

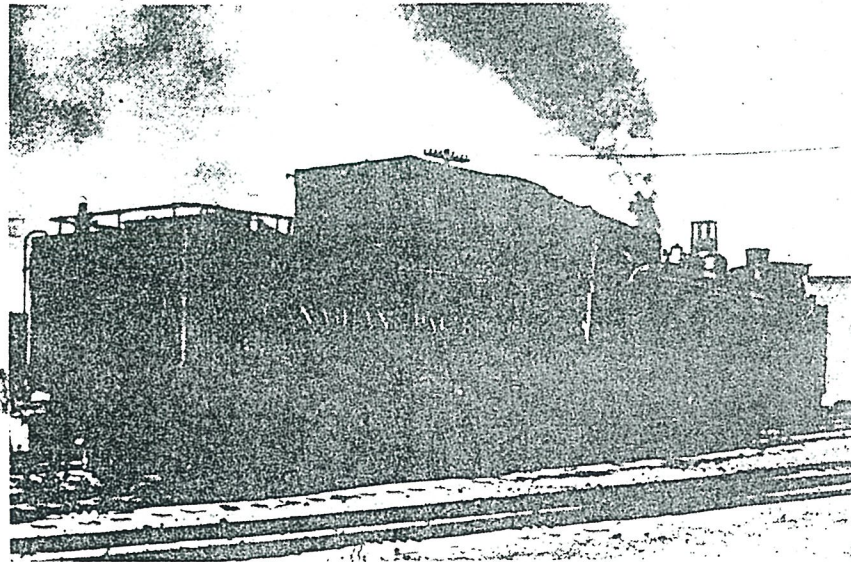
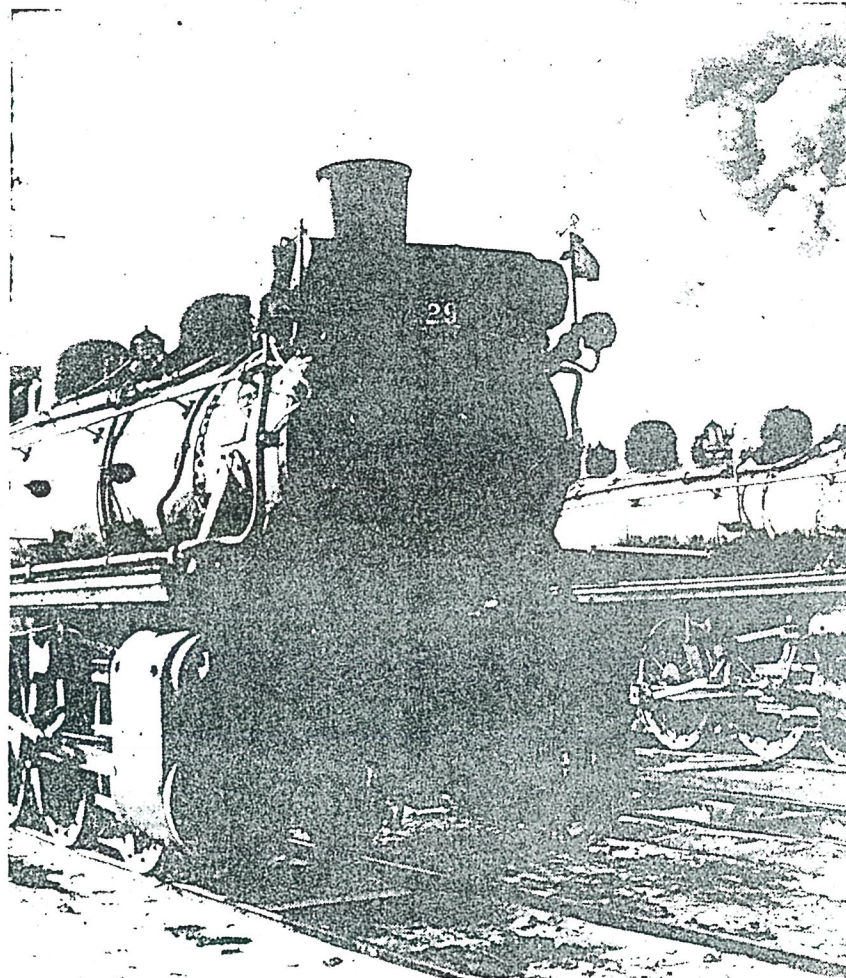
CANADIAN
PACIFIC
TRAIN WRECKS

NORTH BAY,
ONTARIO

North Bay Daily Nugget

North Bay, Ont., Wednesday, March 26, 1941

ENGINE DAMAGED IN HEAD-ON COLLISION



These photographs show one of the engines which figured in the accident that brought injuries to four North Bay men when a westbound C.P.R. freight train collided with an engine and van on a siding in the North Bay yards on Tuesday morning. Those injured were Engineer F. G. Smith and Conductor H. J. Watling, who

were in charge of the engine and van and Fireman B. W. Latimer and Trainman A. Duncan. They sustained bruises and cuts and are reported to be recovering nicely. The freight engine is seen in the two photos above, with the damage that was caused being visible. The crash caused a noise heard at great distance. (Nugget Photos)

MARCH 26
1941

END FLEET INTO F

AFTERMATH OF WEDNESDAY'S RAILWAY CRASH



The cause and result of the spectacular railway crash that occurred Wednesday morning just west of Verner at a C.P.R.-Trans-Canada highway level crossing are shown in the above photographs. In the upper picture can be seen the demolished body of the Jupp Construction Co. trailer truck into which the fast C.P.R. freight, "The Bullet" crashed at high speed. The truck crew, Sam Trottier, of Toronto, and J. B. Peterson, of Mount Albert, miraculously escaped serious injury. The engine, which along with five freight cars was derailed, is shown with its front end buried deep in the grassy clay bank at right angles to the railway right-of-way.

(Nugget Photos)

HUGE LOCOMOTIVE THROWN TO DITCH

Truckers and Engine Crew Escape by Miracle

Verner, Aug. 2—(Special to The Nugget) — Miraculously escaping death or serious injury when the Canadian Pacific Railway's Toronto-North Bay fast freight, "The Bullet," rolling east at 40 miles an hour crushed a 30-foot truck trailer on the Trans-Canada highway level crossing just west of here early today, two truckers were so severely shaken up, shocked and frightened that they were still unable to stand up eight hours after the crash.

Engine Derailed

The impact derailed the heavy duty freight engine, sending it ripping up the right-of-way for 100 yards before swinging halfway

RESEARCH CO-OPERATION FOR CANADA, STATES

Ottawa, Aug. 2 — Closer co-operation between the United States and Canada in the field of research generally is being sought by Daniel C. Roper, United States minister to Canada, it was learned today.

Greater correlation of research activity in the two countries might well be the beginning of closer organized co-operation among research scientists the world over, Mr. Roper said.

around and burying its nose in a clay bank three feet from the edge of the right-of-way. Five cars also left the track.

The two truckers, Sam Trottler, of 5 Baird street, Toronto, and his helper, J. B. Peterson, of Mount Albert, Ont., escaped anything in the nature of serious injury, but sheer shock and fright has robbed them of the use of their limbs.

At press time today both men were still prostrate but fully con-

(Continued on Page 2, Col. 1)

August 2, 1939
North Bay

Two Days' Job Lifting Huge Locomotive

8/2/1939
C.P.R. Wrecking Crew Finish
Tough Assignment at
Verner

Canadian Pacific Railway workmen saw success crown two days' high-speed work late Thursday afternoon when two heavy cranes hauled "The Bullet," fast freight locomotive that was derailed near Verner Wednesday morning, back to the main line.

To move the huge locomotive from the deep clay in which its nose was imbedded, it was necessary to slowly raise it with jacks and heavy timbers. The engine lay too far from the main line to be reached by the "hooks" of the power cranes.

Once it was raised to the level of the ground, tracks were laid beneath it and a "spur" constructed from under the engine to the line. At approximately 6 p.m. the main line was cut and the spur connected to it. The cranes then fastened to the locomotive and hauled it back to the line. Workmen speedily tore up the newly laid siding, picked up the wheels and other parts that were torn from the engine during its wild plunge after it struck the Jupp Construction Co. trailer truck, and closed the break in the main line.

"The Bullet" was brought to North Bay, where repairs will soon be made. D. Grinton, general car foreman of North Bay, was in charge of operations at the scene of the wreck.

Auxiliary trains from North Bay and Sudbury worked to put the engine back on the tracks and clear the line.

August 2
1939
North Bay

Signal Blamed For Rail Wreck

(Continued from Page 1)

could have regular rest periods if their hours were staggered.

Killed in the crash, on an "S" curve, when Extra No. 5106, west-bound, and Extra No. 3340, east-bound, collided, were Engineer Nelson Sweet, Engineer E. C. Hayes, Fireman Grant Montcrieff, Fireman Duncan McKenzie and Brakeman Fausto Caverson, all of Capreol.

Williamson, the second last of 12 witnesses called to testify, said he had only about one hour and 35 minutes relief during a 31-hour stretch immediately prior to the wreck and admitted he was "pretty tired." He told the hearing that he had received a train order to have the two freights meet at Astorville, not far west of Killrush. When questioned regarding his long spell on duty, he said he had never heard of an operator "booking rest," and further, that if the despatcher considered he should have been relieved, the despatcher should have seen that he got relief.

Changed Signal

He testified that he had put the board "against" the westbound train when he received the train order from the Capreol despatcher, George Tate, calling for the meeting at Astorville. Later, he continued, the despatcher called him on the telephone requesting that he (Williamson) let him know when the westbound train was coming. When he called the despatcher back, with the train still some distance off, he was informed by Tate that he "had nothing" for the train, he said. He understood from the telephone conversation that he was to let the train go through, and accordingly put the board "up" again and "let him go," he added. The board had been "against" the train from the time he received the original train order until he called the despatcher, he said.

Williamson later admitted that the original train order could only be cancelled by another train order, and that it couldn't be cancelled by the telephone conversation. He said he couldn't remember Tate's exact words, but that they were to the effect that Tate had "nothing" for that train.

Crewmen of the westbound train, who were called to the stand earlier, had unanimously stated that they had a "clear" signal when they went through Killrush, and that they had received no orders after leaving Brent.

Recalled to the stand, Tate said

of an operator to report to his superior if, because of overwork, he was not able to continue to perform his duties properly. He admitted that the despatcher might not know the number of hours an operator had worked, and that this might not be known until his time tickets were turned in to the chief train despatcher.

Other witnesses who testified

THE VERDICT

The complete verdict, as handed down by the coroner's jury following yesterday's inquest, reads:

"We, the coroner's jury, investigating the deaths of Elmer C. Hayes and others in a wreck at mileage 54.5 on the C.N.R. between Brent and Capreol, Ontario, in the Township of West Ferris, in the District of Nipissing at approximately 2.55 p.m. on Monday, December 28, 1942, we find from the evidence submitted that death was due to shock and injuries received in a collision between C.N.R. train Extra 5106 West and train Extra 3340 East. We find that Grant Williamson, C.N.R. operator at Killrush, Ontario, erred in not leaving red board against train Extra 5106 West, under Order No. 365 he received from Capreol despatcher at 1.07 p.m. Monday, December 28, 1942.

"We find that during the 30 hours, 15 minutes prior to train Extra 5106 West, passing Killrush, Ontario, that operator Williamson had been on duty approximately 28 hours and 40 minutes.

"We further find that fatigue resulting from these overtime hours on duty was contributory to operator Williamson's error in judgment.

"We find that there was another operator available at Kiosk about nine miles east of Killrush whose regular shift almost coincided with operator Williamson's regular hours of duty.

"We are of the opinion that both operators could have had regular hours of rest if their hours on duty had been staggered.

"After due consideration of the evidence submitted we make the following recommendations:

North Bay
Nugget

January 6
1943