

# KILL THREE, THIRTY-EIGHT

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wreck, and had the injured remov-  
ed to Cayuga Hospital. There were  
thirty passengers on the train.

## Engines Meet. Both Derailed.

Guelph, March 3.—Luckily the air  
brakes on engine 2,345 worked all  
right this morning. Engineer Sam  
Anderson was at the throttle, taking  
a heavy freight train through the  
local C.P.R. yards, when suddenly  
out of the storm the yard engine  
loomed up before him. The smash  
came just east of Heffernan street  
bridge, and the engines pitched into  
each other at a much decreased speed.  
The pilots on both engines were  
broken up and both locomotives de-  
railed. Conductor Cecil Reed of the  
yard engine had his cheek laid open  
by a flying piece of steel.

## Head-on Collision. Crews Jumped.

Port Colborne, March 3.—A head-  
on collision on the Grand Trunk oc-  
curred last evening at Ridgeway sta-  
tion. A double-header freight going  
west and a heavy cattle train going  
east collided in a blinding snowstorm.  
The train going east had the right of  
way, and was running at about thirty  
miles an hour. The crews of the  
three engines jumped and saved  
themselves. The engines were com-  
pletely demolished, three cars of  
cattle were piled up, and seven of the  
men in charge of the cattle were in-  
jured. They were taken to the But-  
talo Hospital, their names could not  
be learned.

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# WRECKS KILL THREE, INJURE THIRTY-EIGHT

Ten Hurt in Hanover Accident;  
Work of Train-wreckers

FIVE DISASTERS IN DAY

Twenty-four Victims at Cayuga, Result of Broken Rail

Two Trainmen Killed Near Toronto  
When Engine Is Derailed by Icy  
Tracks—Snowstorm Causes a Col-  
lision at Guelph.

Train wrecks in five places in Ontario yesterday were the cause of the death of three persons and injuries more or less serious to 38 others. All of the killed were railway employees. One of the wrecks, that at Hanover, in which ten persons were hurt, is stated by the Assistant Divisional Superintendent of the Grand Trunk Railway to have been the work of trainwreckers. Ice on the track, derailing an engine, caused the disaster near Toronto, in which two trainmen lost their lives. Snowstorm and steam are blamed for the other fatality, at Belleville. Spreading rails are supposed to have been responsible for the wreck at Cayuga, in which some twenty-four persons were injured. And snowstorm was the cause of the collision in the Guelph yards.

"It was a deliberate attempt to wreck our train, and we have our detectives investigating. No stone will be left unturned in sifting the outrage to the bottom."

Assistant Divisional Superintendent Murphy of the Grand Trunk so spoke last evening after receiving an official report upon a wreck which occurred near Hanover, on the Owen Sound branch, at 7.32 a.m., when two locomotives, a baggage car, mail car and passenger coach were badly smashed up and seven employees of the company and three passengers were injured.

"Passenger train No. 6, which left Owen Sound at 5.30 a.m., struck a chunk of steel, apparently a piece of a plough, which had been fastened with a piece of wire across one of the rails," continued Mr. Murphy.

"The train was running at thirty miles an hour. The lead engine was turned completely around, and ripped into the side of the second engine, and tore the side out of the baggage car and the mail car as they came on forced by pressure from behind. Both engines were terribly wrecked. The most severe injuries were sustained by members of the crew and employees on the train. Only three of twenty-three passengers received injuries.

## The Injured.

The official list is as follows:—  
T. Dinan, conductor, Owen Sound—  
Head and leg bruised.  
Robert Irwin, engineer, Stratford—  
Head and body injured.  
A. E. Warrington, fireman, London—

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### The Injured.

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T. Dinan, conductor, Owen Sound—Head and leg bruised.

Robert Irwin, engineer, Stratford—Head and body injured.

A. E. Warning, fireman, London—Hip injured.

Engineer Grieve, London—Badly cut and shaken up.

T. Hill, conductor, London—Head and body injured.

W. H. Harris, London, baggage-man—Wrist broken and body injured.

T. B. Thompson, brakeman, London—Head cut.

Geo. Cole, news agent, Chesley—Elbow broken and injured internally.

C. B. Beihn, passenger, Chesley—Wrist sprained.

B. S. Holliday, passenger, Chesley—Wrist sprained.

V. E. Patterson, Shallow Lake—Slightly scratched.

Cole, the news agent, was taken to

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crushed under the engine. Engineer Scott stayed with the engine, and sustained nothing more than a few bruises. An auxiliary train was made up and the wreckage cleared away in three hours.

Mr. W. Whiteside of the C.N.R. issued the following official statement:

"Engine No. 2116 of northbound way freight train of this date was derailed just south of mile post 8 on the Parry Sound subdivision at 7.15 this morning. Ice on the rail apparently derailed the pony truck of the engine, and as soon as the front of the engine left the rails the weight of the train apparently pushed the back of the engine around so as to cause it to completely turn around, and it is now lying on its side in the cutting, headed south. In falling, the engine did not quite clear the track, but the tender ran by without being derailed, but the next two cars were derailed by coming into contact with the running gear of the engine. There were three men on the engine; engineer, fireman and leading brakeman.

"The engineer, Jas. Scott of Parry Sound, was rescued practically unhurt, although suffering from shock. The fireman, George Toms of Parry Sound was caught underneath the engine and killed instantly. The brakeman, John Smart of Mount Albert, fell between the engine and tender and was crushed underneath one of the trucks of the latter. His death must have also been instantaneous. The engineer states that the train was running about 15 miles an hour, and the position of the equipment would indicate that this speed was not exceeded, as the train stopped in about five or six car lengths. The train consisted of 17 cars and a van, and was in charge of Conductor R. Lunn. Rear end brakeman was H. C. Cook."

These men were in the van, and were not injured. Assistance was rushed to the scene as quickly as possible, Dr. J. P. Mitchell being in attendance. North and south passenger trains were transferred to the York Radial at Richmond Hill. It is expected that the main track will be cleared in time for this evening's train.

As soon as word had been received at the C.N.R. offices officials were sent to the scene of the wreck, and this is the result of their investigations. Mr. Scott, the engineer who escaped unhurt, has been in wrecks on two other occasions without sustaining any injuries.

#### Conductor Instantly Killed.

Belleville, March 3.—A fatal rear-end collision occurred between two Grand Trunk eastbound freight trains in this city near the Moira River bridge at 5.45 this morning, in which Conductor Robert A. Doyle of Toronto lost his life, and Brakeman James McMurray, also of Toronto, had his head cut slightly.

A freight had stopped on the main line on the bridge waiting for instructions to proceed through the station. The conductor and brakeman were in the caboose at the end of the train. A snowstorm was raging, and in the smoke and fog caused by the steam being low a second freight following ran into the rear of the caboose, splitting it, sending one side to the south and the other to the north of the track. Doyle was caught in the wreckage, his skull being fractured, and his neck, right arm, right leg and right ankle being broken. Death was almost instantaneous. The brakeman had a miraculous escape from death, being hurled with the top of the caboose to the south of the track near a stone parapet overlooking the river. Coroner Boyce opened an inquest to-night on Doyle's remains, which will be sent to Toronto. The exact cause of the accident is not known. Some allege that there were no lights burning on the rear of the caboose.

#### Several Persons Injured.

Cayuga, March 3.—The early morning Wabash train from Detroit to Buffalo was wrecked a mile west of Cayuga at 7.30 this morning. It was three hours late and the wreck is supposed to have been caused by spreading rails.

The train was made up of five coaches and a baggage car, all of which left the track except the baggage car, engine and tender. One of the coaches went over a trestle onto a public road, turning turtle; the drop was about 20 feet. In this wreck

#### WILSON RUSSELL.

Winthrop, March 3. — Wil Russell, a quiet, but strong character in commercial and financial life of Montreal for the last thirty years, is away at his home, 127 Grosvenor, in this city, rested here at 11 o'clock, after four weeks' absence, due to an attack of pneumonia. Russell was born in England, and came west in 1872. He has a son and one daughter, and the interment will take place at Illinois Cemetery.

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Among these was Mel. Shephard, the Olympic runner, who was coming from an athletic meet at Kansas City. Interviewed, he said that he and the rest in this coach were in their berths and as he was about to get up he was thrown into the berth of another passenger. The only injury he received was a severe shaking up, while the other persons in his coach sustained nothing worse than this. The seriously injured are: J. P. McKellar, brakeman, Windsor; Porter Evans, Danville, Ill.; Miss Estelle Snyder, Chicago; Mrs. Matilda Shipman, Kansas City; Mrs. Emerson, Darcy, Neb., rib and leg broken; P. M. Stewart, Rochester; Porter Walls, Chicago; Mr. and Mrs. A. J. Kendall, Bridgeburg; H. H. Hamilton, Chicago. Less seriously: Mrs. Marie Fiske, Chicago; L. J. Gobb, Utica, N. Y.; Conductor L. E. Short, Buffalo; D. A. Watts, Chicago; P. B. Farrell, Buffalo; E. Hillman, Mrs. Hillman, and child, Chicago; H. P. Hamilton, Buffalo; L. S. Snider, Buffalo; Mrs. S. D. Morris, Chicago; Mr. J. Kaslian, Troy, N.Y.; S. C. Osborne, Simcoe.

Drs. Gorley and Snider of Cayuga were on the scene shortly after the

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