

**Sept. 19, 1907**

**Engineer Hodge and Conductor Grimes of Wrecked Train have Been Placed Under Arrest.**

**Coroner's Jury Finds That Horseshoe Disaster Was Caused by Their Negligence**

**Railway Blamed For Not Putting a More Careful Engineer in Charge of Train.....**

**Accused Will Apply to be Released on Bail**

The inquest at Toronto into the cause of the death of Richard Bell of Shrigley, one of the victims of the Caledon Horseshoe disaster, was continued on Tuesday night.

## ENGINEER RECALLED

General witnesses were heard Tuesday night, tending to prove that the track on the curve was safe enough under ordinary observance of the rules, that the trainmen had been under notice to observe safety rules, and that excessive speed had caused the wreck. The examination of two machinists, who had removed the brake shoes from the disabled engine and tender, was in an attempt by the defence to try to show that the loss of one may have been a contributing cause to the wreck.

Engineer Hodge was recalled and said that he had shut off steam 200 yards before the slowboard. He applied the brakes one-quarter of a mile before the wreck. He had handled his freights on the same curve in the same way. He noticed the brake shoes at Orangeville. They were alright. After the accident the right brake shoe was missing.

"Why did we not hear of this before?" asked Mr. McFadden.

"I intended to tell about it the first time, but someone else spoke up," replied Hodge.

"You had a second opportunity?"

"No one asked me."

The engineer said he knew nothing of an official bulletin posted in the shops regarding the running of trains over the curve. He admitted, however, that he should have known of the order. He knew of the rule covering slowboards.

## TRAINMEN ARRESTED

Warrants were at once issued for the arrest of Engineer George Hodge and Conductor Matthew Grimes and they were placed under arrest yesterday. They will probably be tried at Brampton and their lawyer Mr. Robinette, will immediately ask for their release on bail.

## THE VERDICT

The following verdict was returned by the jury: That Richard Bell came to his death from injuries received in a wreck, which occurred on the third day of September, 1907, on the C.P.R., at a point known as the Horseshoe Curve, in the Township of Caledon, in the County of Peel. The said wreck being caused by the excessive and dangerous rate of speed at which the train on which said Richard Bell was a passenger was being run by the engineer, George Hodge, and the conductor, Matthew Grimes.

And we find that the said wreck was caused by the criminal negligence of the said George Hodge and Matthew Grimes.

And it is our opinion that the C. P. R. is to blame for putting incompetent and inexperienced men in charge of the passenger train running on such a difficult piece of road.

**November 14, 1907**  
**TRAINMEN ON TRIAL**

**Many Witnesses on Hand to Testify About the Horseshoe Wreck**

**"JUMP THE FENCE BOYS", CRIED FOREMAN SAMUEL MOSSOP TO HIS MEN**

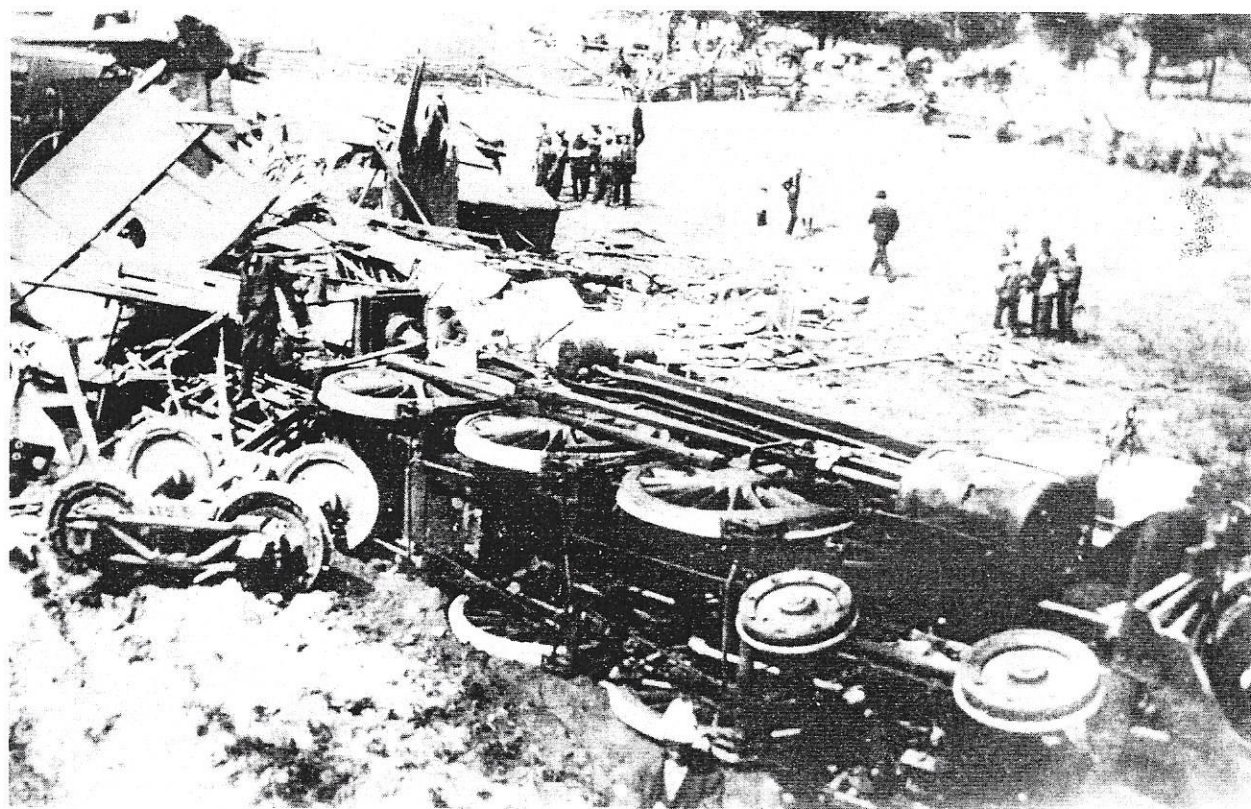
**Inquest Opened at Toronto as to Cause of Horseshoe Disaster....Witnesses All Agree That Train Was Going too Fast - Engineer Tells His Story**

The Caledon inquest into the cause of the Horseshoe disaster has been abandoned and an inquest opened at Toronto before Coroner Johnston. The Crown was represented by W.H. McFadden, K.C. Brampton, while Angus MacMurchy appeared for the C.P.R. and T.C. Robinette, K.C. for Engineer Hodge.

The line of defence (for Hodge and Grimes) is that the fated train was not running at excessive speed, and the engine, of which Hodge was in charge, was a "rol" and had been taken off another division as unfit for roadbed.

In all, about 40 witnesses will be examined at the which will probably conclude Thursday night.





### **JUMP THE FENCE BOYS**

Samuel Mossop of Orangeville, foreman of the carpenter gang said: "I thought she was running at high speed. I told my men to jump the fence when I saw her approach. They did, and when I turned I saw the engine take a sail, and told my men to come forward and assist. I saw the engine driver fall from his cab into the field, and rise again, and I went to the wreck and I saw no train hand, and started out to flag the regular, No. 16. I met a section man, who said Conductor Grimes had gone out to flag."

### **WHERE SHE RAN OFF**

"The accident occurred at the Horseshoe. I was 200 feet south of where she ran off at the calk of the Horseshoe, just where the curve begins, near Ferguson's Crossing." (He was repairing a culvert at the time.)

"The grade is very steep. - Two per cent, 2 feet in 100, 26 feet in a mile," said Mr. MacMurchy.

### **ENGINE SLID 100 FEET**

"I examined the track after the wreck."  
There was a distance of 100 feet or more from where the engine went off to where it stopped. It shot off almost in a straight line. That is an indication she was travelling at a high rate of speed. The coach was smashed to kindling and we almost turned a somersault, breaking the wires down.

### **TALKED WITH THE DRIVER**

"I talked to the engineer after and asked if he had control coming down the hill. He said he had. I said "I don't think you could have had." He said, "I wasn't coming fast, no over 15 miles an hour." I said, "I think you were going faster than that."

### **THE CORONER OBJECTS**

"How fast was the train going?" asked Mr. McFadden. Coroner Johnston asked if this was a fair question to ask the witness. Mr. McFadden felt the witness should be able to answer it. Finally he did so. "I would not say more than 35 M.P.H." said Mr. Mossop.

### **ENGINE CAPSIZED**

To Mr. MacMurchy he said he passed over the spot half an hour before the accident and the tracks were all right. After the accident he saw marks on the outer side of the track, where the engine went off.

"The engine just capsized. I think she ran on one side of the rails just before she went off. The tender was lying torn from the engine in the field, which was laying wheels up about where the fence would be."















### THE ENGINEER'S EVIDENCE

George Hodge, the Engineer, was next called.

"I was the engineer of engine 555, on the Owen Sound section. We left Markdale at 7:34, reaching Orangeville at 8:55, where 3 cars were added. We arrived at Caledon at 9:20, and received an order to run one hour late. We left Caledon at 9:21 and used steam until 150 yards from the slow board, where I shut off steam and allowed the engine to drift down the slope.

On the curve, about a quarter of a mile from the accident, I put on the brakes. I felt them take, and was about to release my brake when I felt a sudden lurch. I had my hand on the brake valve which was thus thrown open. I sprang forward and put on the emergency brake, and the next thing I knew I was on the ground.

### AN ENGINEER SINCE JANUARY

"I had been working as an engineer since January, previous to which I had been firing for five years. I had only run a passenger train once before. This was my first passenger run over this branch of the road. I was going from 15 to 20 M.P.H. with perfect control of my engine. I left Caledon 1 minute late but was not endeavouring to make up time. (1 minute late under the new orders received in Caledon) I believe I had a good record with the company. I was never suspended or had any difficulties."

### DOESN'T KNOW THE CAUSE

To Mr. MacFadden, the witness said he ran a passenger train from Parkdale to Markdale Station the night before. He had a good day's rest on Monday. Neither the conductor nor anyone else remonstrated him for fast running. He had run freights over the same road. At the "Horseshoe", the slow board indicated that any speed less than 25 M.P.H. was safe. He had run freights over it at about the same speed as he was running that day. The engine was in first class shape. "I really cannot say what was the cause of the wreck," he said. The inquest was adjourned at this point for one week.



