



# ***THE GREAT HORSESHOE WRECK***

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# EXHIBITION SPECIAL WAS WRECKED AT THE CALEDON HORSESHOE 7 ARE KILLED, 114 INJURED

LOCOMOTIVE AND FIVE PASSENGER COACHES  
WERE HURLED INTO A FIELD AND  
MOST COMPLETELY DEMOLISHED

WILLING WORKERS HAD AN EXCITING TIME  
GETTING THE DEAD AND WOUNDED FROM  
THE SPLINTERED CARS AND DEBRIS

Doctors Were Rushed to the Scene in Special Trains from Orangeville and Other Places---Several of the Injured May Die---Many Narrow Escapes Reported---Train Was Running Too Fast to Make the Curve---A Thorough Inquiry as to the Cause Will be Made

between 50 and 60 miles an hour. The engineer did not slow down for the very sharp curve at the horseshoe when the rapidly moving train came to the first curve. Instead of rounding to, the trucks of the locomotive ran over the rails and continued for about 350 feet, landing in the ditch.

**CARS PILED UP**  
The big engine lay on its side stripped of everything, the demolished frame of the tender 20 ft behind it and the tank thrown clean over on its back. The first car was a combination mail-and-smoker and was well filled with men. It followed the engine and was splintered into match-wood, the tank of the engine having telescoped. Two were killed in this car and how anyone escaped is simply miraculous. The second coach be-

**THE WRECK.**  
Train-C. P. R. Exhibition Special.  
From Markdale, Ontario.  
To Toronto.  
Scene of Wreck-Horse Shoe Curve, 3 miles east of Caledon.  
Killed-Six.  
Died-One.  
Ambulance Cases-Fourteen.  
Slightly Injured-Thirty-five.  
Passengers-Estimated 400.  
Cause-Fast running.  
Time train left Orangeville, 9:15.  
Distance from Orangeville to scene of wreck, 10 miles.  
Stops-One.  
Estimated speed at scene of wreck-Sixty miles an hour.

followed the second and passed it, turning once or twice and landed partly on its back in the field beside the second coach, the rear end being completely ground off, the fourth coach following close beside the track

SIX SILENT VICTIMS.



Six bodies of the victims, covered with sheets, are lying with their heads close to the 3rd car, which turned turtle, and the 5th car can be seen at the back of the picture. Three were killed in the 2nd car and one in the 3rd.

the wreck and plared in the various ton, had his back injured. Harry parts of the field. None of them ap Halbert, of this town, aged 14, had peared to be very badly mutilated, his leg broken. They were taken to but some of the victims must have Mono Road, when a medical team been terribly crushed and bruised from Toronto with a staff of nurses about the body. Nearly all of them must have been killed instantly. They were transferred and take to the Western hospital, Toronto. Many of the wounded were pinned in the wreckage and the woodwork had to be chopped and sawn away before they could be removed.

THE CALEDON WRECK.

## **Exhibition Special was Wrecked at the Caledon Horseshoe, 7 are Killed, 114 Injured.**

An awful railway disaster took place on the Canadian Pacific Railway at the Caledon Horseshoe, 9.5 miles south of Orangeville at 9:35 o'clock Tuesday morning in which 7 persons were killed, 6 outright and 1 died in the Western Hospital, Toronto. And about one hundred were more or less seriously injured. Several more may die as a result of the catastrophe.

### **EXHIBITION SPECIAL**

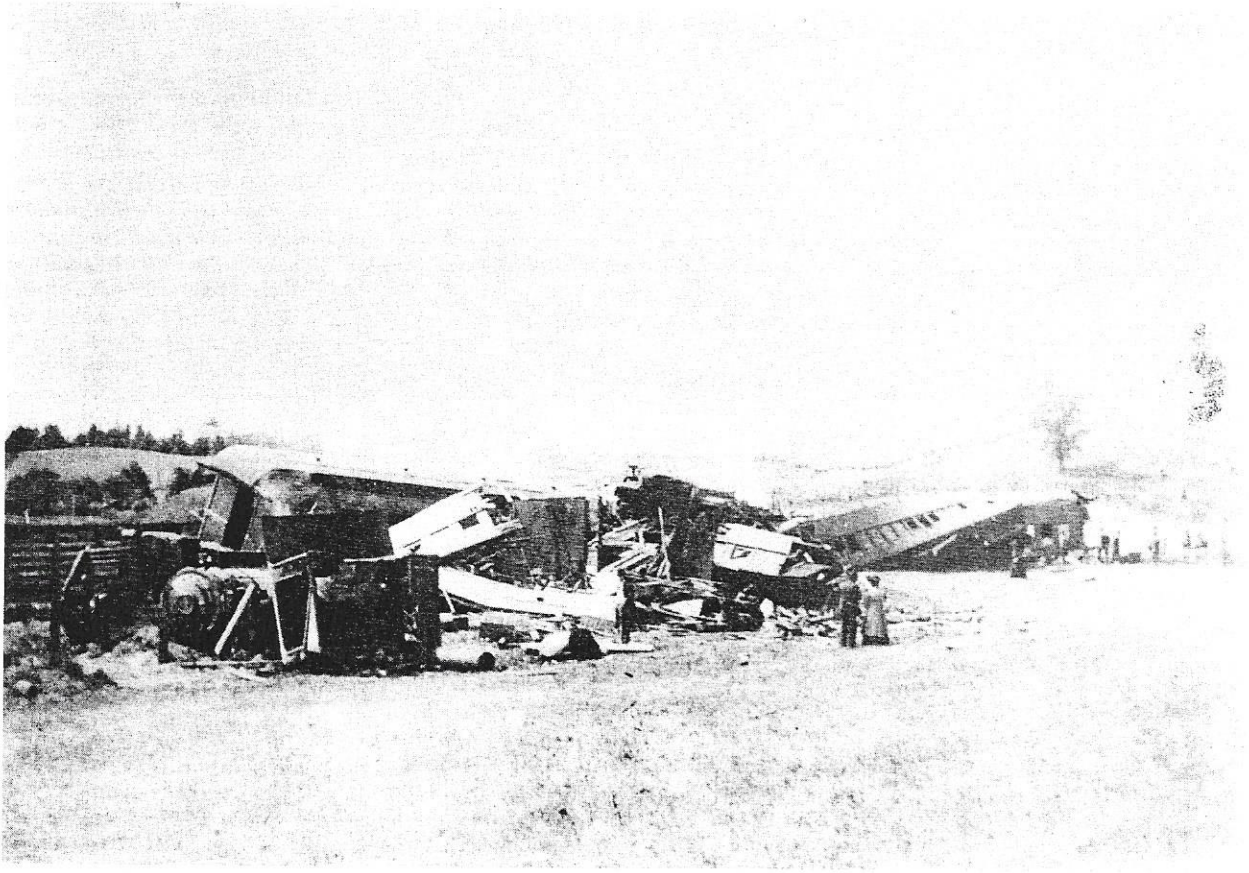
The well-packed train was a special bound for the Toronto Exhibition. It left Markdale in the morning and was about an hour late when it arrived at Orangeville. The train pulled out of the depot here at 9:15, and was ditched at the Horseshoe at 9:35.

When a Sun reporter arrived at the wreck all the wounded had not been removed from the cars and the wreck presented an awful and horrible sight. How the death toll is not one hundred instead of seven is hard to tell. It is simply miraculous how a single soul escaped from the smoker and how at least half of those in the second and third cars were not crushed to death in an instant. It is exceedingly fortunate that the list of killed is not 15 times larger.

### **AN AWFUL WRECK — Scene of the Wreck**

The engine, #555, was in charge of engineer Hodge and fireman James Ross of Toronto Junction and Conductor Matthew Grimes of the same place. The train made a flying trip from Markdale, when Orangeville was reached three more coaches were added, making 7 cars in all. This accounts for the safety of the 150 passengers who got on at this point. When the accident occurred it is estimated that the train was running between 50 and 60 miles an hour. The engineer did not slow down for the very sharp curve at the Horseshoe when the rapidly moving train came to the first curve. Instead of rounding to, the trucks of the locomotive ran over the rails and continued for about 350 feet, landing in the ditch.





## **CARS PILED UP**

The big engine lay on its side stripped of everything, the demolished frame of the tender 20 feet behind it and the tank thrown clean over on its back. The first car was a combination mail and smoker and was well filled with men. It followed the engine and was splintered into matchwood, the tank of the engine having telescoped. Two were killed in this car and how anyone escaped is simply miraculous. The second coach became ditched just after the locomotive left the rails and rolled over 2 or 3 times and landed on its back in the field. Two were killed in the rear end of this car. This coach followed the second and past it, turning once or twice and landed partly on its back in the field beside the second coach, the rear end being completely ground off, the fourth coach following close beside the track was piled upon the wreck of the mail and smoker. The fifth car telescoped the fourth for about 20 feet. The sixth car was very little damaged, only the forward truck going off the rails and the seventh was not damaged at all. The cars were all piled up and five of them were fit for only kindling wood. The track was not displaced and only a few ties were splintered.

## **THERE WAS NO FIRE**

One fortunate thing about the catastrophe was that fire did not add its horror to the disaster. Otherwise the loss of life might have been greater.

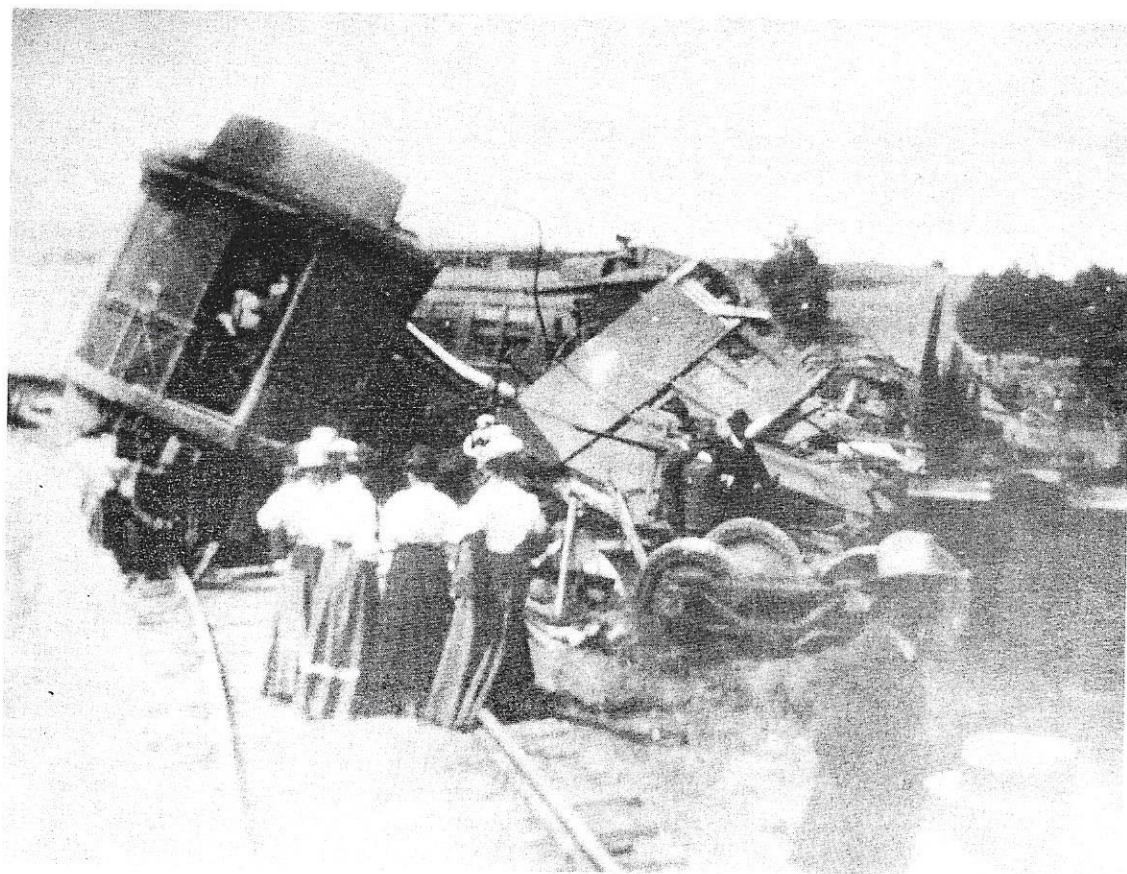
## **NEWS WAS SLOW**

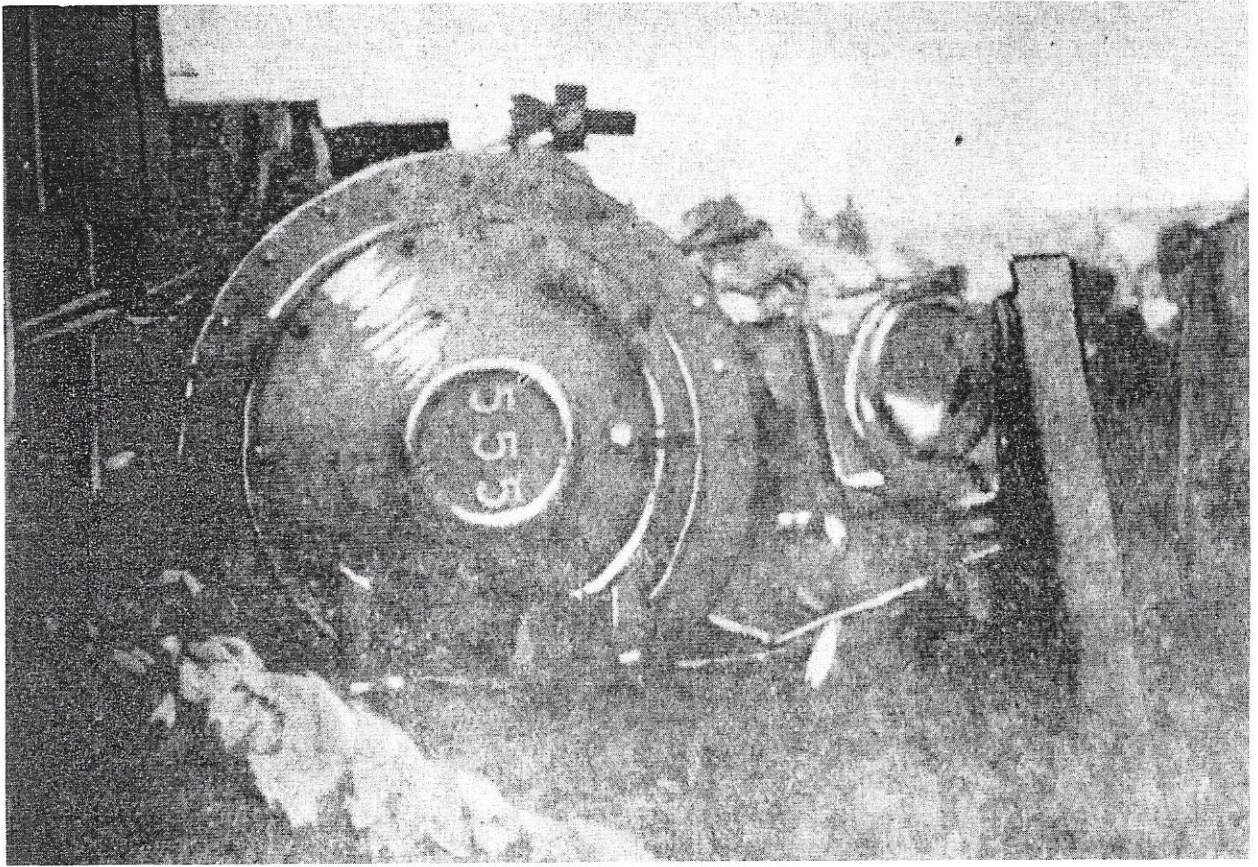
Owing to the breaking of the wires, the first news of the accident was telephoned from Caledon, about 3 miles north of the scene, and it was some time before any authentic news of the disaster could be had. As a result of the meagre intelligence the greatest excitement prevailed from Markdale to Toronto and those who had friends on board the unlucky train were in a nervous state until a list of the dead and wounded was bulletined in the various towns.

## **WORK OF RESCUE**

Just for a moment after the crash all was chaos, but the passengers in the last 2 coaches, assisted by several neighbours who hurried to the scene, got to work rescuing the wounded and taking out the dead. Those passengers in the wrecked cars who could get out themselves swarmed through the windows like a lot of bees. Some had gashes on their faces, heads and hands and soon the field looked like a battleground after a fight. The dead were pulled out of the wreck and placed in the various parts of the field. None of them appeared to be very badly mutilated, but some of the victims must have been terribly crushed and bruised about the body. Nearly all of them must have been killed instantly. Many of the wounded were pinned in the wreckage and the woodwork had to be chopped and sawn away before they could be removed.









## MEDICAL TRAIN RUSHED

The first outside doctor to get to the scene was Dr. McFayden of Caledon. As quickly as it could be done, a special train was made up here (Orangeville) and rushed to the Horseshoe. (Doctors) were on the spot in less than an hour and they gave prompt attention to the injured. The seriously hurt were made as comfortable as possible and placed in a van that was run up from Cardwell Junction. In this car there were about 14 serious cases. All were taken to Mono Road where a medical train awaited them from Toronto with a staff of nurses and doctors. They were transferred and taken to Western Hospital, Toronto.

## HURLED FROM THE CAB

Engineer Hodge and Fireman Ross had the closest call for their lives that they will ever have and come out safe. They stuck to the engine until it made the final plunge. They were hurled 25 feet into the field and escaped with a little shaking up.

Alex McLeish and George Baxter were near the latter's house when they heard the train coming. They observed the engine strike the curve and run off the track. The cars followed and piled up with a terrific crash and then everything was hidden from sight by a cloud of dust. They hurried to the spot and rendered what assistance they could.

## ENGINEER'S PLEA

Harry Thompson of Mitchell, who was visiting in Orangeville, was in the fourth coach and he describes the scene thus, "The women in my car were in hysterics and the men almost wild men. We had to jump about 10 ft. to get on the ground, for although our coach was not overturned like most of the others, it was tilted to an angle of 30 degrees. When I did get down the scene about was terrible. Two of the first persons I saw on jumping down from the car were the engineer and fireman. These men, I was told, had not jumped from their engine, but had stuck to their duty manfully. How the engineer escaped, God only can tell. With the thought of the possible explosion of the boiler or being scalded to death by steam, they were terror-stricken when I first saw them."

"Another man and myself ran to the farmer's whose name is McLeish and readily got a horse and buggy. We aroused the town (Caledon) and everyone, it seemed, ran or drove to the scene. The station agent telegraphed the regular train, which was running back of ours about half an hour, to bring relief from Orangeville. It was 20 minutes when the first relief arrived from Caledon."