Coniam in leaving Allandale ahead of time, and Conductor Campbell in failing to be in a switch ten minutes before the regular train was due, and from this disobedience the accident resulted; whether the casualty is directly traceable to the one train being ahead of time or to the other being behind time is, in the light of the evidence, a matter of doubt, with the probabilities perhaps in favor of the latter supposition. But there is this difference between the conduct of the two men: Conductor Coniam started his train without the apprehension of danger, being in ignorance of the presence of the freight train at Barrie; Conductor Campbell, on the other hand, cannot but have felt he was running some risk when he made for the switch within a few minutes of the time of the regular train. If Conductor Coniam had corrected us to time at which he left Allandale, it would seem that even had he waited till the usual time the accident would not have been averted, for it is scarcely probable the extra three minutes would have sufficed to enable the freight

switch before the Hamilton train reached that place. There was a heavy fog this morning between Allandale and Alton, and I could not see any distance; the first I saw of the approaching train was 40 or 50 yards near as I could judge. I told the engineer of my train and he reversed his engine; my train got almost a dead stand before the other struck us. Cross-examined by Foreman—I left Barrie between 9 and 10 minutes after 6 o'clock a. m., this morning. I did not think I was running any risk at this time. I have no stated time to leave Barrie. I took the time from my own watch which I compared with the regulator in the despatcher's office; my watch was right this morning. The Passenger train, that is, the Hamilton train, should leave Allandale at 6.20 A. M. The train I am conductor of is a special train when required. I consider I had 10 clear minutes to get into side switch at Perkins before the Hamilton train came. I do not run into said switch often, only when necessary to do work. My men on the train attend to the switch. The despatcher at Allandale, Peter Leary, gave me my instructions this morning. The despatcher was not aware that I was to make Perkins' switch; it was entirely my own judgment. It took me about 4 minutes to run my train to where the accident happened after leaving Barrie; the accident occurred some 50 yards from Perkins' switch. I am satisfied of this. I looked at my watch at the time of the accident and the time was 6.14. I never heard any whistle from the train starting from Allandale this morning. The fog was so thick I did not notice any smoke from Perkins' mill. I am quite certain it was 6.14 after the accident I looked at my watch; it would take me about one minute to run into switch clear of main line. It would take my train 2 minutes to run into switch from where the accident happened, that is, leaving the main line clear, we back into the switch, we would have been in said switch 4 minutes ahead of the train leaving Allandale if the said Hamilton train from Allandale had left at 6.20. I got my instructions from Allandale this morning. I got none from Barrie. I got a verbal order, this morning, from the despatcher's instruction and I did so this morning. The orders I had this morning were similar to orders on other occasions. It is customary for conductors to go by the time in the despatcher's office at Allandale and Toronto. I do so. Cross-examined by Mr. Pepler—I left Allandale at 5.40, this a. m., and took my instructions from the despatcher to run to Barrie and return to Allandale, keeping clear of

use one and train, the conductors by my get any instructions from me. Cross-examined by Mr. Pepler—I am conductor of this train according to Time Table unless there are special instructions to the contrary; this is part of his duty and when I speak as to orders, I mean special orders in the absence of special orders they run in accordance to Time Table. It is not part of the despatcher's duty to see that they run according to Time Table, it is the conductor's duty; don't think there was any one in office this morning when Campbell was in. Campbell's train would be a special ord and train, he had orders to take care to Barrie they would be given by Mr. Downey. I gave him no instructions this morning, neither did I give him running orders. I do not know what his programme was, it would contain his instructions what to do with his cars as to leaving them. He asked me if there were any orders and I said no; when he asked for orders it would be outside of orders in programme. Don't know when he left Allandale. He would have ample time under ordinary circumstances to go to Barrie, leave his cars and get back to Allandale by leaving at 40 minutes past 5 a. m. The instructions to second class trains is to run on their own judgment and keep out of the way of trains; I cannot say whether he had time this morning or not. If there are any orders we give it in writing, he would not be held to time, and it would not be necessary for him to return to Allandale before the departure of the Hamilton train; he returns where he gets through his work. The case was then adjourned to the Barrie Hotel the same day at 8 o'clock p. m. W. V. Downey—Story—I am chief train despatcher at Allandale in connection with N. & N. W. R. Y. I was not at Allandale when the accident occurred; I left written orders for Conductor Campbell as to the distribution of cars; his instruction at Allandale was to leave two empty cars at Perkins' switch, that was all the instruction he had from me. I gave no definite instructions when to leave Allandale or return. The Hamilton train had no instructions from me before the Hamilton train left Allandale this a. m.; the conductor of such train should have enquired of the train despatcher for orders, or any other. The conductors of regular trains are supposed to be clear for the regular train and if not it is his duty of the despatcher to notify conductors. The information was not conveyed from Barrie to Allandale; that a. m. that special had left, owing to the

house; the employees in the shops are not familiar with the running regulations; he was standing on the platform between baggage car and lumber, and after collision I then saw deceased lying amongst the lumber; the rules of the Co. do not allow people to stand on platform; I don't think he would have been killed had he been in the car; if I had not got a signal at Allandale this a. m. to start, I would not have done so. JOSEPH COSYAN—Story—I was relieving conductor and baggage man on the Hamilton train this morning and was taking the train from Allandale to Barrie this morning when the collision took place. Mr. Mitchell, the conductor, resided at Barrie and when I would have reached Barrie with said train Mr. Mitchell would have assumed his duties as conductor and taken charge of the train. I was talking said train over for Mr. Mitchell. We don't receive any orders to start, we go by the Time Table; I enquired at the despatcher's office this a. m. if there were any orders and there were none, the despatcher said it was all right; Mr. Hardy and it was all right. He did not tell me there was a train over at Barrie. When I went to the despatcher's office I looked at the clock and observed the time to be 15 minutes past 5 o'clock. The train was all ready, the driver was down looking at the engine; I told him it was all right to go over and it considered the time we started was 17 minutes past 5 o'clock; we then went towards Barrie; when we got just past the fork crossing we got into a dense fog; we went on until we met the other train; we could not see over three car lengths owing to dense fog; we then came in collision with the other train, as soon as we saw we made every endeavor to stop, but on account of the fog and being so near we were unable to stop; it took time to prevent collision; I was on the hind part of the passenger car looking out ahead with the brakemen; we did not expect to meet any train between Allandale and Barrie; I had no idea there was one. I did not know deceased. Thompson was on the train; I had no passengers at all. I did not see him until after he was killed; he was then lying besides the track; the train was running between 6 and 7 o'clock; about 15 minutes before the collision took place I saw the train coming; I ran to get to brake and the collision occurred before I got there and the conductor ran into the car; I was in; I don't think I saw any person's duty to inform me of a train being at Barrie; we

INQUEST PERKINS' SWITCH NEEDS BARRE

N/A 14 APR 1881

STARTS AT LEFT "RAILWAY COLLISION"



COUPLE OF TEARS ON THE ALL-DAY  
MARRIAGE WITCHES COME TOGETHER WITH  
A GLASS.—OH, MAY KILLED.—  
THE CORNER'S ENQUIRY.—  
CONDUCTORS TO BLAME.

Friday morning some time between 6 and 6.30 o'clock a couple of trains collided on the railway track between Allanvale and Barrie. One, the regular Hamilton train, was backing into Barrie; it was made up of three lumber cars, a baggage car and a passenger car. The other, a

that had gone from Allendale to Barrie to take on some flat cars to leave at Bayview mill switch, (known as Perkins' switch) with reversed engine was "making for that point on the line. A little beyond Anderson's brewery, or a little more than half way between Barrie and Allendale,

The passenger train was with a crash. The head-  
quarters of Conductor Medcalf, whose head-  
quarters Barrie is, and it was being taken  
over early to him by a relieving conductor,  
Joseph Coniam, who was standing on the  
rear platform of the passenger coach with  
the brakeman. On this train was a rail-  
way employee,

who had been sent up the day previous to repair a locomotive in the shops at Allendale. He had worked all night at the job and was taking a ride over to Barrie, standing on the platform of the baggage-car, in order to get a sight of the town. In the passenger car was a young lad named Albert Finch, an employe in The Advance Office, who lives at Tolledal and was

GETTING A FREE TRIP  
to his work. On the freight train the con-  
ductor, Wm. Campbell, was riding in the  
engine driver's cab. Conductor Coniam ap-  
pears to have first

He had only time to jerk the bell cord and run forward through the car to a brak when the shock came, and the tender of the freight train nearly telescoping the rear car on the other.

Conductor Campbell jumped and saved himself. His companion, Driver Murray, stayed at his post and had a close call for his life; he was only slightly bruised on the cheek. Conductor Coniam escaped in the jury in a most marvellous way; his brakeman also got off unharmed. Butler, man also on the freight, had three toes on one foot jammed so severely as to necessitate amputation.

regular way.

MICHAEL MURRAY, the driver of Engine No. 20, attached to the freight train, said he left Allandale for Barrie at 5.40, and arrived there at 5.50, and departed by the Company's time, at 6.10 for Perkins switch, at about 4 or 5 miles an hour. The accident occurred at 6.14. When Barrie was left it was not foggy, but became so when the train reached to a little the south side of Anderson's brewery. He saw the approaching passenger train about 50 yards off, and reversed his engine; the conductor, who was on the tender with him first noticed the other train and halloed. He did not expect to meet the other train but thought there was ample time to reach the switch, where they had to leave two flat cars, before it came along, at 6.20. According to rule 8 we should have remained at Barrie until we compared watches. If the conductor instructed me to take a certain position in violation of any rule of the Company, I should follow the rule. The conductor jumped off before we struck. As soon as I got off the engine I looked at my watch. I had no doubt but that I could get to the switch before other train arrived. I knew the man killed, he was a fitter in Co's employment. Don't know what work he was doing. We should have cleared the switch out 4 minutes from where the accident occurred; it would depend on how many cars have been on the line 9 years, as driver 3 years. I was firing also on the Grange Trunk before this. If it had not been for

9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 8

is not there, and I also got a signal from the north side of Peckin, and I then asked the brakeman, McKerrigan; I then asked, "I whistled 3 times, according to rules, so I whistled 3 times; I proceeded, a little back up into Barrie; I proceeded, a little to the north side of Peckin; until I got a signal to stop by the bell cord. I reversed my engine instantly, and just as I reversed, my engine instantly, and just as I reversed, and got hold of the regulator, the collision took place; my engine ran two or three car lengths towards Allandale; they hit me at the collision; I was going at about 6 or 7 miles per hour, but when I got signal I reversed; after I ran back it was 23 minutes past 6 o'clock; I looked at my watch; I ran back about 6 car lengths; my watch was about 3 or 4 minutes faster than Murray and Campbell's watches; we compared at the time; Murray, I think, asked me the time; it was very foggy just after we left Allandale; I knew nothing of any special train being on the track between Allandale and Barrie; I knew we were leaving Allandale ahead of time; if we have anything to do at Barrie we leave Allandale ahead of time; I received orders from Mr. Metcalf the night before to come over to Barrie and load a car of stock; Mr. Chapman is the relieving conductor, and acts for Mr. Metcalf when he is not there; I think the rule allows 5 minutes to reach a station ahead of time; we are not supposed to leave a station ahead of time; we take verbal orders at Allandale to Barrie, as it is considered the yard. By Mr. Pepler:—I have been 12 years on the road; I have been driving 5 or 6 years; this is my first accident; I am strictly under the conductor's orders, but between Barrie and Allandale we are not so particular as to time, but on the main road we are particularly strict; we stated time to leave Allandale is 6:20, but if I got orders from the conductor to leave before I should do so, I am strictly under the orders of the traffic department; Mr. Metcalf told me the night before to leave Allandale ahead of time so that I could get a loaded car of stock. By Mr. Pepler:—Any other place than Allandale yard or Hamilton yard or Toronto, I would follow the rules of the Company as against the conductor's orders, when they conflict, but in Barrie, Hamilton, Allandale or Toronto yards I should obey the conductor's orders in order to do the Company's work; that is reason I obey the conductor is on account of getting any freight at Barrie and leaving Barrie on time, in preference to the rule, to leave Allandale for Barrie at 6:20 would not give me time to start from Barrie on time if there was any work to do, and this morning was had to take said stock

Shafiqul Kabir

James Williams, steward, saw the superintendent of the N. & W. R. R. and having full control of the traffic on said route. I have the Time Tables to govern the running of the trains; a Time Table train is considered a regular train; any train on the line not shown on the Time Table is a special train. Every special train is required to be clear of the main track ten minutes before any Time Table train is due; a yard engine on the main track being governed by same instructions, that is they must be on the side track and clear of the main track which set back and locked 10 minutes before any train on Time Table is due at that point. If the dispatcher saw any of the company's rules violated he would draw the attention of the party to it and advise me; it is the same as regards a train leaving ahead of time, every breach of regulations is investigated; it is a violation to leave the Allendale station at 6.15 this morning, even one minute before Time Table would be a breach; there is no authority for any one to run ahead of time, if the work is not completed it is the duty to wait until it is done. I am responsible for the Time Tables to a certain extent; at this time of year trains are not allowed to make up time owing to frost in the ground but in proper weather conductor and driver may consult and make up time; the Hamilton train had right of track and the special should have gone on one of the sidings; the Hamilton train begins its business as do passengers at Barrie; Barrie is the starting point, as per table; the special should have been on some switch at 6.10; the dispatcher is in no way liable for the running of the trains and the accident this morning; it is customary for engineers to obey the conductors, but they have no authority to break the rules; Coniam had a right to run Hamilton train to Barrie; Coniam is a recognized conductor; I did not, however, know that he had taken Metcalf's place this a.m.

Geo. Will gave evidence as to deceased being employed at the shops; and Dr. Wells as to the nature of injuries and the cause of death. The jury brought in the following

**VERDICT.**

That David Thompson came to his death this eighth day of April, at about 6.20 a.m., while on a passenger train on the Hamilton & North-Western Railway running between Allendale and Barrie, which train collided, during a dense fog, with a special train passing from Barrie to Allendale; that said collision was caused by the negligence

2 TRAILS (BACKS) INTO ENTH OTHER - IN CULVERT - (PARTIAL) 2/6



various functions, including bag premises, we hope will formally apprise him of this must certainly be a

a.m., this morning. I am not thinking of running any risk at this time. I have no stated time to leave Barile. I took the time from my own watch which I compared with the revolution in the despatcher's office;

only duty; don't think there was any one in office this morning when Campbell was in. Campbell's train would be a special, yard train, he had orders to take cars to Barrie; that would be given by Mr. Downer. I

JOSEPH CONIAN—SECRET—J was fellow-conductor and baggage man on the Million train this morning and was taking the train from Allendale to Barrio this

[illegible]

NEWEST PERKINS SMITH



amongst the  
er of the Railway Co., stationed at Allan-  
dale, I gave no order this morning to either  
-HE SANDEST RESULT  
been kind and collected in the manner  
Pharisee,"

of the 1 up was the spectacle of the dead body of Thornton, lying with crushed head at the side of the truck, the supposition being that the lumber from the forward car had slid over on him by the force of the concussion. Thornton was a widower, it is understood, and was 34 years of age. No other of those on board the train is reported to have been hurt. Without going further into the details of the collision we append a report of

THE CONDUCTOR'S INQUEST.

freight or passenger train between Allandale and Barrie. I gave Campbell no orders this morning. They don't get orders between Allandale and Barrie as it is considered same as yard. He would get his instructions from Mr. Downey as to his car. Mr. Downey was not on duty this a. m., between 5 and 6. I saw Campbell at Allandale this a. m., between 5 and 6 o'clock; he was in the office to get his programme. He found it on the table of office. I did not put it on the table. I did

the track between the engine and the other rule, which act on the top and bottom. I had no doubt obey the conductor. Coniam spoke we want to see possible in order to know he refer

Before Dr. Watson, coroner, an inquest was held in the afternoon at Allendale, the proceedings being adjourned to the evening where they were concluded in the evening. The following summarized evidence, from which the reader can glean the circumstances of the accident, was taken, Messrs. Lount and Pepler watching the case in the interests of the railway company. Mr. H. E. Strathly being retained on behalf of conductor Conlin. —

WILLIAM CAMFERRT.—*Sicor*.—I am conductor of the special freight train running from Barrie to Perkins' switch. I thought I had time enough to make said Perkins' switch before the Hamilton train reached that place. There was a heavy fog this morning between Allandale and Anderton's Brewery and I could not see any distance; the first I saw of the approaching train was 40 or 60 yards as near as I could judge. I told the engineer of my train and he reversed his engine; my train got almost to the switch and before the other struck us.

should not leave before stated time. Mr. Omlam was the conductor on regular train. I don't know if it was his duty or not to take out said train; the conductors do not get any instructions from me. Cross-examined by Mr. Pepler.—A conductor must run his train according to Time Table unless there are special instructions to the contrary; this is part of his duty and when I speak as to orders I mean special orders at variance or in addition to time table, and in the absence of special orders they run in accordance with the Time Table. It is not part of the deceased's duty to look after the Co. engines as far as the engine house is concerned. I saw him take care of the engine house; the engine men were familiar with the engine house and was standing by the engine car and looking after the engine; the rule is that the conductor is responsible to stand clear of the engine and would have been in the engine car if I had any business with the engine.

taken when Cross-examined by Foreman—I left Barrie between 9 and 10 minutes after 6 o'clock, a.m., this morning. I did not think I have was running any risk at this time. I have no stated time to leave Barrie. I took the time from my own watch which I compared with the regulator in the dispatcher's office; my watch was right this morning. The Passenger train, that is, the Hamilton train, should leave Allandale at 6.20 A.M. The train I am conductor of is a special train when required. I consider I had 10 minutes before the other parties went to a bad stand before the other parties according to time above. It is true, but the dispatcher's duty to see that they run according to Time Table, it is the conductor's duty; don't think there was any one in office this morning when Campbell was in Campbell's train would be a special or yard train, he had orders to take cars to Barrie; they would be given by Mr. Downey. I gave him no instructions this morning neither did I give him running orders. I do not know what his programme was, it would contain his instructions what to do with his cars as to leaving them. He would charge of the train.

JOSEPH C. JOSEPH  
conductor

This B. W. T. Co.  
the train from  
morning when  
Metcalf, the  
and when I  
with said tra  
sumed his du  
charge of the

clear minutes to get into side switch at Perkins before the Hamilton train came. I do not run into said switch often, only when necessary to do work. My men on the train attend to the switch. The dispatcher at Allendale, Peter Bealy, gave me my instructions this morning. The dispatcher was not aware that I was to make Perkins switch; it was entirely my own judgment. It took me about 4 minutes to run my train to where accident happened after leaving Barrie; the accident occurred 50 yards from Perkins' switch. I can pick his programme off the table. He asked me; if there were any orders and I said no; when he asked for orders it would be outside of orders in programme. Don't know when he left Allendale. He would have ample time under ordinary circumstances to go to Barrie, leave his cars and get back to Allendale by leaving at 40 minutes past 5 a. m. The instructions to second class trains is to run on their own judgment and keep out of the way of trains; cannot say whether he had time this morning or not.

The case was then adjourned to the Bar.

LOCK NO. 31,  
TOWNSHIP

I had four cart of lumber  
and baggage car; I also  
a large letter ahead of the  
others, in case of doubt,  
this rule is both at  
the side; the Company's rules;  
from of the Company's rules;  
but that it was my duty to  
factor this morning; Mr.  
me this morning and said  
to get the car of stock; I  
to the orders Metcalf had

**WATERBURY.**—I have secured the "city"  
for this new compound for Dyspepsia and  
Liver Trouble. It comes to me under most  
favorable auspices, being very highly endor-  
sed and recommended. Its wonderful affinity  
to the Digestive Organs and the Liver, in-  
creasing the dissolving juices, correcting the  
acidity and carrying off impurities of the Stom-  
ach and regulating the Liver, can be tested  
by securing a sample bottle which sells at 10  
cents, or large Eight ounce Bottle, 75 cents.  
(Sole, Monkman.

South 30 acres  
11th Con  
Township  
Village Lot No  
10 W 31  
West 20 acres  
East 10 acres  
14th Con.  
IV 35 acres of  
East 35 acres of  
10 V  
Yeast part Pa

**BIRTH.**  
SIBBALD.—At Tolland, on the 5th inst., the wife of K.R. JAMES SIBBALD of a son.

**DIED.**  
FINLAY.—In Barrie, on March 25th, after a lingering illness, MARY ANN, the beloved wife of JAMES FINLAY.

**South part Bar**  
West part Bar  
North part Bar  
South 15 acres  
South 20 acres  
East 15 acres  
row  
West 10 acres  
Con.  
West 20 acres  
East 5 acres of  
of South half Lc  
Rock House

2nd. 10 acres  
 3rd. 20 acres  
 North 5 acres  
 half lot 13, 14  
 West 12 acres  
 East 10 acres  
 Con.  
 East 70 acres  
 East 15 acres  
 16th Con.

MAN—I was, reliever-  
and baggage man on the Ha-  
is morning and was taking  
Attendee to Barrio this  
the collision took place. Mr.  
conductor, resides at Barrio  
would have reached Barrio  
Mr. Metcalf would have as-  
as conductor and taken  
in. I was taking said train  
Dresser  
Harris  
Bent  
gone  
Turkova  
Gosse  
Duncy  
Chick  
Frieder  
Uyars  
THE  
Tad f  
-13AARIE  
APR 1881  
RENTAL  
D INTO EACH  
East 12 acres  
half Lot 4, 16th  
West 5 acres  
East 5 acres of  
East 60 acres  
East 10 acres  
20 acres of lot  
West 10 acres  
22, 19th Cor.  
TON  
1 acre, Lot 25  
18 acres, Lot  
5 acres of 80a

the engine, I told him, it  
the despatcher said it was  
I was all right.  
me there was a train over  
when I went to the despatch-  
ed at the clock and observ-  
15 minutes past 10 o'clock.  
I was already, the driver was  
the engine, I told him, it

the 21st  
sociable  
I think  
I intend to  
risk of e  
the Presi  
payable 6.  
Another  
in July next; after which dividends will be  
paid half yearly—in January and July. It  
has, heretofore, been deemed advisable to do  
so quarterly, as shareholders and intending  
subscribers would, naturally, wish to have  
the opportunity, at moderate intervals, of

6, 7th Con.  
TOWNSHIP OF N  
82 acres of N  
80 acres of N  
For further p

15.

COPY OF

over and considered the matter for 17 minutes past twelve, when he said, "I then went towards Barrie," and that he did not know just what the first crossing was for; we went on until we reached the crossing, but, as the fog was so thick, we could not see over the crossing to define fog; we



from this dislodgement the accident resulted; whether the casualty is directly traceable to the one train being ahead of time or to the other being behind time is in the light of the evidence, a matter of doubt, with the probabilities perhaps in favor of the latter supposition. But there is this difference between the conduct of the two men: Conductor Coniam started his train without the apprehension of danger, being in ignorance of the presence of the freight train at Barrie; Conductor Campbell, on the other hand, cannot but have felt he was running some risk when he made for the switch within a few minutes of the time of the regular train.

If Conductor Coniam be correct as to time at which he left Allandale, it would seem that even had he waited till the usual time the accident would not have been averted, for it is scarcely probable the extra three minutes would have sufficed to enable the freight to reach and back into the rail switch from the point at which the collision took place. Both men aver that their timetables corresponded with the Allandale regular, and if this be so, either one or the other must be mistaken as to the time he says he left the station. How the conflicting testimony on this point can be reconciled is not for us to enquire into. That some one had biddered has been made only too evident, and it will become the Company to see to it that mistakes are taken to visit the authors of the blunders with due punishment.

No plea of fault in the interests of their employees should excuse a deliberate infraction on the part of railway employees of rules that are daily in black and white under the noses of every man on the road. These rules are framed in the interests of the property of the Company, as well as the lives of its employees. They should be obeyed as implicitly as the laws of the land.

train starting from Allandale this morning. The fog was so thick I did not notice any smoke from Perkins' mill. I am quite certain it was 6.14 after the accident. I looked at my watch; it would take me about one minute to run into switch clear of main line. It would take my train 2 minutes to run into switch from where the accident happened, that is, leaving the main line clear, we back into the switch, we would have been in said switch 4 minutes ahead of the train leaving Allandale if the said Hamilton train from Allandale had left at 6.20. I got my instructions from Allandale this morning. I got none from Barrie. I got a verbal order this morning, I go by the despatcher's instruction and did so this morning. The orders I had this morning were to run to Barrie on other occasions. It is customary for conductors to go by the time in the despatcher's office at Allandale and Toronto. I do so. Cross-examined by Mr. Pepler—I left Allandale at 6.40, this a. m., and took my instructions from the despatcher to run to Barrie and return to Allandale keeping clear of the regular train; on that order I have nothing to do, or any connection with any other office but simply to get back to Allandale using my own judgment, this is usual. Before leaving Allandale I looked at the despatcher's clock; it was 6.40, and my watch agreed with same. I did what work I had to do in Barrie. I placed a loaded car at the freight house in Barrie that I brought from Toronto. I placed a cattle car also to be loaded; then returned. It would take me 25 minutes to do this. I would take me 6 minutes from Allandale to Perkins' switch. This is a guess or my own judgment. I would have got clear of the main line 4 minutes before the train should have left Allandale. I know of course I have left Allandale. I know of course I did not comply with it. I always keep a look-out pursuant to Rule 23, for yard engines between Barrie and Allandale; it is a place where we expect to meet yard engines. In this sense this is part of the yard. My train is a second class train. This is to give way to road trains as the Hamilton train this a. m. The Hamilton train is of this class. I leave Barrie at 6.30, this a. m., and take my instructions from the public. This takes me back to the starting point.

Hamilton train he returns when he gets through his work. The case was then adjourned to the Barrie Hotel; the same day at 8 o'clock p. m. Mr. Dwyer—Sergeant—I am chief train despatcher at Allandale in connection with N. & N. W. Ry. I was not at Allandale when the accident occurred. I left written orders for Conductor Campbell as to the distribution of cars; his instruction at Allandale was to leave two empty cars at Perkins' switch, that was all the instruction he had from me. They gave up definite instructions when to leave Allandale or return. The Hamilton train had no instructions from me; before the Hamilton train left Allandale this a. m., the conductor of such train should have enquired of the train despatcher for orders, or any other The conductors of regular trains are supposed to be clear for the regular train and if not it is the duty of the despatcher to notify conductors. The information was not conveyed from Barrie to Allandale; this a. m. that special had left owing to the fact that Barrie and Allandale is treated as a shunting yard. On a regular train if a conductor leaves five minutes ahead of his time and conductor would be to blame, and not the train despatcher. I was not at the station when the Hamilton train left. Cross-examined by Mr. Lunn—Yard engines have to keep out of the way of regular trains. Can't say what time is allowed for trains to run between Allandale and Barrie; about 7 minutes; to where accident happened it is about two-thirds of the distance between Allandale and Barrie. A train leaving Barrie at 6.10 would be due at Perkins' siding at 6.16 and a train leaving Allandale at 6.20 would be due at the same point at 6.27. If I heard the evidence of conductor Campbell when he asked me had left Barrie at 6.10 and that it was 6.14 when the accident occurred, this would have allowed him eight minutes to get clear of the way of the other train, providing said train had been running on proper time and there was a clearance of six seconds between the two trains. I am not a witness to this case. I am not a witness to this case. I am not a witness to this case.

when we got just past the first crossing we got into a dense fog; we went on until we met the other train, we could not see over the three car length; having to dense fog; we then came in collision with the other train; as soon as we saw we made every endeavor to stop, but on account of the fog and being so near we were unable to stop in time to prevent collision. I was on the hinder part of the passenger car looking out ahead with the brakeman; we did not expect to meet any train between Allandale and Barrie. I had no idea there was one. I did not know deceased Thornton was on the train; I had no passengers at all; I did not see him until after he was killed; he was then lying beside the track; he train was running between 6 and 7 miles an hour; this is our ordinary running speed; Barrie and Allandale takes about 6 minutes to run to Barrie. When I saw the train coming I tried to get to brake but the collision occurred before I got there and the train ran into the car. I was in the train and I saw the person's duty to inform me of a train being at Barrie; we had a little work to do in Barrie; we got off as soon as possible; had there been no fog there would have been no accident; as I should have seen the other train approaching; I often take that train over to Barrie and I run it one day and a half every week; I am an old conductor; I was 35 years on the Great Western; I was a conductor on this road and sometimes not as long ago as you say; Mr. McNeill said as last night to come over to Barrie a little ahead of time to do this work, providing the special train was not at Barrie to do the work before we got over. Between Barrie and Allandale is considered a yard and we are not to pass a special freight train; he is on a siding 10 minutes before a regular train comes along and you do as that point; I would say and will apply between Barrie and Allandale. Cross-examined by Mr. Pepler—I know from Mr. McNeill that I was at the station at 6.14 and that I placed the cattle car there.

INQUEST PERKINS' SWITCH ACCIDENT BARRE

NA 14 APR 1881

Page 1/3 GO DOWN TO THIS PAGE 576



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