

LYNDON

FEBRUARY 15, 1935

ENGINES; 2528

6129

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WRECKAGE STRUNG ON C.N.R. RIGHT-OF-WAY

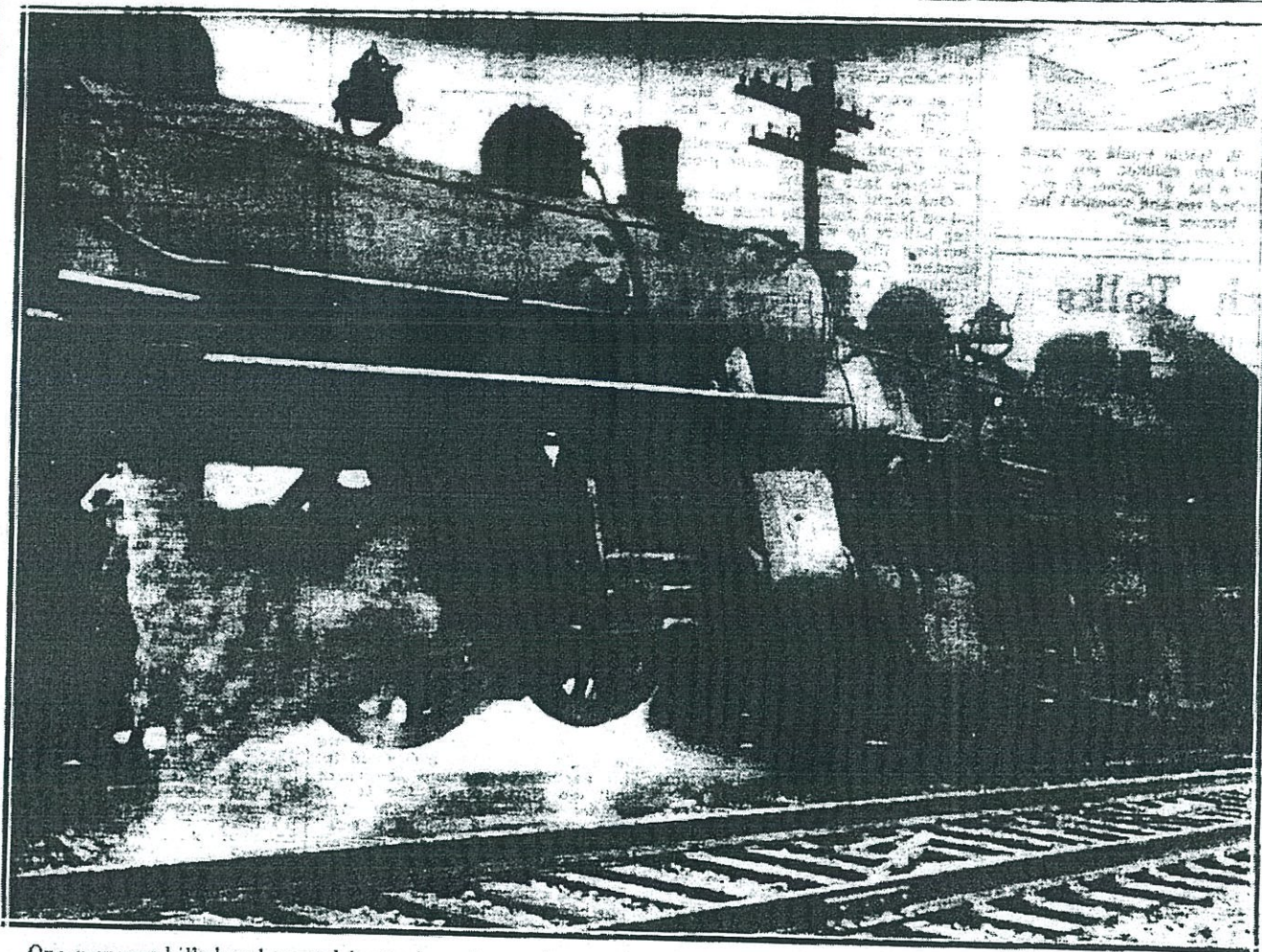


Four pictures were taken following the head-on collision between two freight trains at Lynden early this morning. At upper left is seen a car poised on the edge of the embankment with the wreckage of other cars in the deep ditch; at upper right is a general view of some of the wreckage, and at lower-left is a general view of the locomotives. At lower right is the cab of engine No. 2528, in which Engineer Winchester leaped to his death.

HAMILTON CANADA FRIDAY FEBRUARY 15 1935

Three Hurt When Locomotives Meet Demand Reforms in Canr

WHEN TITANS OF STEEL LOCKED IN DEADLY EMBRACE



One man was killed and several hurt when the two huge freight locomotives crashed in head-on collision near the village of Lynden on the C.N.R. line at 6.10 this morning. Above photograph shows the two engines forced together by the impact with one of the steel monsters poised in the air clear of the tracks.

drowned.

Dr. E. R. Lange attended Fireman Nichols, and as soon as he was freed the injured man was rushed to the General Hospital in this city. The remains of the engineer were held for the present at Lynden and are in charge of Dr. J. G. Seaton, of Sheffield, who is the coroner having jurisdiction in that area.

Emergency Crew

As soon as word was flashed along the wires an emergency crew was assembled in Hamilton and a hook went out from this city and started to clear away the wreckage, but the jumble of box-cars, loose trucks and tangled locomotives would take several hours to clear away. Railway officials stated at 11 o'clock this morning. About 10 o'clock another hook arrived from London and went to work on the west end of the mass and another trainload of workmen was run out from Hamilton to lend a hand. It was expected, however, that trains would be able to use the main line again possibly by 4 o'clock. In the meantime, all trains from the west were being routed through Stratford.

E. W. Cameron, assistant superintendent of the southern division of the Canadian National, was in charge of the work of restoring order at the scene, and stated that he would not make any statement on the affair.

Theory As To Cause

From an unofficial source, it was learned that the train coming down the Harriston sub-division had started through the switch on to the main line and then seeing the other train approaching, backed up again. The switch on this point, however, is electrically controlled, and was opened when the west-bound train thundered around the slight curve in the main line and the two locomotives went right up the other track until crashing into the train bound for Hamilton. This theory was substantiated by the fact that the engines of the west-bound train were on the Harriston track.

J. Connell, of Hamilton, engineer of the train coming down the Harriston track, suffered injury to his ankle, while W. Burwell, his fireman, sprained his back when they leaped. Both these men were able to stay at the scene, however, after receiving treatment from the doctors there.

Electric Switches

Entrance on the main line at this point is controlled by an electric time-controlled switch, which would have to close before any west-bound train on the main line could pass. The fog out in that area was very heavy this morning and it is thought that the crews of the engines on the west-bound train might not have seen the red lights after the switch opened.

Engineer Carlton and Conductor Weston, of Sarnia, were in charge of the west-bound train, but were operating the larger locomotives, which would continue to Sarnia

after the pilot engine was dropped at London.

Toppled Down Embankment

The force of the impact was emphasized by the fact the east-bound train was driven back 75 feet from the spot where the trains met. Some of the freight cars buckled, making high piles of bent and broken steel and splintered wood; other cars toppled down a 15-foot embankment in extended form, some resting in the waters of the creek that may have claimed the life of Engineer Winchester.

Rails were torn, twisted and broken for a 100 yards along the main line.

Were Long Trains

The train coming down the Harriston track consisted of 26 cars, while the train traveling west was made up of 65 cars, mostly box cars. The impact caused the cars to pile up, but because the train on the north-bound track was smaller and had been set in motion backwards it did not suffer nearly as much as the longer string of cars. The weight of the heavier train caused the cars near the engine to splinter and crumple and kindling was thrown far and wide. One railwayman stated that one of the box cars was hurled about 20 feet into the air.

A strange fact was that about a dozen sets of trucks remained on the tracks standing next to each other in orderly array, while the cars themselves had been hurled in all direction. Salt, paper napkins, baled goods, wire goods, angle iron, steel rods and much other merchandise was scattered along the right of way. Most of the wrecked cars seemed to be the property of the C.N.R., but two heavy steel box cars belonging to the Pere Marquette railway were lying on their sides minus their trucks.

Family Survives

Mr. Winchester, who had been railroading about 27 years, is surviving.
(Continued on page 10.)

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Were Long Trains

The train coming down the Harriston track consisted of 28 cars, while the train traveling west was made up of 85 cars, mostly box cars. The impact caused the cars to pile up, but because the train on the north-bound track was smaller and had been set in motion backwards it did not suffer nearly as much as the longer string of cars. The weight of the heavier train caused the cars near the engine to splinter and crumple and kindling was thrown far and wide. One railwayman stated that one of the box cars was hurled about 20 feet into the air.

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Family Survives

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(Continued on page 18.)

Engineer Killed,

FREIGHT TRAINS WRECKED ON C.N.R. LINE AT LYNDEN

J. Winchester Plunged
From Cab to Death

MANY CARS DESTROYED

Traffic Delayed Several
Hours By Tragedy

With a crash that was heard almost two miles from the scene, two heavy freight trains collided head-on on the Canadian National railway about half a mile outside the village of Lynden at 6.10 this morning, bringing death and serious injury to the crew of the pilot engine on the west-bound train. The collision occurred where the Harriston single track line runs into the main line between London and Toronto.

Crews Leaped From Cabs

When the crews of the engines saw a crash could not be averted most of them jumped, but the leap proved fatal to George Winchester, 163 Locke street north, Hamilton, as he was found dead in the ditch on the right side of the track. William J. Nichols, his fireman, was jammed in the wreck of the cab and his right foot so badly crushed that it was necessary to amputate just above the ankle.

Other trainmen received sprains and bruises and were badly shaken up, but all escaped injury except the two men in the pilot engine.

Lifted Into Air

The train travelling west was the regular Mimico to Sarnia night freight and was hauled by engine No. 6129, with a pilot engine, No. 2528, in front of the load, giving a lift as far as Brantford. It was in the latter locomotive that the men were killed and injured. Engine No. 2513 was pulling the eastbound train and it collided with the pilot engine of the other train. The impact was so great that the steel fronts of the moguls cut right into each other, while No. 2513 was lifted off its trucks and was still standing in the air hours after the wreck occurred.

The collision awakened the whole village of Lynden, and Dr. E. R. Long and Dr. Erroll Gamble, the two doctors in Lynden, rushed to the scene. Dr. Gamble found Winchester lying in the ditch some distance back from where the engines collided. His face was in the deep water in the bottom of the gully, and he had already succumbed. A bad wound indicated the engineer had suffered a fractured skull, and Dr. Gamble was of the opinion that he was unconscious when he tumbled into the ditch and that he had drowned.

Dr. E. R. Long attended Fireman Nichols, and as soon as he was freed the injured man was rushed to the General Hospital in this city. The remains of the engineer were held for the present at Lynden and are in charge of Dr. J. G. Seaton, of Sheffield, who is the coroner having jurisdiction in that area.

Emergency Crew

As soon as word was flashed along the wires an emergency crew was assembled in Hamilton and a hook went out from this city and started

THE CASUALTIES

KILLED

George Winchester, engineer,
163 Locke street north.

INJURED

William Nichols, fireman,
of Belleville, right leg ampu-
tated.

J. Connell, engineer, Hamil-
ton, injuries to his ankle.

W. Burwell, fireman, sprain-
ed back.

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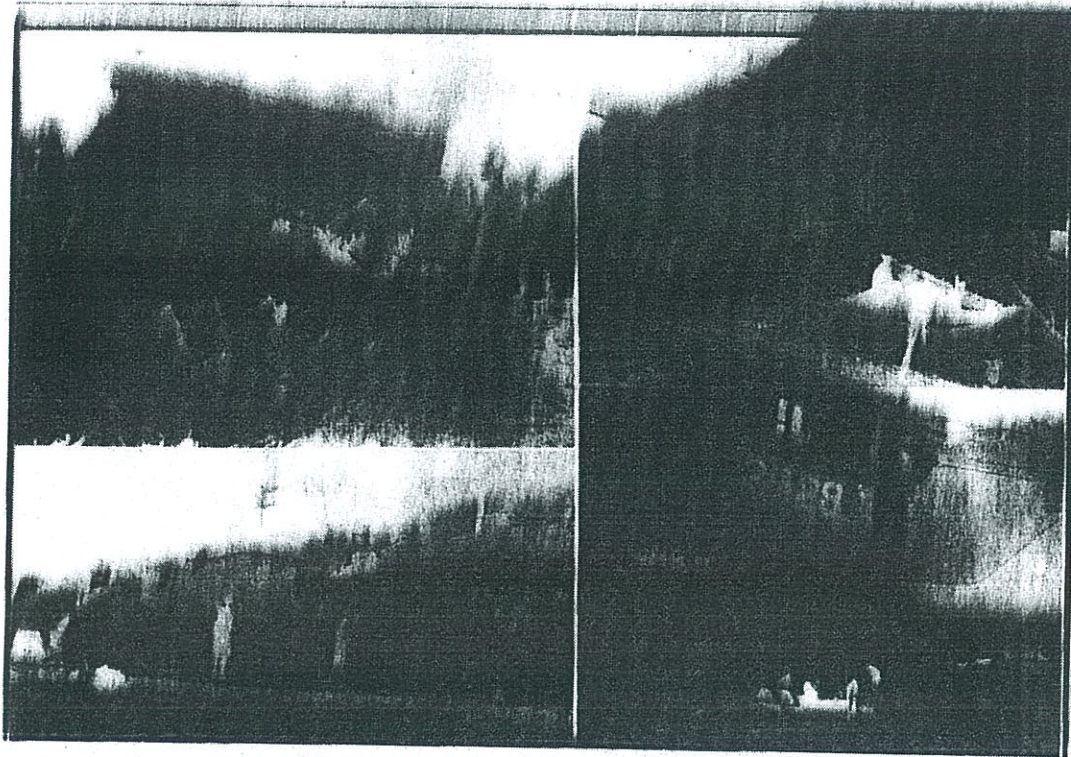
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WRECKAGE STREWN ON C. N. R. RIGHT-OF-WAY



The above pictures were taken following the head-on collision between two freight trains at Lynden early this morning. At upper left is seen a car poised on the edge of the embankment with the wreckage of other cars in the deep ditch; at upper right is a glimpse of some of this wreckage, and at lower left is a general view of the incantations. At lower right is the rails of engine No. 2528, from which Engineer Winchester leaped to his death.

FREIGHT TRAINS WRECKED ON C.N.R.

(Continued from page 7.)

lived by his widow and four daughters, Ruth, at home, Muriel, who at the present time is visiting her sister, Mrs. J. Chalmers, of Millbrook, Ont., and Mrs. C. Fontaine, of Fenelon Falls.

Mr. Winchester's fireman, W. J. Nichols, who suffered serious injuries in the crash, has been a resident of this city for only 15 weeks, having come here from his home in Belleville. Mr. Nichols was laid off by the railway some time ago, and had just been recalled to service, being moved to Hamilton to resume work.

Thought It Explosion

The residents of the usually peaceful village of Lynden, were rudely awakened this morning when the three huge steel monsters came together. Several townspeople told the Spectator that they thought there had been an earthquake or an explosion. The earth shook, they said. News such as that travels fast, and it was not long before most of the inhabitants were on the scene of the disaster. The two village doctors were speedily called and transported the dead and injured men to the General hospital in Hamilton.

James B. Connell, engineer on one of the ill-fated freights which collided, is well known in this city, having resided here for many years. He is a brother of Harry D. Connell, who conducts a men's furnishing store at King street east and John street. Mr. Connell has been employed by the railway for about 12 years.

Fever of Excitement

Lynden was immediately thrown into a fever of excitement and every one trooped to the train wreck. Henry White, the section boss on that particular track, quickly summoned his men to work and they were soon reinforced by railway employees from other centres.

J. B. Robertson, who operates the general store at the railway crossing, said he never did such a brisk trade in camera films before. He sold out his entire stock.

A squad of provincial police under Sergt. W. C. Oliver went to the scene and immediately started an investigation, questioning each member of the engine crews. Dr. Region stated he had not decided when an inquest would be held, as he had not been in communication with Crown Attorney George Bakard yet, but he said the hearing would be in Hamilton and probably at the end of next week.

Leg Amputated

William Nichols, fireman on one of the trains, of Belleville, Ont., was admitted to the General hospital here shortly after 8 o'clock this morning. It was found that he was suffering from a bad fracture of his right ankle and a puncture wound to the lower left side. After completing an examination, Dr. W. S. T. Connell decided to amputate the right leg below the knee. The injured man was removed to the operating room at approximately 9 o'clock. Dr. J. E. Tilden assisted Dr. Connell in the amputation.