

ST THOMAS, ONTARIO

August 24, 1906

Eight o'clock on the morning of August 24th 1906 the Canadian Pacific morning train to Toronto, with small CPR engine 309 was leaving the massive Michigan Central station that it shared in downtown St Thomas. The CPR swings west and north out of St Thomas. Near the city limits, the CPR train started heading more north; then it would cross the joint CNR-Wabash railway on a semaphore protected diamond crossing. The CPR regular passenger train had the right of way.

This same morning at the same time the Wabash Railroad had an eastbound "Opera Special" of five cars running from Chicago to New York City. The locomotive was Wabash No. 1885, a 2-6-0 Mogul. Just after eight o'clock it left the Wabash station crossed the Pere Marquette-L&PS diamond and built up steam. It would have only one stop for water at Cayuga. Ahead the engineer thought that there was a clear crossing on the semaphore at the CPR diamond crossing one mile from St Thomas.

At 8:15 the two engines smashed into each other, the Wabash struck the CPR locomotive cab at just a slight angle right on the diamond crossing and were thrown in the ditch.

Canadian Pacific engineer John McKay was killed in the collision, but about two hundred passengers escaped injury.

The Evening Record, Windsor, Ontario
The Evening Journal, St Thomas, Ontario
The Globe, Toronto, Ontario

-1907-

BELLE RIVER, ONTARIO

February 21, 1907

Quite a serious rear end collision occurred about two miles west of Belle River on February 20th, 1907 at about four o'clock that afternoon when Wabash passenger train No. 3 crashed into the rear end of another Wabash passenger train.. The engine and the passenger car were damaged in the collision.

CANFIELD JUNCTION

March 5, 1907

The Wabash passenger express No. 8 running Detroit to Buffalo ran into an open switch during the night of March 5th, 1907 at canfield Junction. The engine and two cars of horses were upset in the ditch. The fireman was injured. A train from Toronto was on an adjoining track. Had the Wabash locomotive derailed on the other side into that train the injuries would have been much higher.

SIMCOE

July 27, 1907

Wabash locomotive No. 1894 was running on the fast freight No. 82, Detroit to Niagara Falls, over the Wabash route west-bound; when at around 6:50 on the evening of July 26th, 1907 it stopped at Simcoe for water. It then started up and shortly, only over a mile from the Simcoe station engine 1894 blew up. A boiler explosion! Front brakeman Louis Norton was riding in the cab with Engineer Dennis Patterson and Fireman Fred Calvert. The force of the explosion was described as terrific and engineer Patterson was literally blown to pieces. Brakeman Norton was fearfully scalded and inhaled so much steam that he died shortly after the explosion. Two freight cars were blown off the track and soon erupted into fire.

ENGINE EXPLODED, TWO TRAINMEN DEAD

Engineer Patterson and Brakeman Norton Met Terrible End in Unexplained Accident on Wabash at Simcoe—Fireman Probably Fatally Injured.

1907
St. Thomas, July 27.—Engineer Dennis Patterson and Front Brakeman Louis Norton, both of this city, are dead, and Fireman Fred Calvert is probably fatally injured as the result of the blowing up of Wabash engine No. 1894 a mile and a quarter east of Simcoe station last night at 6.50 o'clock.

The engine was attached to fast freight No. 82, bound from Detroit to Niagara Falls, over the Wabash. At Simcoe the train stopped to get water and at the time of the accident was proceeding at a high rate of speed.

Front Brakeman Norton was riding in the cab, together with Engineer Patterson and Fireman Fred Calvert. The force of the explosion was terrific and Engineer Patterson was literally blown to bits.

Brakeman Norton was fearfully scalded and inhaled so much steam that he died shortly after being

brought to Amasa Wood hospital. Fireman Fred Calvert is in a very critical condition, having both legs broken and being badly shaken up. Besides this he is severely scalded and it is feared that he also inhaled considerable steam.

Two cars were blown off the track, which was demolished for many yards.

Both cars took fire and were totally destroyed. The line was blocked all night in spite of the hard work of the crew of the wrecker.

Brakeman Norton was the son of Mr. and Mrs. James Norton, New Sarum, and is survived by five brothers and one sister, David and Henry, of New Sarum; James W., Jacob and Earl, of St. Thomas, and Mrs. H. J. Mills, of Yarmouth Centre. He is also survived by his widow.

Engineer Patterson had only been married three weeks and the trip was the third one he had made. His body was taken to Simcoe.

WINDSOR EVENING RECORD

July 27, 1907

-1908-

TILLSONBURG, ONTARIO

January 2, 1908

A Wabash freight train from the east had two double-headed steam locomotives on the front to pull its heavy train on the early morning of January 2nd, 1908. Even with two engines the train was too heavy, so it was decided to split the train for the uphill grade. The first part was taken up the hill to Corinth. The two engines were now backing down the grade to pick up the rear of its train that had been left in a siding. The Grand Trunk Railway also ran a fast freight over this line, train No. 93 and it was the GTR fast freight from the east came bounding along. The two trains collided at the east end of the long viaduct west of Tillsonburg. The wreck occurred at three o'clock on this winter morning. Grand Trunk Engineer John J. Walker was killed instantly. The fireman, J. Bush jumped from the engine in time. The Brakeman, J McCray lost his leg due to the collision. The Wabash locomotives were backing down and it was the tender that received the impact.

NIXON, ONTARIO

February 9, 1908

A west-bound Wabash express train struck a broken rail between Nixon and Delhi at around eleven o'clock on the morning of February 9th, 1908. The entire train that consisted of one coach, three sleeping cars and a baggage car were all derailed. Two of the Pullman sleeping cars rolled down the embankment. Fifty passengers were on board the train. Only seven persons were slightly injured.

-1908-

STEVENSVILLE, ONTARIO

June 9, 1908

On the morning of June 9th, 1908, at five o'clock the Wabash train No. 1, from Chicago to New York met with an accident near Stevensville, just west of Fort Erie. While travelling at a mile a minute, through some defect in the locomotive tender the tender derailed. It was just a mile west of Stevensville and between two culverts. Four passenger coaches jumped the track. Many passengers were injured but there were no fatalities. The engine and the parlour cars remained upright on the embankment.

Adventures on the Air Line.

Being Those of Bro. Thomas A. Duff,
Agent of the Orange Mutual.

On the morning of the 16th Bro. Dick drove me up to Tillsonburg to take train for Moulton, which is located between Canfield Junction and Fort Erie. The only train that stops between Canfield and Welland Junction is No. 72 on the Grand Trunk, and it is a "mixed." It is due to leave Tillsonburg at 8.50 a. m. but did not get away until 10. Of all the delays I ever experienced, this was the "king pin." The dispatchers deliberately held this train up at every station without apparent reason or necessity, the only object being to give right-of-way to Wabash freight trains of American cars. To give one illustration, we arrived at Jarvis about 1.05 p.m., and by 1.30 all work was done and No. 72 ready to leave, but orders were issued to meet two freights there. We lay on the side track until after 5.15, when the previous order was annulled and we were ordered to cross at Cayuga, some 15 miles further on.

Another illustration: A commercial traveler got on the train at Courtland. He got off at Simcoe, went up town, saw his customers and caught this train before it left the station. He then went on to Jarvis, went up town, wrote three orders, and was back in time to catch Wabash No. 2 and go as far as Cayuga, getting his business done there, and then boarding our train again. The conductor and train hands were very courteous and kind. Besides myself, there was a young lady and a little girl bound for Moulton, and the train hands offered to share their food with us. No. 72 is due in Moulton at 2.30, but did not arrive until 10 p. m., occupying exactly twelve hours to run 60 miles, or at the rate of 5 1/2 miles per hour. Although there are many passenger trains running east between Canfield and Welland Junction this No. 72 is the only one that stops anywhere between the two places. The Grand Trunk has been declared "for the general advantage of Canada," and received large sums by way of municipal bonus and Government aid, but today it appears to be run "for the general advantage of the Grand Trunk, and a preference for American freight and passengers (at 2c a mile), to the detriment of Canadian freight and passengers (at 3c per mile). It is felt that at least one passenger train per day should make the round trip over this road between Canfield Junction and Fort Erie, and serve the towns on the line. The above state of affairs is said to be of daily occurrence, and the day before, this same train, due at Moulton at 2.30 p. m., did not arrive until 3 a. m. from 6 a. m. Thursday until 8.30 a. m. Friday is too long for even "yours truly" to go without a peal. The manner in which this train is regularly used and run should be brought to the attention of the Railway Commission, and the Grand Trunk compelled to give Canadian passengers as fair a show at least as they give to American freight.

-1909-

ST THOMAS, ONTARIO

March 14, 1909

The eastbound Wabash Continental Limited dashed through an open switch in the Wabash St Thomas yards and smashed headon into a standing westbound Wabash freight train. Engineer Blanning on the express saw in time the open switch and quickly applied the emergency brake. Engineer Blanning and his fireman William Chater both had time to jump, unfortunately on the freight, engineer Thomas Arnum and his fireman, Thomas Cade had little warning and were caught falling between the locomotive and the tender. They were somewhat scalded.

February 8, 1910

Freight train stalled it is necessary to detour passenger trains. There was a big snow storm near the line of the Wabash east of Canfield Junction on Monday night and Tuesday morning. Snow was drifting onto the tracks in such large quantities that a freight train was stalled for some time. This necessitating the detour of Wabash train No. 1 express over the Grand Trunk from Fort Erie via Port Colborne to Canfield Junction. The accommodation train was running three hours late.

March 8, 1910

Thames river Flood. Prairie Siding experiencing the worst flooding in a great many years. The railroad has to work to save its tracks. Trains are under slow orders. At Prairie Siding the whole village is submerged. All trains whether east or west bound since yesterday morning have been running on the eastbound (southern) track, the westbound (northern) track being reserved for the ballast trains running between Prairie Siding and Chatham.

March 9, 1910

The Wabash are using dynamite to break the ice jam.

March 10, 1910

Dynamite is of little use, for there are thirty square miles flooded.

March 11, 1910

Ice jam breaks and the flood and ice crisis is over. Over 200 carloads of cinders had been rushed to Prairie Siding to contain the water.

April 25, 1910

Finest train ever seen here with a Wabash special train with Buffalonians en route to London stops in St Thomas overnight. It was a special Pullman train carrying 150 people.

May 11, 1910

A unique motor car driven by gasoline passed over the Wabash railroad. The arrival of the cigar shaped gasoline motor car at the Wabash station on Wednesday afternoon attracted quite a large crowd. It was manufactured by the McKeen Motor Car Company of Omaha, Nebraska and was en route to Buffalo where it will be delivered to the Buffalo, Rochester and Pittsburg Railway. It is for interurban service. It is fifty-five feet long with distinctive round windows and seats seventy-five people.

May 19, 1910

The future of the Wabash. The Rock Island appears to be after the Wabash and another report states that the Canadian Pacific is interested.

June 20, 1910

A grade crossing accident at Aylmer involving engine No. 1630.

June 25, 1910

Another grade crossing accident near Tillsonburg involving engine No. 1630 and engineer William Sanderson.

July 19, 1910

Wabash men out on strike.

July 23, 1910

Wabash men back to work.

September 9, 1910

Wabash train caught fire. The Continental Limited on the Wabash Railroad which left Windsor at 10:58 Wednesday night was in danger of destruction by fire when a spark from the engine ignited the vestibule of one of the coaches. The blaze was discovered a short distance out of Windsor and was smothered, but fire broke out again, and again. Four stops were necessary.

November 4, 1910

CORINTH, ONTARIO

Wabash Engineer George Smith was killed on the Friday evening at Corinth, Ontario in a head-on collision. He was the engineer of an eastbound freight train drawn by engine No. 1901. His fireman was George booze, and the Conductor was Cyrus Wadham. The westbound train was drawn by engine No. 1807, in charge of Engineer W. Lowie. The wreck occurred at 7:53 as the westbound was in the process of taking the siding at Corinth when the eastbound came along at a good rate of speed and crashed into the westbound, striking it at the eighth car ahead of the caboose. Engine No. 1901 was thrown over onto its side crushing Engineer Smith.

-1910-

December 8, 1910

NEW SARUM, ONTARIO

Engine No. 1892 was running light drawing just a caboose and it was under the charge of Engineer N. J. Curran. They had orders to take the siding at New Sarum to let an eastbound train pulled by engine 1894, Engineer Joseph Grice pass. The eastbound, engine 1894 reached the station first, and when the westbound came along it was standing just to the west of the switch. Engineer Curran was making every effort to stop the train. The rails were wet and his engine had become disabled on one side that prevented him in stopping engine No. 1892. Engine No. 1892 went over the switch and crashed into the other engine. All the engine crews escaped uninjured.

1911

January 13, 1911

A small wreck occurred at the Grand Trunk depot at Welland on Wednesday morning April 11, 1911 when a Wabash engine with a caboose southbound smashed into a freight train standing at the depot partly wrecking the Grand Trunk caboose and crushing the front of a freight car. The locomotive was badly damaged, the front trucks being torn off the tracks. The engineer was slightly injured but the rest of the crew were unhurt. A bad curve in the road badly obstructed the view. It was claimed that the semaphore was down.

February 7, 1911

The wrecking of five cars on a Wabash train at Baird's Crossing west of St Thomas on Tuesday morning at seven o'clock. The cause was a broken rail. Nobody was injured.

February 23, 1911

Girls given a fast ride. Wabash passenger train No. 2, with engine No. 1837, in charge of Engineer McGregor was forty minutes late when it pulled out of St Thomas on Monday, but made up time between the St Thomas and Buffalo. The train carried the lady winners of the Chatham News and the Windsor Record popularity contests and had to come to Buffalo in order to make connections for Florida.

March 6, 1911

The engine and five cars of an eastbound Wabash freight. In charge of engineer John Taylor and Conductor McNichol went off the track on the derail at Canfield Junction.

1911

April 10, 1911

Ernest Wilson the Grand Trunk station agent at Belle River was killed when he stepped in front of Wabash light engine No. 1901, westbound and running at forty miles an hour.

May 1, 1911

The engine and six cars of the westbound Grand Trunk-Wabash way freight were derailed between Middlemus and Ekfrid Saturday morning by the dropping of a brake beam. No one was injured. Engineer Little and Conductor Burns were in charge of the local.

1911

July 24, 1911

A bad smash up occurred about eleven o'clock Saturday night at the Grand Trunk station, Cayuga when eight cars were derailed and badly smashed. The train was heavily loaded with merchandise and a car of chickens. There was an attendant sleeping in the chicken car. The car had left the rails Traveled over the Grand River bridge and then tumbled into ditch when it hit the switch by the station. A coping stone on the bridge was dislocated.

October 27, 1911

A small derailment at Renton forced the Wabash to detour No. 2 passenger train over the Michigan Central between St Thomas and Canfield Junction. No. 2 pulled by engine No. 1872, in charge of Engineer Charles Knight and Fireman Richard Rolling was on its way to the Michigan Central, using the Pere Marquette-L&PS line between the two stations to make the connection. However just as the big locomotive was about to take the curve at the Dake House she left the rails and after tearing up the track, rails and ties for a distance of fifty feet came to a stop in the ditch to the west of the wye. The derailment was no doubt due to the fact that the rails on this part of the line are too light for a heavy engine. The engine crew stuck to their posts and were uninjured.

December 11, 1911

A derailment of Wabash engine No. 1622, a baggage car, a smoking coach and part of a sleeping car on train No.1, occurred at the Simcoe station when an axle broke on engine No. 1622. Engineer Britt immediately stopped the train and there were no injuries.

LOCOMOTIVE EXPLODES; ENGINEER CADE KILLED

**Large Mogul on Grand Trunk Blows up at Thamesville—
Engineer Thomas Cade, Fatally Injured, Dies Later in
in St. Thomas Hospital.**

Dec 30 1911

St. Thomas, Dec. 30.—Engi-
neer Thomas Cade, injured in a
locomotive explosion at Thames-
ville last night, died at nine
o'clock this morning at the hos-
pital here.

(Star News Service.)

Thamesville, Dec. 30.—Mogul locomotive No. 1890 on a west-bound Wabash freight, exploded last night opposite the Grand Trunk station here about twelve o'clock. The explosion was so terrific that the whole town was awakened from slumber.

Engineer Cade of Windsor was blown out of the cab window and fatally injured, his head and arms being terribly scalded. Fireman Cook was blown over the top of several cars but miraculously escaped serious hurt.

When the explosion occurred the whole body of the engine was lifted almost clear of the trucks and turned completely over. Parts of the cab were picked up rods away.

Engineer Cade was put aboard Wabash train No. 4 and rushed to the St. Thomas hospital. It is thought he will die.

Engineer Thomas Cade referred to is

a cousin of Frank Cade, the Windsor patrolman, and although well known to many here, his home is at Inwood, Ont., near St. Thomas, not Windsor, as has been reported.

According to men prominent in local railway circles the unfortunate engineer had repeatedly complained to the officials that the engine was unfit for service and that he was endangering his life by driving it. He was told, however, that he was to get all the use possible out of the "load of junk" and to run her the limit.

Reports from St. Thomas, where the injured man was taken, state that the explosion was caused by the water in the engine running low and cold water being turned on which struck the boiler. This is denied by Edward Cook, Goyeau street, who was brakeman on the train. Cook had just swung off the engine, which was still in motion, to run to the station for orders when, without a minute's warning, the explosion came. Cook was thrown some distance against the side of the station. Fireman Ball, of St. Thomas, was thrown a distance of 200 feet, but escaped with light injuries.

Windsor Evening Record
December 30, 1911

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(Star News Service.)

Thamesville, Dec. 30.—Mogul locomotive No. 1820 on a west-bound Wabash freight, exploded last night opposite the Grand Trunk station here about twelve o'clock. The explosion was so terrific that the whole town was awakened from slumber.

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The St. Thomas

January 10
1912.

TEMPERATURE - 6 ABOVE.

ST. THOMAS.

CROWN SHEET WAS BURNED, BUT WATER GAUGE WAS CLOGGED

**Evidence at Inquest Over Explosion of Boiler on Wabash Engine at
Thamesville Also Shows That Locomotive Was Not in Good
Working Order ; Another Adjournment**

The inquest into the death of Thomas Edward Cade of St. Thomas, Wabash railway engineer, who died in the Amasa Wood Hospital on Dec. 30, from injuries caused by the bursting of his engine, No. 1890, at Thamesville, the same day, was resumed at the City Hall Monday night before Coroner Guest and jury, comprising P. L. M. Egan, foreman; C. Riddle, D. J. Lumley, W. E. Cook, John L. Coutts, Peter Brown, W. Kimball and T. C. Mallory.

The inquest was conducted in the police court, which was packed with railway men all more or less interested in the dry technical terms descriptive of the various parts of the engine involved in the accident.

About eleven witnesses were heard before the court was adjourned until Tuesday afternoon, when the jury will visit the Wabash yards to view the remains of 1890 and then adjourn again till 7:30 p.m., on Thursday, when it is hoped that John Ball, the deceased engineer's fireman, will be able to be present.

Water Glass Clogged.

The evidence, though intensely technical, was not without its thrills, as when J. N. Robertson, general foreman of the Wabash-G.T.R. locomotive and car department, St. Thomas, admitted that engine 1890 was withdrawn from international service on Dec. 21, 1911, because of seven broken

staybolts, and that there was a defect in the left cylinder saddle of which he knew, and that a message was received from Lawrence Station, signed by Engineer Cade and Conductor Cudmore, complaining that the engine was not making steam good. And again when Frederick G. Mitchell of London, who inspected the wrecked engine for the Crown, stated it as his opinion that the lower gage glass connection of engine 1890 was clogged 75 per cent of its size and that the accident was in all likelihood caused by this clogged connection being stopped by a small particle of foreign matter, so retaining water in the glass and misleading the engineer as to the real quantity of water in the boiler, and resulting in the burning of the crown sheet, which caused the explosion.

Crown Attorney McCrimmon conducted the enquiry for the Crown; E. Rose of Toronto appeared for the Wabash Company, and R. H. McConnell watched the case in the interests of Mrs. T. E. Cade, the widow.

In opening the case, Coroner Guest explained that owing to the intensely technical character of the evidence and the seriousness of the circumstances, the inquest would be a prolonged one and would likely necessitate one or more adjournments. He read a medical certificate stating that John Ball, the injured fireman, was not

SPECIAL CAR TO CONVEY THE BODY

Remains of the Late Thomas E. Cade,
Wabash Engineer, Are Taken to
Alvinston for Burial

The remains of Thomas E. Cade, Wabash engineer, killed in the boiler explosion at Thawesville, were taken to Alvinston in a special car attached to No. 3 Wabash express on Tuesday. Services were conducted at the family residence, 87 Flora street, by Rev. D. Rogers and the Masonic service by F. M. Bond, W.M., and L. Slater, chaplain.

The pallbearers were: T. Arnum, J. Potts, G. Laidlaw, A. Else, W. Smith and W. Armstrong. J. H. Derry and C. W. J. Smith were the floral bearers.

The floral tributes included a pillow from St. Thomas Lodge, No. 44, A. F. & A. M., a wreath from B. of L. E. & F. division, Windsor, and a wreath from Charity Lodge, B. of L. E. & F., St. Thomas.

Relatives accompanying the remains were: Mr. and Mrs. George Cade, father and mother, of Inwood; William Cade, Leamington; Robert Cade, Sr., and Frank and Edward Cade, Windsor; Mr. and Mrs. R. Small, Komoka; Mrs. Bank, Windsor; Mr. and Mrs. A. Barber, Westminster; Mr. and Mrs. George Cade, Detroit; Mrs. A. Munro and Mrs. Andrew Munro, of Inwood.

1911

in fir condition to appear to give evidence for a day or two.

General Foreman Testifies.

Due to Lack of Water He Says.

To Mr. Gore:—The accident was not due to any fault in the engine, but to lack of water on the crown sheet. It was the engineer's duty to keep track of amount of water in the boiler by means of gauge cocks and water glass. He should try both frequently.

Engineer Sent Message.

In reply to further questioning by Mr. Rose, Mr. Robertson said the crown sheet had nothing to do with the boiler. The staybolts served to support the crown sheet. The crown sheet was directly over the fire and was held to the outer casing sheets by the staybolts. The main force of the explosion was shown by the crown sheet. The blue appearance, caused by heat, of the crown sheet showed that the explosion was caused by lack of water in the boiler.

To Mr. McConnell—There were brok-

bolts. To Mr. McCrimmon—it was after consultation with Mr. Robertson that it was decided 1800 should go to Fort Wayne. None of the booked repairs would have anything to do with the accident. He tested the blow with the brakes on. This was equivalent to testing with a load.

Harry E. Berry, inspector of boiler work in the Wabash round house said he had not inspected boiler of 1890 for four days prior to her last trip. On that occasion he made a general examination. Was in the fire box and found it fit for service. There were the natural leaks of an engine in service. They did not indicate any weakness to him. He knew nothing about the stay bolts. He had examined the engine since the accident. The crown plate had apparently given way first nearly in centre a little back from the box. C. Lawrence gave evidence

Frederick G. Mitchell, of London, who examined the wrecked engine for the crown said he had had 26 years' experience of boilers and boiler explosions. He examined 1830 on Thursday. His examination showed that the boiler had seen considerable service and there had been many repairs. The crown sheet had been overheated 18 inches apart from the throat sheet. The explosion was caused by lack of water on the crown sheet. The inferior sheet had exploded causing instant evaporation which simply tore everything with it and turned the boiler over. The throat sheets had nothing to do with the explosion. The great problem was how to account for the lack of water on the crown sheet and it was difficult to reach a definite conclusion along this line.

He had found that the lower gauge connection on engine 1820 was a bit rusted and this condition might be the cause of the trouble. He had cleaned the gauge matter and prevented the water in the glass from going down. The blow defect spoken of by other witnesses would have nothing to do with the explosion except that it would mean that the engineer would have to work his boiler a much harder to make up for the effects in the mechanical part of the engine. The gauge glass was in a dangerous condition. The boiler was in fair condition so far as rustation was concerned.

To Mr. Rose--The lower gauge glass connection had been reduced from a 3/4 inch opening to 3-16 inch by the enrustation. This would mean that it would take water longer to reach its level. The water was at approximately six inches below top of crown plate when explosion occurred. It would take 20 minutes with a heavy engine being worked at high pressure for water to drop from full boiler to this position. The remaining of the water in the gauge glass at one level for such a period of time might be due to the engine, that something was wrong other than water was low or glass wrong.

Witness never knew of a 2_4 connection in gauge connections being stopped by foreign matter, but he had known of

Made Many Stops

Mr. Cade made no complaint about water. The train had not stopped dead when the explosion occurred. There appeared to be plenty of water in the tender. Witness rode on the engine from Thames river to Glencoe and blew out the gauge glass while he was on engine, and tried the try cocks. There was two inches of water in glass at Glencoe.

George W. Cook, from brakeman, was in cab after leaving Glencoe. He noticed water gauge showing 3, glass. He saw the engineer try the right hand injector between Payne's Mill and Buford and it worked alright. He saw him blow glass at Buford. A Bowling Green engineer asked him to try left hand injector. He tried it and shut water off. It worked alright. Was in the station when Gladstone took place. He took a drink of water from tap in tender going down south into Thamesville. There was a good flow of water. Tap was about 14 inches above bottom of tender.

C. H. Gormley rear brakeman could tell the court nothing.

Robben Hind, stay bolt inspector, G. T. R. Wabash at St. Thomas, gave evidence of having reported seven broken stay bolts prior to last trip of 1930. Three were on left side of the crown sheet, two in throat sheet and

January 10
1912

Repaired Every Trip

Witness examined the engine after the accident, both at Thamesville and St. Thomas and he explained in detail the condition of the crown sheet, broken bolts, etc., corroborating in the main all Mr. Robertson's evidence on this point. He added that four of the ten broken bolts were attached to the crown sheet and the rest were lying in the bottom of the boiler. No bolts were pulled away from the crown sheet. There were about 471 bolts. Both side sheets were broken.

It was usual to receive complaints from engineers on the road. A defect might develop on the road. It was then up to the engineer to make temporary repairs, if possible, and get over the road.

Crown Sheet Reversed

To Mr. McConnell, witnesses said the cross-section had been reversed by the explosion, being forced from a concave shape to a convex. The seven broken stay bolts which caused the engine to be withdrawn from interstate service, are shown in the left half of the drawing. Four of the bolts are in the right and one in the left sheet. The international rules require removal of an engine if it has two adjoining stay bolts broken or three broken within a four foot diameter, or five broken in a four foot diameter, or six broken in a water-tube boiler. It was in his opinion the engine was not at fault in the accident. Boiler Inspector Robson Hinds reported the seven broken stay bolts.

Mr. McConnell sought to get an admission from witness that because of the new Dominion act covering locomotive boilers which came into effect on Jan. 1, 1912, engine 1890 was being sent out of the country not to return but his questions along this line were not allowed as the act had not come into effect at the time of the accident.

Was on Way to Fort Wayne

Witness, however, admitted that the engine was going to Fort Wayne for repairs and that because of this the repairs reported on the book at the end of her last previous trip were not made in St. Thomas. The engine arrived in St. Thomas at 9:30 p. m. Dec. 28 and Dec. 29 was ordered to take her out at 7:30 p. m. on Dec. 29. Witness took engine 1890 out for test on Dec. 29 after Messrs. Robertson and Neill had tested her. He made no personal examination of the stay bolts.

To Mr. McCrimmon—It was after consultation with Mr. Robertson that it was decided 18:00 should go to Fort Wayne. None of the booked repairs would have anything to do with the accident. He tested the blow with the brakes on. This was equivalent to testing with a load.

Engine Fit for Service

Harry E. Barry, inspector of boiler work in the Washington round house said he had not inspected boiler of 1891 for four days prior to her last trip. On that occasion he made a general examination. Was in the fire box and found it fit for service. They were the natural leaks on an engine in service. They did not indicate any weakness to him. He knew nothing about the stay bolts. He had examined the engine since the accident. The crown plate had apparently given way first nearly in centre a little back from

(Continued from page one)

In fit condition to appear to give evidence for a day or two.

The first witness called was Howard Anderson of Springfield, Ill., draughtsman in the motive power department of the Wabash Railway. He said the wrecked engine was built in 1904, in Philadelphia, Pa., for the Wabash, and was of the Mogul type, of which the company had 27 in service.

General Foreman Testifies.

J. N. Robertson, general foreman of the Washouk locomotive and car department at St. Thomas, did not know when engine 1820 was commissioned for service. He had had thirty years' experience in the railroad business, of himself and the locomotive foreman, Mr. O'Neill, to examine the engines, and they made a test of 1820 on Dec. 29 before she went out. They went up and down the tracks on her for about two miles. The test showed a crack in the left cylinder saddle. He had the engine repaired so that they might determine

1912

JURY INSPECTS ENGINE NO. 1890

And Learn Meaning of Technical Terms
Used in Evidence : Railway Board
Inspector Also Views Wreck

The jury investigating the cause of Engineer T. E. Cade's death met at the city hall Tuesday afternoon and, accompanied by Coroner Guest, Crown Attorney McCormick, R. H. McConnell, representing Mrs. Cade, Hugh E. Rose of Toronto, General Foreman J. N. Robertson, Locomotive Foreman R. J. Carr, Superintendent Bowker and a number of other Wabash officials and railwaymen, went to the Pere Marquette yards to inspect the wrecked engine, No. 1890.

The various technical terms used at the hearing on Monday night were explained to the jury in connection with the various parts of the engine, especial attention being paid to the crown sheet, the gauge glass connections, the injectors, the stay-bolts and the cracked cylinder saddle, to which so much reference was made. The personal examination and courteous explanations given by the practical men will prove of much value to the jurors in arriving at an understanding of the very technical evidence given and in deciding just what the shortage of water in the boiler was due to and where the blame, if any, belongs.

The proper working of the gauge glass, gauge cocks, try cocks, injectors and the methods of blowing and testing these was shown to the jury on board another engine, which had been prepared for the purpose.

A close inspection of the engine was also made by the Dominion Railway Board's inspector, Mr. Ogilvie, who returned to Ottawa immediately afterwards.

January 10

1912

1912

1912

January 30, 1912

AYLMER

An engine running light with a caboose westbound was in a collision with a couple of freight cars about 400 yards east of the Aylmer station. The Grand Trunk St Thomas to Brantford local had drawn into a siding at the Aylmer station but two cars were not clear of the mainline. When a Wabash engine and caboose swung around the curve at about forty miles per hour they crashed into the two freight cars. The pilot of the engine was smashed and the two freight cars were thrown from the track, and one car and a caboose caught fire and burned.

August 11, 1912

CHATHAM

Engine No. 1807, a six-wheeler and every car of Wabash passenger train No. 6 ploughed through an open derail at the Canadian Pacific Railway diamond crossing, four miles east of Chatham at 1:30 on the morning of August 11th, 1912. Although every one of the five cars left the rails and the engine and two cars were juggled around a lot, no one was hurt. The Wabash train was travelling at a fair rate of speed with the semaphore set for clear did not relinquish speed, but the crossing watchman confused and believing that a train was approaching on the CPR tracks quickly threw the semaphore clear for the CPR, and set the derail against the Wabash train. The crew stuck to the engine. Engineer George Wilson and his fireman escaped unhurt. They did not jump.

Chatham Planet, St Thomas Times

1912

December 14, 1912

NELLES CORNERS

Two freight trains, the second section of train No. 94, engine 1871 eastbound, and the first section of train No. 91, engine 1900 westbound both travelling at about forty miles per hour met on the single track between Jarvis and Cayuga, just west of the little depot of Nelles Corners. The engineers of both trains Henry Harland and James Black saw the approaching headlights quickly set the brakes and leaped from their engines. Both Harland and Black yelled at their firemen to jump. Fireman Saxon heard Black, but fireman Louis Locke did not hear Harland. With the collision Locke was trapped on the engine and died.

The cause of the wreck was due to Harland and his crew having misread the number of the train displayed at Nelles Corners. The crew of train No. 91 had received orders at Welland Junction to pass train No. 72, engine 1874, and also to meet train No. 94 at Nelles Corners. When Engineer Harland reached Nelles Corners he saw the number of a train displayed in the office window and evidently misread it thinking it was displaying No. 94 when in fact its display was for No. 72. Number 72 was sitting in a siding but its lights were not lit, it sat in the darkness.

As far as could be understood had the crews on the westbound train No. 91, Henry Harland and Louis Locke, misread the numbers 1874 on the engine of train No. 72, standing on the siding, for 1871, the engine that was drawing train No. 91, the train they did have orders to meet at Nelles Corners. When they saw what they believed was No. 1871 on the engine at Nelles Corners they did not stop, but kept on, only to crash into the real 1871 and its train two miles further west.

1912

December 16, 1912

WALKERVILLE

A String of freight cars left standing on the mainline while the other cars were shunted around caused a wreck on the Wabash Sunday afternoon, at 4:15, just west of the Sandwich Street bridge, at Walkerville. A freight train from St Thomas drawn by two big engines drew slowly under the bridge and collided with the boxcars. One engine was completely turned over and its tender dumped and the other engine was derailed. Most of the engine crews on both engines as they came around the curve saw the standing freight cars and jumped with the exception of the fireman on the first locomotive Alexander Neish, who was badly scalded.

December 31, 1912

Yesterday, there was a Wabash time change and passenger trains No 103 and No. 6 which formerly went by Niagara Falls now cross at the International Bridge, Fort Erie and run through Welland Junction and all the way over the Air Line. It is said that the change was brought about owing to the small passenger traffic going and coming from Niagara Falls.

Welland Tribune

1912

September 16, 1912

Four new sidings at St Thomas to store coal. The GTR have within the past week constructed four lines of sidings on the company's property between Inkerman Street and Woodworth Avenue south of the mainline. The tracks are being put into accommodate coal cars. At present St Thomas is the distributing point for the coal chutes at Nixon and Glencoe, as well as St Thomas. The yard capacity has been taxed.

October 5, 1912

Steam escapes from the boiler. When an axle broke on a Wabash locomotive at Nelles Corners Friday it opened the purge cock and all the steam escaped from the boiler. As a result traffic was tied up for a short time while an engine was sent out from St Thomas.

October 7, 1912

Wabash express train No. 1 was several hours late on Sunday morning not arriving until 11:30 in the morning. The train was first delayed several hours at Buffalo because the eastern connections were late arriving and then was delayed again when a locomotive attached to a heavy freight train threw a (drive wheel) tire.

October 29, 1912

Robert Edgar, one of the company's oldest employees and a former engineer was confused by the noise of an engine on one track and walked in front of Wabash engine No. 1837 and was killed.

Fireman Louis Locke Killed in Head-On Crash of Freight Trains on Wabash at Nelles Corners.

THE DEAD FIREMAN; HAD BEEN MARRIED ONLY FEW MONTHS

Louis Locke, the Wabash fireman killed in the crash near Nelles Corners early Saturday morning, is only 27 years of age. He was married only last spring to Miss Mabel Grice, daughter of Joseph Grice, Wabash engineer, Balacava street. For a time after his marriage Mr. Locke was engaged in farming in Yarmouth, but returned to the city two months ago to resume work as fireman on the Wabash, a position he held two years ago. At the time of his death he was residing with his wife at No. 141 Balacava street.

The deceased was a son of the late William Locke of Yarmouth, and besides his wife, is survived by his mother, Mrs. John Tabraham, of North Yarmouth; and three sisters and three brothers, viz., Mrs. John Henderson, city; Mrs. Ed. Henderson, city; Mrs. John Sheldrick, Talbotville; William Locke, Jr., & P. S. gravel road, Yarmouth; Charles Locke, St. Thomas, and Wesley Locke, North Yarmouth.

The remains will arrive in St. Thomas at 11:40 tonight and will be taken to the undertaking parlors of P. R. Williams & Son. The funeral will be on Tuesday from the home of deceased's father-in-law, Joseph Grice, Balacava street.

Engineers James Black and Henry Harland and Fireman William Saxon Receive Minor Injuries by Jumping When They See Collision is Unavoidable; Engines and Cars Piled Up and Traffic Blocked for Twelve Hours; Trains Detoured Over M. C. R.

MISREADING OF NUMBER IS GIVEN AS THE CAUSE OF THE DISASTER

KILLED

LOUIS LOCKE, fireman, aged 27, married, 141 Balacava street, St. Thomas.

INJURED

JAMES A. BLACK, engineer, 36 Flora street, sprained ankle and injured knee.

HENRY G. HARLAND, engineer, 18 Hughes street, sprained ankle and bruises.

WILLIAM SAXON, fireman, St. Catharine street, shoulder dislocated.

WALTER QUEEN, brakeman, St. Thomas, foot scalded and knee injured.

Louis Locke, Wabash fireman, residing with his wife at No. 141 Balacava street, St. Thomas, was instantly killed in a head-on crash on the Wabash, two miles west of Nelles' Corners, shortly before two o'clock Saturday morning.

Three other St. Thomas men, Engineer James A. Black, Engineer Henry Harland and Fireman William Saxon, escaped serious injuries by jumping.

Walter Queen, brakeman, was thrown from the cars after the crash and injured.

The wreck was one of the most disastrous in the history of the road. Two freight trains, the second No. 94, east-bound, and the first No. 91, west-bound, both traveling at a rate of speed estimated at something like forty miles an hour, met on the single track west of Nelles' Corners, in the dark of the early morning.

FIREMEN'S TERRIBLE DEATH

When Engineers Harland and Black on their respective engines saw the headlights on one another's engines, they immediately reversed and, seeing there was no chance of avoiding a smash, yelled to their firemen to jump and cleared for safety themselves.

Fireman Saxon heard the call of Engineer Black, but Fireman Locke apparently did not hear Engineer Harland. When the two huge locomotives crashed together Mr. Locke was caught between the tender and the boiler-head and terribly crushed and scalded. It was some time before his comrades were able to secure the release of his body.

MISTOOK NO. 72 FOR NO. 94

The cause of the wreck, the Wabash officials here say, was due to Engineer Harland and his crew having misread the number of the train displayed at Nelles' Corners. The crew of this train, No. 91, had received orders at Welland Junction to pass No. 72 and also to meet No. 94 at Nelles' Corners. When Engineer Harland reached Nelles' Corners he saw the number of a train displayed in the office window and evidently misread it, as he was under the impression it had read No. 74, whereas the agent says the number displayed was 72. It is also said, on behalf of Engineer Harland, who is considered one of the most efficient men on the road, that the failure to display lights on train No. 72, which stood on the siding at Nelles' Corners, had misled him into the belief that it was No. 94 and not an extra that he was passing.

LINE-BLOCKED-TWELVE HOURS

The wrecking crew were rushed to the scene from St. Thomas and Fort Erie, but it was twelve hours before the mass of broken up cars and torn-up tracks were again in shape for traffic. In all some ten cars were demolished, while the two big engines, locked fast in each other's embrace, rolled over into the ditch.

The accident occurred in a deep cut and near a curve, which prevented the engineers from seeing the danger they were in until the accident was unavoidable.

While the work of clearing up the wreckage was in progress five passenger trains, two east-bound and three west-bound, were detoured over the M. C. R.

Train No. 94 was in charge of Conductor McAlpine, of St. Thomas, and No. 91 in charge of Conductor Brown, of Windsor. The locomotives in the wreck were No. 1871 on train No. 94 and 1900 on No. 91.

INJURED MEN AT THEIR HOMES

The injured men were brought to St. Thomas about nine o'clock and were placed under the care of the company's physician. All were suffering more or less from shock and from many bruises and cuts, as well as the injuries mentioned above. After having their injuries attended to, all went to their homes. Brakeman Queen received his injuries by being thrown from the train when the collision occurred.

The body of Fireman Locke, which is terribly crushed and scalded, is still held at Nelles' Corners, and an inquest will be held.

December
16
1912

TWO CENTS PER COPY

READING A "4" FOR A "1" CAUSE OF ACCIDENT

Coroner's Jury, Investigating Nelles
Corners Wreck, Thinks Train Crew
Should Have Stopped to Make
Sure

TRAINS ONLY 50 YARDS
APART WHEN FIRST SEEN

Trainmen Tell of Little Time They Had
to Make Jump for Their Lives; The
Jury Makes a Recommendation

THE VERDICT

"We, the jury, find that the train crew on the west-bound train were at fault in not stopping and making sure of the number of the train they were to pass.

"We also think that the railway company should make it specific that all trains should stop to be sure of the train they are to pass."

(Staff Correspondence)

Cayuga, Dec. 17.—The above was the verdict rendered by Coroner Snyder's inquest, which was held here Monday afternoon, to enquire into the death of Lewis Locke, Wabash fireman of St. Thomas, killed in a head-on collision two miles west of Nelles' Corners, early Saturday morning.

The evidence of the different members of the train crews showed plainly that none of them were at fault in the performance of their duties, but that it was just a plain case of an optical illusion or the reading of a figure "4" for a "1."

Operator Testifies.

The first witness called by Crown Attorney Murphy was B. H. Bratten, night operator at Welland, who stated that he had given an order to Conductor Arthur Brown of the west-bound, in charge of train first 91, to meet train second 94, engine 1871, at Nelles' Corners.

Mr. Bratten also stated that the agent at Nelles' Corners would not necessarily have to have a copy of the order handed to Conductor Brown at Welland Junction, so that if the latter's train should pass Nelles' Corners without meeting the train his orders called for, there would be no blame attached to the operator at Nelles' Corners, but only to the members of the crew themselves.

Mistook 1871 for 1874.

Arthur Brown, of Windsor, conductor of west-bound train No. 91, acknowledged receiving the order at Welland Junction to meet train second 94, in charge of 1871, at Nelles' Corners, and testified that when Nelles' Corners was passed by his train he saw what he thought was engine 1871, and as the train attached to it was not coming to the conclusion that he was wrong. When asked by Mr. Murphy to read the rules of

READING A "4"

(Continued from page one.)

the company and the instructions of the management to trust to their eyes in such cases, Mr. Brown's reply was decidedly in the affirmative. Part of the company's rules regarding the passing of trains reads as follows: "Trains must not pass any meeting point without knowing positively that the train or trains are those which has the right to track." Mr. Brown, in reply to a question, stated emphatically that he considered looking at the headlight and seeing the number 1871 as plainly as he did on the glass was what he considered being positive.

Brakeman Also Saw It.

Walter Queen, head brakeman of the west-bound train still bore the marks of his strenuous experience, walking with a decided limp, owing to a badly sprained and scalded foot. His testimony coincided with Mr. Brown's with regard to seeing the number 1871 on the headlight of the sidetracked train at Nelles' Corners, with the exception that Mr. Queen stated that his vision was slightly obscured by steam spiralling up in front of the headlight. As soon as he saw the number, as he thought, 1871 on the sidetracks engine, Mr. Queen told Engineer Harland, but did not hear his reply.

Duncan Dougall, Windsor rear brakeman of the west-bound train, No. 91, was the next witness, but could add nothing materially new to the story heard from the previous witnesses. At the time of passing Nelles' Corners, Mr. Dougall was not looking out, so could not see the number of the engine, but did see that there was a freight train on the siding.

Headlight Was Dim.

Wm. Saxon, St. Thomas, fireman on the ill-fated east-bound freight, threw some light on the subject from the opposite side of the encounter. Mr. Saxon gave as one reason of the disaster that the headlight on engine 1900, attached to the west-bound freight was dim, so dim, in fact, that the green classification lights shined almost as bright as it did. When he first noticed the onrushing engine it was only about four car lengths distant, giving him just enough time to jump for his life before they crashed together. Under normal conditions, according to Mr. Saxon, the headlight of 1900 should have been noticed fully one half a mile distant, in which case a collision could have been averted.

Little Time to Jump.

Frank Marshall, head brakeman on the east-bound freight, was lighting a lantern up until a few moments before the fatal crash and did not see the oncoming freight until it was perhaps fifty yards distant or about the same time that Fireman Saxon first became aware of the imminent danger.

The two engineers, James Black and Henry Harland, were unable to attend, owing to their injuries.

Trainmaster J. A. McLardy of this city, and T. P. Galt, of the Hugh Hume

law firm, Toronto, Wabash solicitors, were on hand to look after the interests of the company.

December 17
1912

RS. | *Halifax*

FIREMAN LOCKE'S HEROIC DEATH

While His Legs Were Being Slowly Roasted Off in a Red-Hot Vice He
Conversed With His Rescuers *Dec 16 1912*

The remains of Louis Locke, the death is being held at Nelles' Corners
unfortunate Wabash fireman, killed this afternoon. As far as can be
in the wreck at Nelles' Corners, Saturday morning arrived in the city learned the accident would never
Saturday evening and were taken to have happened had the members of
the undertaking parlors of P. R. Williams & Son. The funeral will take the crew on the west-bound train, on
place from his late residence, 141 which Mr. Locke was fireman.
Balaclava street, at 2:30 o'clock on not misread the numbers 1874 on the
Tuesday. engine of train No. 72, standing on
the siding at Nelles' Corners, for
No. 1871, the engine which was
drawing No. 91, the train they had
orders to meet at that depot. When
they saw what they believed was
1871 on the engine at Nelles' Corners
they did not stop their train, but kept
on, only to crash into 1871 and its
train two miles further west.

Fireman Locke met a terrible
death. When the crash came he was
caught by the lower part of his legs
between the boilerhead and the ten-
der and held fast there for four
hours, despite the efforts of his com-
rades to release him. During all this
time his legs were held fast against
the hot metal of the boilerhead.
Other parts of his body were being
scorched by the terrific heat or scald-
ed by the escaping steam, and his
head hung over the top of the boiler.
Despite this he remained conscious
a greater part of the time and was
able to converse with the men who
were striving to release him. He liv-
ed for an hour after being taken out.
His right leg was completely burned
off at the ankle, while his left leg
was burned almost to a cinder. The
men who were aiding in releasing his
body all speak in the highest praise
of the pluck shown by Mr. Locke as
he was held fast and was being slow-
ly roasted and scalded to death.

When 1874 Looked Like 1871.

The inquest into Fireman Locke's

Brakeman's Narrow Escape.

The escape of Brakeman Walter
Queen was just as miraculous as
Fireman Locke's death was heroic.
Brakeman Queen was on the fire-
men's box opposite Engineer Harland
and Fireman Locke was on the gang
plank. Engineer Harland and man-
aged to jump. Fireman Locke was
caught before he realized what had
happened, and Brakeman Queen,
only an arm's length away, was
thrown from his seat out of the win-
dow to a point of safety, and escaped
with a few bruises and minor in-
juries.

These Cold Winter Nights

he will enjoy these Tree Stands you
are going to give him at Christmas.
In special boxes of 25 each.

Wabash Train Left Rails at Derail Near Chatham

**Engine and Five Cars All Off, But Injuries to Passengers
Are Only Trifling, While Train is Able to Proceed After
Few Hours Delay; Confusion of Signals the Cause**

The engine and every car of Wabash passenger train No. 6 ploughed through an open derail at the C. P. R. diamond crossing, four miles west of Chatham, at 1.30 o'clock this morning, and although every one of the five cars left the rails and the engine and two cars were juggled around a lot, no one was hurt, excepting three passengers, who were slightly injured.

The escape was a most miraculous one. The train was travelling at a fair rate of speed with the semaphore set for clear, but the watchman at the crossing, believing that a train was approaching on the C. P. R. tracks, threw the line clear and the derail on the Wabash was thrown open. The signals in the tower, it is said, confused the operator.

Crew Stuck to Engine.

Engineer Geo. H. Wilson of St. Thomas and his fireman escaped unhurt. They did not jump, but remain-

ed with the engine, which luckily remained upright. None of the passengers were hurt severely enough to require removal to a hospital.

Actress Was Injured.

A vaudeville actress, named Snell, fainted and claimed to have had her back and ankle hurt, but she was able to continue to Buffalo with her party. There were in all about a hundred passengers aboard.

One Pullman passenger slept through until seven o'clock this morning, and was surprised to discover there had been a wreck.

The wrecking crew from St. Thomas, accompanied by the officials, went to the scene of the wreck and soon had the cars all back on the rails, and with a new engine these were in shape to continue the trip. The train passed through St. Thomas at 10.15. The tender of the derailed locomotive was crosswise on the tracks, but this was righted at 10.10 o'clock, when traffic was resumed as though nothing had happened.