

THE STRATFORD
DIARY

GRAND TRUNK
TORONTO-SARNIA

C. H. RIFF

Globe. MAY 13 1858

G. W. R., SARNIA BRANCH.—The first trip of the Iron Horse on this line was made on Friday last, on a portion of the line westward from Komoka. The locomotive Union drew a number of cars laden with iron for the continuation of the track towards Sarnia. The engine was gaily decorated with flags and evergreens, and its appearance created no little excitement among the inhabitants along the route of the line, many of whom had never before seen the "locomotive." We understand that the Great Western Company have rails enough on hand to enable the whole track to be laid with all practicable speed.—Free Press.

SARNIA OBSERVER.
THE DETROIT GRAND TRUNK EXTENSION.—A Detroit paper says that the work on the extension of the Grand Trunk Road to Detroit is going steadily and vigorously forward, and there is no doubt of its early completion. Two companies of surveyors left this city, to run the line through to Port Huron, on Tuesday. Last week a line was run from the Clinton River to this city for the purpose of fixing upon the most feasible point to cross the river with a bridge, and then run directly to it. We happen to know also that the depot grounds have been purchased at Mt. Clemens, and the agents of the Company have the deeds.

SARNIA Observer.

MAY 13, 1858

Terrible Accident on the G. T. Railway.

We published the following as an Extra on yesterday:—

It appears that the gravel train had been out late, and the conductor of which thought, by running fast, to reach Stratford before the down freight which was due, should leave that point. They rushed past Shakespear, at lightning speed, and reached the curve at the same time as the freight train, which was four minutes behind time, and had put on a full head of steam. The concussion was tremendous. There were no lives lost on the freight train.

The Conductor of the Gravel Train was badly wounded. He is at the Albion Hotel, Stratford.

The engine, tender, and two freight cars were smashed.

The engine and a lumber of the gravel cars were smashed.

The men, we are informed, were nearly all asleep when the accident occurred.

Mr. Eaton, who was on the spot, has kindly supplied us with the above particulars.

The caboose, containing the conductor and the men, was driven on top of the engine.

The people of Stratford exerted themselves to the utmost in providing for the comfort of the wounded.

The driver and fireman of the gravel train remained steadily at their posts. The former was slightly hurt, and the latter is not expected to recover. The driver and fireman of the freight train both jumped from the engine, and saved themselves.

No further particulars received up to the time of going to press.

LONDON
FREE
PRESS

April 19
1860

The Accident on the Grand Trunk.

[From the Toronto Globe.]

Further particulars are to hand of the accident which occurred on Tuesday on the Grand Trunk railway, one mile from Stratford. It appears that the freight train left Stratford station at 7:40 p.m., going east, and had scarcely time to get up to full speed before it came into collision with the construction train going west. The accident occurred at a curve in the road, so that the trains were very near each other before the engineers were aware of the danger which threatened them. The engines were reversed and the brakes applied, but not in time to prevent the collision. The construction train suffered most. In a close car immediately behind its engine, were about thirty-five navvies, who were on their way from Toronto to the western end of the line, for the purpose of laying down the iron ties with which the cars were loaded. When the shock occurred, most of them were asleep. The bottom of the car in which they were was forced out, the sides lifted on the tender, and the men scattered about the track. The one killed (Timothy Teehan), was crushed between the car and the tender. He was from Guelph, and leaves a wife and several children. Two other men were seriously injured, and fifteen more hurt to a greater or less extent. Considering that the car in which they were was knocked to pieces, it is surprising that more were not killed. The people of Stratford so soon as they became aware of the accident, hastened to render assistance, and Drs. Hyde, Shaver, and Paget, did all in their power to relieve the sufferers. The cause of the accident is officially stated to be this:—The freight train going east had left Stratford at the proper time, but unfortunately the engineer of the construction train going west, thought he had half an hour to get to Stratford, and thus, as it is asserted, was not running at a rapid rate. The engineer has been placed under arrest. The conductor is lying much injured at the Albion Hotel, Stratford. Four men were brought by the express train on Wednesday evening to Toronto, and immediately conveyed to the General Hospital. Yesterday, the fireman named Murphy, and a labourer named O'Brien, had each one of their legs amputated. The other two men are doing well, and likely soon to recover. Four others arrived from Stratford yesterday, and were able to be taken to their own homes in the city. None of them are seriously injured.

We yesterday received the following special telegram respecting this unfortunate occurrence:—

STRATFORD, April 18th.—The Coroner's Jury brought in a verdict last night that Timothy Teehan

MONTREAL
PILOT

April 23

1860

[illegible]

After 20 years of working for various banks and in a private business, he joined the Federal Reserve Bank in 1960. He was with the bank until 1970, when he was named its president. He has been president of the bank since 1970. He is a member of the American Bankers Association and the Federal Reserve Bank of New York. He is also a member of the New York State Bar Association and the New York State Chamber of Commerce. He is a past president of the New York State Bankers Association and the New York State Bankers Association.

Mr. W. S. Griffith, of the city, who was on the train in charge of the train, said that the man was seriously injured, that he was a well known person, but did not give out the name of the man. He said that he was at present at the residence of his father, in a pretty low state. He is considerably swollen about the head, in some places, which he suffers from pain. He is blackened and livid on the left side of the forehead, which is also swollen.

The accident is described as the worst of a season or so. The train was gaining along at moderate rate of speed when the damage was done. The train, dragging the two passenger coaches which it was pulling, came to a stop and for a moment or two lay motionless on the track and the hurt men lay scattered down on the bank and among some forty feet in height. The train hands having fortunately escaped injury they were able to afford immediate assistance to the passengers, who were lying in a heap in the car which were so badly broken up as to be of no support to the railway, with which they were incriminated over the accident. No damage was done by the train although the engine was knocked out of their place. There is no cause for thankfulness that the damage to the car and property was even as light as it was. The following is a list of those injured—seriously or

Slightly injured—Mrs. Scanlon, London, N. H.; Maybree, Toronto; Mrs. W. Hanson, O. Gervais, Toronto; Mrs. O. H. Smith, O. Gervais, Toronto; conductor, Mount Forest, N. W. E. G. mail conductor, injured in the back and about the head. He was taken up immediately, but after recovering his senses, though unable to move much around, he continued in charge of the mail and conveyed them safely to the city at about twelve o'clock yesterday morning. Mr. T. Collins, the conductor, also is hurt about the back.

The greater number seriously injured were distributed amongst the farm-houses in the neighbourhood of the accident, and the remainder brought on to Berlin, where they were provided with comfortable accommodation. Those slightly injured, and those who were unhurt, were also brought on to Berlin and cared for.

Those who were in a fit state to be removed were conveyed to the city yesterday.

The extra of the Berlin Telegraph gives the following account of the affair:-

"The down express train, due at Berlin at 8.30

consisting of one baggage and two passenger cars, having over 60 passengers on board, was thrown off the track and precipitated 50 or 60 feet down an embankment at half-past six o'clock last night, when about a mile and a half this side of Petersburg. A large number of the passengers were more or less injured, six or nine seriously, and one, it is supposed, fatally.

As soon as it was known that an accident had occurred, Dr. Bowley, Miss Whiting, Wesley and Reynolds hastened to the scene of the accident, and did all they could to relieve sufferers of those who had been injured, who were able to bear removal without danger were conveyed to Berlin, and those who were seriously hurt were conveyed to the nearest hospital and their cases attended to. The accident was caused by the engine in passing a side track, mounting a rail and thus throwing tender and cars off the track.

"One of the cars made a complete revault in its descent down the embankment, and other lies half buried in the snow with the tires and wheels on top.

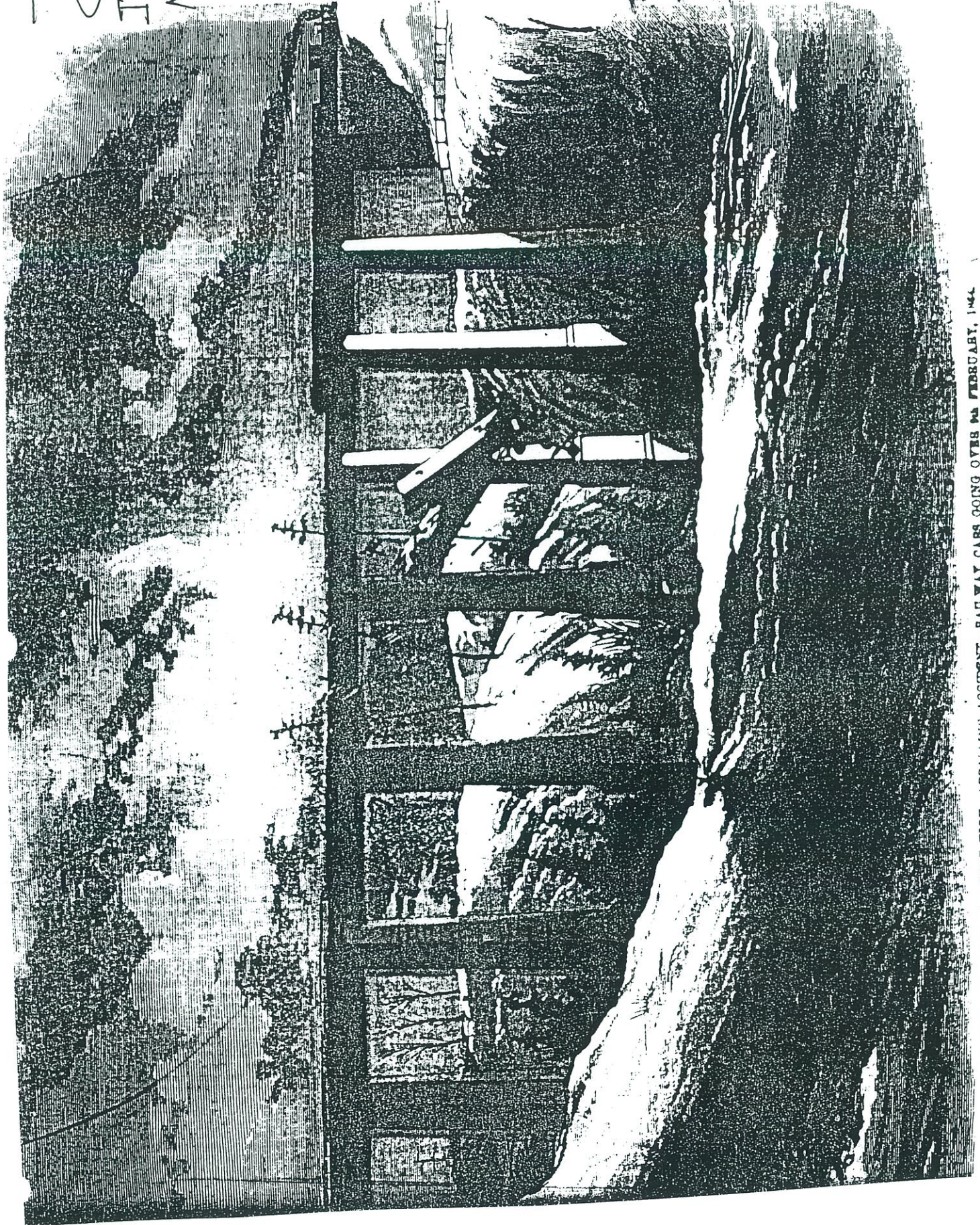
to, a special train was immediately sent up the passengers and baggage.

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MARCH 1
1865
BERLIN

TFC
CANADIAN
Illustrated
News

February
13,
1864



GEORGETOWN BRIDGE 125 FEET HIGH—APPALLING ACCIDENT—RAILWAY CARS GOING OVER ON FEBRUARY, 1864

Frightful Railway Accident!

TWO CARS RUN OFF THE BRIDGE ONE HUNDRED AND TWENTY-FIVE FEET HIGH.

THREE MEN KILLED.

One of the most frightful railway accidents it has been our melancholy duty to record for a length of time, occurred yesterday morning on the Grand Trunk Railway, resulting in the instant death of three persons, employees on the road. The following are the particulars of the melancholy affair, as we learned them:

The Grand Trunk Railway, a short distance west of the Georgetown Station, crosses over the river Credit by one of the largest bridges on the road. It is substantially constructed in the usual manner, and is peculiar only as being one of the highest—if not the very highest—bridges on the road, it being no less than one hundred and twenty-five feet from the surface of the river to the floor of the bridge. The river at this point is very shallow, being at this season of the year not more than two or three feet in depth, and almost completely frozen over.

About eight o'clock yesterday morning, as No. 16 freight train, from Barrie, was approaching this bridge, it was noticed by those on the train that an axle-tree of one of the rear cars was broken. The engine driver, on being notified of the fact, at once whistled "brakes down," but owing to ice on the track, and the train being on the down grade, the brakes did not have the usual effect on the wheels, and the train could not be stopped as quickly as under ordinary circumstances. At the time the defect in the axle-tree was discovered, the train was within about two hundred yards of the bridge and going at the ordinary rate of speed. The persons on the train did all in their power to stop it, for they knew they were approaching the bridge, and they knew also the danger there was in their entering on it while anything was amiss with the train. All their efforts, however, were unavailing, as the train still kept moving, and in a few moments entered on the bridge. The engine and tender and a number of the cars passed onward in safety, but just as the last two cars came upon the bridge, the coupling of the forward one broke. In these cars were the conductor of the train, Mr. H. Kennedy, and two brakemen, Mr. J. Wadell and R. Croker. Immediately on the parting of the train the last two cars ran off the track, dashed through the side rail of the bridge, took an awful leap into the air, and fell, with a fearful crash, into the river beneath, a distance of one hundred and twenty-five feet. They were, of course, smashed to atoms, and the three unfortunate men, who a moment before were full of vigour and life, were mingled in such a horrible manner as to be scarcely distinguishable as human beings. Their arms, bodies, heads, and legs were cut, smashed and crushed into one sickening, awful mass of creosote, jellied flesh and bone. The head of the unfortunate conductor could, at first, nowhere be found, but after searching for a while amongst the ruins, pieces of skull, face and brain, all that now remained of it, were picked up and gathered together. Information of the terrible catastrophe was at once communicated to Guelph, when assistance was sent, and the mangled bodies gathered up as best they could, and sent to Georgetown, where an inquest was opened yesterday afternoon.

There can be no doubt that the accident resulted from the axle-tree, as all that portion of the train before the broken car, passed safely over the bridge. No blame, so far as we could learn, can be attached to those on the train or any one else, as the breaking of axle-trees is something that occurs almost daily and cannot, even with the greatest of care and attention, be guarded against. The bridge was not very much injured by the affair, only a few of the rails and the portion of the side rail through which the cars ran having been damaged.

Of the unfortunate victims, only one, we understand, was married—Croker, one of the brakemen, who leaves a wife and a small family to mourn his awful death. The conductor, Kennedy, has a widowed mother and one or two brothers living in this city, who of course were almost frantic on hearing of the fearful death he had met with. The other brakeman, Wadell, also has friends residing here. They were all steady, well conducted men, and their loss will be deeply felt, not only by their friends but by the company, in whose employment they had been for some time.

Toronto
Globe

Wednesday

February 10,
1864

THE RECENT RAILWAY ACCIDENT.

Inquest at Georgetown Station.

THE EVIDENCE AND VERDICT.

On the afternoon of Tuesday, the day the fearful railway accident chronicled in yesterday's GLOBE occurred, an inquest was opened at the station house, Georgetown, by Coroner James Barber, to enquire into the melancholy affair. The jury empanelled was a most respectable one, and after having been duly sworn, they viewed the bodies of the three unfortunate victims, namely, Robert Kennedy, James Waddie and Richard Crookham, and then proceeded with the enquiry. We give below the evidence taken, from which it will be seen that the catastrophe did not result from any oversight on the part of the Company, but simply from the carelessness of those whose lives have been lost by the sad affair.

ROBERT THOMPSON sworn, said—I am an engine driver on the Grand Trunk Railway; I have served in that capacity for a number of years; I was the driver on the engine drawing the train which met with the accident on the morning of Tuesday the 9th instant; when our train passed the Georgetown station, everything was apparently right and the train in good running order; we stopped at Georgetown for orders, and at that time the conductor and the two brakemen were in the van; after receiving orders, I saw the conductor put his head out of the van, and heard the station agent say that all was right, that the road was clear, and for us to go on; the conductor then motioned me in the usual way to move on, which motion I acknowledged by whistling, and I at once got the train under motion and moved onward slowly; to the west of Georgetown, that is before we reached it, and as we were coming down what is called the "Acton Grade," I saw one of the brakemen run along the top of the train; after passing Georgetown, however, I did not see anything of either of them; when we were at the Georgetown station, and for some time before, the bell-cord, which runs along the whole of the train and connects with the engine, was not attached as it should have been; it was on the train when we left Toronto, but at some station between that place and Georgetown we had shunted off several cars, and the bell cord was then taken off and not put on afterwards; I said to Kennedy, the conductor, "You had better put on the bell-cord, as I do not like to run without it," he replied, "We have some shunting to do, and we can get along without it," or something to that effect, and we accordingly went on without it. There are express orders against running without the bell-cord, as it is dangerous; if it had been on our train when the cars parted it would of itself have conveyed the information to me by ringing the bell or pulling it down, so that I would have known that something was wrong with the train; or the men on the train would have pulled it, and thus have notified me to stop, which would have been done before we reached the bridge; or if the brakemen had been at their places on the top of the cars, they could have informed me that something was amiss, and have stopped the train. When we were within about four hundred or five hundred yards of the bridge crossing the Credit river, one of the axle-trees of a car near the engine broke off, as I afterward discovered, at the shoulder, near where it enters the box of the wheel; the broken axle-tree then must have dropped to the ground, and have been drawn along between the rails, and I think, threw the car off the track. As soon as one of the trucks struck the bridge it produced a sudden, sharp jerk, broncklog the engine loose from the train and also severing the last two cars of the train from the rest; that was the first intimation I received of anything being amiss; I then turned around to look back at my train to see what was wrong, and discovered that the engine was running on by itself with the train following on after it; in order to avoid a collision between the engine and the train, I had to keep on the move until such time as the cars stopped, which they did not do till they reached the east end of the bridge; the train then had been severed into three pieces, the engine being first; the greater portion of the train met, the two last cars of the train being in the rear by themselves; these last two cars, by the momentum they had received from the speed they had been moving at, kept in motion till they had reached the middle of the bridge, when from some, to me, unknown cause, they ran off the track and over the side of the bridge, falling about one hundred and thirty feet to the river beneath, hearing the noise made by the fall, I left my fireman in charge of the engine and ran with all possible speed down to the river, and found the cars lying there a heap of ruins, with the conductor and the two brakemen buried and dead in them; I think that one of the men gasped once or twice after I got to them; I at once sent word of the affair to Georgetown, and assistance was sent as soon as possible; I consider that the accident was caused by the breaking of the axle-tree mentioned, whereby the train was injured in its running, and the cars thrown off the track; the Company keep two men at Toronto, two at St. Mary's, two at the Queen's Wharf, two at the Union Station, and two at the Don, for the express purpose of sounding the wheels of each train that passes, to see whether or not they are defective; they are all mechanics, and well fitted for the situation; those in the west tested our wheels as we passed, and pronounced them all right; if they had seen anything wrong with any of the wheels the defective cars would have been taken off at once; from the position of the break in the axle-tree it might have been passed over; in fact, if it were only a slight crack previous to the final breaking of it, it could not have been seen unless placed in a powerful fire; I think that the crack must have been caused by the unusual brittleness of the metal on account of the recent cold weather; the road is at present in good order; the bell-cord, according to the rules of the Company, ought to have been running along the train, and the brakemen also should have been at their posts on the top of the cars; if such had been the case, the accident, in all probability, would not have occurred.

WILLIAM BROWN, the fireman on the engine attached to the train, gave his evidence, which was simply corroborative of that of the engine-driver, given above.

Two brakemen and the conductor of a train which was standing at the Georgetown station at the time the other train passed, swore that the road was in good order; that there were men appointed by the Company for the express purpose of testing the car wheels. When they saw the train pass the conductor and the brakemen were in the van, and no one on the top of the train so far as they could see. It was the duty of the brakemen to be on the top of the train, to attend to the brakes. They considered that the breaking of the axle-tree was owing to the recent cold weather having made the metal more than usually brittle.

MR. BARKS, Locomotive Superintendent of the western division of the road, sworn, said—We keep in our employ, at different parts of the road, good practical mechanics, for the purpose of testing the wheels of every train that passes. They test the wheels by hammering them; to see if they are sound. This is the method adopted by all railroads. There is no other method of testing the wheels, or of discovering flaws. The wheel connecting with the axle-tree that broke might be examined a thousand times and a small crack in the axle-tree not have been seen. Unless placed in a fire it would not be likely to be discovered. It is the duty of the conductor of every train to see that the bell-rope is properly adjusted on his train; if it had been in its place on this train, the accident would not, in all probability, have occurred, as the conductor, immediately on discovering that something was wrong, could have pulled the rope, and the engineer, hearing the signal, would have stopped the train. It is also the duty of the brakemen to be at their posts whenever the train is in motion.

This concluded the evidence, and after a few remarks from the Coroner on the duty they had to perform, they retired, and after a short absence brought in the following

VERDICT.

The Coroner's jury summoned to enquire into the cause of the death of Robert Kennedy, conductor, and James Waddie and Richard Crookham, brakemen on the Grand Trunk Railway, find, that the said deceased parties came to their death by falling, with two cars which ran off the track and fell off the bridge of the said railway, which crosses the river Credit, on the morning of Tuesday, the 9th day of February instant, which accident appears to have been caused by the breaking of an axle. It also appears to the jurors that the train might have been stopped in time to avoid the accident if the bell-cord had been adjusted as required by the Company's regulations, which duty, it appears, was unfortunately neglected. Again, the jury regret to find that brakemen generally on the Grand Trunk Railway, are in the habit of neglecting to comply with the regulation which requires that one brakeman should always be on the top of the cars of every freight train while in motion.

The jury would respectfully recommend that the Company would reduce the rate of speed at which they now allow trains to pass over the bridge crossing the river Credit.

Toronto
Globe

February 11,
1864

THE ACCIDENT ON THE GRAND RUNK WEST.

SAD CATASTROPHE.

A TRAIN THROWN DOWN A STEEP EMBANKMENT.

Mr. N. C. Gowan Fatally Injured.

OTHER PASSENGERS DANGEROUSLY WOUNDED

Shameful Robberies Committed upon the sufferers.

FULL PARTICULARS.

From our own Reporter.

The accident which occurred upon the Grand Trunk Railway West, near Petersburg—a station a few miles west of Berlin—on Thursday evening last, proves, we regret to say, to be a much more serious calamity than at first reported. One passenger—Mr. N. C. Gowan, of this city, is injured beyond all hope of recovery, and may ere this have passed from life, while others suffered very serious injuries. The following are the particulars of the melancholy occurrence:

THE ACCIDENT

The train No. 1 express, from Berlin, Conductor Thomas Connel, left Petersburg station about 7.15 p.m., on Thursday evening, with two passenger and one baggage car, being about an hour behind time, but, nevertheless, with "all right" on board. When about one and a half miles from the station and at a portion of the track known as "the Petersburg dump," the train was thrown off the track and the two passenger and baggage cars were upset down an embankment about fifty feet in height, and at an incline of more than 45°; the locomotive and tender, being of great weight, remained nearly on the track, although the tender, as well as the trucks of the engine, were displaced from the rails. One theory is that the accident was caused by the high rate of speed at which the train was going round the curve, the momentum being great enough to throw the light baggage car off the track while the heavy locomotive and tender would not be so easily displaced, and consequently remained on or near the track. After the cars left the rails the train ran about nineteen rail lengths on the inside of the curve before the cars were thrown down the embankment.

THE INJURED.

While word of the accident was despatched to Petersburg, every exertion was made by those who had escaped unhurt to extricate the injured from the wrecked train. One by one they were got out, and all were in a way to be aided whenever assistance came. The farmers in the neighbourhood were aroused, and some of the women among the sufferers were safely housed until medical aid arrived. Mr. N. C. Gowan, of Toronto, who was returning from the Provincial Grand Lodge, was so seriously injured that it was with difficulty he was at all removed. The scene inside the car, so Mr. Cone, the American Express Company's agent, informed our reporter, baffled all description. The wailing of the injured and the shrieks of those who were frightened, amid the general confusion which prevailed, will not easily be forgotten by any one who witnessed it. In passenger car No. 44, the last of the train, the seats were torn up, and the car having made three revolutions in going down, was turned on its side; the stove being fastened to the floor remained firm in its place in the centre of the car. In the other car, No. 39, a complete ransacking had been turned, and not a piece of the

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MEDICAL AID.

On the accident being reported to Mr. George Platt, the station agent at Petersburg, word was sent to the Company's office in this city, and special trains ordered from Stratford and Berlin to convey the sufferers and bring medical men to the scene. A locomotive was also despatched from Petersburg to Hamburg, and brought back Dr. Pype of that place, who was soon energetically at work attending to the injuries of the sufferers. The other special train soon brought Drs. Shaver, Pegg, Watling, Hyde, and Eby, of Stratford; Lynch, of Clinton; Stetelmeyer, of Hamburg, and Busell, of St. Mary's. By their aid the wounds of the injured were dressed, and all that could be removed were sent to Waterloo, while Mr. N. C. Gowan was sent to Berlin, and the lady sufferers, Mrs. Scanlan and Mrs. Haylee, to the farm-house of a Mr. Carr, near the scene of the accident, where the latter remained until brought to this city by the express train last night.

NAMES OF THE INJURED.

Mr. N. C. Gowan, son of Mr. Ogilvie Gowan, Toronto, injured fatally, spine broken and that portion of the body from the third rib downwards paralyzed; in fact, death is hourly expected. Mr. Gowan is now lying at Frederick Lake's saloon, Berlin, attended by Drs. Whiting, Bowley, Yeagley, of Berlin; Drs. Hyde and Shaver, of Stratford and Dr. Reynolds, of Waterloo. Miss Townsend, Ottawa, slightly hurt in the chest. Mrs. Cotter and two children, of Stratford, slightly injured. Mrs. Wayne, Port Huron, bruised. Matthew Bentley, Churchillville, collar bone broken, leg burnt by stove falling on it. Mrs. Hamlin, Logan, unhurt. Mr. John Jones, of Mitchell, brother of Mr. James Jones, of the Toronto City Passenger Railway Company, and Reeve of Logan Township, going to Montreal, burnt on the leg and head cut. John Hoffman, of Hullet, County of Perth, going to Guelph left eye badly bruised and cut, left arm fractured. Miss Amelia Kennedy, Melton, head cut, signs of white cut, but not badly. Mrs. Haywood, Campden Street, Toronto very seriously injured; head nearly scalped, back hurt and spine bruised. Mrs. Scollan, London, severely, badly hurt in back, leg paralyzed. Mr. James Stratton, hotel keeper, Alnleyville, Co. Huron; slightly wounded in the arm above elbow. Mr. David White, slightly bruised. Mr. George Webster, a student, wrote bruised. Mr. Michael Murray, a student, a glass of whiskey at the time of the accident; unhurt. Mr. Thomas Rodan, a student, Ohio; right arm broken on side of elbow. Mr. Richard Bates, Collingwood, slightly injured. Mr. J. H. Cone, Express agent, slightly bruised on side. Mr. Thomas Watson, a student, hurt by stove falling heavily on his head. John Swan, over by injured by stove in baggage car falling on him. Mr. W. E. Griffin, mail conductor, cut back of head. Mr. James Connel, conductor of the train, injured in the

REPORT OF THE PASSENGERS

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REPORT OF THE PASSENGERS

Mrs. Scanlan, of London, was proceeding to Toronto on legal business, and had in her pocket several valuable deeds and fencible \$50 bills and \$5 in silver. When she was thrown off her car and her watch was brought to her, she found that it had been forced open by some instrument, and the money abstracted. It was on the seat in front of her, and she was unable to recover it. Mrs. Scollan lost \$100 which was in her pocket book. Another lady lost \$10 in silver, and all the money in her possession. Three individuals, said to be thieves, are supposed to have got on the train at Berlin; two were dressed in check pants, short trowsers, and black felt hats, while the third was dressed in a suit of the best quality, and a high top hat. These latter individuals were noticed as they entered the cars at Berlin; whether they were the thieves or not it is impossible to say. The appearance caused the train to be looked upon with suspicion.

STATEMENTS OF THE PASSENGERS.

Mrs. Cone, the American Express agent, stated to our reporter that he was in the baggage car, and that when he found the cars off the track and about twenty feet down, he made a jump for the right-hand side door, on the outside of the train, and jumped before the car toppled over. James McDonald, the brakeman, was standing on the platform of the first passenger car, behind the baggage car, and saved himself by jumping off the side. Mr. Stratton, the passenger from Alnleyville, was sitting alongside of Mrs. Scanlan when she found the train off the track. He saw her get to the side of the car, and he saw her say "yes" when the car went down the embankment. The gentleman who was driving the westward at the time of the accident, says he saw one called out that the train was going to destruction, and he felt he had time to take a good drink the train went over. He was hurt by a bag stove falling heavily on his head. He says that only for that he would have received no injury. Mr. Cone, the express agent, met a telegram from Toronto asking from the train towards Petersburg, shortly after the accident, but it is thought that he could have been sent to himself, save by pointing to his head.

MR. N. C. GOWAN'S INJURY.

Mr. N. C. Gowan is injured at large, as mentioned in the injuries that he has received, his spine is broken, and a vertebrae broken, the whole of his body from the third rib downwards completely paralyzed. He is unable to get up, and is unable to move, and is unable to speak, and is unable to see, and is unable to hear, and is unable to feel, and is unable to think, and is unable to do anything. He is now lying in a hospital, and is being attended to by the best medical men in the city. He is expected to die within a few days.

The train which had been torn up about twenty miles to a west point in order that the train could pass at five o'clock yesterday morning, and dozens of men were busy yesterday in making preparations to haul the wrecked cars up the embankment. The snow at the foot of the latter is about 4 or 5 feet deep, which, in all probability, lessened the distance results of the accident.

GLOBE

February 25, 1865

THE RECENT RAILWAY ACCIDENT.

(From the Toronto Leader of Saturday.)

FURTHER PARTICULARS.

From further particulars learned yesterday, relative to the railway accident on the Grand Trunk near Berlin, on Thursday evening, it appears that the number of passengers injured is greater than was at first supposed.

We understand that Mr. N. C. Gowan was so badly injured that his recovery is considered doubtful. His spine has been so severely injured that at last accounts last evening, he was unable speak or move. He is paralyzed from the chest to the extremities. Two medical gentlemen and some of his relatives from Toronto are attending him.

Mrs. Scanlon, of London, and another lady are also in a precarious condition. A special sleeping car was sent from this city last evening to have her conveyed in it to London. She still remains in a farm house near where the accident occurred, the other lady being in the same house. The three passengers above referred to, were the only ones whose recovery is considered doubtful.

Mr. W. E. Griffith, of this city, who was on the train in charge of the mails, was also more seriously injured than was at first supposed, he lies at present at the residence of his father, in a pretty low state. He is considerably bruised about the head in some parts of which he suffers acute pain. He is blackened and bruised on the left side of the forehead which is also much swollen. He is also injured in the back.

The accident is described as the work of a moment or so. The train was passing along at a moderate rate of speed when the baggage car ran off the track, dragging the two passenger cars with it. After running along on the sleepers for a moment or two the couplings snapped, and the next moment the cars ran down an embankment some forty feet in height. The train hands having fortunately escaped injury they were able to afford immediate assistance to the passengers, who were lying in a heap in the cars which were not so badly broken up as might be supposed from the rapidity with which they were precipitated over the embankment. No damage was done by fire, although two stoves were knocked out of their places. There is much cause for thankfulness that the damage to life and property was even as light as it was. The following is a list of those injured—seriously and slightly:—

Seriously injured.—Mrs Scanlon, London; Mrs Heyhoe, Toronto, hand; Mr Nassau C Gowan, Toronto; Thos Reardon, Ohio; Mr. Phelan, telegraph operator, Mount Forest; Mr W E Griffith, mail conductor, injured in the back and about the head. He was taken up insensible; but after recovering his senses, though unable to move much around, he continued in charge of the mails and conveyed them safely to the city at seven o'clock yesterday morning; Mr T Conlin, the conductor, also injured about the back.

Slightly injured.—Miss Townsend, passenger for Ottawa; Miss Cotter and two children, for Toronto; Matthew Beatty, for Malton; Mrs Waight, for Guelph; Mr Jones, for Montreal; John Hauffman, Guelph; Miss Kennedy, for Welton; Mr Robert Porteous; Elizabeth Radcliffe.

The greater number seriously injured were distributed amongst the farm houses in the neighborhood of the accident; and the remainder brought on to Berlin, where they were provided with comfortable accommodation. Those slightly injured and those

Quebec Mercury

February 27, 1865

Terrible Accident on the Grand Trunk.

A most fearful accident occurred on the Grand Trunk, near the Petersburg station a few miles from Berlin, on Thursday night, of the 23rd inst. From the various reports which have reached us, we learn that No. 1 Express train from Sarnia, under charge of Conductor Thomas Connel, left the Petersburg station about 7 15, with one baggage car, and two passenger cars, an hour behind time. The train, however, had gone but a short distance, when from some cause unknown, it was thrown off the track, and the cars precipitated down an embankment, fifty feet in height, the cars falling over in the descent. The engine and tender, owing to their weight remained on the track, though displaced from the rails. It is said that the accident was caused by going at too great a speed in turning a curve. This is, doubtless, one of the most fertile causes of accidents on railways; but we do not see how it could have been the cause in this instance, as the cars were thrown off the track on what may be termed the inside of the curve, whereas had the accident been the effect of the great momentum of centrifugal force, resulting from the great speed at which the train was going, the cars must have been thrown off the outer side of the curve.

Nearly all on board were more or less injured, and but for the great depth of snow at the bottom of the embankment, the disaster must have been far more fatal in its consequences. N. C. Gowan, Esq., who was on the train, and who delivered a lecture on Temperance in this town the night before, had his spinal column so severely injured, as to produce complete paralysis of all that portion of the body below the third rib. There is no possibility of his recovery. The following is the list of the injured as stated by the reporter for the *Globe*, who visited the spot shortly after the accident:—

Mr. N. C. Gowan, son of Ogle R. Gowan, Toronto, injured fatally, spine broken, and that portion of the body from the third rib downwards paralyzed, in fact death is hourly expected. Mr. Gowan is now lying at Frederick Lake's saloon, Berlin, attended by Drs Whiting, Bowby, Yeakly, of Berlin; Drs Hyde and Shaver of Stratford, and Dr. Reynolds of Waterloo. Miss Townsend, Ottawa, slightly hurt in the chest. Mrs. Cotter and two children, of Stratford, slightly injured. Mrs. Wayte, of Pt. Huron, bruised. Matthew Beatty, Churchville, collar bone broken, and leg burnt by stove falling on it. Mr. John Jones, of Mitchell, brother of Mr. James Jones, of the Toronto City Passenger Railway Company, and Reeve of Logan township, going to Montreal, burnt on the leg and head out. John Hoffman, of Hullet, county of Perth, going to Guelph, left eye badly bruised and out, left arm fractured. Miss Amelia Kennedy, Halton, head out, sinews of wrists out, but not badly. Mrs. Mayhoe, Campden street, Toronto, very seriously injured, head nearly scalped, back hurt and wide bruised. Mrs. Scanlan, London, *enciente*, badly hurt in back, leg paralyzed. Mr. James Strathon, hotel-keeper, Ainsleyville, county of Huron, slightly wounded in neck and arm above the elbow. Mr. David Weller, nose smashed, wrists sprained. Mr. Thomas Riordan, Delaware, Ohio, right arm broken, and side bruised. Mr. Richard Bates, Collingwood, slightly

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The shrieks of the frightened, and the groans of the injured, commingling together with the appearance of the crushed and wounded writhing in agony, made up a tragedy which can only be imagined, not described.

Immediately after the accident occurred, the passengers covered by the fragments of the broken cars were extricated, and engines despatched to Stratford, Hamburg, and Berlin, for surgeons to attend to the wounded. Drs. Pye, Shaver, Paget, Waugh, Hyde, Eby, Lynch, Stiefmeyer, and Bussel, from different stations on the line were soon brought to the spot, and rendered what assistance lay in their power.

A most extraordinary circumstance connected with the accident, is that immediately after the occurrence, several of the female passengers were robbed. Mrs. Scanlan, of London, had seven hundred dollars in ten dollar bills in her satchel, three dollars in silver, and some valuable documents. When she recovered herself, and her satchel was brought to her, it was ascertained that it had been forced open, and all the money abstracted. Mrs. Kennedy, another passenger had one hundred and ninety dollars stolen, and another lady lost ten dollars.

It is believed that three suspicious looking individuals who got on the cars at Sarnia were the robbers. Accidents have become so frequent on the Grand Trunk latterly, that people are afraid to travel over the road. The track is represented to be sadly out of repair; and if that be its condition now, what will it be when the frost comes out of the ground? If it is possible for the company to raise the means, they ought to remedy this state of things at once. How can they expect to be able to effect other great works in contemplation, if they cannot keep the track of the roads now under their management, in a safe condition for travel.

Brantford
Expositor

MARCH 3,
1865

Terrible Accident on the Grand Trunk.

A most fearful accident occurred on the Grand Trunk, near the Peterborough station a few miles from Berlin, on Thursday night, of the 23rd inst. From the various reports which have reached us, we learn that No. 1 Express train from Berlin, under charge of Conductor Thomas Connel, left the Peterborough station about 7 15, with one baggage car, and two passenger cars, an hour behind time. The train, however, had gone but a short distance, when from some cause unknown, it was thrown off the track, and the cars precipitated down an embankment, fifty feet in height, the cars falling over in the descent. The engine and tender, owing to their weight, remained on the track, though displaced from the rails. It is said that the accident was caused by going at too great a speed in turning a curve. This is, doubtless, one of the most fertile causes of accidents on railways, but we do not see how it could have been the cause in this instance, as the cars were thrown off the track on what may be termed the inside of the curve, whereas had the accident been the effect of the great momentum of centrifugal force, resulting from the great speed at which the train was going, the cars must have been thrown on the outer side of the curve.

Nearly all on board were more or less injured, and but for the great depth of snow at the bottom of the embankment, the disaster must have been far more fatal in its consequences. N. C. Gowan, Esq., who was on the train, and who delivered a lecture on Temperance in this town the night before, had his spinal column so severely injured, as to produce complete paralysis of all that portion of the body below the third rib. There is no possibility of his recovery. The following is the list of the injured as stated by the reporter for the *Globe*, who visited the spot shortly after the accident.

Mr. N. C. Gowan, son of Ogle R. Gowan, Toronto; injured fatally, spine broken, and that portion of the body from the third rib downwards paralyzed, in fact death is hourly expected. Mr. Gowan is now lying at Frederick Lake's, saloon, Berlin, attended by Drs. Whiting, Bowby, Yeasly, of Berlin; Drs. Hyde and Shaver of Stratford; and Dr. Reynolds of Waterloo. Miss Townsend, Ottawa, slightly hurt in the chest. Mrs. Cotton and two children, of Stratford, slightly injured. Mrs. Wray, of St. Huron, bruised. Matthew Beatty, Churchville, collar bone broken, and leg burnt by stove falling on it. Mr. John Jones, of Mitchell, brother of Mr. James Jones, of the Toronto City Passenger Railway Company, and Reeve of Logan township, going to Montreal, burnt on the leg and head cut. John Hoffman, of Hullet, county of Perth, going to Guelph, left eye badly bruised and cut, left arm fractured. Miss Amelia Kennedy, Hullet, head cut, sinews of wrist cut, but not badly. Mrs. Mayhew, Camden street, Toronto, very seriously injured, head nearly scalped, back hurt and side bruised. Mrs. Beaulieu, London, en route, badly hurt in back, leg paralyzed. Mr. James Strathorn, hotel-keeper, Ancaster, county of Huron, slightly wounded in neck and arm above the elbow. Mr. David Weller, postmaster, Hullet, spine

Brantford
MARCH 3
1865

A dreadful railroad accident occurred at Stratford, on the 6th of October. There was a collision on the Grand Trunk. A few minutes before seven, a little below the old passenger station at Stratford, on the Grand Trunk Railway, the Express train from Toronto, due here at five was near 2 hours late, and the fog being very thick collided with a freight train from the west with tremendous force. The effect of the concussion was such as to smash both engines; the baggage car, and many of the freight cars, killing the engine driver, Edward Deverill, on the spot, badly injuring the fireman, Veppana, as well as the baggage master, Harry Donald; and injuring, to a greater or less extent, several of the passengers. The fireman's arm was broken, and his back hurt. The baggage master was much cut about the face and head, and is also injured in the back. One of the passengers, whose name I could not learn, was bruised about the head, and otherwise injured.

10/12/65

BROCKVILLE
Recorder

October 12 1865

RAILWAY ACCIDENT AT STRATFORD.—A terrible accident occurred last Friday morning a few minutes before seven, a little below the old passenger station, Stratford, on the Grand Trunk Railway. The express train from Toronto, due here at five, A. M., was nearly two hours late, and the fog being very thick, collided with a freight train from the west with tremendous force. The effect of the concussion was such as to smash both engines, the baggage car, and many of the freight cars, killing the engine-driver, Edward Deverill, on the spot, badly injuring the fireman, Vippans, as well as the baggage master, Henry Donald, and injuring to a greater or less extent, several passengers. The fireman's arm is broken, and his back hurt. The baggage master is much cut about the face and head, and is also injured in the back. One of the passengers, whose name we could not learn, was bruised about the head, and otherwise injured. The hurts of the other passengers were of no very serious nature. It is somewhat strange that both the engine driver and fireman of the freight train escaped. Dr. Slaver was immediately in attendance, and was quickly followed by Dr. Hyde, who rendered to the injured such assistance as was necessary. The night switchman states that notwithstanding the non-arrival of the express on time, he received instructions to let the freight down. It had hardly gone a quarter of a mile on its way, when the accident happened.—*Beacon Extra.*

STRATFORD, OCT. 10.—The Coroner's investigation into the circumstances connected with the death of Edward Deverill, the engine-driver who was killed at the railway accident at the station here on Friday morning last, came to a close about twelve o'clock to-night. After consulting for an hour and a half, the jury found as their verdict: "That the said Edward Deverill came to his death in consequence of a collision between passenger train No. 2 and freight train No. 15, on the Grand Trunk Railway, in the station yard at Stratford, on the 7th day of October instant; and that the collision occurred through culpable neglect of rules and orders on the part of Lawrence Ryan, switchman at the Stratford junction, in allowing No. 15 to pass down the yard on the main line without first ascertaining that the yard was properly secured from the approach of No. 2, by the raising of the semaphore arm east of the yard to the point of danger, and by No. 2 being permitted to run in to the station yard at an excessive rate of speed."

The jurors also expressed their regret at learning from the testimony of the various witnesses, of so many serious departures from the excellent code of rules published for the guidance of the company's servants, whereby the lives of many of the employees themselves, and of the travelling public, are endangered, in the following among other particulars: 1st. By James Sarvie, the night baggage man, without authority directing Ryan to let No. 15 into the yard; 2nd. By the dangerous custom of backing into sidings from the main line in the face of trains overdue. The jury urged it, as a recommendation to the Company, to take every means to secure greater uniformity of practice on the part of their employees in the mode of working their trains.

Ryan was sent to prison to await the action of the Grand Jury at the Assizes, to be held on the 27th October, in Stratford.

SARNIA
Observer
Friday
October 13
1865

Fatal Accidents on the Grand Trunk

Two Men Scalded to Death

A THIRD HAS BOTH LEGS BROKEN.

More railway accidents have to be chronicled. We are not in possession of full particulars, but there will, no doubt, be brought out to-day at the inquest. Meanwhile we give the facts which have reached us and which certainly demand a searching investigation.

It appears that on Sunday morning, a freight train on the Grand Trunk, running between St. Mary's and Sarnia—about 30 miles from the former place, or one mile west of Perth station—ran off the track and the steam blew off, burning two men—the fireman, named Goswell, and a farmer named Palmer. They were scalded to death. Nothing was found on the track which could have thrown off the train, and we are left to infer that the rails must have been out of order, or the wheels were faulty. The inquest to-day will throw light on this point, and will also determine whether blame attaches to any of the employees.

Misfortunes did not, however, end with the killing of the two men named. Another engine, which had been sent to aid the one which was injured, also ran off the track, and a passenger, whose name we cannot ascertain, jumped off the car in order to save himself. In doing so he broke both his legs, and fractured his head so fatally splitting it from the forehead down to the lip. We shall soon hear more of these sad casualties.

We have yet another accident to chronicle. Yesterday, as an engineer named Malony was endeavouring to get an engine on the track, and was using an iron bar in the operation, the bar in some way was forcibly and suddenly wrenched from his grasp striking him violently under the chin, and breaking several of his teeth. It is said he is not fatally injured.

Since writing the above, we learn that the person above referred to, who got his legs broken, was brought down last night, and is now in the Hospital. He is quite deranged, and had to be kept tied while being brought to this city.

TORONTO
GLOBE
October 31
1865

FATAL RAILWAY ACCIDENT

A correspondent criticises with some freedom the proceedings of the Grand Jury in the Ryan manslaughter case at Stratford. If the facts have been correctly reported to our correspondent, it certainly is exceedingly strange that the Grand Jury should, after examining but a portion of the witnesses, and those not the most material ones, have reversed the decision arrived at by the coroner's jury after a patient investigation, and after hearing all the witnesses who could throw any light upon the melancholy occurrence. Two very strange reasons are suggested for the ready acquittal of the prisoner. One of these is the unpopularity of the Grand Trunk in the locality. It is difficult to believe that Grand Jurors, sworn to do justice, would allow themselves to be influenced by any such consideration, and equally difficult to understand how intelligent persons could twist the prosecution of Ryan into an issue for or against the Grand Trunk. Whatever feeling the people of that neighbourhood may have against the railway for its inattention to local business wants, the safety of the travelling public is a public question, and we should not like to believe that the unpopularity of the Grand Trunk secured Ryan's prompt discharge. The other circumstance to which our correspondent alludes as having possibly influenced the decision of the Grand Jury, is the existence of an opinion that Ryan was an incompetent person, and, therefore, not fully responsible for his mistake upon the occasion of the accident. If that point were clearly made out, it might be an argument for shielding Ryan, but it would also be a reason why the Grand Jury should not have dropped the case where it did. If poor Deverill lost his life because Ryan was unfit for the duty assigned to him, then some one was responsible for the employment of the incompetent man, and it became the duty of the Grand Jury to deal with that party. The powers of a Grand Jury were quite equal to the task of following up the case until the person or persons really responsible for the accident were reached, and if the acquittal of Ryan did result in any way from evidence of his incompetency, that is the course which should have been pursued. Complaint may be made on the part of the Grand Jurors that the reports to which we are alluding are unfair, but it must be recollected that the superficial character of their investigation goes a great way to give those reports currency.

Wherever the fault lies, however, it is a matter of great regret that another fatal railway accident has now been allowed to pass out of court without any result which gives the slightest guarantee of greater care or security in the future. Close upon the termination of the Stratford case, come accounts of two other melancholy accidents on the unfortunate Grand Trunk—one causing the loss of two lives, and the other inflicting upon a man injuries which may prove fatal. It seems almost idle to hope for much from investigations in these cases, but if the parties responsible for railway accidents are so often allowed to go unpunished, there may come calamities at last which will rouse public indignation, and create a demand for the punishment of the culpable, which may be neither discriminating nor merciful. Then the trouble may be to get juries which will not do the accused parties justice.

TORONTO
GLOBE.

October 31, 1865

SERIOUS ACCIDENT ON THE G. T. RAILWAY.—

Another serious accident occurred on the G. T. Railway, near Perche Station, on the morning of Sunday last, by which the driver and fireman of a freight train coming west, lost their lives. The accident resulted from the locomotive running off the track, when the train was proceeding at its usual speed; and the only cause assigned for it is a broken rail, or as some think the decayed condition of the ties, some of which had given way so that the rails became displaced, and caused the engine to run off into the ditch. The engine, tender, and four freight cars were thrown off, the hot water and steam escaping to such extent that the men were scalded to death. Both were residents of St. Mary's. The engineers' name is Carswell; that of the fireman, Palmer, and he leaves a wife and family. An inquest was held on the bodies by Coroner T. R. K. Scott, of Forest Station, on Monday. We have not yet heard what was the verdict; but no doubt it would be in accordance with the facts given. On the news being received in St. Mary's, a construction train, with a gang of men, was immediately dispatched to the scene of the disaster, to clear the track and repair the damage. The engine of this train also ran off the track, and a man named Salisbury, in a state of excitement and alarm, jumped off the car in order to save himself. In doing so he alighted on a pile of wood by the side of the track, and broke both legs, besides receiving a frightful wound on the face, which was laid open from the forehead down to the lips. He was conveyed to the hospital at Toronto. He is said to be quite deranged in mind, with small chance of his recovery. Accidents are becoming so frequent on the G. T. Railway, that travellers may well hesitate before they trust themselves upon it. In the cases above mentioned, it would appear that no blame can be attached to the parties in charge of the trains; that the accident occurred from some defect in the track. This shows the importance of thorough supervision, and the repair of every defect that can be detected, either in the rails or ties, or the running gear of engines and cars. We believe the Company do their utmost to keep the road in proper repair, but the length of the road makes this a most arduous task, no matter how vigilant soever the officials may be.

THE STRATFORD RAILWAY ACCIDENT.—Our readers will recollect the collision which took place at Stratford about six weeks ago, through the carelessness of the telegraph operator, and Ryan, the person in charge of the road at the time, by which collision Deverill, the driver of one of the engines, was killed. The Coroner's jury were so fully satisfied of Ryan's culpability that they gave a verdict accordingly, and he was committed to take his trial at the ensuing Assizes.—This Court was held at Stratford last week, and it appears that the Grand Jury, according to a statement made by a correspondent of the *Globe*, ignored the Bill, so that Ryan has been discharged. It further appears that the Jury did so after examining only a part, and these the least important of the witnesses. Their action in thus disposing of the case without fully examining all the witnesses, seems to have created no little indignation in the minds of the people of Stratford; leading to the conclusion that when a Railway Company is in any way connected with an accident, justice is set aside in favor of the party really culpable. For in place of Ryan having erred through ignorance of his duty, the evidence at the inquest went to show that he was fairly aware of the rules laid down for his guidance, and had consulted them as set down in his book, with those hung up in the Station. Ryan's conviction for negligence, of course would not have restored Deverill to life, but might have had the effect of making others in like circumstances more careful.

SARNIA
OBSERVER

November 3
1865

Brantford.

NOVEMBER 3
1865

Fearful Railway Accident.

On Sunday morning last a fatal accident occurred on the Grand Trunk Railway near Sarnia, by which the Engine driver Casswell, and the fireman, named Palmer, were so scalded that they both died a short time after the occurrence. It appears, that from some cause not clearly ascertained that the Engine ran off the track, into a bank, and that in falling over the safety valve was knocked off, thus allowing the steam to escape, which caused the death of the Engine driver and fireman. Two other persons riding in the cars were scalded, but not fatally. A coroner's inquest was held on the bodies of the deceased, and after due investigation of all the facts, they returned the following verdict:—That the deceased, George Casswell, and Richard Palmer, came to their death by scalding, caused by a train running off the track; cause of running off the track unknown.

It is expected in Continental circles that an International Congress will assemble in Paris towards the end of the present month, in which France, Italy, Belgium, and Switzerland will take part. The object of the Congress is to agree upon the introduction of a copper coinage intended to pass current in the above named countries.

Wanted, a school where lessons are taught and explained; not where recitations are heard after being prepared under the parents' supervision at home. Such a school would be thankfully sustained by many parents who are now literally "the teachers" of their children, without the compensation which the pseudo-teachers receive.—N. Y. Paper.

DEAR SIR,—Thinking it would disturb the public mind about some stories that have been in circulation concerning the late Inquest on the bodies of the men killed on the G. T. Railway, I enclose you a copy of the evidence taken at the Inquest. I wish also to say, that every facility was given by the Company's officials to myself and the Jury, a special train being placed at our disposal to enable us to view the scene of the disaster.—Yours truly,

T. R. K. SCOTT, Coroner.

John P. McCarthy, sworn—Am Conductor on train No. 14, on G. T. Railway; left Toronto at 45 minutes past 7 on the morning of Saturday, the 28th inst.; got to Forest Station at 20 minutes past 1 on Sunday morning, the 29th; the time we should have been at Forest was 40 minutes past 7, P. M., on Saturday; did not stop at Cambridge Station; we were going about 18 miles an hour; were delayed principally in distributing way freight; had no warning of any kind of anything being wrong until about 35 or 40 minutes after two o'clock, when the first I knew was a sudden concussion, the train suddenly stopping; I proceeded to ascertain the cause, when I found the engine and four cars off the track; the fireman was laying against the fence, and the engineer reclining about half way between the fireman and the engine; the engine was partly buried in the sand, off the track, and the tender turned over, and one flat car resting on it; the driver was suffering so much that he asked me to cut off his clothes, but it never occurred to me to ask him how the accident happened; I have known Carswell, the driver, over 7 years, and I never know him to be the worse of liquor; he was a particularly careful man; the fireman I only knew for a few months; as far as I know, he also was a sober man, I examined part of the track broken up, but could find no broken rails; the accident occurred about one mile west of the Porche.

William Welch, sworn—Am Superintendent of Locomotives on the G. T. Railway; received notice of the accident as quickly as it could be sent after it occurred; proceeded at once to the place and found the engine off the track and slightly injured; the injured men were in a van on the train. I commenced at once to remove the obstructions; found about 75 feet of the track torn up. I cannot assign any specific reason for the accident; the men who lost their lives by the accident were under my charge, and I know them both to have been sober, steady men, and careful; the engine was in good working order, and is now in good running order. Some substance must have come in collision with the safety valve, and let the steam escape, which is supposed to have been the cause of the men's death.

William Bowie, sworn—Am Road Master on the G. T. Railway; repaired the breach caused by the running off of the train. Four lengths of 21 feet rails were torn up altogether; can form no idea of the cause of the accident; I consider the sleepers on the part torn up to be in fair working condition.

Edward Aiken, M. D., sworn—On Sunday morning, 29th inst., was called on to attend near the old Porche Station, on the G. T. Railway; the engine driver and fireman of the train were scalded by the escape of steam, from an accident occurring by the train running off the track; they were both in a car. I advised that they should be brought on to Forest, where they could receive constant attendance; the driver died from the effects of the scalding before we got to Forest, the fireman lived till about 20 minutes after 2, on Sunday, the 29th, when he also died from the same cause.

John H. Jones, P. L. S., sworn—Two men came to me from the scene of the accident, and told me of it, I at once went down, found the two men who were hurt in the van, which was perhaps 40 or 50 yards from where the accident occurred, after I had been there for an hour, I asked the driver if he knew what was the cause of the accident, he said he thought it was a broken rail, or something wrong with the track—he could not say for certain, he seemed to be perfectly sensible; did not at the time take any particular notice of the track. I always considered just about where the accident occurred, to be the best part of the track in that section. I have repeatedly walked over that portion of the track; as far as I can judge it was always kept in fair order; it was about 40 minutes past three when I got to the place, when I went to the van in which the men were who were hurt, there were two drivers in the van, who had cattle on the train, I asked where the men were, and if they were injured, and to what extent, one of them said they were scalded, and if you do not get a Doctor soon we will lose one of our men. I asked if they belonged to the train; they said they were way passengers; I went into the car and found George Carswell lying on a coil of rope, close to the stove, and H. Palmer on the bench, I thought asleep. Carswell asked me for coal oil, I went home and got some, and made him a bed of hay, I gave him a few teaspoonsfull of spirits, and put the coal oil on him, which he said relieved him, I wanted a coat to put under Carswell's head, but one of the drivers did not want to give it, the car immediately behind the tender shoved all the rails ahead of it, did not make a point of examining the track at the time, and the Railway men from Point Edward came at day-light to remove obstructions, the men on that section always seemed to be good, steady men, always doing their work, which was as well done as could be for the number employed.

Thomas Coen, sworn—Am Section Boss on Section No 31; examined the track on Saturday last, from end to end, which is 64 miles, I was over it twice on Saturday, at about 7, A. M., and finished my second inspection about half-past 5, P. M.; as far as I could see, the track was in good running order; the place where the accident occurred did not require repairs on Saturday; I put in some rails about a quarter of a mile east of it, fixed a joint west, which some of the men reported to me as unsafe, either I or one of the men go over the Section twice every day, to examine the state of repairs, have always got plenty of material for repairing; there are a few rotten ties mixed amongst the good ones on the road, we have plenty of new ties on the Section; there have been from eight to ten men employed on that Section for nearly two months; consider the track on the Section will be quite safe for the winter after I expend the ties now on the road, I consider the road now in good running order;

SARNIA OBSERVER
November 10, 1865

Another Railway Accident.

TERRIFIC BOILER EXPLOSION

TWO MEN INJURED.

An accident occurred on the Grand Trunk line on Monday, three miles east of Widder station, to No. 1 Express train from Detroit. The boiler of the locomotive exploded with terrific force and noise, and three of the cars were thrown off the track. The train was, it is said, running at the rate of 25 miles an hour. Happily, none of the passengers were injured or their baggage lost. On getting out they saw that the part of the engine that remained was lying in the ditch; the tender half way in the same direction. The baggage car had fallen into the ditch on the right. The first glance showed that the boiler was blown to pieces. Such had been its violence that a part of the boiler, weighing about 500 lbs., was blown about 30 rods over into the adjoining field on the right; another piece of the engine, weighing about 400 lbs., was found 50 rods distant in a field on the left, the intervening space being scattered with fragments of the wreck. The fireman, J. Melington, and a brakeman, John Hayes, were much injured, though in the opinion of medical men not mortally, while the driver escaped with a few scars. Various were the opinions expressed as to the cause of the disaster, but a passenger, who was a working engineer, assigns as the most probable, that the water in the boiler had been allowed to get too low, and in consequence the pipes become red-hot, when, on water being turned in on them, the explosion occurred. The cars resumed their journey to Toronto with another engine, after a delay of six hours.

TORONTO
GLOBE.

Wednesday
November 15
1865

ACCIDENT ON THE GRAND TRUNK.—An accident took place on the Grand Trunk, on Monday, between Stratford and Sarnia. While a train was at full speed the boiler of the locomotive burst, knocking the post office car into a cocked-hat, and doing other injuries. Providentially no person was killed, although several were slightly injured. The *Globe* says the boiler of the locomotive exploded with terrific force and noise, and three of the cars were thrown off the track. The train was, it is said, running at the rate of 25 miles an hour. Happily, none of the passengers were injured or their baggage lost. On getting out they saw that the part of the engine that remained was lying in the ditch; the tender half-way in the same direction. The baggage car had fallen into the ditch on the right. The first glance showed that the boiler was blown to pieces. Such had been its violence that a part of the boiler, weighing about 500 lbs., was blown about 30 rods over into the adjoining field on the right; another piece of the engine, weighing about 400 lbs., was found 50 rods distant in a field on the left, the intervening space being scattered with fragments of the wreck. The fireman, J. Mellington, and a brakesman, John Hayes, were much injured, though in the opinion of medical men not mortally, while the driver escaped with a few scars. Various were the opinions expressed as to the cause of the disaster, but a passenger, who was a working engineer, assigns as the most probable, that the water in the boiler had been allowed to get too low, and in consequence the pipes become red-hot, when, on water being turned in on them, the explosion occurred. The cars resumed their journey to Toronto with another engine, after a delay of six hours.

SARNIA.

NOVEMBER 17

1865

Disastrous Railway Accident.

An accident which was attended with fatal and melancholy results occurred on the Grand Trunk Railway about half past eleven o'clock on the morning of Friday, 16th instant, near Breslau station, five miles east of Berlin, and eight miles west of Guelph. It occurred to the express train which left Toronto for Detroit at half-past seven in the morning, and was due to a cause which no one connected with the road could have anticipated or provided against. The track west of Toronto is in excellent condition, the rails, ties and ballasting being as perfect as upon any road in the country; but nevertheless—so futile are the efforts of man to guard against calamity—a few inches of bad iron in a single rail caused an accident which it is really wonderful was not horribly destructive to human life.

The train had reached the semaphore a few hundred yards east of the station, and the engineer was slackening speed preparatory to stopping, when he noticed that the engine, tender and baggage car became separated from the cars which followed. In a moment a terrible crash was heard. The express car, which was the second car of the train, had run off the track, followed by the post office and six passenger cars; and from the track they rolled down the embankment, which at that place is about fifteen feet in height—each car breaking into the other until the whole train was a complete wreck. A scene of indescribable ruin and confusion followed, and it was some time before the full extent of the calamity was ascertained.

In the express car, when it ran off the track, were Mr. Wicks, the express messenger, and a baggage man named Morrison. Finding the car going down the embankment Mr. Wicks unfortunately jumped from the door, and he paid with his life for what was probably an error of judgment at a critical moment. His lifeless body was shortly afterwards found several feet distant from any portion of the wreck. There were no external injuries except upon the head, and it is inferred from this that when he jumped he fell upon his head and was killed by the concussion. The pockets of his coat and vest were filled with mud, as if he had rolled over several times on reaching the ground. Morrison, who remained in the car, was injured on the head and back by splinters, but it is not believed his wounds are dangerous. In the course of the afternoon he was removed to Toronto, where he lives. The car was badly broken up by the fall down the embankment.

The post office car, which followed, also fell down the embankment and became a complete wreck. Strange to say the mail conductor, Mr. Wm. Weston, escaped without a scratch, although papers, letters and mail bags were strewn about in every direction. One end of this car was set apart as a smoking car, which was filled with passengers, not one of whom was injured, although all were carried down the embankment in the car. The passage, like that of Mr. Weston, was really marvellous.

The first-class passenger car, which followed, was run into by the one behind—it telescoped as it is technically called, and it was in this that the greatest injury was inflicted upon the passengers, none of whom, however, were killed. Nearly every seat in the car was filled, and how the passengers escaped instant death is one of those marvels often noticed in accidents of this kind but never satisfactorily accounted for. Mr. Dufresne, a passenger from Quebec, was sitting near the door, and being struck by a portion of the broken car received severe injuries in the leg, which was afterwards amputated at Guelph. Hopes are entertained of his ultimate recovery. Mr. Davis, a resident of Michigan, was also seated in this car and received internal injuries, some of his ribs it is supposed, being broken, but he resisted, contrary to medical advice, on proceeding by the first train to his home. He was able to walk about, and it is likely that he will soon be completely restored. About a dozen other passengers in this car were more or less injured—none of them dangerously, however, or ever seriously, cuts and contusions being the worst injuries received, and in a few days it is expected

Sarnia

November 23,

1866

RAILWAY ACCIDENT.—A gentleman residing in this city communicates the particulars of an accident that occurred on the Grand Trunk, and of which he was an eye-witness, on Wednesday last. He says he was, on the evening of that day, seated in the smoking car of the train due here at 6:25, p.m., and when on the other side of Limehouse, on a heavy down grade, he felt the car give a sudden lurch at the same time that he heard a fearful crash and "down brakes" whistled by the engine. After some time the train was brought to a stand still, when the passengers got out and were surprised to see the engine, minus the tender, about half a mile ahead, and running away from them at headlong speed. It appears that the tender had left the track when the lurch was felt, broken both couplings, and pitched down an embankment of fifty feet in height, tearing away the steps and platform of the post-office car in its headlong course. The engine on being liberated from the train had, of course, dashed ahead of its own impetus, and did not return for an hour, and then it could take the train no further than Georgetown, having neither wood nor water. The engine of a cattle train came along, however, and drew the disabled train along as far as Brampton. There another delay took place until the arrival of the mixed train, when this other train was hitched up to it, and the frightened passengers reached Toronto about ten o'clock, feeling thankful that some of the passenger cars had not gone over the embankment with the tender.

Toronto GLOBE.

February 1, 1870

Cutting a Drift.

HOW A RAILROAD IS CLEARED OF SNOW.

Few can estimate the trials and tribulations of railway employes in overcoming the tremendous drifts of snow which sometimes lie on the tracks. The thirty or forty passengers who not long since passed four days snowbound on the London & St. Mary's branch of the Grand Trunk, are able to testify in the matter from an unenviable experience. The Belleville *Intelligencer* has the following account of the *modus operandi*:

"The manner in which the Grand Trunk Railway Company's staff are necessitated to labor in keeping open communication during we will say, an ordinary season, is little short of prodigious, and any mere record on paper can give but a faint idea of the same. When, as at the present time, a great storm has occurred, and the road is blocked for many miles with snow from 6 to 8 feet in depth, the greatest exertions are necessary to secure a passage for the trains. The snow is cleared from the track by means of snow-plows, driven by two or more powerful locomotives at a high rate of speed. The snow, lifted by the plow or forced aside, is thus removed, and the scraper coming behind completes the work. It is not long, however, before the forward motion ceases, as the snow, being packed together in front, soon forms such a compact mass that further progress becomes impossible. Then the picks and shovels of the laborers come into requisition, and the solid mass being loosened, the engines back up, perhaps a quarter of a mile, and dash once more at their best speed into the snow bank. And so the conflict goes on, the same proceedings being repeated again and again, until the impending masses of snow are finally got rid of, after immense labor.

"During these encounters with the snow, it not frequently happens that the snow ploughs are thrown from the track, and sometimes the locomotives similarly suffer. The engineers and firemen endure great hardships whilst engaged in this kind of work. In narrow cuttings where the drifts are always the heaviest, and where there is no lateral means of escape for the snow raised by the plough, the drift is lifted high into the air, and descending, meets the advancing engine with the force of an avalanche. One engine which we observed in the shed, and which was second behind the plough, had its head light forced in by the snow which filled the cavity, and firemen and engine-men were after the conclusion of their labors, as well as if they were immersed in a well or river. Such are a few of the facts connected with railroading in winter, a period of which may make all and sundry a little less liable to grumble when the mails are late after a storm."

Uxbridge

MARCH 11

1874

107
FROM NEW HAMBURG.

(Press Despatch.)

FATAL RY. ACCIDENT.

NEW HAMBURG, Ont., Sept. 13. — While a freight train from the east was being let into a siding this morning about 2.30 it was run into by another freight from the west. The engineer on the latter, named Alex. Miller, of Wood, was killed. The fireman was badly injured and is not expected to recover. A man who jumped off the top of a car in the danger had a leg broken and his case is thought very serious. The engine and several cars are a complete wreck. Several cars were burned and the main track damaged, and it will take some time to get clear. Coroner Kelly held an inquest on the body of the engineer, the verdict returned being that "death came to his death from his own carelessness in not slackening speed while passing the siding and ascertaining whether the track was clear." The train bound east was loaded with sheep and hogs; a few of the latter were got off alive, but the cattle were all crushed in and burnt with the wrecked cars.

September 14

1875

Smash-up on the Grand Trunk.

ENGINEER KILLED AND FIREMAN DYING

A CAR LOAD OF CATTLE KILLED.

SEVERAL CARS BURNED.

VERDICT OF THE CORONER'S JURY.

NEW HAMBURG, Sept. 13. — While a freight train from the east was being let into siding here to-day, it was run into by another freight train from the west. The engine driver on the latter, named Alexander Miller, of Stratford, was killed. The fireman was scalded, and is not expected to recover. A brakeman had a leg broken. The engine and tender is a complete wreck. Several cars were burned. The main track is damaged, and will take some time to get clear. Coroner Bowlby is now holding an inquest.

The verdict rendered by the jury in the coroner's inquest on the body of Alex. Miller was — "That the deceased came to his death from a railroad collision caused by his own negligence in running past the semaphore which was raised against him."

The injured fireman is reported to be very low, and not expected to recover.

The night telegraph operator, named G. Jackson, who does the switching, also had a narrow escape. He was at the switch, letting the train into the siding, when the other train came along on the side opposite him at the rate of about twenty-five or thirty miles an hour. When he heard the first crash he just had time to spring up a small steep bank. He was slightly injured by scalding water.

The cars which contained cattle, hogs, and merchandise caught fire from the engine. Out of a car load of cattle only one head escaped. The others were all roasted alive. Several hogs were killed and burned.

The G.T.R. fire brigade were summoned from Stratford, and were promptly on the spot, and rendered valuable aid in quenching the flames.

As no doctors were available in the village the injured men were taken to Stratford for medical attendance.

Large gangs of men have been employed all day clearing the main line. No interruption was caused to passenger trains as one of the sidings was clear, through which the trains were allowed to pass.

TORONTO
GLOBE
September 14
1875

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TORONTO
GLOBE

September 14,

1875

TUESDAY EVENING, JANUARY 29, 1878

"Pitch in" on the Grand Trunk.

Death on the Rail---A Neglect that Counted.

This (Tuesday) morning about four o'clock an accident occurred on the Grand Trunk at Breslau station, seven miles west of Guelph, which caused an immense loss of property to the railway company, and the loss of a life to a young man—a stranger in this section of the country, who acted as stoker.

From the facts gleaned from various sources it appears that the whole accident was caused by neglect of the night operator at the Berlin station to give orders to a train following another, that the first was to take water at Breslau.

A special freight, with Seanlon as conductor, left Stratford late in the evening. Some time afterwards it was followed by a special under control of Hookday. Both trains were very heavily laden, the latter having no less than twenty-one cars. When Seanlon reached Berlin he was very careful in giving his orders to the night operator that he would take water at Breslau, and therefore it was his duty to inform the freight that followed to that effect. Had this order been followed out the awful catastrophe which happened would not now be a matter of history to record. Hookedy followed Seanlon into Berlin very closely, but did not leave until some time after.

If there is a station, or water tank on the Grand Trunk line dreaded by engine drivers it is at Breslau. This is from the fact that all freights, when heavily laden and not obliged to take water, are compelled to "run it" with full pressure, in order to surmount the very heavy grade east of the station.

Hookedy's driver, named Roberts, thinking that all was clear at Breslau and knowing full well that it would require a powerful spurt to surmount the grade, put on full steam and made a dash through Breslau station. When too late he saw something ahead of him which must have fairly made him feel as though his flesh was creeping off his bones. Right before him on the track was a freight train at the water tank. Half a minute at such a time as this a man lives a life-time. Roberts possessing that devotion to duty which characterizes only a few men, reversed his lever, and whistled down brakes. No use however, as it would be just as easily to stop the sun in its daily course as to have brought that train to a stand still then. In a moment the "pitch in" took place, the faithful driver was shot through the cab window like a stone from a catapult, among the splintering cars and the wrecked engine. Strange

GUELPH MERCURY

JANUARY 29 1878

was shot through the cab window like a stone from a catapult, among the splintering cars and the wrecked engine. Strange to say he escaped almost uninjured. How such was possible it is hard to conjecture. The stoker however met a different fate. He was on the tender at the time and in the general wreck which followed he was brained into almost an unrecognised mass of flesh, blood and bones.

The concussion was so great that the locomotive was turned completely around, and looks now like so much scrap iron.

At the time the "pitch in" occurred, a brakeman, who had only resumed duty a few days after being injured by a slight fall, was on a car a short distance from the striking locomotive. His nerves overstrung by the previous accident, felt the first jar, and he jumped for safety. Rather a strange place, however, to seek safety. His jump was down an embankment which has a sheer descent of between sixty and seventy feet. How he got safely down that distance and where he first alighted he has not the least recollection. All he remembers is that cars, barrels, bales, and boxes appeared to be engaged in a mad race with him to see which would reach the bottom first. He also remembers that when he did stop, an immense bale of something bounded completely over his head and burst in front of him.

The driver and brakeman certainly had very close calls from this earth. Had the brakeman chosen the other side of the car to jump from he would have alighted on level ground. Fortunately there was no person in the conductor's car on Scanlon's train. If there had been nothing would have saved them. This car and a number of others were run together in just such a way as a telescope might be closed.

In all some eight or ten cars rolled down this immense embankment, and were smashed to kindling wood. Corn, barley, merchandise of all kinds, and oysters enough to supply the town of Guelph for a month were strewn around in a very promiscuous manner. After the dead fireman had been taken out of the ruins, and the brakemen and Roberts had been seen to, those who had gathered from the neighborhood assisted in clearing the wreck, and as one who was present at the time remarked, they also assisted in stowing away a number of the oysters.

The engine of Scanlon's train was at once despatched to Guelph for Dr. Herod and he was taken to the scene of the disaster. The fireman of course was beyond aid. Roberts was found to be bruised somewhat, but not serious, and he will be able to resume work again in the course of a week.

An auxiliary train was sent down from Stratford and the wreckers have been busily engaged all morning in clearing the track. The 9.45 train this morning was held at Guelph by the Grand Trunk authorities, doubtless not being desirous that passengers should see how easily the neglect of a single employee of the road might cause a terrible calamity.

The road was again clear at 11.30, and the first train from the west reached Guelph at one o'clock.

The name of the fireman who was killed is Solomon Hodgins, of Stratford. He leaves a wife and two children.

The loss to the railway company is esti-

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1878

after he was struck.

On the reassembling of the jury, there was present District Superintendent Cooper, of Toronto, and Mr. Rolph, of Blake, Kerr & Boyd's office, on behalf of the Railway Company.

The following evidence was submitted:

E. Hookedy, conductor, sworn—He was conductor of the train that caused the accident about four o'clock this (Tuesday) morning. When his train was about three quarters of a mile from Breslau station, running between eighteen and twenty miles an hour, a train was observed ahead by the brakeman on top of the cars. They put on the brakes and then looked out for themselves. It was thought that the train was standing on the bridge at the time. The train that was run into left Berlin thirty-seven minutes ahead of him. It did not get any orders about the train ahead. The train which was run into left Stratford an hour and twenty-five minutes ahead of him. The rails were frosty, or "greasy," and although the usual speed is fifteen miles per hour, he had increased it to get over the grade.

W. J. Spence, brakeman on Hookedy's train, testified to having seen the tail lamps of the train ahead, and immediately put on the brake of the van. There was no neglect on the part of the train men so far as he knew.

Samuel Abbott, brakeman on Hookedy's train, was examined, and his evidence corroborated that of the former witness.

W. M. Scanlon, conductor of the train that was run into, testified to having informed the operator at Berlin that his train intended taking water at Breslau, and for him to advise the freight following him that such was to be done. The semaphore was not put up while the train was taking water. It was customary to do so, but by the time one could get off the train to put the semaphore up, the train was ready to start. After the train left the tank it became stuck on the grade, and it had to be backed up to secure a start. Two cars were cut off and shunted to lighten the train, after it was seen that the grade could not be surmounted. His train was started, when the witness heard the train behind, but on account of the slippery rail the motion was very slow. Had the rail not been frosty, the accident would never have happened, as the train would not have stuck on the grade in the first place.

Edward Hance, brakeman on Scanlon's train, corroborated the evidence of the previous witnesses so far as the "pitch in" was concerned.

A. J. Tobin, brakeman on Scanlon's train, and the party who jumped down the embankment was sworn, but nothing new was elicited.

Jas. Blair, driver of the train run into, stated in his evidence that he believed if the sticking had had not occurred on the grade the accident would never have occurred. Frost was the cause of the stoppage, as he had never stuck on the same grade with a like load before.

W. M. Cuts, fireman, corroborated the evidence of the previous witnesses.

Jas. Duke, night switchman at Breslau, swore to having raised the yard semaphore before the accident happened, and it was up at the time.

John Strickland, night operator at Berlin was on duty on Tuesday morning, and gave Scanlon orders to cross No. 26 at Mossboro. He did not know that Scanlon was to stop at Breslau. The only order received was one from head office in regard to Mossboro. The witnesses swore that Scanlon did not give him any order in regard to taking water at Breslau, or he did not remember receiving any such order. There was over half an hour's time between the time Scanlon's and Hookedy's trains left Berlin, which would leave more than ample time to take water, before one train could overtake the other.

This concluded the evidence.

The coroner believed that the state of the rails last evening was the cause of the accident, as was shown by the evidence of the driver of Scanlon's train. The very large amount of time consumed by the stoppage on the grade was the cause of the delay. If that had not happened the accident

JANUARY 30
1878

JANUARY 30, 1878

The Breslau Disaster.

Coroner's Jury Says No Person to Blame.

Tuesday will be a day long remembered by the inhabitants of Breslau, as an occasion when one of the largest smash-ups that has ever occurred in the western portion of the line of the Grand Trunk took place. The main facts and incidents in regard to the affair have already been detailed in the MERCURY, and are as published yesterday correct.

From the brakeman, A. Tobin, of Toronto, who had such a narrow escape in jumping from the top of a car down the embankment of seventy feet, it is learned that no sooner had he reached the bottom of the slope and with bales of cotton and barrels of meal and flour rolling on every side of him, than he heard the cries of Solomon Hodgins, the fireman, loud and heartrending. Tobin, along with others, was quickly at his side, and as every piece of wreck was lifted off him he begged and prayed of his comrades to be careful, as he was suffering intense agony. He was finally released and was carefully borne to a cottage near by. Roberts, the driver, and mate of Hodgins, although injured about the chest, and had a bruise on the head, assisted all he could, and when the end came, after poor Hodgins had piteously called for his wife and child, as he lay dying in the arms of Tobin, the driver whose perilous position is always closely linked with the fireman, cried like a child. Towards the afternoon of Tuesday Roberts was not feeling so well, and when he was removed to his home in Stratford he had to be carried on board the cars.

A wrecking gang of some fifty men were busily engaged during the entire day clearing away the debris and removing the goods to a place of safety. In the evening a bonfire was built at the bottom of the slope, with pieces of the shattered cars, and work was continued by its light.

An inquest was held on the body of Hodgins by Coroner D. S. Bowby, of Berlin. The following jurymen were empanelled:—D. McDougall, M. Moyer, H. Whitmer, John G. Stauffer, Geo. F. Shoemaker, Menno Clemens, Aaron Stauffer, Chas. Gerster, Henry Hamell, D. W. Sipes, F. Schaffer, Aaron Clemmer, Henry Koch, M. Durant and John F. McKay.

Mr. D. McDougall was chosen foreman.

The jury met at three o'clock at Gerster's Breslau Hotel, and after viewing the body of Hodgins, which was then lying at the freight house, an adjournment took place for half an hour.

Hodgins was found to be terribly bruised and smashed up. Besides his limbs being broken, his skull was caved in and his face was disfigured. It is strange to think that he had been conscious for even a moment after he was struck.

On the reassembling of the jury, there

those affairs which could not have been obviated. He considered it an accident over which the employees of the road had no control.

The jury was then locked up, and it was fully an hour and a half before they arrived at a conclusion in regard to the matter.

The verdict found was, that Solomon Hodgins met his death by Hockedy's special train running into the one of which Wm. Scanlon was conductor, on the morning of the 29th inst., at Breslau station. On account of the frosty state of the rails the trains could not be kept under control. The employees of both trains were exonerated from all blame in the matter.

THE BERLIN NIGHT OPERATOR.

A word of explanation is due to Mr. Strickland, night operator at the Berlin station. While conductor Scanlon swears that he told Strickland that he intended taking water at Breslau and to warn the freight following, Mr. Strickland swears that he received no such order. It was shown, however, that whether he had received such an order or not, sufficient time had elapsed—some thirty-five minutes—between the two trains leaving Berlin to allow Scanlon's train to have been between Mossboro and Guelph, under ordinary circumstances, instead of still being at Breslau. The jury evidently were of opinion that Mr. Strickland was in no wise to blame for the accident. Had it not been for Scanlon's train sticking on the grade, and the necessity of cutting off two cars and shunting them, and delay thereby occasioned, no accident could possibly have happened.

By the verdict of the jury, Mr. Strickland has been entirely freed from blame, as their verdict was in effect that it was entirely owing to the "greasy" or frosty state of the rails that prevented Scanlon's train surmounting the grade.

It certainly must strike the reader, and more particularly those acquainted with the running of freight trains, that allowance should be made for such a morning as Tuesday last, when the rails were in the condition they were. Had Scanlon's train been composed of eight or ten cars instead of twenty-one, the grade at Breslau would have been run over, and the loss of a life, and destruction of from \$40,000 to \$60,000 would never have happened.

SERIOUS COLLISION ON THE G. T. RAILWAY.

A serious collision took place on the G. T. R. on the evening of Saturday last, about 10 o'clock, near Seward's Pond, about one mile from Point Edward, between two freight trains, resulting in the destruction of the two locomotives, and a large number of freight cars, but, fortunately without loss of life. The accident is said to have been caused through a misunderstanding between Mr. Charles Brown, the train despatcher at Pt. Edward, and the conductor of a train going east, Brown having told the conductor that a train from the eastward would arrive in a few minutes, when he could start. Instead of waiting till this train arrived, the conductor started immediately, and had only gone about one mile when he was met by this freight train coming west from Camanche. Owing to a curve in the line, the drivers of the two trains did not see each other, or were aware of the close proximity of the trains, till too late to avert the collision which they saw was inevitable, and they had barely time to whistle for brakes, reverse their engines, and jump off, before the crash took place, the firemen saving themselves in the same way. The locomotives rolled down the embankment, dragging a large number of cars with them. The boilers at the same time exploded, and the wreck took fire, but the flames were quenched by the conductors and their assistants before they had made much headway. The train going east was light, but the incoming train was heavily loaded with flour, a large quantity of which was of course lost. The damage to the engines and cars, and the loss of the flour, &c., the Port Huron Times puts at \$20,000, but we apprehend it will foot up to a much larger amount. The despatcher and conductor are said to have been placed under arrest; but as no lives were lost, we presume no criminal proceedings can be taken against them. It is a serious matter for the Company, however, to be subjected to such loss from the carelessness, negligence, or blundering of their servants.

SARNIA

OBSERVER

September 27

1878

RAILWAY COLLISION AT GEORGETOWN.—A collision occurred late on Tuesday night between two Grand Trunk Railway freight trains at Georgetown. No. 26, an up freight, was standing on the through siding, waiting to cross No. 21, down freight. Martin Cahill, the night switchman, neglected to turn the switch to run the train in on the proper siding, and by that means the down train collided with No 26, standing on the through siding, damaging the engines to the amount of about \$400. This is the second collision that has taken place since Cahill has been switchman, and it is more than likely that he will be severely dealt with at the investigation now going on in Toronto. No one was hurt.

HAMILTON Spectator

December 13, 1878

ANOTHER RAILWAY ACCIDENT

A "Pitch in" on the G. T. R.
Near Weston.

TWENTY-FIVE TRAINS DELAYED.

On Thursday evening, between seven and eight o'clock, an accident occurred at the junction of the Grand Trunk and Toronto, Grey, and Bruce Railways, about a mile east of Weston, whereby considerable damage was done to the property of both companies, and a serious delay of over nine hours caused in traffic along their respective lines. In yesterday's issue a short account of the accident was given, but since then fuller particulars have been learned. It will first be necessary to state that the Grand Trunk Railway bridge crossing Black Creek, about a mile and a quarter this side of Weston, was materially damaged by the September freshets, and during its reconstruction an agreement was made with the Toronto, Grey, and Bruce Railway Company which provided for a loop line from the Grand Trunk Railway being formed along their track for about a mile. A temporary flag station was erected at the western junction of the railroads, and a telegraph operator placed in charge, whose duties it was to receive orders from the despatcher and give the drivers clearances before they passed the junction. The Grand Trunk Railway had a right of way, although they were encroaching on the other Company's property, and while the Toronto, Grey, and Bruce Railway trains had to come to a standstill when approaching the loop line, the G. T. R. trains were only obliged to slacken up to receive a signal before passing on.

On Thursday evening at 7:15 a Toronto, Grey, and Bruce freight train, No. 15, left the Weston Station bound for Toronto, and about five minutes later a heavily laden G. T. R. freight train, No. 31, started from Weston in the same direction. At the West Junction flag station the former train stopped and got orders to go through to Carleton. In the meantime the Grand Trunk train came thundering along, and the operator displayed a red light as a signal of danger; then he signalled the T. G. & B. train to move off. Doubtless the driver of the G. T. engine thought the white light meant a clearance for him, and his train still kept moving forward. The T. G. & B. engineer started off and entered the loop-line, but when his train had half crossed the junction, the other came along and went crashing through it. Two Toronto, Grey, & Bruce cars, which were loaded with wood, were sent a distance of fifteen feet to the north side of the track, and their undergearing completely shattered. The Grand Trunk engine and three cars, laden with corn, to the rear of it, were damaged considerably, having their trucks knocked from under them and being otherwise injured. The track was covered with the debris. Fortunately none of those aboard the trains were hurt, the engine driver and fireman on the Grand Trunk train having left the engine when they found that a "pitch in" was inevitable. A number of section men were set to work at once to clear up the wreck, and they continued until about five o'clock yesterday morning. During the night no less than twenty-five Grand Trunk trains were delayed between Georgetown and Toronto. Four of these were passenger trains, and a number of the remaining twenty-one were loaded with live stock, which would suffer much from this delay. No accurate estimate can be made of the loss by the accident, but when considering the delay occasioned by trains along the line together with the property destroyed, it will be great. Like the rest of the accidents, this one seems to have been caused by a misunderstanding on the part of the employees, and in all probability an investigation will be made by the Company in order to sift the matter.

TORONTO
GLOBE

December 14,
1878

WASH OFF ON THE GRAND TRUNK.

Four Cars and Their Contents Damaged.

By Special Telegram to the Free Press per De
vision Line.

Toronto, May 3.—A freight train ran off the track at one o'clock this morning, between Apsen and Georgetown. Four cars were badly smashed and the contents scattered. The track is completely blocked with the wreck. The Midnight Express from Toronto, under Conductor Mulhally, and the Detroit Express, under Conductor Taylor, met at each side of the wreck. Both conductors with their men proceeded energetically to transfer the passengers and baggage, and in less than half an hour a complete exchange had been effected, and both trains proceeded to their destination, where they arrived at most on time.

LONDON FREE PRESS

MAY 3 1879

TERRIFIC EXPLOSION

Loss of Life and Destruction of Property.

RAILWAY CARS SHATTERED INTO FRAGMENTS.

An Earthquake Shock for Miles Around
THREE MEN KILLED—THE INQUEST.

(From Our Own Correspondent.)

STRAFORD, Ont., May 5.

This morning at ten minutes before ten o'clock a terrible explosion took place above the Grand Trunk freight sheds, a short distance east of this station, which resulted in the instantaneous death of two men, and probably the fatal injury of another. Besides this, the shock is supposed to have destroyed between a quarter and half a million dollars' worth of property, while a great number of men, women, and children sustained more or less serious injuries. The story of the accident, so far as known at present, may be briefly summed up as follows:—On Saturday night, among other cars arriving from the East to lay over at this station till morning, was one billed to contain thirty cases of blasting powder, weighing 3,750 pounds, from Beloeil, Quebec, and shipped to C. H. Dunbar, of Amherstburg, where work on the Detroit River Tunnel was recently commenced. At the time of the accident a freight train was being made up for the west, and in shunting this the car containing the explosive was driven with considerable violence against another, when, with a sudden, deafening roar that shook the ground, the car itself and many others were blown to atoms almost as fine as tuffet matches, and everything in the vicinity was wrecked. A great rent was torn in the ground some nine feet deep by twenty-four feet in width. The air was suddenly thick with timbers, ties, rails, car wheels, couplings, brake-rods, agricultural implements, and in fact everything likely to make up not only a heavily laden freight train and its contents but even the road upon which it was running and the gravel and hardly packed earth beneath it. Francis Pigeon, single, aged 31, a shunter in the employ of the Company, who is supposed to have been in the act of coupling the cars at the time of the accident, was literally blown to pieces, his head, torn from the trunk, flying in one direction, his mangled legs in another, and the shattered trunk, denuded of every shred of clothing, burnt and blackened to a charred quivering mass, in still another. Thomas Dolan, aged 47 years, a porter in the employ of the Company here, and who leaves a mother, less family of eight children, was walking up towards the train, when the force of the explosion catching him hurled him high in the air. He came down with a fractured skull, and breathed his last in a few seconds. John Hawkins was further off, but a flying splinter pierced his forehead just over the eye, and penetrated the brain. He now lies in a dying condition. The freight shed, which is 191 feet east of where the explosion took place, was a solid and substantial looking brick building, with a roof of more than usual strength, while the walls are coupled with heavy cross beams or girders. The whole west end of the building was blown in, the roof split from end to end, and the girders broken in several places. The offices belonging to this building were in a small frame structure 18 by 24 at the west end. This little building was blown to pieces, and now lies a total wreck, but, strange to say, none of the three clerks who were in it before the accident, but who were literally blown out of it by the force of the explosion, sustained injuries that are likely to prove very serious. Wm. Simcock, yard master, was near the scene of the accident, but at the instant he heard the report he threw himself under a car, and escaped being killed by the shower of heavy masses of wreck that were falling on

Porter, a clerk who was in the little freight office already mentioned, was blown out of the north side of the office, and entirely clear of the wreck, but beyond a slight cut in the head he escaped unhurt.

The shock caused a terrible panic all over the town; strong men in many cases danced and screamed with fright. The shock was felt and the report heard distinctly at Milverton, a village seventeen miles due north of Stratford, while at Shakespeare, Hamburg, and other stations along the line in the neighbourhood of Stratford it was very noticeable. The shock of the explosion or the shower of fragments broke the telegraph wires, so that communication was temporarily interrupted, but connection was soon made, and in a few seconds the news of the disaster was flashed along the wires. Early in the afternoon hundreds of people came flocking to the scene of the disaster from all directions. As the books and papers of the Company, as well as an immense number of broken packages of dry goods, groceries, and hardware, and a great lot of scythe handles, pitchforks, hoes, rakes, shovels, and farm and garden tools, were scattered in inextricable confusion among the heaps of wreck and confusion, it was found necessary to place a cordon of special constables around that portion of the station yard nearest the scene of the explosion and keep the public away from it, lest evil-disposed persons should be tempted to help themselves to some of the plunder that was strewn so thickly over the ground. All the afternoon a large force of men with several locomotives were busily engaged in clearing away the ruin, picking up the goods, and placing them in what was left of the freight shed, and hauling away the fine splinters in great car loads, while the less broken up cars are shoved up so as to hang together and be dragged out of the way. All along Queen-st., which leads north from the station, the buildings are more or less seriously damaged. A double house, occupied by Messrs. Nurey and Aldridge, was damaged to the extent of \$150. John Carey, a storekeeper, estimated the damage to his house and its contents at something over \$500. Both he and his wife were badly cut with broken glass flying from the smashed-in windows. Richard Wilson's house and furniture were damaged to the extent of \$200. George Carpenter's loss on house and contents is \$150, and Patrick Murphy lost \$200 in the same way. On Guelph-street Mrs. Sullivan's house was damaged to the extent of \$200. On Bay-street, Kelly's house was badly riddled, and one of his children severely hurt. On Queen-street, William Connolly's wife was badly cut by a piece of glass which was driven into her neck, and the house was seriously damaged by having a large section of a brick car-wheel blown into the house. Mr. Connolly's house was damaged to the extent of \$200. Mr. James Brophy's house was damaged to the extent of \$200.

The Stratford Times furnishes the following list of casualties:—Queen-street—Wm. Fowler, loss \$25; Ramshaw, loss \$25; David Stevens, loss \$75 and a little girl's ear badly cut; Alfred Gray, loss \$50; Charles Brazier, loss \$75; George Frank, loss \$50; James Blair, loss \$50, wife cut with glass; George Nurey and Noah Aldridge, double house, loss \$150. In this house a large piece of glass was driven through an inch board in the cupboard. John Carey, storekeeper, wife and himself badly cut with glass, loss on house and furniture over \$500; Richard Heron, loss \$200; George Carpenter, loss \$150, family badly shaken up; Patrick Murphy, loss about \$200; John Jones, loss \$75; James Wilson, Jr., loss on house and furniture about \$100; William Connolly, wife badly cut, a piece of glass being driven into her neck an inch in depth, and a large piece of car wheel casting, ten or fifteen pounds weight, blown into the house, which is several hundred yards from the scene of the catastrophe, loss over \$200; Jas. Brophy, loss about \$200, wife cut. Guelph-street—Mrs. Sullivan, loss \$200; Mrs. Bart, loss about \$50; Moses Lafroquoier had two houses damaged, loss \$125; Mrs. Nichols' house is slightly damaged; H. McPhee also sustained slight damage. Brant-street—Dan McGowan, two houses damaged, loss about \$50; S. S. Fuller, Wm. Bell, W. S. Bolger, Thos. Finance, Thos. Dolan, and Miles O'Grady's houses sustained very slight damage. South-street

until the explosion occurred; Dolan was about 50 or 55 years old; Pigeon was about 26 years old; my office adjoins the freight shed at the west end of it; I heard only one explosion, as if all the substances had gone off at once.

Wm. Simcock sworn, said—I am car foreman of the Grand Trunk Railway at Stratford; I knew the two men who were killed; at the time of the accident I was in the south yard seeing a car which wanted to be repaired; I went to order two men to do the repairs, and went through the freight shed; after I had sent Humphrey and Lamb to repair the car, I passed to the main line and went up the south side, looking over the cars which stood on a siding south of the main line; I saw Dolan and Hawkins passing eastward; an explosion took place; I thought it was in a car to my left; the train on which the explosion took place was on the second track south from the freight shed siding; the concussion shook me, and I threw myself on the ground and ran on my hands and knees under a car; I remained there for a few seconds, when I came out and made straight for Hawkins; I saw Dolan lying on his face, perfectly dead as I thought; I didn't touch him; while I was assisting Hawkins I heard that Humphrey was badly hurt in an adjoining shed; I did not see Pigeon for some time afterwards; I saw a quantity of goods on fire, and put them out; when I came back I saw Pigeon's body about ten to fifteen yards north-east of Dolan; I am of opinion that the explosion was the cause of the death of the two men.

To the Foreman—There was no shunting on the freight shed siding at the time of the explosion; they were making up cars on a short siding two tracks away to make up a train for Buffalo; the shunting engine brought the car that exploded out of the freight shed a few minutes before; I do not think that it was gunpowder that exploded; I saw the cars go to pieces, but saw nothing touch them; that is, they were not shattered by flying timbers; I was about twenty yards away from the car which exploded; my coat was torn, also my hat, I suppose from the concussion; I did not notice any smell of gunpowder when I got to the car that exploded, there were none of my men working at the car which exploded; the car did not require repairs; a car of crude oil was near by and was all blown to pieces, and the oil might have blackened the body of Pigeon.

The inquest was adjourned till to-morrow night.

TAVISTOCK, May 5.—The explosion at Stratford this morning was distinctly felt and heard here, shaking all the houses in the village, and the smoke and flame were plainly seen at a distance of eight miles.

WASLEY, May 5.—A shock of the Stratford explosion to-day was felt here. Several houses in the village and several places through Wilmet township were affected.

LATEST FROM NEW SCOTIA.

Shipping Intelligence.

HALIFAX, N.S., May 5.

Steamers arrived:—Bela, from St. Thomas and Bermuda; Worcester, from Boston. Sailed:—Lake Champlain, for Liverpool, with 155 head of cattle; Worcester, for Charlottetown, P.E.I.

The barque Ada Barton, which was towed in here derelict by the steamer Naples, has been placed in the Vice-Admiralty Court.

The 26th company Royal Engineers, under the command of Capt. A. Thorpe, returned from Bermuda in the steamer Bela to-day, after an absence of six months.

LATEST FROM MONTREAL.

Arrival of Domestic Servants—Eisene—Presentiment and Sudden Death—Important Judgment—The Canal—Suicide—Miscellaneous.

(From Our Own Correspondent.)

MONTREAL, May 5.

Mrs. Birt arrived per steamship Sardinian

TORONTO
GLOBE

MAY 6
1879

STRAFORD
EXPLOSION

who saw the explosion at a distance was a grand and impressive one. For hundreds of feet above the spot the air was black with broken fragments of the wreck, rising like a cloud and descending in a shower, while high above these flying masses rose an immense volume of cloud and flame, its outer edges wreathed in curling masses of black smoke. Inside this came a broad dense smoke circle, white and soft as "carded wool," and inside this, in the very centre of the great cloud rack, burned the livid flames—red and blue and white. Upwards floated this fiery chariot through the bright clear atmosphere in brilliant relief against the dark blue of the cloudless sky, full half a mile above the scene of ruin from which it had so suddenly soared. Slowly and steadily it ascended, nothing but a small white speck marks its upward flight. In the meantime the smoke in the station yard was such as defied description. The bleeding and blackened remains of poor Pigeon were lying in scattered fragments about the yard, one leg being picked up fully 300 yards from the spot where the explosion took place. Not far off Dolan was lying in the agonies of death, while a little further on Hawkins lay in an unconscious and apparently dying condition. Within a radius of 300 or 400 yards from the spot nothing but piles of ruins could be seen. Long strings of cars had been literally broken into small splinters, most of them not more than six inches long and from a quarter to three-quarters of an inch thick. Where but a moment before stood the loaded trains, nothing could now be seen but great windrows of finely shattered boards and timbers, with here and there a broken car-wheel, the end of an axle, or a twisted rail protruding from the wreck. Beneath the spot where the explosion took place was the great rent in the earth already alluded to, fully 9 feet deep and over 70 feet in circumference. Around this were piled earth, gravel, the fine fragments of splintered ties, and the rails twisted up like tangled stovepipe wire. Beyond this, and outside the great rows of splintered fragments, stood the long ranks of freight cars, their roofs, ends, and north side shattered and splintered, and only a portion of each south wall holding the remainder of the wreck together. Beyond these again to the southward were other cars more or less shattered, and of the immense number of freight and passenger cars in and about the yard scarcely one escaped uninjured. In all some 120 cars were either totally destroyed or so seriously injured as to require immediate repairs. Some three dozen cars were so totally broken up as to be utterly useless. To the northward of the centre of the wreck were two small buildings totally wrecked, while the freight shed, though still standing, looked merely a tottering wreck. All the buildings anywhere near the scene of the accident were more or less shaken, and nearly every window was broken. In fact the whole town received a terrible shaking. Many windows were broken fully two miles from the scene of the disaster, while in its immediate vicinity furniture was broken, partitions shaken out of place, and the inmates of many of the houses suffered seriously from flying pieces of glass and falling movables. In a field fully 400 yards from the spot where the explosion took place, a twelve-foot rail, which had been torn from the track and sent flying through the air, was found half buried in the ground. One-half of a broken car-wheel was found imbedded in the ground fully a quarter of a mile from the scene of the accident. A portion of a broken axle, weighing fully 150 pounds, was blown into a garden 200 yards away, where it buried itself in the ground. Dr. Robinson, of Stratford, was driving along the street, about a quarter of a mile from the station, when he heard the explosion, and a few seconds afterwards a piece of a brake-rod ten feet long and an inch and a quarter in diameter dropped in the road beside his phaeton.

Just now Stratford presents anything but an attractive appearance. There is scarcely a building that has not a smashed window; and in many cases rough boards have been nailed up to replace the windows that have been totally destroyed. Many are of opinion that there is not a building in the vicinity of the scene of the accident that has not been seriously damaged, and it appears probable that the freight shed will have to be pulled down. Among the small buildings about the yard that were wrecked by the explosion was the car checker's office, situated 135 feet from the scene of the accident. Flynn, the car checker, was in this building, and was literally blown

not much damage done.

There is a good deal of speculation here as to what the explosive was with which the car was loaded. It is extremely improbable that it could have been blasting powder, as that would not be at all likely to explode under such circumstances. Moreover, it is not at all probable that even thirty cases of blasting powder could have caused such a tremendous concussion, which could only be compared by those who felt it to an earthquake. Whatever it may have been, it was billed 30 cases of blasting powder, to C. H. Dunbar & Co., of Amherstburg, Ont. It is also known that it was shipped from Bellefleur, Que., but the frame of the shipper has not yet transpired. It is generally supposed that it was dynamite for use on the Detroit River tunnel, while some are of the opinion that it was dualin or ultra-glycerine.

The eastern-bound express on the Grand Trunk Railway had a very narrow escape, having just passed beyond the reach of harm as the explosion occurred. Had it been a few seconds later on its way it is frightful to contemplate the loss of life that must certainly have followed. A car load of Cosgrave's laggr and patent refrigerators from Toronto is said to have come to grief in the wreck.

STRATFORD, 10 p.m.

Hawkins died about 7 o'clock this evening. He leaves a wife and one child. Jos. Humphreys, car repairer, was very seriously injured in the breast, and it is feared he cannot live. Alfred Lamb is also very badly and perhaps fatally injured.

An inquest was held in the evening at Matthews' Hotel before P. K. Shaver, coroner. Mr. M. Hayes, County Attorney, represented the Crown; Mr. J. P. Woods represented the Grand Trunk Railway. After viewing the bodies of Dolan and Pigeon, which were in the baggage-room of the Grand Trunk Railway, the inquest was adjourned to the Town Hall. The first witness was

J. Hyde, M.D., who said—I examined the bodies of the two men; I could not distinguish Pigeon's body, it was so mutilated; the other man, Dolan, I easily recognized; the cause of Pigeon's death in my opinion was from external violence in the nature of an explosion; Dolan's death was from compound fracture of the skull; death was instantaneous in the first case and nearly so in the other; I examined the wreck, and it must have been caused by a violent explosion; I don't think that gunpowder was the explosive; that would have probably made a conflagration; dynamite is nitro-glycerine mixed with an earthy substance, and is of the consistency of putty; it is supposed not to be so dangerous as pure nitro-glycerine; the force of dynamite is exerted downwards and gunpowder upwards; the body of Pigeon does not appear as if his death was caused by gunpowder; I think that some of the explosive substance or the gases produced by it must have touched the bodies.

John O'Donoghue sworn, said—I live in Stratford, and knew Dolan intimately. I last saw him immediately after the accident, he was breathing but unconscious; I went to the freight shed on business, and as soon as I entered it I felt the shock; the first man I saw was Dolan; his temple was crushed in; I turned him over; there was a good deal of bleeding from the head; I spoke to Pigeon when he was shunting the cars a few minutes before the explosion; he was giving a signal to back the cars into the shed; Crawford, who was injured, was on the engine; I know nothing of my own knowledge of the cause of the accident; Dolan was about fifteen or twenty feet from the hole made by the explosion, between the freight shed siding and the second siding from the main line; Pigeon was lying about twenty-five or thirty feet from Dolan; I distinguished a sulphurous smell after the explosion, such as I have smelt after an explosion of gunpowder; Hawkins was about five feet from Dolan.

Andrew Porter sworn, said—I live in Stratford; I am a freightingman of the Grand Trunk Railway; I heard the explosion; the office in which I was working was demolished; I started at once for home, as I was badly injured; I did not see either of the dead men till this evening; I suppose the cause of death was an explosion, but I do not know what substance caused it; I should fancy it was nitro-glycerine or dynamite, having seen explosions from that cause; I have seen a quart of nitro-glycerine exploded and make as large a hole as was made in the yard to-day; that was in the oil regions of Pennsylvania, where it is extensively used for exploding the oil

TORONTO
GLOBE

MAY 6
1879

STRATFORD
EXPLOSION

OVER AN EMBANKMENT.

A Grand Trunk Freight Train Runs Off the Track at Brampton.

THE DRIVER NEARLY KILLED.

No. 11 freight train, which was due here at 5:20 Saturday morning, ran off the track at Brampton, just as the iron bridge was being entered. A misplaced switch caused the accident. The train, which consisted of eleven cars, was, with the exception of two or three cars, hurled down the steep embankment with tremendous force. Most of the cars contained cattle, and the disaster will consequently be very serious, as it can safely be assumed—in the absence of definite information—that numbers of them must have been instantly killed.

DRIVER NEARLY KILLED.

The driver, Mr. Alexander Reid, a young man, received such serious injuries as will probably be attended with fatal results. A doctor was immediately summoned, and ordered the removal of the injured man. He would not hold out any hopes of his recovery.

The bridge near which the accident occurred crosses the main street of the town, and a great commotion was caused when the news of the accident spread. No. 5 express, from the west, due here at 6:15, did not arrive till the evening. A gang of men were set to work to clear the line, but a serious delay to traffic was caused.

TORONTO GLOBE
August 8 1881

ONTARIO.

Off the track.

BRAMPTON, Ont., August 6.—At 4.30 this morning an open switch caused ten cars of a G. T. R. cattle train to leave the track and the engine to pitch down an embankment of about 25 feet at the verge of the bridge at this place, and land with the pilot in the centre of the Main street sidewalk. The engineer held to his post, and was taken out seriously, but not fatally, injured, all the other train hands escaping.

MONTREAL GAZETTE

August 8, 1881

RAILWAY ACCIDENTS.

On Saturday morning the express from Chicago while backing out of Breslau station, immediately west of the Grand River bridge, in order to obtain headway for the heavy grade at that place, was run into by a freight train, although at this time protected by the semaphore signal, the engine of the freight train not being under proper control. One passenger was slightly injured and the Pullman car smashed, but beyond that no damage was done.

The passenger train was delayed several hours on its arrival in Montreal on account of an accident at five o'clock yesterday morning between two freight trains between Baldwinville and Lancaster. The collision occurred in consequence of the operator having given an order for the down freight to proceed, after he had received an instruction from the despatcher that an up special would cross her at his station. One brakeman named Nelson was killed on the spot by the collision, his body being buried under the debris. Another brakeman named Anderson died at noon yesterday from the injuries he received. The two engineers, Cliff and Ford, who stuck to their posts, were seriously injured, and one of the firemen named Hyslop is slightly injured. Several cars were very badly smashed, and it is expected that the line would be cleared during last night. The line between Baldwinville and Lancaster is perfectly straight, and even with the mistake of the operator, the accident could not have occurred had it not been that a dense fog prevailed at the time, so that the drivers could not see a yard in front of their engines.

It is understood from the railway authorities that the operator, Dafoe, and the switchman have been arrested upon the charge of criminal negligence in acting entirely in contravention to the regulations approved by the Governor-General in Council.

An inquest will be held this morning.

MONTREAL
GAZETTE

MONDAY
AUGUST 29
1881

BERLIN.

Collision on G. T. R.

BERLIN, July 13.—While a special train conveying passengers, freight, and horses to Manitoba was switching into the Galt branch of the G. T. R. here, this morning, it was run into by an east bound freight train. The locomotive of the freight train and two cars of the special, laden with horses, were thrown off the track, one of the cars being completely overturned. The locomotive and one of the cars are very much shattered, while the other car is a complete wreck, the roof having to be cut away to liberate the horses. With the exception of one which is injured beyond recovery, all the horses escaped serious injury. The express trains which cross here at half-past ten a.m. exchanged passengers and baggage. An auxiliary train arrived from Stratford this afternoon and succeeded in clearing the track.

TORONTO GLOBE

Friday, July 13, 1882

RAILWAY COLLISION.

Two Trains Meet East of Guelph.

About a quarter past five o'clock this morning a collision occurred on the G. T. Railway, about half a mile from the city, between the regular mixed train and a freight. It appears that the mixed train had the right of way, and proceeded out of the station eastwards. When emerging from the cut, near the railway bridge, the engineer saw the approaching freight turning the curve on this side of Trainer's cut and running at full speed. "Down breaks was whistled" so vigorously that a number of the passengers of the mixed train, concluded that something was wrong, went to the platform of the cars when they saw the approaching freight coming round the curve. Hardly had the signal of down brakes been made from the mixed before the same signal was sounded from the freight train and its engine also reversed. The passengers of the mixed train who had taken alarm at the unusual whistling and gone to the platform to see what was the matter observed the freight coming down on them, while their own train was nearly at a stand still. There were about thirty or forty passengers on board, some half a dozen of whom jumped when they saw that a collision was inevitable, and all escaped injury. The passengers inside, many of whom were not aware of their danger, also escaped uninjured, and were more frightened by the shock than hurt. One lady had her ear cut by being thrown against a seat.

The accident was witnessed by Mr. W. Macdonald, and Mr. Lowry. The latter gentleman was out in the fields for the cows, and watched the scene with considerable anxiety. He states that the mixed train was nearly at a stand-still, while the other had little more speed. The shock of the concussion was so light that he considered very little or any damage was done. On proceeding to the spot, however, he found that the front of both boilers was broken in, and the front wheels and axles of both engines thrown back under the tender, and the baggage car of the mixed train badly smashed. None of the cars were thrown from the track, but some fifteen or sixteen were more or less damaged. An auxiliary train was sent from Stratford and one from Toronto, and it was not until half-past ten before the track was cleared. Had the accident occurred a quarter of a mile further on, when the mixed would have been running at full speed and before the freight was slackening on approaching the station, the result would have been disastrous to life and property. The cause of the accident is not yet known, but it is understood that no blame is attached to the officials at the station here.

The fast train due here at 7 o'clock was switched off at Stratford for Toronto. Assistant Superintendent Larmour, of the G. T. R., arrived shortly after the collision and was on the spot till the track was cleared. The ten o'clock train lay at Acton for an hour and a half before the track was cleared.

GUELPH
MERCURY

JULY 2
1884

A G. T. R. EXPRESS TELESCOPED

DISASTROUS REAR-END COLLISION
NEAR TORONTO.Several Well-Known Canadians Injured
and One Man Burned to Death—Five
Cars Destroyed by Fire—Many Most
Miraculous Escapes.

Toronto, Feb. 9.—A disastrous accident occurred yesterday afternoon on the main line of the Grand Trunk railway at Wardlaw's cut, a quarter of a mile this side of Highfield, and about eleven and a half miles from the city. The express from Chicago, due here at 8:15 a.m., being stalled in a snow-drift, was run into from behind by the local passenger train from London, due here at 12:20 p.m. The rear sleeping car was completely telescoped and thrown from the track, as were also the engine and tender of the coming train. Several other cars belonging to the express train were pitched forward, one upon another, and wrecked. The destroyed portion of the train caught fire, and five cars were entirely consumed. The passengers in the Pullman, which was struck were: Justice Hurton, Justice Osler, B. R. Osler, Frank Joseph, A. B. Aylesworth, Joseph Monahan, J. E. Atkinson and two strangers. Of these several were injured, though none are known to have been killed. What threatens to be the most serious casualty is the fact that Joseph is missing, and no trace of him can be found. It is feared that he was either killed instantly or pinned in the wreck and burned to death. Up to a late hour last night no trace of him had been found, and the searchers had almost given up hope of his having survived. Justice Hurton was badly cut and bruised. Mr. Monahan had an ankle broken and was otherwise injured, and Mr. Atkinson had a rib broken. The loss in rolling stock to the company will be very great.

It is many years since such a terrible accident occurred on the Grand Trunk. The cold weather of the past week developed a blizzard, which increased in intensity during the night. The thin film of fine snow which had fallen on Thursday to the depth of about half an inch was caught up by the gale and filled the air like a thick mist. The roadways were filled up and the railway cuts packed so hard that hardly any of the trains got through at all yesterday. The Chicago flyer is one of the fastest trains on the Grand Trunk line. This train was made up of engine, baggage car, first and second-class passenger, and three Pullman cars. It was in charge of Conductor James Hollinger, and technically it is known as "No. 4." It was due at Weston at 7:53 a.m. It was running behind time all morning, as the road was so heavy, and there was considerable difficulty in steaming, owing to the intense frost, freezing the water pipes. The train stopped for a while at Brampton, and it was followed almost immediately by No. 6. The latter is the mail from London, St. Mary's, and Stratford. The leading train started out from Brampton and got through as far as Malton all right. After leaving Malton there is a slight up-grade as far as Highfield flag station, when a heavy down grade starts towards the city. About a quarter of a mile east from Highfield there is a cutting about fifteen feet deep, known as Wardlaw's cut. Never in the history of the road has there been a drift in this cut sufficiently deep to stop a train, but No. 4 found it too much for it, and the train was stalled. At this time the wind was blowing a hurricane, and Conductor Hollinger sent a brakeman back twenty telegraph poles with fog signals and a flag to stop the train that was following, and thus prevent a pitch-in. The Grand Trunk does not operate its road on what is known to railroad men as the "block system." The block system is operated so that one train is not allowed to leave a station before the next train ahead of it is reported from the next station. If this had been the system No. 6 would have been held at Malton until No. 4 reported from Weston. The rule, however, is that trains follow each other at ten-minute intervals. Ten minutes after the Chicago express left

of Goderich. The first named had been summoned by the Grand Trunk, the latter happened to go out on No. 3 train for the west, which reached Weston about the time the injured were brought in, and he volunteered his services and accompanied Dr. Irwin. Dr. Charlton, of Weston, was also called in, and he accompanied the injured to Toronto. Every effort was made to get the track cleared, and the men in charge of the work said that it would be finished shortly after midnight. The three Pullman cars were burned to the trucks. The express car, a baggage car, and passenger coach, belonging to the mail train, were also burned. The scene was terrible. The whole cut was filled up with burning beams and torn and twisted iron of the engine and tender. It is a marvel that anyone escaped at all from the wreck.

Dr. Irwin, of Weston, who had charge of the injured trainmen, was seen in reference to the injuries sustained by Engineer Mannering and his fireman. Both men live in Stratford. Engineer Mannering is in a bad way, and little hopes are entertained of his recovery. None of his limbs were broken, but his body was crushed across the right hip and abdomen. He also sustained internal injuries, and complained of his back. It is feared that some of the bones in his vertebrae are fractured. Mannering is one of the oldest drivers on the road. He is a man about fifty-eight or sixty years of age. The fireman is not very badly injured externally. One of his legs was bruised, and he complains of his back, which pains him considerably.

Engineer Mannering said that he followed the rules of the road, and kept, as he thought, well behind the express. The storm was so dense that he could not see the track a rod ahead of the pilot. The first thing he knew he was crashing into the Pullman car. He never saw the signalman nor noticed the fog signals. Both he and the fireman gave themselves up for lost. They had no time to jump, and before they could do anything the crash came. He found himself and his mate pinned in an opening between the drive wheels and the wreck of the caboose, but fortunately away from the steam pipes and fire-box.

The fire spread so rapidly among the wreck of the torn Pullman and express car that it was impossible to make a thorough search of the different compartments to make sure that no one was penned up in the burning pile. Those who were in the Pullman state that there were nine passengers on board at the time the accident happened. There was one lady and her little girl besides the male passengers. It was thought that the little girl was not in the wreck at first, but happily she turned up all right. The only one missing of the nine is Frank Joseph, the law clerk of the legislature, who formed one of the party who were at the election trial. Mr. Joseph was known to be in the car at the time of the disaster, and he was last seen going into the lavatory. Mr. Clark, of Brampton, was seen at Weston, and he said that he had walked in from the scene of the accident to Weston. He said a stranger accompanied him part of the way, and the stranger answered to the description of the missing man. Mr. Clark said the man was dressed in a long grey ulster coat and wore a stiff hat. They walked part of the way in together, but the stranger got too cold to continue any further, and he left the track and took refuge in a farm house from the storm. It is supposed, however, that this man is a Mr. Taylor. The men who were working on the auxiliary train stated last night about nine o'clock, when seen at Weston, that there was a terrible stench emanating from the wreck. From this they judged that some human being had been imprisoned in the debris. It is altogether likely that the unfortunate passenger is the missing Mr. Joseph.

Notes of the Disaster.

All the notes of the South Perth election trial, and which were in the possession of Mr. Joseph, were destroyed in the burning sleeper. It had been stated that an appeal would be made from the decision given in Stratford ratifying Mr. McNeill's election. Should this prove to be true, the loss of the notes will prove a serious hindrance in the procedure.

John Clarke, of Brampton, who was on the first train, said that when the train was stopped a man was sent

Hamilton
SpectatorFebruary 9
1895

CARS TELESCOPED.

A Chicago Train Badly Wrecked Out Near Weston.

ASSISTANT LAW CLERK F. J. JOSEPH KILLED.

Judge. Burton Severely Hurt—Court Reporter Monahan Terribly Injured—The Cars Take Fire After the Collision—The Engineer and Fireman of One of the Trains Seriously Injured—Statements From Different Passengers on the Train—A Member of The Globe Staff Among the Injured.

KILLED.

Frank J. Joseph, assistant law clerk, Legislative Assembly.

INJURED.

Charles Mannerling, Stratford, engineer of local train, leg and body crushed, internal injuries, may not recover.

John S. Monahan, court stenographer, compound fracture of the left leg, right hip crushed, fingers on left hand broken, cuts and bruises in various parts of body; condition very serious.

Hesson, Stratford, fireman on local train, leg and back injured, suffering from shock.

Joseph E. Atkinson, Globe reporter, rib broken, suffering from shock.

Judge Burton, head cut, severe shock.

Expressman Turner of No. 6 train, head cut, slight shock.

Porter of car "Jamaica," name unknown, back hurt and badly shaken.

Weston, Feb. 8.—(Special.)—Great excitement and alarm was caused here about 2 o'clock this afternoon by the arrival of a portion of the Chicago flyer from the west several hours late and bringing the news that an appalling end-on collision had occurred about 3 1/2 miles up the line, through the local passenger train from London pitching into the rear end of the Chicago train.

Exact details of the disaster were of course wanting, but on board the train were several passengers, more or less injured, and these stated that one at least of their fellow-passengers was missing and several others injured.

The catastrophe had occurred in a cutting known as Wardlow's Cut, about a mile and a half between here and Malton, a few hundred yards east of Highfield dam station. The Chicago train, officially designated "No. 4," composed of an engine and tender, baggage car, express car, the first and second class coaches and two Pullman coaches, had travelled thus far in the blinding, drifting snowstorm when she ran into a snowbank and stuck there. Knowing that a local passenger was not far behind, for they had been in Georgetown station together, a brakeman was sent back to flag her and protect the west-bound train. In the rear Pullman, the "Jamaica," was a party of legal gentlemen, court officials and others returning to Toronto from the South Perth election trial in Stratford, which had closed on the previous evening, the passengers being Judges Burton and Osler; J. S. Monahan, court stenographer; Frank J. Joseph, court registrar; B. B. Osler and A. B. Aylesworth, counsel; J. E. Atkinson, Globe reporter. Mr. Charles E. A. Carr of the Toronto Street Railway Company was also in the car. Knowing that precautions had been taken to warn the train

was then burning so terrifically that no attempt at investigation was possible. In the meantime the train hands had succeeded in detaching the injured portion of No. 4 train, and the wounded from the Pullmans were placed on board and brought down here, where they were attended to by Dr. Charlton, who boarded the suburban, to which they were transferred, and accompanied them to the city. Dr. E. F. Irwin at once returned with the engine to the scene of the disaster, where he found that Engineer Charles Mannerling and Fireman Hesson, both of Stratford, had been badly squeezed in the wreckage, while the former was in a bad state of collapse. These were carefully tended and placed in car, which was shortly afterwards taken back to Malton, from which station an engine had been sent down, and from there sent on to Stratford in the caboose of a freight train. While his injuries were being dressed Hesson told the doctor some particulars of the collision, saying that the storm was so heavy that they saw nothing of the train ahead of them until within a few yards of her. He was surprised to hear a flagman had been sent to warn them, as neither he nor his mate saw anything of him, but the terrific storm would easily account for that.

The terrible weather, with a temperature several degrees below zero, and a strong northwest wind sweeping down the cutting, added greatly to the sufferings of the passengers, several of whom sustained frost bites to faces, feet and hands.

CLEARING THE TRACK.

As soon as the news reached Toronto an auxiliary train was despatched, with a strong wrecking gang, to clear the track. It was a dangerous and difficult task, but good progress was made, and by this morning it is hoped the traffic will be resumed. About 9 o'clock the trucks of one of the Pullmans and the express car of No. 6 train were brought in here, the balance of the cars having been consumed. No definite news can be obtained of Mr. Joseph, but the gruesome statement was made by those last from the scene that the workers had detected a smell of burning flesh, which leaves unhappily but little if any doubt as to the unfortunate gentleman's fate.

A Mr. John Clark of Brampton, who was a passenger on the local, stated to your correspondent to-night that he had noticed a man in a light grey winter, who turned off to a farm house on account of the cold, but although the general description as to height, complexion and build tallied with that of Mr. Joseph, it appears the latter gentleman wore a dark overcoat, so that it cannot have been he.

It was also rumored that a little girl was missing from the passengers of the local, but as it is known that none of these were hurt there is no apprehension felt for the child's safety.

MR. ATKINSON'S STORY.

A Member of the Staff of The Globe Who Was on the Burned Pullman Describes the Wreck.

The No. 4 United Chicago express was four hours late reaching Stratford yesterday morning on account of the heavy snow. She had attached a Detroit Pullman and one from Chicago. The rear one of these was headed by

or all, the wind and snow blew with blinding force. Inside the rear Pullman of the Chicago train the passengers had hardly yet recovered themselves. Mr. Monahan was lying between the seats, with his legs broken and asking for assistance. He was being attended to by Messrs. Carr and Atkinson, who were comparatively uninjured. Judge Burton was also upon the floor, the blood from a cut in his head dyeing his white hair and beard. Assistance was being given him by Mr. Aylesworth, who also appeared to have escaped injury. With the blazing steam from the engine whose iron nose had buried itself in the rear of the coach, with the smoke and flames from the stoves at either end, the moments of the occupants of the car were charged with an indefinite terror of some additional calamity to follow. It was not until the people on the outside were smashing the windows with planks and calling for them to come out, and the flames and smoke from the burning engine were in the centre of the car that Judge Burton and Mr. Monahan were lifted out through a window. Mr. B. B. Osler and Judge Osler stood upon the outside to receive them. The valves which could be found, the Judges' bags and some of the overcoats were thrown out, and then as all was supposed to be clear Messrs. Aylesworth, Carr and Atkinson followed their injured fellow-passengers through the window. Mr. Osler had asked Mr. Aylesworth if there was anybody else, and Mr. Aylesworth had hurriedly looked about and replied there was not. It was not until some time after that Mr. Joseph was missed and it seemed no probable he had been left in the car. It must have been that he had been thrown senseless under some of the wreckage.

When the wreck was seen from the outside it was discovered that the rear Pullman had telescoped the one ahead, and that the baggage car of the local was piled on top of the engine. The Pullmans of the Chicago train had not left the track, and were still upon their wheels. Five minutes after the shock they were burning fiercely. High snow banks had been drifted up on each side and from these the passengers for a few minutes watched them burning. The engine of the Chicago train pulled its baggage car and smoker ahead, and short distances save them from the flames. Into these the injured were carried, and the passengers from the rear train and those who were on board the Chicago express all crowded into them and were brought into the city.

The shock was felt throughout the whole train, passengers being thrown out of their seats. But that the catastrophe was not greater than it was was probably owing to the fact that the snow was impeding the local train, so that it was running at a slow rate. The engine of the local pulled itself out of sight (see into the Pullman). The train man who had been sent back with the flag arrived a few minutes after the crash. He had been at Highfield, he said, and had tried to stop the local, but the storm must have prevented his being seen. This would have been possible without carelessness on the part of the engineer or fireman, so blinding was the snowstorm. The cold was so intense that several train hands and passengers had their ears or cheeks frost-bitten. A few of the catastrophe was not until they were on their way to the city that the occupants of the rear Pullman car discovered that Mr. Joseph was not along with them. There was a possibility that he might have escaped and not boarded the Toronto-bound car, but it was indeed been left in the car, it was then too late to do anything.

At Weston station Dr. Charlton came on board and attended to Judge Burton and Mr. Monahan and accompanied them to Toronto. Judge Burton was able to sit up, although he complained of injuries to his back and had a bandage about his head. Mr. Monahan, placed upon a plank, was laid across the backs of three or four seats. The passengers were all changed at Weston from the cars belonging to the injured train to the regular suburban. No one seemed to know anything about the fireman, engineer and baggage man of the rear train. It was said that they were injured, and also that they were missing, but if injured they had been left behind, and no one liked to think the last was true.

The last seen of Mr. Joseph was when, with his great-coat on, he was walking back and forth in the aisle of the car. It is likely that when the porters rushed from the rear door upon the approach of the local, Mr. Joseph, being upon his feet at the other end of the car, may have tried to get out by that door and been crushed in the telescoping.

Mr. Atkinson on reaching home saw a physician, and ascertained that having the shock he had sustained no injury save a broken rib.

SUPT. WRAGG'S STATEMENT.

The Well-Known G.T.R. Official Was a Passenger on Board One of the Wrecked Trains.

Mr. Edmund Wragge, Local Superintendent of the Grand Trunk Railway, was a passenger in the Chicago train.

the leeward side of the train, and could see nothing for steam, but when I had crossed to the north side I saw smoke issuing from the two Pullmans, and passengers and others helping to get the people out of these cars. I at once went forward to the engine, and saw many cars and possibly pulled away from those that were on fire. This took some time, as the drawheads were broken, but we chained them together, and eventually managed to pull these cars out of danger. Then we got all the passengers, including the injured, into these cars. In the rear Pullman the passengers, as far as I know, were Judge Burton, Judge Osler, B. B. Osler, A. B. Aylesworth, Frank Joseph and Mr. Monahan. Judge Burton was slightly out of the face. Mr. Monahan had a leg broken. Mr. Joseph, I understand, is missing, but it may be that he left the train after the crash, as did several passengers, and walked on to Weston. The porter on the Jamaica stated that when he ran from the rear end of the car to tell the passengers that there was about to be a collision Mr. Joseph was sitting in the seat immediately behind Judge Burton. Judge Osler and B. B. Osler were not in the Pullman when the accident occurred; they had gone forward to see what was the matter with the train. In the Scott with me were W. L. Symonds, Strickland & Symonds Architects; a gentleman and his wife from Chicago, and one or two others, none of whom was injured, though they were all somewhat shaken up. When we got forward cars I brought them to Weston and procured two cars for one of whom. Dr. Irwin I sent back to the scene of the wreck. We transferred the passengers to the suburban train and brought them to the city. Mr. Monahan was sent to St. Michael's Hospital, and the wrecking train was immediately despatched to the scene of the accident to clear the track.

In consequence of the storm the driver of the engine on No. 6 could not have seen the flag in the hands of the brakeman, and I think the time he was making a run at the drift, so as to get through it. The engine smashed into the rear Pullman, and the express car of No. 4 landed on top of the engine. The engineer and the fireman were injured, but I have not yet learned how seriously.

MR. SCRIBNER'S DESCRIPTION.

A Chicago Gentleman Who Saw the Accident From the Vantage Ground of a High Snow Bank.

Probably the best view of the accident was had by Mr. C. E. Scribner of Chicago, who from the high snowbank to the south of the track saw the rear train plunge into the doomed cars. Mr. Scribner who is an employee of the Western Electric Company, was on his way from Chicago to Montreal by Boston, and was travelling in the through sleeper Scott, which was just forward of the hindmost sleeper, in which was the fatal party. They stuck in "the fatal cut," he said, and had been detained there some twenty minutes. While the trainmen had been endeavoring to get the locomotive free from the snowdrifts the driving wind had drifted the snow into the track until the two rear sleepers were completely banked in with snow, which was blowing in upon them as they were standing; the rear end of the last sleeper was absolutely covered with snow. A short time before the accident occurred Mr. Scribner decided to go out and see for himself what the prospects were, and so, muffling himself well up, got out upon the car on the south, or leeward, side, clambered up on the huge, bald snowbank at the side of the track, and walked along it forward to where the engine was imbedded in the snow and coated with ice. Mr. Edmund Wragge, the Local Superintendent, was also there, watching the efforts put forth to extricate the train. After looking on for a few moments Mr. Scribner turned and retraced his steps until he was just abreast of his car, the Scott; the bank was very high, and he was on a level with the roofs of the cars. At this moment he heard a whistle, and could just make out a train through the drifting snow advancing from the same direction as that in which they had come; he supposed that it was a relief train, and that its whistle was a signal to the forward train. Instead of that it must have whistled for a crossing, he said, for the next moment the train came tearing down the track at full speed. Apparently the engineer could not see anything ahead, for Mr. Scribner said, there was not the least sign of "stake-out" speed that he could see; and he almost fancied that it was about to pass by on another track. At full speed the engine plunged into the rear sleeper, ploughing through it, and hurling it in its turn crashing through the Scott. Each car went driving forward, sent on by the impact of the one in the rear, and the force of them all seemed to concentrate in the baggage car, which shot end uppermost, full 20 feet high into the air. Mr. Scribner thought, and fell upon the engine. The engine was driven 100 feet forward by the blow, and the train was broken in two. As the passengers came climbing out by the windows Mr. Scribner rushed

TORONTO
GLOBE

February
9
1895

Weston, Feb. 8.—(Special).—Great excitement and alarm was caused here about 2 o'clock this afternoon by the arrival of a portion of the Chicago flyer from the west several hours late and bringing the news that an appalling end-on collision had occurred about 2½ miles up the line, through the local passenger train from London pitching into the rear end of the Chicago train. Exact details of the disaster were of course wanting, but on board the train were several passengers more or less injured, and these stated that one at least of their fellow-passengers was missing and several others injured were still at the scene of the wreck. The catastrophe had occurred in a cutting known as Wardlow's Cut, about midway between here and Malton, a few hundred yards east of Highfield dog station. The Chicago train, officially designated "No. 4," composed of an engine and tender, baggage car, express car, the first and second class coaches and two Pullman coaches, had travelled thus far in the blinding, drifting snowstorm when she ran into a snow-bank and stuck there. Knowing that a local passenger was not far behind, for they had been in Georgetown station together, a brakeman was sent back to flag her and protect the west-bound train. In the rear Pullman, the "Jamalea," was a party of legal gentlemen, court officials and others returning to Toronto from the South Perth election trial in Straiford, which had closed on the previous evening, the passengers being Judges Burton and Osler; J. S. Monahan, court stenographer; J. Frank J. Joseph, court registrar; B. B. Osler and A. B. Aylesworth, counsel; J. E. Atkinson, Globe reporter. Mr. Charles E. A. Carr of the Toronto Street Railway Company was also in the car. Knowing that precautions had been taken to warn the train behind them, the passengers were not concerned by the delay, but after waiting a short time some wrapped up and went out on to the back to watch the efforts of the train hands, who were endeavoring to dig out the imbedded engine. At this time the snow was falling and drifting so fast that it threatened to bury the whole train, and completely obscured everything beyond a radius of a dozen yards.

Suddenly everyone was startled by the shrill whistle of an approaching train, and at the same moment the car porter, who had gone to the rear platform, came rushing through, shouting that the train was upon them. The passengers sprang to their feet, but almost at the same moment came a terrible crash and they were thrown in a struggling heap upon the floor and over the seats. What followed is described in graphic terms by some of the rescued passengers.

A SCENE OF DESTRUCTION.

The scene in the cutting, as the passengers gradually pulled themselves together, was terrible in its details of awful destruction. The great iron nose of the local train—No. 6—had ploughed several feet into the rails. In its turn had partially telescoped the "Scott." The tender of No. 6 train had left the rails, and was lying a little to the left of the shattered Pullmans, and mounted on top of it was the express car, while the baggage car was badly smashed, though still on the rails. Behind these were the combined postoffice car and smoker and three coaches, but they were uninjured. In a very few minutes smoke and fire began to appear among the wrecked cars, and in an incredibly short time they were blazing fiercely.

To the amazement of all, it was found that no one so far as could then be ascertained, was missing from the company in the car "Jamalea," though many were more or less injured; but shortly afterwards the absence was noticed of Mr. Frank Joseph, and as no other could be found who had any thing of him it became reasonably certain that the unfortunate man had been buried beneath the debris, which

as neither he nor his mate saw anything of him, but the terrible storm would easily account for that.

The terrible weather, with a temperature several degrees below zero, and a strong northwest wind sweeping down the cutting, added greatly to the sufferings of the passengers, several of whom sustained frost bites to faces, feet and hands.

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It was also rumored that a little girl was missing from the passengers of the local, but as it is known that none of these were hurt, there is no apprehension felt for the child's safety.

MR. ATKINSON'S STORY.

A Member of the Staff of The Globe Who Was on the Burned Pullman Describes the Wreck.

The No. 4 United Chicago express was four hours late reaching Stratford yesterday morning on account of the heavy snow. She had attached a Detroit Pullman and one from Chicago. The rear one of these was boarded by the Toronto party who had been connected with the trial of the South Perth election petition. These were: Judges Burton and Osler, B. B. Osler, Q.C., A. B. Aylesworth, Q.C.; Mr. F. J. Joseph, Registrar of the court, and J. S. Monahan, official stenographer; with them was also J. E. Atkinson of The Globe. The only other occupant of the car was Mr. Charles E. A. Carr, 361 Ontario street, Toronto, a representative of the Toronto Railway Company. The train continued to lose time on account of the snow blockade until, at half-past 11, it struck first in crossing a mile west of Weston station. As it was likely to be a slow "air pulling out, one of the train hands was sent back with a flag to warn the local from Stratford, which had been following behind. A furious snowstorm was blowing and piling the snow into the cutting as rapidly that it threatened to imbed the cars so that they could not be moved, even if the engine were shovelled out. So thickly was the snow blowing that the fences and telegraph poles along the line were only dimly distinguishable. The occupants of the train were discussing the probability of being kept there all afternoon, and from the rear coach Judge Osler, and his brother, B. B. Osler, had gone forward to see what the prospects were. The porter of the rear coach was looking through the glass in the rear door. With him was a porter from one of the forward cars. Suddenly they rushed along the aisle toward the forward door of the car. Mr. Atkinson, who was reading in the rear seat of the car, without knowing what danger was threatening, also sprang into the aisle. Judge Burton and Messrs. Aylesworth, Monahan and Carr were sitting midway in the car. Almost before they could rise from their seats there was a crash, and all were thrown in a heap to the floor with broken seats and other debris falling about them. The porter rushed a window and sprang through. There were a few moments of confusion with the people pouring out of the forward coaches of the Chicago train and out of the window in the local. The smashed Pullmans caught fire, and this, with the roar of a boiler explosion, lent new terrors to the scene, while, over-

board, the local, but said, and had tried to stop the local, but the storm must have prevented his being seen. This might have been possible without carelessness on the part of the engineer or fireman, so the blame was the snowstorm.

Several train hands and passengers had their ears or cheeks frost-bitten at the scene of the catastrophe. It was not until they were on their way to the city that the occupants of the rear Pullman car discovered that Mr. Joseph was not along with them. There was a possibility that he might have escaped and not boarded the Toronto-bound car, but if he had indeed been left in the car, it was then too late to do anything.

At Weston station Mr. Charlton came on board and attended to Judge Burton and Mr. Monahan and accompanied them to Toronto. Although he complained of injuries to his back, and had a bandage about his head, Mr. Monahan, placed upon a plank, was laid across the backs of three or four seats. The passengers were all changed at Weston from the cars belonging to the injured train to the regular suburban. No one seemed to know anything about the fireman, engineer and baggage men of the rear train. It was said that they were injured, and also that they had been left behind, and no one liked to think that was true.

The last seen of Mr. Joseph was, when, with his great-coat on, he was walking back and forth in the aisle of the car. It is likely that when the porters rushed from the rear door upon the approach of the local, Mr. Joseph, being upon his feet at the other end of the car, may have tried to get out by that door and been crushed in the telescoping.

Mr. Atkinson on reaching home saw a physician, and ascertained that beyond the shock he had sustained no injury save a broken rib.

SUPT. WRAGGE'S STATEMENT.

The Well-Known G.T.R. Official Was a Passenger on Board One of the Wrecked Trains.

Mr. Edmund Wragge, Local Superintendent of the Grand Trunk Railway, was a passenger in the Chicago Pullman car "Scott." Though he received a severe shock when the crash came, he was not injured, and was able to direct the movements of the trainmen and passengers in the work of rescuing the injured from the burning cars. Mr. Wragge gave a Globe reporter the following account of the wreck:

"I was on board No. 4 train, from Chicago, due here at 8.15 a.m., and composed of six cars, the last being Pullmans—the Scott, from Chicago, and the Jamalea—from Detroit. We were about four hours and a half late, and about 1 o'clock the train stuck fast in a snow-drift a short distance beyond Weston. Shortly after the train came to a standstill, the brakeman passed through the car "Scott," which was the last but one on the train, and stated, in reply to a question as to what was the trouble, that the train had stuck in the snow, and that he was going back on the track with a red flag to protect the rear. I must have sat in the car for ten or fifteen minutes when I got up and started forward, saying, 'I am going to see what the chances are of getting away.' I went forward and met Conductor Hollinger, who was in charge of the train, and suggested to him that we had better let the engine try and pull the first three cars through the snowdrift and take them to Weston, telling him that the last three were protected by the brakeman, who had gone back to flag the next train. He said, 'I think No. 6 will be along pretty soon, and when she comes her engine will be able to push us out.' I said, 'You had better see that she does not come into the drift before she stops because if she does the engine won't be able to start on to push us out.' He replied, 'I will go back and see about that.' He started back immediately and I continued my way forward. The conductor got between the two Pullman cars when the block came. I had just got into the third car, in which there were very few people, when the crash came. It threw me down on my hands and knees, but I was not injured, nor were any of the others in the car. I got up and went out to ascertain what had happened, and, seeing that the other train had run into us, I rushed back as fast as I could to see what could be done. I was on

board, which was just forward of the hindmost sleeper, in which was the trial party. They stuck in the fatal cut," he said, and had been detained there some twenty minutes. While the trainmen had been endeavoring to get the locomotive free from the snow-drifts the driving wind had drifted the snow into the track until the two rear sleepers were completely banked in with snow, which was blown in upon them as they were standing. The rear end of the last sleeper was absolutely covered with snow. A short time before the accident occurred Mr. Scribner decided to go out and see for himself what the prospects were, and so, muffled himself well up, got out of the car on the south, or leeward, side, clambered up on the huge, hard snowbank at the side of the track, and walked along it forward to where the engine was imbedded in the snow and coated with ice. Mr. Edmund Wragge, the Local Superintendent, was also there, watching the efforts put forth to extricate the train. After looking on for a few moments Mr. Scribner turned and retraced his steps until he was just abreast of his car, the Scott; the bank was very high, and he was on a level with the roofs of the cars. At this moment he heard a whistle, and could just make out a train through the drifting snow advancing from the same direction as that in which they had come; he supposed that it was a relief train, and that its whistle was a signal to the forward train. Instead of that it must have whistled for a crossing, he said, for the next moment the train came tearing down the track at full speed. Apparently the engineer could not see anything ahead, for Mr. Scribner said, there was not the least sign of slackening speed that he could see, and he almost fancied that it was about to pass by on another track. At full speed the engine plunged into the rear sleeper, ploughing through it, and hurling it in its turn crashing through the Scott. Each car went driving forward, sent on by the impact of the one in the rear, and the force of them all seemed to concentrate in the baggage car, which shot, and uppermost, full 20 feet high into the air. Mr. Scribner thought, and fell upon the engine. The engine was driven 100 feet forward by the blow, and the train was broken in two. As the passengers came climbing out by the windows Mr. Scribner rushed into his car to get his effects, but already the car was on fire and the smoke was choking. When he had got his baggage out, with a loss of a few trifling things, the wreck was completely on fire. The passengers on the rear train, he added, were not injured in the least, the gradual assistance offered by the cars into which the locomotive plunged making the shock less severe. In fact, the passengers in the smoking-car came out with their pipes in their mouths, thinking that the train had stuck in a snow-drift.

MR. JOSEPH'S CAREER.

An Macdonald-His Father an English Civil Servant of High Rank.

Mr. Joseph had been for many years assistant law clerk of the Legislature, having been appointed to the position by the late Hon. John Sandfield Macdonald shortly after Confederation. His position as Registrar of the Election Court came from the Judges, it being a Judges' appointment. He had what may be described as a hereditary connection with official life, his father, the late Mr. John Joseph, having been private secretary to the eminent politician, William Wilberforce, afterwards serving under Sir James Stephen, Under Secretary to the Colonies. Mr. John Joseph accompanied Sir Thomas Dond Head to Canada as his civil secretary and married the eldest daughter of Mr. Justice Haggart, a son-in-law of whom became Mrs. John Beverley Robinson. The late Mr. Joseph was a remarkable forceful, distinguished and gentlemanly appearance, and his position during a time of great excitement with marked ability and success.

A few months ago Mr. John Ross Robertson of The Telegram, who has an interesting note on Mr. Joseph's family in the volume of "Old Landmarks of Toronto," which will appear next summer, while conversing with Mr. Joseph about the old landmarks of the city, alluded to Simcoe street as being called at one time Graves street after Governor

(Continued on Page 17.)

TORONTO GLOBE
February 9, 1895

A NEW SIDING.

From Brampton Times.

The Grand Trunk Railway is lengthening the south siding at the yard here. The extension runs within a short distance of the Fletcher Bridge. On Monday the work began. Yesterday, a steam shovel, an unusual sight here, began to tear up the bank on the south side. The sight of a steam shovel is a new one to most Bramptonians, and the work is, in consequence, being supervised by many of our citizens. The stream of visitors has been a continuous one since yesterday morning, when the shovel began to dig out the clay bank. Last night the shovel had cut out about 200 feet by 10 wide and 6' deep. It is hard to tell how long it takes to load a flat car. One was loaded in a minute, and four in eleven minutes, including a shift of the machine. The shovel takes up a square yard when filled, but this is nothing to a new machine the G. T. R. has just received which elevates three square yards at each lift. About six men run the shovel and two locomotives look after the cars. When a train is loaded it is taken off to Georgetown, where the earth is used in building the new sidings to Barber's mill and in the other new sidings there. The steam shovel is in charge of Boss Nixon, a Welland boy, who has worked a dredge on the Panama canal. He is responsible for the almost human movements of the earth hoister. He pulls the lever that swings the platform and drops the shovel beam, and the movement he keeps up for steadiness and effect, in proportion, could not be beaten by the motions of a good man on an ordinary shovel. The steam shovel, in skilled hands, responds just as the ordinary one does in the hands of a good navvy. The new siding is designed to accommodate the long, double-header trains now being run on the G. T. These trains have from 45 to 60 cars in their make-up.

WELLAND
TELEGRAPH

JUNE 1 1900

SLIGHT SMASHES

Freight Yesterday Afternoon and Passenger Engine To-day

This morning the head of the cylinder on the left side of engine 218, the south bound train due here at 10:30, blew out when the train was about five miles north of the city. Fortunately no one was hurt, but the tubes and other smaller parts of the engine on that side were shattered and torn off. The train was considerably late in arriving here in consequence of the accident.

Yesterday afternoon the 745 south bound train experienced an annoying delay through an accident near Mosborough. A double-header freight train had left the station ahead of the passenger and when the freight was out near Mosborough and going at a fair rate of speed, the coupling of the air brakes between the two engines broke, and the consequence was that the train came to a sudden stop.

There were a number of cars on the rear of the train that had no air brakes and these bumped into one another with great force. The consequence was that two of the cars were snapped in two in the middle. Both were empty, or nearly so. The donkey engines from the Guelph yards were sent out, with the station men. One of the cars was found to be so badly broken as to be worthless, and was burnt. The other was put on skids and taken into Mosborough. The line was cleared off before the 5:55 train was due, and it got through all right. The freight train was stopped near Mosborough and had to return and go to Harrisburgh. Passengers and baggage for stations between here and Stratford were left at the station and went forward by the next trains.

Guelph
Mercury

December 5
1903

HEAD-ON COLLISION.

Between Light Engine and Double Header ; One Man Injured.

A head-on collision occurred about three miles west of Hamburg last night about 11.30 between a light engine coming east, and a west-bound double-header freight train. One man was badly injured. It was intended that the light engine should stop at Shakespeare to wait for the double-header, but through some misunderstanding the light engine came through Shakespeare after the double-header had left Hamburg. The fireman of the front engine of the double-header was badly injured about the head.

Robt. Anderson, of this city, was the fireman of the light engine, a Stratford man being engineer. The engines were badly smashed. The light engine was No. 444, which is employed about the yards here as yard engine.

The east-bound 8.30 train was considerably delayed on account of the accident, and did not go through the city till 11.15. The 9.05 train going west was delayed on account of the storm and did not pass through Guelph till 11.10. The regular train going west at 10.30 arrived in the city a few minutes before noon.

The trains for the west and north got away from the station a little before one o'clock, but the train going south was the worst hampered by the drifts and did not leave till after two o'clock.

The earlier trains were also very late, the early east-bound express not leaving Guelph till after 7.30.

Guelph
Mercury

December 14

1903

FALLS FROM ENGINE SERIOUSLY INJURED

Engineer Little Has Narrow Es-
cape From Death Near
Breslau

From Our Own Correspondent
Berlin, Jan. 30.—Parker Little, en-
gineer on No. 3 G. T. R. express, due
here at 11.15 a. m., met with a serious
accident to-day and luckily escaped
death. The train had just passed
through Breslau, when the engineer,
noticing something wrong with his en-
gine, crawled on to the running board,
but in doing so missed his footing and
fell to the ground.

The train came into Berlin without an
engineer. As soon as he was missed
the train was backed and found Little
a mile west of Breslau badly injured.
Dr. Honsberger was summoned and found
the man suffering from three broken
ribs and severely bruised. It was a
lucky escape from death. His home is
in East Toronto, where he was re-
moved.

LONDON
FREE
PRESS

JANUARY 31
1907

OFFICIAL CLAIMS WRECK WAS CAUSED BY BROKEN RAIL

Trainmaster, Nixon, of the Grand Trunk Explains Disaster Near Guelph.

INJURED DOING WELL.

Guelph, Feb. 27.—The accident was caused by a broken rail, they say, and it is about the only one of its kind at any time in this frosty weather.

These were the not very reassuring words of Trainmaster Nixon, of the G. T. R., when approached for an explanation of the disaster which befell the westbound express train two miles east of Guelph yesterday afternoon.

"The train," said Mr. Nixon, "was going at its regular speed at 45 miles an hour when it was on time leaving Rockwood, seven miles out, and would have reached Guelph on time. So that you will see that there was no cause for undue haste. She was not going more than 22 miles an hour."

"Some people," continued Mr. Nixon, "by way of further explanation, are under the impression that the accident occurred on a curve. Such is not the case. But even if the train had been on the curve there would, under ordinary circumstances, be no cause for alarm. I would go around that curve at Trainor's Cut at seventy miles an hour and think nothing of it."

Notwithstanding what Mr. Nixon says, however, this is not the first wreck that has occurred at the point in question, nor is it likely, unless the greatest precautions are taken, to be the last. Once the cars leave the track in this vicinity there is nothing to save them; on either hand is a sheer drop at an angle of forty-five degrees of somewhat over thirty feet from the level of the roadbed to the level of the surrounding country.

Cars Left the Tracks.

Under these conditions it must be accounted remarkable that more people were not killed when the express left the track. The saving, feature must have found expression in the fact that the cars left their trucks part of the way down the declivity, sliding the remainder of the distance at a somewhat retarded rate of speed. When they reached the bottom they turned over on their sides, and remained in this position twenty-five feet from the foot of the incline. Some of those in the smoking car are inclined to believe that this section of the train turned over twice, but this idea is to be attributed rather to overwrought nerves than to the possibilities.

In the train were four cars, a dead-head freight car, which was carried somewhat over a hundred yards farther than the others, before it separated from the tender, a combined baggage and freight car, a combination smoker and passenger car, a first class car and a Pullman. None of the cars were very badly smashed up by the mere operation of the wreck, but rather through the efforts that were put forth to rescue the passengers imprisoned within. Not a few of these were unable to crawl up to get through the windows, owing to the severity of their injuries; and it became necessary to cut holes in the top or bottom to allow them egress.

Engineer Slowing Down.

The accident occurred near the point where the engineer is in the habit of slowing down to enter the city. But the time had not yet arrived for him to act upon his customary promptings when the broken rail changed the course of events. Here the track leans slightly to the north side, and the rails on the south side were consequently the first to feel the weight of the heavy train. They commenced to spread; a plate gave way; and the damage was done. For fifty yards the cars ran over the track, and then four of them commenced to descend to the lower level.

The remaining cars still stuck to the engine and tender, which lurched along as though nothing had happened. For one hundred yards more were covered before the empty freight car broke away, carrying the tender and the smoker. The tender, however, was nearly derailed while the last-mentioned express car commenced its career down the steep incline, being up with its nose in an adjoining clump of trees. Coincidentally with these latter transpositions the engine released itself, the throttle and the locomotive came to rest at last within a very short distance.

(Continued on page 6.)

BERLIN
DAILY TELEGRAPH

February 28, 1907

Smash-up In G. T. Yards

Last night about 9.15 o'clock, as engine 156 was backing down the main line east of the depot, Engine 46 with freight train collided with the result that Fireman Harry Clay, Buffers St., was thrown out and rendered unconscious. Dr. Deacon was summoned and the injured man was conveyed to his office. No serious injuries were sustained.

The box cars in the wreck were considerably damaged, the door having been torn off and the sides badly splintered.

The step of the engine was also broken off in the collision.

STRATFORD DAILY HERALD
MAY 29 1908

G. T. R. EXPRESS IN DITCH AT ST. MARYS

Narrow Escape of 100 Passengers
When Train Dashes Into
Tampered Switch.

By Our Own Reporter.

ST. MARYS, Sept. 9.--To look at G. T. R. passenger train, No. 66, which left London at 5.30 o'clock last evening as it lay wrecked in the St. Marys yard it seems well nigh impossible that the train with its load of over 100 passengers and crew could be twisted into such a heap and no one be injured.

The train was approaching the St. Marys yard, and was travelling at about 20 miles per hour. As they were approaching the siding into the Maxwell works, the engineer noticed that the switch, though the light was turned right, was a little open. He plunged the brakes on, and tried to stop it, but did not succeed.

The engine took the switch all right, as did the front wheels of the tender. The hind wheels, however, took to the siding, and the baggage car and the rest of the train followed.

The baggage car carried the tender of the engine around until it crashed into the engine, completely demolishing the cab and turning the tender over on its side.

The side of the baggage car was torn out, and is laying partially on its side. The rest of the coaches left the rails. The roadbed was torn up for considerable distance.

Some of the passengers were injured at all, but Mrs. Mary S. Conder, of Coburn street, Stratford, is hysterical as a result of the nervous shock. She was carried from the train and taken to a nearby house, where she is under the care of the G. T. R. physician.

It is difficult to tell how Engineer Halpin and his fireman escaped, in fact they do not know themselves. The cab of the engine was torn to pieces, yet the engineer only received a slight scratch on the leg. The fireman was uninjured. Brakeman W. Harris also received a bad shaking up.

Conductor Frank McCormick was in charge of the train and escaped unhurt. Superintendent C. E. Gillen, of the G. T. R., was soon on the scene. He said that it was wonderful how the cars could be piled up so, and no one hurt. The damage to rolling stock and the roadbed, he said, would only be about \$1,200 or \$1,500.

As to the cause of the wreck, Mr. Gillen said that it was his opinion that the switch had been tampered with.

LONDON FREE PRESS
September 9, 1909

ST MARYS

THE CAR OF HAY ACTED AS BUFFER

WAY FREIGHT AND ~~YARD~~ EN-
GINE COLLIDE AT GUELPH.
—ENGINEER HURT.

(Special Despatch to The Globe.)

Guelph, May 10.—Grand Trunk way freight from Toronto to Guelph, with Engineer Williamson and Fireman Thomas Peters of Toronto, collided with the yard engine 100 yards east of Traitor's Cut at 4.30 this afternoon and the line is blocked. Engineer Williamson was taken to the General Hospital, his face badly cut, back badly sprained and bruised. All the others escaped by jumping. The yard engine was taking a load of hay to the Provincial Prison Farm siding. The operator at Rockwood, acting while the agent was on a holiday, forgot, it is alleged, to give holding orders to the way freight, and the two met head-on. The car of hay was completely telescoped, and the hay scattered down a fifty-foot embankment on both sides, and the tender and cab of the yard engine demolished. Only for the hay car both engines would have gone down the embankment. Trains to and from Toronto transferred passengers on each side of the wreck and then reversed their direction.

TORONTO GLOBE

MAY 11 1912

FIREMAN DEAD; FOUR HURT IN G. T. R. WRECK

J. I. Scott, of Stratford, Meets
Death at Parkhill When
Freight Collides Head-
On With Log Train.

CRASH COMES RIGHT AT
THE VILLAGE STATION.

People on the Platform, Warned
by Trainmen, Jump Out
of Danger.

PASSENGERS ON MIXED
TRAIN THROWN ABOUT.

Four Women on Board, One From Strat-
ford and One From Park-
hill, Injured.

KILLED.

J. I. Scott, fireman, of Stratford.

INJURED.

Miss Higgins, Stratford, seriously.
Mr. D. M. McLeod, Parkhill, slightly.
Chas. Bryant, brakeman on log train.
A. E. Durnin, Lucknow.

Special to The Free Press.

PARKHILL, Oct. 17.—Grand Trunk
train No. 72, mixed, of 24 cars, hauled by
two engines, collided head-on with a
through log train, of 18 cars, here at 7.12
this evening, with fatal results. Fireman
J. I. Scott, who from papers found on him
is understood to live in Stratford, was
crushed between the tender and engine
and killed. Engineer Whiting, on the same
locomotive, 2227, jumped, and so did En-
gineer James Farr, of Stratford, formerly
of Goderich, who was driving No. 246, in
front. These escaped serious injury.

The accident occurred in a most pec-
uliar way. The mixed train, in charge
of Conductor Morris Hushin, of Sarnia,
had just arrived here and was about to
back into the switch to let the through
freight pass, when the big compound en-
gine, hauling the westbound train, came
rolling in. "Jim" Farr's engine whistled,
and the brakeman shouted a warning to
the passengers on the platform. These
saw calamity impending and many of
them jumped the fence at the depot.

The crash came between the station and
the main street, opposite the Arlington
Hotel. The engine crews jumped, and
Fireman Scott was apparently trying to
get out when he was caught. Passengers
on the mixed were thrown about and
bruised. Mrs. D. M. McLeod, of this
place, was injured by being thrown
against a seat. Miss Higgins, of Strat-
ford, who was seriously injured, is being
cared for by a physician here. Mr. A.
E. Durnin, fruit inspector, of Lucknow,
was bruised about the face.

The leading engine on the mixed was
badly damaged and the tender thrown into
the ditch. A car of apples was smashed
against the tender of the second locomotive.
The compound is off the track, and
the line blocked. A car of 13 cows, con-
signed from Forest to Port Arthur, was
close behind the engines, and one of the
cattle sustained a broken leg.

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close behind the engines, and one of the
cattle sustained a broken leg.

The engineer of the first locomotive on
the mixed told The Free Press correspond-
ant that while his orders were to pass
the log train at 7.15, the accident oc-
curred at 7.12.

The Stratford auxiliary, in charge of
Trainmaster Porter, is at work on the
wreck.

Coroner Anderson, of Alisa Craig, will
hold an inquest to-morrow.

LEFT AILSA CRAIG AT 6.57.

AILSA CRAIG, Oct. 17.—In a head-on
collision on the Grand Trunk, eight miles
west of this place, at 7.12 this evening,
Fireman Scott was killed. The locomotives
were derailed.

Train No. 72, an eastbound mixed, due
here at 6.55 p. m., collided with extra
freight 672, going west from Stratford.
No. 672 left here at 6.57 and had 15 min-
utes to reach Parkhill. She did not make
the distance in the quarter of an hour and
the trains crashed together, when about
six cars of the mixed were out of the
Parkhill switch.

Outside of the damage to the engines,
not much harm was done to the rolling
stock. It is understood here. Engines 2223
and 2146 were on the eastbound train. The
first engine had gone west to Thedford
and was coming back as a double-header.
Some cattle in cars behind the engine of
the freight were injured.

Trains No. 5 and 7, of the Toronto
Sarnia line, were sent around by London
last night on account of the Parkhill
wreck.

LONDON
FREE
PRESS

Friday
October 18, 1912

COLLISION AT GEORGETOWN

TWO G. T. R. FREIGHTS.

Twenty Freight Cars Piled Up Early This Morning and Traffic Was Blocked.

With a crash that could be heard some miles away, two heavy Grand Trunk trains came together at 5 a.m. near Georgetown. The result of the collision was that about 20 cars were derailed and traffic blocked from the west and western branch lines until noon. Fortunately no one was seriously injured. The engineer and fireman of one of the trains, however, had a very narrow escape from death. The fireman, said an eye witness, was practically leaving the steps of the tender when the trains collided and the engineer thought he was killed. The official report of the collision reads: "Freight train was standing on siding when the second one came along and crashed in to it."

TORONTO
TELEGRAM

JANUARY 3

1913

Another Smash-up at Georgetown

About five o'clock last Friday morning one Grand Trunk freight train side-swiped another standing in the yard at Georgetown. About twenty cars were derailed, piling up in the yard and blocking all traffic. The extent of the damage was considerable. Nobody was injured. As a result of this blockade, there were no trains from Toronto on the Grand Trunk until the afternoon. The mails were all delayed, and a good deal of annoyance was caused to passengers.

Acton Free Press

JANUARY 9, 1913

OPEN SWITCH CAUSES WRECK

Berlin, Ont., Nov. 7.—An east-bound G.T.R. freight train ran into an open switch and crashed into a way freight at Baden yesterday. The engine of the eastbound train and the cars of the way freight were badly wrecked by the impact. The engineer and fireman jumped from the engine in the nick of time and escaped uninjured. The open switch is reported to have been the result of the negligence of a brakeman.

HAMILTON SPECTATOR

November 8, 1913

TRAINMEN JUMPED IN NICK OF TIME

A wreck occurred at Baden on Thursday when an eastbound freight train ran into an open switch and crashed into a way freight. The engine of the train and the cars of the standing freight train were badly smashed by the impact. The fireman and engineer had a narrow escape. They jumped from the car in the nick of time and escaped unhurt. The open switch which caused the wreck is said to have been due to the negligence of a brakeman.

Kitchener Waterloo
Record

November 8 1913

TELEGRAPH

SATURDAY NOVEMBER 8, 1913 TWELVE PAGES

TWO FREIGHT TRAINS COLLIDED NEAR BADEN

An eastbound Grand Trunk Railway freight train ran into an open switch and crashed into a way freight at Baden. The engine of the eastbound train and cars of the way freight were badly wrecked by the impact. The engineer and fireman jumped from the engine in the nick of time and escaped uninjured. The open switch is reported to have been due to the negligence of a brakeman.

Berlin, Ontario
TELEGRAPH

November 8, 1913

ENGINEER EDWARD RONAN

ALMOST INSTANTLY KILLED

Knocked From Engine Cab Steps
by Shunting Car Near
Roundhouse

RIBS CRUSHED IN ON
HEART CAUSING DEATH

Was About to Start for Pt. Dover
—Victim Was in Seaforth
Wreck

A sad fatality occurred this morning at 9:26 o'clock, directly in front of the west entrance to the G. T. R. roundhouse, in which Engineer Edward Ronan was almost instantly killed.

The engine, No. 2603, had been brought from its shed in the roundhouse out on to the track in front of the storeroom just over the switch, and into the cab of which Engineer Ronan was mounting to take charge, prior to a run to Port Dover with a string of freight cars, which were awaiting on a sidetrack, when a second engine, No. 618, driven by Engineer W. Veal with Roundhouse Assistant, Alfred Kerr, assisting him, with an empty freight car preceding the engine towards the roundhouse entrance, struck Engineer Ronan in the back, knocking him from the cab steps to the track beneath his engine.

Roundhouse Foreman A. W. Davis, who was an eyewitness to the accident, hurriedly summoned, by the emergency whistle, "First Aid" men from the shop staff, who removed the injured man to the office. Drs. Farmer and Deacon were summoned and rushed to his side. Dr. Farmer was on the scene at 9:38, just 13 minutes after the accident, but life had passed one minute before his arrival. An examination by Coroner Dr. Rankin showed that Engineer Ronan had met his death by being crushed to death, his ribs having been crushed in upon the heart.

The car (No. 202021), by the corner of which Engineer Ronan had been killed, was battered up by its contact after knocking Engineer Ronan down. The engine had been standing partly foul of the track up, on which Engineer W. Veal was proceeding with the box car. In the cab into which Engineer Ronan was climbing was his fireman, Mr. Harry May, of McNab street.

Leaves Wife and Family.

Engineer Ronan has been running as a spare engineer from the local roundhouse for some time, and was promoted from fireman to engineer in 1907. He was a member of the immaculate Conception church, and leaves to mourn his loss a wife (formerly Miss B. Walsh), and two small children, residing at 232 Queen street. He was 33 years of age.

Coroner Dr. Rankin has called an inquest for tonight at 8 o'clock in the embalming parlors of Down & Fleming.

Was in Seaforth Wreck.

It will be recalled that Engineer Ronan was the engineer in charge of the second engine on the double-headed which was derailed at Seaforth in the February storm, and from injuries received in which accident Engineer John Ross, who was in charge, succumbed two weeks ago.

Profound regret prevails in local railway circles over the shocking accident. Engineer Ronan was very popular with railroad men, as he was genial and courteous and an efficient "knight of the throttle."

STRATFORD
April 15, 1915

JUMPS TRACK AT STATION

The second accident to happen at the local station within the past few days occurred this morning when the engine pulling the passenger train from London arriving in the city at 7.25 o'clock, jumped the tracks at the crossing of Nile-street. No damage resulted, except for the tearing up of a few feet of track and the planks between the rails splintered. Just what is causing these accidents is not known. It is fortunate, however, that the weak spot is not further away from the station as much serious damage would result if the train were travelling at a high rate of speed.

Derailement at St. Paul's

Train 1272, a St. Marys way freight in charge of Conductor G. McKay and Engineer J. Gill, jumped the tracks when two miles east of St. Pauls on Monday. The Stratford auxiliary was called out and had the train re-railed at 7 p.m. No serious damage resulted. The cause of the accident is unknown. The passenger trains from London had been running over the same tracks, which are straight and apparently in good condition. The cars on being placed on the tracks again were drawn into Stratford, and it was noticed that all

the wheels were in good running order. The train was travelling at the rate of 15 miles per hour at the time of the accident.

STRATFORD

DAILY HERALD

JUNE 7 1921

FATAL ACCIDENT TO YARD HELPER ON GRAND TRUNK

Joseph Hopf Crushed To Death
Between Two Cars Near
Junction

CARS BROKE LOOSE

Accident Occurred When Victim
Attempted To Board Car To
Apply Brakes

Pinned between two box cars on a siding near the Grand Trunk freight sheds while working with the yard engine crew at night, Joseph A. Hopf, of New Hamburg, a G.T.R. yard helper met instant death, when he was terribly crushed about the body. The unfortunate fatality, which occurred about 1:25 o'clock, resulted from a derailment at a switch about a hundred yards south of the Edinburgh Road crossing, which caused five cars on an adjoining track to break away and run loose in the direction of the Grand Trunk Junction. Hopf, who was assisting the yard crew in switching some cars on the freight shed sidings, observing the cars getting away, evidently attempted to climb up the side of one of the high cars to apply the brakes, and in so doing he apparently failed to observe another car which was standing on the bend of a switch leading to the track on which the cars were running, with the result that his body was jammed between the roofs of the two cars before he had time to reach the top platform.

Conductor Gives Signal

Conductor J. H. Siegner, who was in charge of the yard engine gang, noticing that the rear trucks on one of the cars had left the rails, signalled Engineer John Lowes to stop his engine. After the crew had examined the derailment, they were unable to find any trace of young Hopf, and owing to the darkness of the night it was several minutes before they discovered his lifeless body hanging between the two cars a few yards down the track.

The crew experienced little difficulty in releasing his body from between the two heavy cars, but when he was removed it was apparent that life was extinct, and that he had met instant death. A call was at once sent for a physician, and Coroner Dr. A. MacKinnon, who was summoned, after examining the body, came to the conclusion that the internal injuries suffered by the young man were sufficient to cause his death. His right arm was also badly fractured. The city ambulance which had been called, conveyed the remains to Mr. A. McNiven's parlors on Douglas Street, where an inquest was opened at 11:15 o'clock this morning, with Coroner Dr. MacKinnon present.

Inquest Ordered

After viewing the body, the jury was dismissed until Tuesday evening next, when the inquest to enquire into the circumstances surrounding the fatality will be resumed. The jury empanelled was as follows: R. B. Robson, foreman; W. G. Hood, Wm. Laidlaw, R. J. Jasper, John M. Tyson, Geo. F. McArthur, James E. Graham and Robert E. O'Connor.

The victim of the accident, who came to Guelph from New Hamburg about two years ago, had been employed in the local Grand Trunk yards for the past twelve months, and was regarded as a very careful and conscientious workman. He was very popular with the members of the yard engine crew, and his untimely death was a severe blow to his fellow workers, and also to the members of his family, who will have the sympathy of a host of friends in the loss they have sustained.

Born In New Hamburg

The late Joseph Hopf was a son of the late Mr. and Mrs. Joseph Hopf, of New Hamburg. He was 23 years of age, and before coming to Guelph was known as one of the most popular young men in the neighboring village. He leaves to mourn his loss, one brother, John, and two sisters, Mrs. A. Haun and Mrs. H. Panchen, all of New Hamburg.

The remains will be taken to New Hamburg this afternoon, and the

Guelph
Mercury

September 16
1922

Flyer Is Derailed at Shantz Station; Wife of Mayor Is Injured

Mrs. Tom Brown Thrown Across Car When Train Left Rails; Removed to Hospital Where X-ray Photo is Taken; Passengers Reach City Early This Morning; Several Other Local Persons on Board.

Traffic is Badly Tied Up and Trains are Detoured; Defective Rail Believed to be Cause of Accident; Passengers in Danger When Car is Turned Over; Crew Escapes Injuries.

Travelling along at a rate of 35 miles an hour, the C. N. R. train, popularly known in Stratford as the "Nine O'clock Flyer," was derailed at 8.05 last night three miles east of Breslau, near Kitchener. Miraculously enough, though the train was fairly well filled, no one was killed and only one or two were injured—slightly at that.

It is not known yet what caused the wreck. Early information that a broken rail was the offender was discounted by station officials at noon today.

The train was made up of five coaches, including a parlor and baggage car. All of them ran off the track to the right, though the parlor car was the only coach to turn upside down. Although the trailer of the engine tender left the tracks, the engine itself kept the rails.

Escaped Injury.

There were several Stratford persons on the train, which was due here at 8.55. Of these, as far as can be learned, Mrs. Brown, wife of Mayor Tom Brown, was the only person to suffer to any extent.

Local people on the train were brought in to the city at 1.10 this morning, by passenger equipment sent out from here shortly after the accident occurred.

The Stratford Chief Dispatcher and his staff suffered as a result of the dislocation of traffic. Trains had to be detoured until 10 o'clock this morning, when the road was cleared.

No. 39, due at 10.15 last night was detoured by Guelph, Hamilton and Paris. No. 28, leaving at 7.40 this morning was sent around by way of Paris and Hamilton. No. 26, leaving here at 5.30 a.m., passed the train at the point of derailment and No. 29, due in Stratford at 10 o'clock this morning was held at Guelph until the main line was cleared.

The engineer on the train was a Stratford man, Mr. A. G. Brown of 150 Falstaff st. He was not injured in any way. D. Elliott of Goderich was the conductor in charge.

Tracks Torn Up.

The wreck left the track in bad shape. The rails and ties were torn up so badly, it will be difficult to determine the real cause of the accident. The wrecking crew did good work and had everything cleared for all traffic by 10 o'clock this morning.

The station restaurant people waited for the arrival of the relief train shortly after one o'clock this morning and passengers were able to drown their sorrows in hot coffee on their arrival.

Mrs. Tom Brown, escaped miraculously from serious injury or death when she was thrown across the dining car when the train was derailed and the diner turned over.

Mrs. Brown spent yesterday in Toronto and was having dinner about 7.30 o'clock when the mishap occurred. She was sitting on the south side of the car and the shock threw her across to the north side of the diner turned over.

Fear that the car would be filled with gas made the position of those in the car a precarious one but the end door was finally opened and so far as can be learned all the occupants escaped, though all suffered more or less from shock.

A medical man at the Kitchener depot offered to take the Stratford folk and others who had been injured to the Kitchener-Waterloo hospital.

THREE SLIGHTLY HURT IN WRECK, SAY OFFICIALS

MONTREAL, April 17. — (Canadian Press Despatch) — Official report on the train wreck at Shantz, Ontario, issued by the Canadian National Railway officials this morning follows:

"Train Number 37, Toronto to Goderich, at 8 p.m. last night at a point three miles east of Breslau, Ontario, had baggage car and four coaches derailed. Equipment remained upright and three passengers who suffered slightly from shock continued their journey."

STRATFORD RAIL FIRST AID TEAMS HIGHLY PRAISED

City Centre of Enthusiasm, Says St. John Association Bulletin.

NEARBY STATIONS ARE AFTER HONORS

Railwaymen Held Wallace-Nesbitt Trophy Despite Hard Competition.

"Stratford is undoubtedly the centre of first aid enthusiasm among railway employees."

This sentence is found in the first aid bulletin for March, 1923, issued by the Head Office, Canadian Branch of St. John Ambulance Association.

The bulletin deals with the trophy competitions held this year in which local teams did so well. But it points out further: "On looking the entries over, however, it will be noted that the neighboring railway points around have caught the infection, and, as a friendly hint to Stratford, we may say they are all working hard to ultimately win the trophy emblematic of railway first aid supremacy."

Commenting on the results of the competition, the bulletin says: "The entries for the Wallace Nesbitt Railway Trophy showed a large increase this year and the Rose Water Dish rests for another year in Stratford."

Indeed, we might almost think this railway centre specialized in this magnificent Nesbitt Trophy. The winning team was ably backed up by No. 2 team from the Shops, so they could hardly have failed."

Out of 300, the total number of marks possible to be obtained, in the senior trophy, Montlambert (Championship), No. 1 team from the Shops got a total of 221½. No. 1 team, International Coal and Coke Co., Alberta, got 222½.

In the competition for the Wallace Nesbitt Railway (Rosewater Dish), Stratford teams captured first, second and fourth places. No. 1 team from the Shops came first with 277 marks out of a possible 350; No. 2 team from the Shops were second with 274½ marks of a possible 350 and No. 1 team, G. T. R. Station, stands fourth with 264½.

There were 32 entries for the Wallace Nesbitt general trophy and No. 2 team, G. T. R. Station, Stratford, succeeded in landing third place with a total of 250½ marks out of a possible 350.

STRATFORD
DAILY
HERALD
April 17
1923

TRAIN WRECKED NEAR MOSBORO

Several Coaches Of Goderich Flyer Left the Tracks Last Night

Canadian Nationals Train No. 37, known as the Goderich flyer, which left Guelph station at 7.43 last evening, jumped the tracks while traveling through a deep cut a mile and a half west of Mosboro station, the baggage car and four coaches leaving the rails, and plowing up the tracks and roadbed for a distance of 600 feet. No serious damage resulted from the wreck, but if the accident had occurred a hundred yards in either direction from the scene, there would certainly have been a loss of life, as the coaches would have dropped down a steep embankment. As it was the derailed coaches rolled over against the banks of the cut, and no one was seriously hurt, although several of the hundred passengers on the train were shaken up.

It was reported at Mosboro this morning that the negro chef of the diner was penned in his pantry when the accident occurred, the jar to the train jamming the door. He suffered from escaping gas, but was able to turn off the jets before being overcome. When taken out he was quite confused, and it was some minutes before he was revived. It was also reported that the wife of the Mayor of Stratford, who was eating her dinner in the dining car when the crash came, was among the most seriously shaken up. A small child on the train was said to have slept through the whole affair and was not aware of the wreck.

The engine did not leave the tracks, and after the accident it proceeded to Kitchener, where an extra car was secured and the passengers were later taken through to Stratford. Traffic on the line was not resumed until noon today, a temporary track having been built around the scene of the wreck. It will be several days before the necessary repairs are made. The train from London, due here at 2.30 this morning, did not arrive until one o'clock, it being held at Kitchener until the temporary track was laid.

The train, which was wrecked, was in charge of Conductor Elliott, of Goderich, and Engineer Brown, of Stratford.

Official Statement.

MONTREAL, Que., April 17.—At the headquarters of the Canadian National system here the following official statement dealing with the mishap was given out:

"Train No. 37, Toronto to Goderich, at 8 p.m. last night, at a point three miles east of Breslau, had a baggage car and four coaches derailed. The equipment remained upright. Three passengers suffered slightly from shock, but continued their journey."

GUELPH
MERCURY
April 17 1923

Auxillaries Finish Work

The laying of a temporary track where the derailment occurred on the Canadian National line near Mosboro on Monday night, allowed all the regular passenger trains to run on schedule time between Guelph and Kitchener since yesterday noon. The auxillaries from Toronto and Stratford were working at the scene of the derailment until noon today, when the last coach was lifted back onto the tracks. The track crew are now busy repairing the track bed, and new steel will be laid at once to replace the rails torn up when the derailment occurred.

GUELPH MERCURY
April 18, 1923

CREW JUMP TO SAFETY AS TRAINS COLLIDE

**Travelers' Special From London
Rams Freight At St. Pauls.**

**PASSENGERS UNHURT,
BUT DAMAGE IS HEAVY**

**London Train, Coming At Good
Speed, Hits Freight Almost
At Standstill.**

Special to London Free Press.

STRATFORD, March 3.—About 8 o'clock this morning two C.N.R. trains came together in a head-on collision near St. Pauls, smashing considerable equipment, but not injuring any of the passengers or crew.

In that sense it was a decidedly lucky accident for in ordinary circumstances an accident of this type would have meant much loss of life. The two trains were a way-freight, traveling west, and a passenger special, traveling east.

TRAVELING RAPIDLY.

The way-freight, engine No. 182, was in charge of Conductor Frank Taylor and Engineer McCarthy, and was on the way to London. Conductor Stabler and Engineer Staley were in charge of the special, which is a new train recently put on to accommodate commercial travelers, and which was coming from London. The freight was almost stopped but the passenger train was coming at a good speed.

Both engines were badly smashed and the passenger engine was driven half way through the baggage car, which was of steel. This acted as a cushion and saved the passengers from any more than a severe shaking up. An auxiliary train carrying doctors was sent from Stratford, but no one was hurt. The engine crew jumped in time to escape injury.

PASSENGER TRAIN GOING SLOW WHEN CRASH OCCURS

In connection with the head-on collision between the travelers' special passenger train bound for Stratford and a way freight bound for London on Monday morning, a dispatch from Stratford stated that the freight was almost at a standstill, while the passenger train wasn't traveling at a good speed.

According to the report turned in to the local C.N.R. office by Conductor Stabler and Engineer Staley, in charge of the London train, this was not so. They both stated that the passenger train was traveling at a slow rate of speed, while the freight was proceeding quickly when the smash occurred.

MARCH 4, 1924

LONDON FREE PRESS

MARCH 3
1924

Head-on Collision at Acton Station

Two Freight Trains Collided on
Sunday Morning—Three are
Injured in Railway
Accident

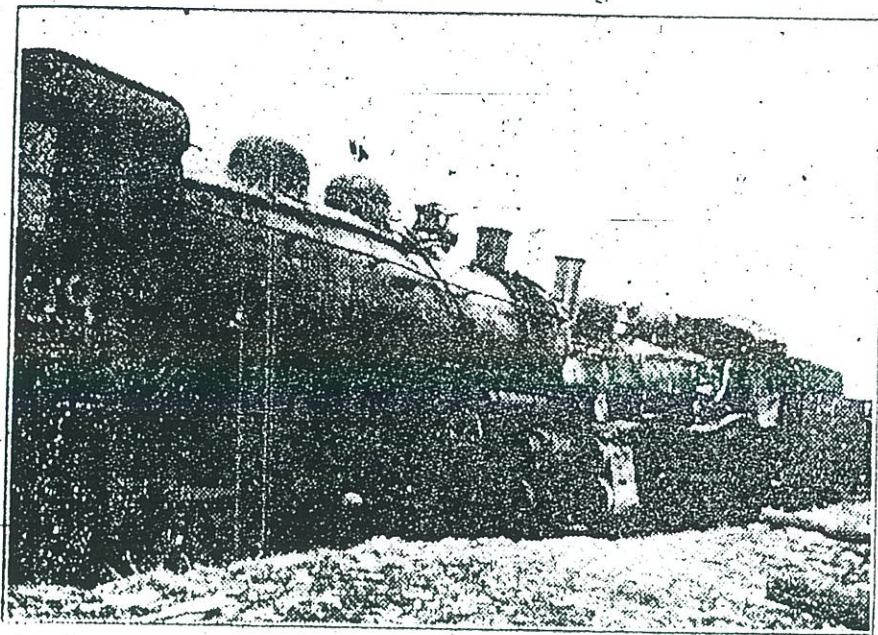
The worst train wreck that has occurred in Acton in years occurred on Sunday morning, about ten minutes to six. A fast C. N. R. freight, with seven cars, collided head-on into a heavier locomotive of an eastbound train, which was shunting on a switch and was thrown from the rails on its side on the road-bed. The accident occurred just east of the station at the Queen Street crossing. The eastbound train had seven cars in its train. None of the cars of either train were thrown from the tracks.

It would appear that each engineer saw the other but evidently Sutherland was of the opinion that the incoming freight would stop before coming into the yards, and Harrington thought he could clear before the slowly moving outbound left the siding.

Engineer Joseph Harrington and Fireman Clark Ross, of Palmerston, in the cab of the wrecked engine, received more or less serious injuries which necessitated their immediate removal to the Guelph General Hospital. The former is suffering from severe head injuries and the latter a fractured leg. Both were picked up from the wreck of the derailed engine. Harrington was unconscious.

Trainman Stanley Hobson, also of the Palmerston crew, was taken to Guelph in the afternoon to have his back X-rayed, it having been injured when he was thrown to the floor of the caboose by the terrific impact.

Leaping for their lives from the cab of the shunting locomotive a moment before the crash occurred, Jack Sutherland, engineer, and Bill Cunningham,



C. N. R. COLLISION AT ACTON

This photograph of the freight wreck here last Sunday was taken after the engine on the right had been placed back upon the tracks after it had capsized following the collision.

Acton Free Press

April 28, 1928

the yards, and Harrington thought he could clear before the slowly moving outbound left the siding.

Engineer Joseph Harrington and Fireman Clark Ross, of Palmerston, in the cab of the wrecked engine, received more or less serious injuries which necessitated their immediate removal to the Guelph General Hospital. The former is suffering from severe head injuries and the latter a fractured leg. Both were picked up from the wreck of the derailed engine. Harrington was unconscious.

Trainman Stanley Hobson, also of the Palmerston crew, was taken to Guelph in the afternoon to have his back X-rayed, it having been injured when he was thrown to the floor of the caboose by the terrific impact.

Leaping for their lives from the cab of the shunting locomotive a moment before the crash occurred, Jack Sutherland, engineer, and Bill Cunningham, fireman, both of Stratford, escaped with a shaking up.

The Stratford engine had cleared the siding by only a few feet when the crash occurred. In the meantime, realizing that a smash was inevitable, Sutherland and Cunningham had applied the full force of their air brakes and jumped. As the abandoned locomotive was grinding to a stop with its nose on the main line, the engine from the east plunged into it, reared in the air and toppled over on to the roadbed and another track, belching smoke and steam.

The boiler head of the engine on the westbound train was driven out completely and its cab, with the two men who were injured in it, was telescoped by the tender. How they escaped being crushed to death is a mystery. Some idea of the collision can be obtained from the photograph which appears in another column and was taken just after the engine had been set upright again on the tracks.

Within an hour and a half two wrecking trains, one from Toronto and a second from Stratford, were on the scene. The combined strength of the two derricks had to be brought into play before the toppled locomotive could be placed on the rails again. It sagged badly just forward of the cab.

The line was clear before any interruption of traffic resulted, and the Toronto auxiliary returned, leaving the Stratford crew to clean up the debris which littered the triple line of tracks and roadbed. The passenger train from Toronto, due at Acton about 10.30, was given passage over the lines without delay and no tie-up in traffic resulted from the collision.

Divisional Superintendent W. J. Pigott and Assistant Superintendent Thos. Rennie accompanied the auxiliary from Stratford and personally investigated the crash. They and other company officials remained until the scene was cleared.

Residents who live in the vicinity heard the crash and rendered what aid they could to the injured men until their removal to the hospital. Numerous citizens visited the scene of the wreck during the day. But like the other derailment that occurred here dur-

Acton
Free
Press

April 12.
1928

THREE OF CREW HURT AS TRAINS COLLIDE

Through Freight From Toronto
Crashes Engine Switching
at Acton

Acton, April 8.—In a head-on collision of two freight trains here today three members of the crew were injured. Engineer Joseph Harrington suffered severe head injuries; Fireman Clark Ross, leg was fractured, and Brakeman Stanley Hobson, back was injured. They were taken to Guelph General hospital.

The accident occurred on a switch at a point about 200 yards east of the depot, when a through freight from Toronto crashed a locomotive being switched at that point. The former left the tracks, toppled on its side. The boilerhead was driven out, and the tender telescoped the cab. The other engine was driven back on the siding.

The switching engine crew jumped when they saw the collision was inevitable.

Wrecking trains from Toronto and Stratford cleared the line without any interruption of traffic. Superintendent W. J. Piggott and Assistant Superintendent Thomas Rennick accompanied the auxiliary crew from the Stratford and made an investigation.

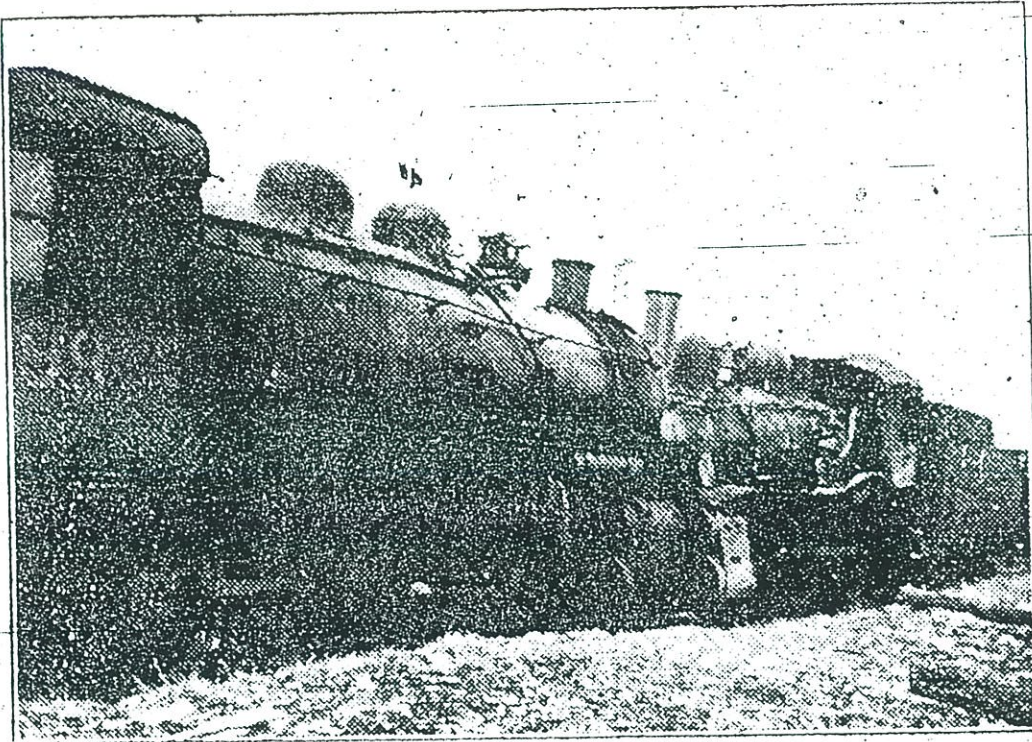
TORONTO
STAR

April 9
1928

Free Press

RIO, CANADA

THURSDAY EVENING, APRIL 12, 1928



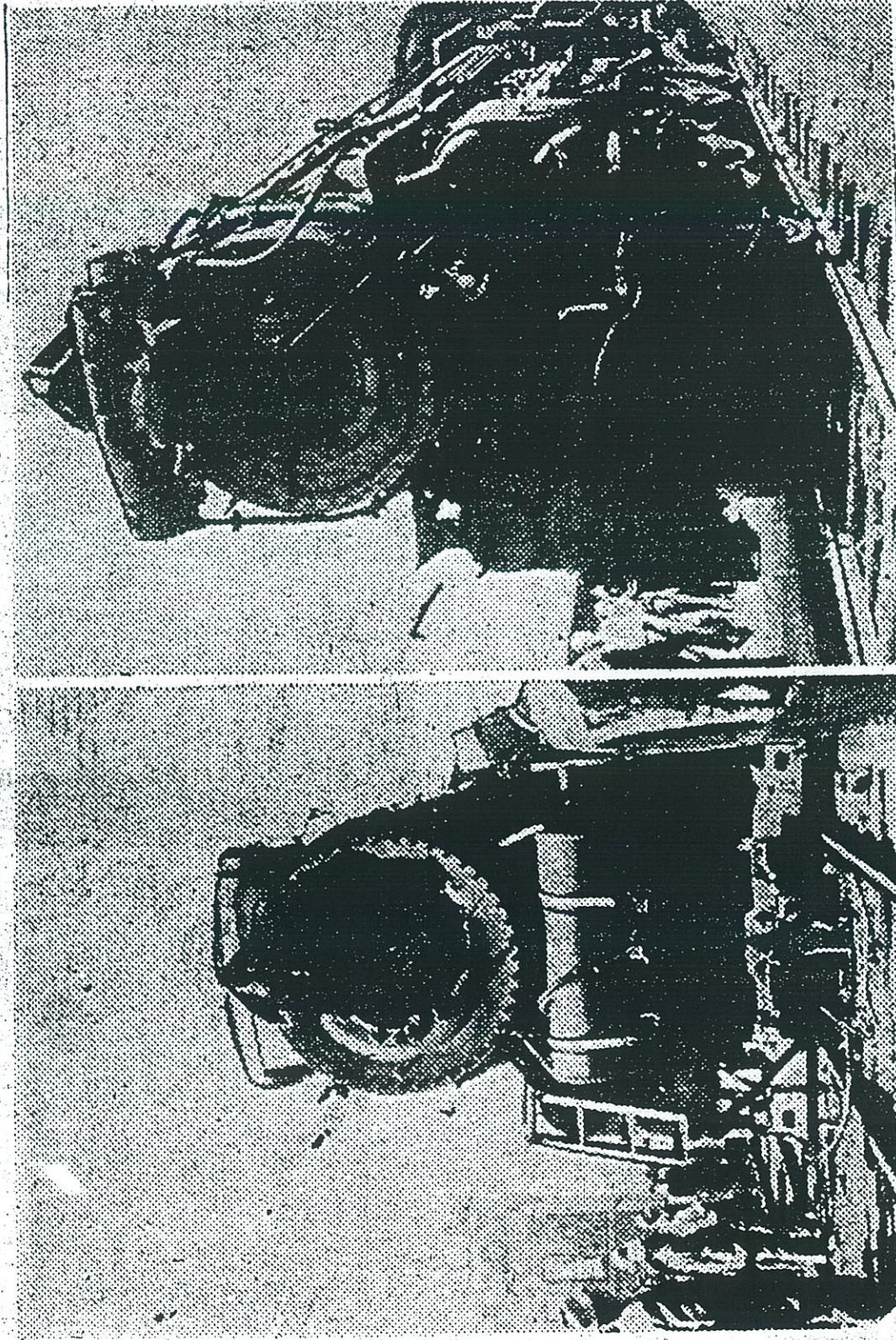
C. N. R. COLLISION AT ACTON

This photograph of the freight wreck here last Sunday was taken after the engine on the right had been placed back upon the tracks after it had capsized following the collision.

Acton
Free
Press

April 12
1928

Engines Involved in Head-on Crash Here



The two locomotives shown above were badly smashed yesterday when they figured in a head-on collision in the C.N.R. station here. Eighteen persons were slightly injured in the accident, which occurred when the engine on the left, hauling train No. 28, eastbound from Stratford, crashed into the engine on the right, which was hauling train No. 172, which was standing in the station. The south-bound train had backed into the station after having arrived from the north.

Guernsey
Mercury.

June 23

1936

ASHED AS TWO TRAINS IN C.N.R. STATION HERE

Passengers Shaken Up and Cut But Escape Serious Injury As Heavy Engines Come Together

Steel Rails Beneath Locomotive Are Crumpled as Engines Are
Crashed Against Tenders—Front of Both Locomotives
Smashed Open—Passengers Thrown From Seats But Only
One is Given Medical Attention—One Train Was Standing on
Track When East-Bound Cars Swung Into Station

CRUMPLING up steel rails, and crashing locomotives back against the tenders so that they literally rose off the rails, two C.N.R. passenger trains collided head-on in the C.N.R. station here this morning. A number of passengers were shaken up and cut, but none was seriously injured.

Both locomotives were completely wrecked. The driving mechanism was buckled to such an extent that the wheels rose from the rails, and the front structure of both engines was completely shattered.

Engineers and firemen on both trains escaped, miraculously, without injury, despite the fact that the cabs were crumpled and twisted.

How the accident occurred was not explained, but both trains were on the same track. One was standing, while the other was travelling at low speed when the collision, which hurled passengers out of their chairs, and sent them spinning against seats in front of them, occurred.

One person, Mrs. W. Colligan, of Stratford, wife of the chief dispatcher, received medical attention. She suffered injuries to her nose, but they were not of a serious nature, and she was able to proceed on her journey. A number of other persons were badly shaken up, and received minor cuts, but after examination by Guelph doctors, they were said not to be in need of treatment.

Both on Same Track

The morning train from the north always backs into the station, and this morning, it had done so, and was standing on No. 1 track, facing west. The train from the west, Toronto bound, usually comes in on the same track, and this morning, it swung around the bend, heading straight towards the stationary train.

Eye-witnesses said that the Toronto train was travelling about twelve miles an hour when the collision occurred. There was a crash, which could be heard all over the downtown section, immediately followed by a roar of steam, which escaped from the shattered boilers with an explosive burst of noises.

Whole sections were ripped out of the front part of the locomotives.

The stationary engine rose in the air. It was stated, and both, were buckled so severely that the middle drive wheels were nearly a foot from the track. The rails were gouged out on the east-bound train, and the smaller wheels were ripped off. Behind the tender, all the coaches remained on the track, but the express car was shaken so severely that the contents of dozens of cans of milk flowed out of the car like a flood, and spread a white stream over the cinders of the track. Passengers were jarred, but not seriously injured.

Thrown Against Seats

One man said that the shock was sufficient to throw him against the seat in front of him. All of them

(Turn to page four, please)

GUELPH
MERCURY
JUNE 22, 1936

PASSENGERS SHAKEN UP AND CUT BUT ESCAPE SERIOUS INJURY AS HEAVY ENGINES COME TOGETHER

(Continued from page three)

declared that their surprise at the accident was greatly increased through the fact that the trainman, a minute before, had announced that the train was pulling into Guelph Station.

"We didn't get much chance to feel anything," said F. R. Stevenson, of Stratford, who was sitting in the smoker when the collision occurred. "I had my foot against the other seat, and all of a sudden—bang!" Mr. Stevenson had a slightly injured ankle. With him in the smoker was Harry Langar, of Stratford. The two men fell together on to the floor of the smoker, and were some seconds before they were able to extricate themselves from the tangle in which they found themselves. Mr. Langar was anxious to reach his two children, Howie and Jane, who were in the regular coach.

"I didn't know what happened,"

Howie said with a somewhat bewildered air. He was surprised, and almost felt that it was worth it to be in a wreck when he learned that his name would be in the newspaper. Jane confided that she had hurt her leg, but not badly. The two children were jarred from their seats when the crash occurred.

The roar of the collision immediately attracted a huge crowd from all parts of the downtown district. With one accord, people on Wyndham Street started to run for the steps leading for the station, and in a minute, the platform was crowded with interested spectators.

Efforts were made immediately to clear the wreckage from the line. An auxiliary engine commenced to move the coaches away from the damaged locomotive, and the wrecking crew from Stratford was expected at any time to begin the work of clearing the line.

GUELPH MERCURY
JUNE 22, 1936

TORONTO-BOUND TRAIN IN HEAD-ON COLLISION IN STATION AT GUELPH

Three Toronto People Hurt
When Standing Train
Is Struck

TREAT ONE WOMAN

Tracks Torn Up by Impact and
Passengers Thrown
in Floor

Eighteen persons injured when a Toronto-bound train, operating between Palmerston and Guelph, with four cars, was standing on track No. 2 at Guelph Station, discharging passengers, train No. 28, operating between Stratford and Toronto, cut into it head-on with the locomotive of train No. 172. A number of passengers of both trains were slightly injured, but were able to continue their journey.

A list of the slightly injured are as follows:

On train No. 28:

F. Totten, Kitchener, Ont., hip injured.

F. Mitchell, Parkhill, Ont., head injured.

N. Monteth, Stratford, head injured.

F. Robbins, Toronto, both knees injured.

A. Hilyer, Milton, back and legs injured.

J. L. Junt, Kitchener, eye cut.

D. O'Rourke, Kitchener, nose cut.

S. R. Stevenson, Stratford, right ankle hurt.

J. Jancuski, Kitchener, hip cut, broken.

W. Goodman, Guelph, nose cut, broken.

M. V. Parker, Goderich, shock, back and neck injured.

G. B. Munn, St. Mary's, shaken.

Anna, Algeat, Toronto, teeth broken.

Mrs. W. J. Cogan, Stratford, nose and hip injured.

On train No. 172:

Harry Knapp, Fergus, shaken up, no injury.

L. Thompson, Toronto, shaken up, no injury.

Mrs. B. D. Platt, Peterboro, hit on back of head.

H. Johnston, Port Dalhousie, shaken.

Damage to the equipment and the damage to the right. Accident occurred at 9:36 a.m. The cause of the accident is under investigation.

Railway employees and standing passengers waiting to get off at the depot, were hurried to the floors of the cars, but as far as could be ascertained, injuries were confined to bruises and shock in all cases. An eight-gallon can of cream was ejected from an express car on to the right-of-way.

It was thrown 25 feet when the car 1 was in was torn from its moorings, said John D. Leslie of Oakland, Cal. He was travelling to Toronto with his wife when the crash interrupted their journey.

About 100 passengers were on the Toronto-bound train.

Neither engineer nor fireman on either train was injured or pumped, according to station officials.

The crash could be heard for several blocks. Fortunately steam did not escape to scald people standing around the tracks at the depot.

The physicians called were Drs. Cramer, Leggett and Burroughs.

The crash occurred at 9:40 a.m.

Mrs. W. Colligan, of Stratford, was treated for minor nose abrasions by one of the three Guelph physicians hastily summoned to the station.

W. A. Kingsland, vice-president, Canadian National Railways, issued the following statement to-day:

While train No. 172 operating between Palmerston and Guelph, with four cars, was standing on track No. 2 at Guelph Station, discharging passengers, train No. 28, operating between Stratford and Toronto, cut into it head-on with the locomotive of train No. 172. A number of passengers of both trains were slightly injured, but were able to continue their journey.

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F. Robbins, Toronto, both knees injured.

A. Hilyer, Milton, back and legs injured.

J. L. Junt, Kitchener, eye cut.

D. O'Rourke, Kitchener, nose cut.

S. R. Stevenson, Stratford, right ankle hurt.

J. Jancuski, Kitchener, hip cut, broken.

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The crash could be heard for several blocks. Fortunately steam did not escape to scald people standing around the tracks at the depot.

The physicians called were Drs. Cramer, Leggett and Burroughs.

The crash occurred at 9:40 a.m.

The fronts of both engines were badly crushed. They did not leave the tracks, but were so twisted that railway officials stated they did not believe they could be removed till this afternoon.

TORONTO
STAR

JUNE 22
1936

Investigation to Take Place in Collision of Trains Here

MIGHT HAVE BEEN WORSE

Engineer on South-Bound Train Had Forethought to Put it in Reverse

Final work on the reconstruction of the C.N.R. track in the Guelph station, torn up when two trains were involved in a head-on collision yesterday, was completed today.

The auxiliary crew which came from Stratford completed its work last night about ten o'clock, and left for Stratford with the second of the damaged locomotives about midnight.

Quick thinking on the part of Engineer Bob Best, in charge of the train from the north which figured in a spectacular head-on collision at the Guelph C.N.R. station yesterday, was probably responsible for the fact that the crash was not much more serious than it actually was.

Engineer Best, in the cab of his locomotive, saw the Stratford engine as it rounded the bend, and immediately, he perceived that it could not stop in time. He put his own engine in reverse, and jumped on to the step of the locomotive to watch developments. After the collision, his engine rolled back several feet before he stopped it.

Possible Casualties

Witnesses said that if the engineer had not had the forethought to swing the train into reverse, nothing could have prevented the total wrecking of the two engines, with a possible long list of casualties. As it was, the fact that one engine was going backwards lessened the force of the impact to a considerable extent.

Investigation into the cause of the accident was still going forward today, with no official explanation of what actually occurred. It was reliably reported that Engineer Morton of the train from Stratford was now on the run. Both he and his fireman have been suspended pending investigation. Authorities said that the east-bound train should have waited just outside the station until the one which was standing in the station had an opportunity to clear the switches.

Work of the auxiliary crew which came from Stratford yesterday to clear the line attracted a crowd of hundreds, and railway and city police found their hands full in their effort to keep the surrounding space clear. The south-bound engine minus the pony trucks, was moved away after about two hours work, but it was some time later before the more seriously damaged east-bound locomotive could be taken from the badly torn up section of track on which it rested.

Case of Man-Failure

"It was a case of man-failure," reported W. A. Kingsland, vice-president of the Canadian National Railways. "The printed instructions in the time table call for a stop outside the station as this train is entering the Guelph station, the engineer's general instructions call for a stop, and the signal was against the train as it approached the station. Instead of complying with orders and the signal, he ploughed right ahead and crashed his train into the standing one."

ENQUIRE INTO GUELPH WRECK AT STRATFORD

Divisional Superintendent in
Charge of Investigation Into
Collision

TRAIN CREW TESTIFIES

C. J. McKeough Will Make Report
on Occurrence to Toronto
Headquarters

An investigation opened in Stratford yesterday before C. J. McKeough, superintendent of the Stratford division of the Canadian National Railways, into the head-on collision of two passenger trains here on Monday.

Evidence is being given by Engineer H. Morton and Fireman J. Burke of Stratford, and Conductor A. Mahon, of Toronto, members of the crew of Train No. 28, bound from Stratford to Toronto, which crashed into a Palmerston-bound train.

Mr. McKeough will make his report to headquarters at Toronto.

JUNE 24
1936

GUELPH
MERCURY

JUNE 23
1936

MOORE CAN STAY IN SNOW IN ONE AREA

**KEEPING THE BIRMINGHAM
BUS OUT OF DISTRESS**

James J. Connelley, chief of the New York City Police Department's 10th Precinct, said the officers were not sure if the man was the same person who had been seen in the area of the 10th Precinct in the past few days. Connelley said the man was seen in the area of the 10th Precinct in the past few days. Connelley said the man was seen in the area of the 10th Precinct in the past few days.

His column came on the heels of this Western Ontario city's first snowfall since Tuesday. "I'm not a weather optimist," Mr. Marshall said, "but I am hoping the blizzard will stop during the night and our tomorrow morning's travel can be somewhat normal."

There are 400 cars lined up at Simcoe, 200 at Peterborough and 200 each at Kingston and Ottawa. "And there are only 100 cars in western Ontario points on the other side," he said.

The accident with the passenger train involved his post on the division. It was a head-on collision with a freight train. The freight train was carrying five loaded cars and one empty car. The passenger train was carrying 100 passengers.

This is something akin to a situation which came to his attention this morning, leading him to wonder if there may be a link between the two.

Despite the fact that some 100,000,000 money there still was plenty of work for the Jews. A strong belief was held that Jews of all kinds were great business men and financiers, and that they had money. With their money and their cleverness they had made their clothes and shoes, jewelry, clothing into their own business. Their ends and means were the same. They had made their money by their hands for smaller battles with the same.

It was estimated by Chief Dispatcher William Collins that "what a foot" of snow had fallen during Tuesday, Wednesday and Thursday, bringing Strathairn's winter downfall total to roughly 75 inches—more than six feet.

Stallmaster Ed Buck said the snowfall was the most severe in the 24 years he has been milking.

"This one is an idiot," he said. "We've had all of them around here, but in this one I can hardly wait to be a day since early November that we haven't had them."

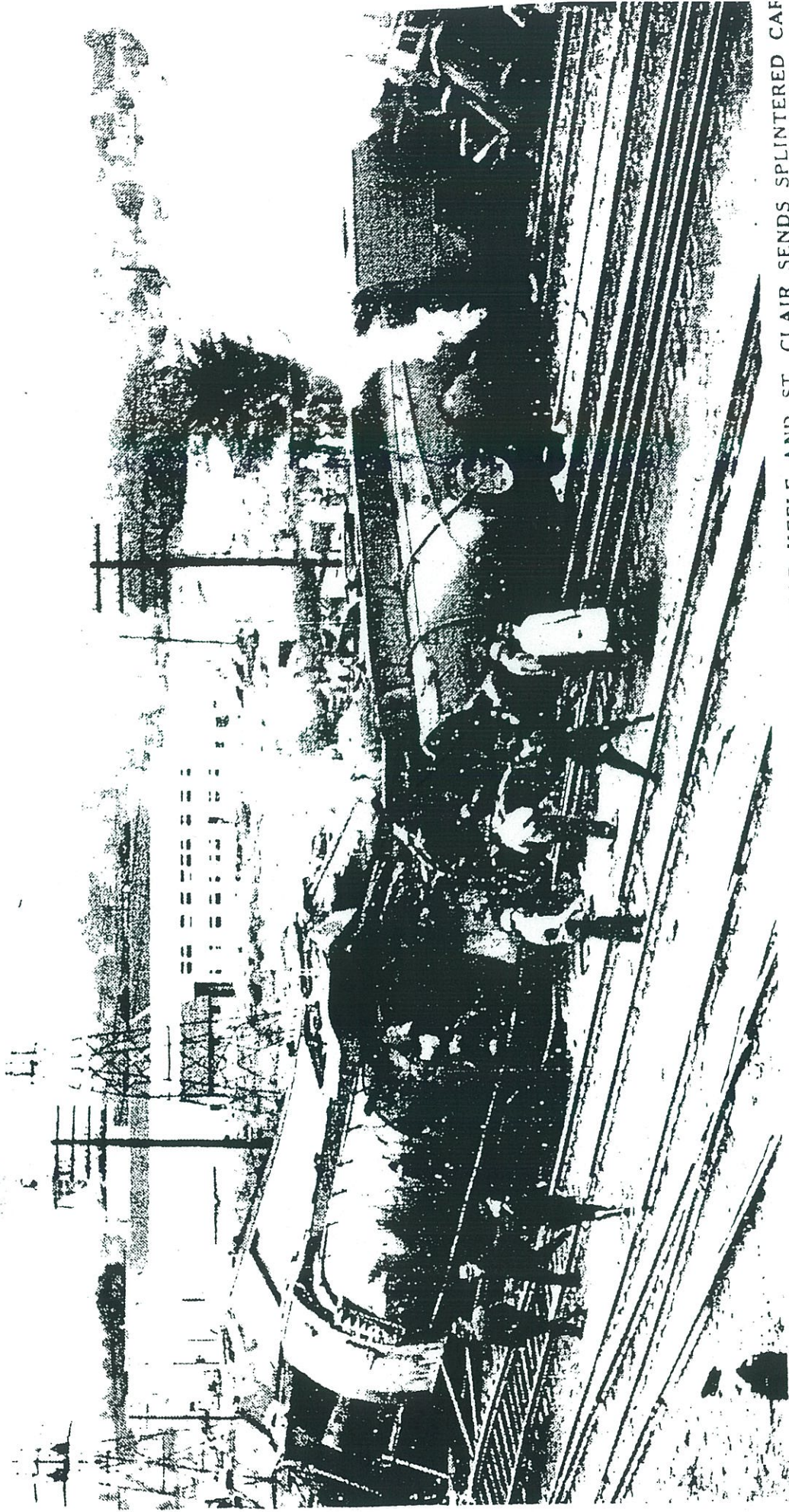
Dr. J. L. "Pop" Milburn, 40 miles north of Kansas, said that the white clouds in his area of snow in March, 1966. Dr. C. came down in December, 1966, and reported many icy mornings. There he reported the fact. He stayed here overnight and the Clinton National Forest has a snow-covered scene in the morning.

A high-contrast, black and white image showing a dense, textured surface. The pattern consists of a grid of small, dark, rectangular shapes, possibly representing a book cover or endpaper. The overall effect is a complex, repeating geometric texture.

Toronto
Glob.

February 23,
1943

ENGINES LIE SPRAWLED AND SMASHED AFTER HEAD-ON TRAIN CRASH IN WEST TOR



ONE MAN DIES OF INJURIES, FIVE IN HOSPITAL AFTER COLLISION NEAR KEELE AND ST. CLAIR SENDS SPLINTERED CAR

TORONTO STAR SEPTEMBER 11, 1946

One Dead, 5 Hurt in West Toronto Train Crash



Fireman Carl White of Toronto was fatally crushed and five others less seriously injured when locomotive hauling a CNR freight and a passenger train from Stratford collided head-on in the West Toronto yards, Keele St. and St. Clair Ave. yesterday. Both engines and five cars were derailed. General view of the wreck is shown above. Witnesses said a "bomb-like" burst of smoke and steam accompanied the crash.



Carl White, Navy veteran, of 13 Coady Ave., who died in Toronto Western Hospital of his injuries.



From this overturned express car, baskets of peaches and boxes of fish were thrown to the right-of-way. Note broken rail in centre. Many cattle in cattle cars, left, were killed instantly.

One Killed in Head-On Train Crash In West End Yards; Five Are Injured

With a grinding crash and flare, a hole was finally chopped in the side of the car and the live animals were thrown out. The Canadian National Railway's locomotive No. 10, from Stratford, struck yard engine 232 in the West Toronto yards early yesterday, resulting in the death of one man, serious injury to three others and less serious injury to two passengers of hundreds aboard one of the trains.

Carl White, 22, Coady Ave., fireman of a freight engine, died when he jumped from his locomotive after he received a blow on the head when he was thrown out of the engine. He was killed instantly.

Five other men were injured. Two passengers were given first aid by doctors at the scene. The injured men were taken to the hospital. The injured men were taken to the hospital. The injured men were taken to the hospital.

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TORONTO
GLOBE
September 12
1946

St. Clair Area

One man is dead, three others are in hospital and scores were shaken up in the head-on collision of a C.N.R. passenger-express train with a freight, about half a mile north of the West Toronto station at 8:10 a.m. today. The dead man is Carl White, 22, of Coady Ave., fireman of the freight train.

White died in Toronto Western hospital about three hours after the crash. His death is being investigated by Dr. Smirle Lawson, chief coroner. An inquest will be held.

In hospital are Kenneth E. Vaughan, 41, of London, Ont., fireman of the passenger train, John Graves, 51, Spadina Ave., and John Reid, London, the engineers. Two passengers whose names were not obtained immediately by railroad officials, suffered minor injuries which did not require hospital attention.

ENGINES REAR LIKE HORSES

Al Fullett, Rowntree Ave., Toronto, an eyewitness, said there was no explosion as the engines crashed together, but fires broke out and brought fire equipment rushing to the spot. He said the engines "reared like bucking horses and box cars flew in splinters."

Locomotives, tenders and cars were heaved from the rails by the tremendous impact that shook the neighborhood with its violence. Both engines and tenders were left lying on their sides.

The locomotive of the freight train was driven 200 feet backward by the impact with the passenger engine which was pulling 10 cars, police announced.

Concussion Kills

Bodies of many cattle lay along the tracks, while others kneeled on their front legs, apparently killed by the concussion. Some had rolled over on their backs on shattered wreckage.

Trainmen grooved through the maze of twisted metal and wood in attempts to make sure that no crew members had been trapped in the wreckage.

Condition of Graves and Vaughan, engineer and fireman, respectively, was reported by hospital authorities as "satisfactory." Vaughan is reported as suffering from a fractured skull, fractured right leg and abrasions. Graves is reported as suffering from multiple injuries and abrasions.

City ambulances raced to the spot and, with trucks, took the injured away, while stockyard workers rounded up cattle which had been released from a car on the freight and were bellowing about, blinded by steam and smoke.

The wreckage covered at least half a dozen tracks and splintered boxcars spilled over to grass side-ways where throngs of onlookers stopped on their way to work.

Motorcycle officers were ordered to the scene by Chief Inspector Robert Anderson to assist railway police. Wires were torn down by the impact and train inspectors warned people to stay clear lest any be still charged.

Cars Full of Peaches Upset

The cattle train locomotive was lying across the tracks. Wooden express cars, laden with fruit including 2,000 baskets of peaches in each, were overturned and one was stripped of its upper portions, leaving it like a flatcar. The steel baggage cars and coaches didn't leave the roadbed. All the eight cattle cars on the freight were heaved aside and toppled over.

Calls were received by Dispatcher Bill Hughes of the fire department that the engines were on fire. He sent Keele Street fire engines to the

scene. They found steam shooting from the locomotives after the crash had been mistaken for fire. Firemen stayed at the scene for a while to give first aid. They left later, only to be recalled when fire broke out in the freight engine.

An hour after the trains came together a work train arrived.

An official statement from the C.N.R. said: "Train No. 10, from Stratford to Toronto collided with yard engine 2392 in the West Toronto yard. Both engines turned on their sides and the main line was blocked. Two cattle cars and two express and one baggage car were derailed. Both engine crews were taken to hospital. Two passengers were slightly injured. Doctors and ambulances were in attendance. All passengers were transferred to C.P.R. train No. 4 at the scene of the accident and brought to Toronto.

"Toronto and Hamilton auxiliaries were ordered to the scene to clear the track. The Brampton subdivision track will be blocked all day. The passenger train to and from Brampton will operate by way of Burlington and Georgetown. The freight service will be suspended."

TORONTO
STAR

September 11, 1946

Three Hurt as Freight Trains Collide Near Georgetown



TORONTO
GLOBE

September 2
1948

With a crash like a giant thunderclap, two freight trains collided near Georgetown station yesterday, telescoping crumpled box cars into a zig-zag mass of burning wreckage. A cattle car was in the wreck, and several injured animals crawled into side streets and driveways, where they were shot. Three crew members escaped with minor injuries.



Leaping from the cab of their careening freight, Fireman Leonard Fairley (left), and Engineer Harold Hendricks escaped "lightly." Box cars were thrown 50 feet.



Joseph Metropolit (left), hung onto a side rail of the coal tender and escaped serious injury; Mrs. Violet Cook (middle), gave first aid to the injured men, while Provincial

Cattle Cars Splintered When Trains Telescope

Georgetown, Sept. 1 (Special).—With a crash like a thunderclap, a fast-moving CNR freight train plowed into the rear of another standing at the station here, this morning, telescoping box cars into a zig-zag mass of burning wreckage, killing or injuring more than 30 head of cattle, and injuring the three crew members.

"There is such a mess we won't be able to clear the main line until after midnight," said the station agent. A crew of over 100 men and two derricks were scheduled to work all night. The fire burned for three hours before it was put under control.

The dead animals were being carted away in trucks. Where they were being taken no one seemed to know. "I don't know whether any one plans on getting a few free meals or not," said one resident "but I found out that bruised beef is not edible and every one of those must be pretty badly bruised."

Two of the crew averted almost certain death by jumping. The third figures his life was saved because he "got cold feet" and hung onto the hand rail on the side of the coal tender until the impact threw him 40 feet down the railway embankment. Had he jumped where he originally planned, he would have been crushed by two careening box cars that crashed there a split second later.

The injured are: Engineer Harold Hendricks, Belleville, injured leg, cuts and shock; Fireman Leonard Fairley, 142 Brookside Ave., Toronto, cut and shaken up; Brakeman Joseph Metropolit, 61 Lewis St., Toronto, bruises and shock.

Provincial Constable George W. Sheffield shot 12 injured cattle,

through the splintered wreckage as if it was a pile of toothpicks. The Georgetown volunteer fire brigade arrived in time to prevent the flames from reaching a tank car of naphtha gas.

The crash awoke residents more than a mile away. Some thought it was thunder until they saw the red glow of the fire in the sky.

CNR officials said there would be no official statement until the three crew members had recovered sufficiently to be questioned.

"I saw the red lights of the freight ahead," Hendricks said right after the collision. "I slammed on the emergency brakes but when I saw we weren't going to be able to stop in time, Leonard Fairley and I both jumped." That was about 200 yards before the crash.

Metropolit said: "I just shut my eyes and rode it through." The impact broke his shoe laces.

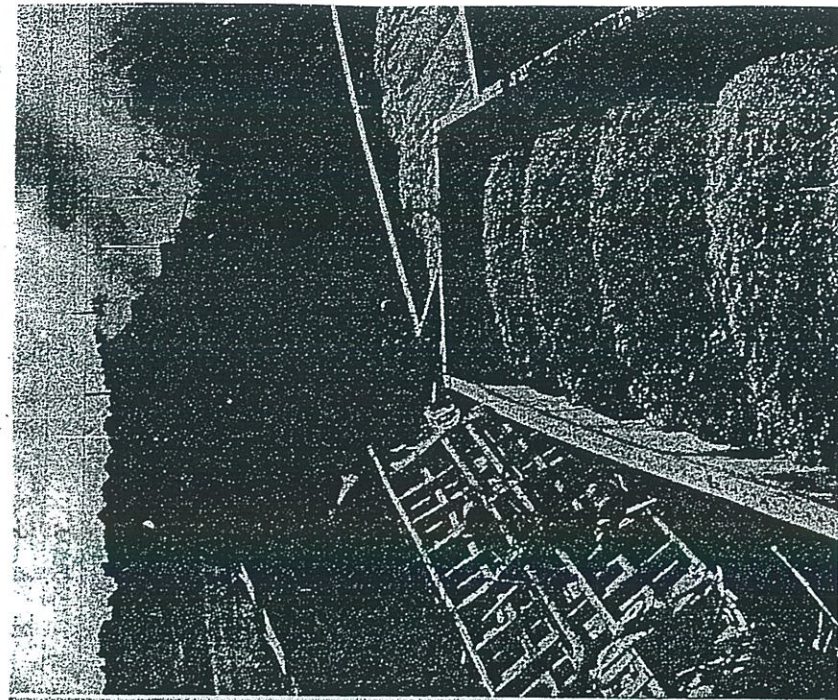
The standing train, an extra bound from Stratford to Toronto, was taking on water when the other, bound from Palmerston to Toronto, rounded a curve and plowed into the caboose. This and four other cars on the extra were derailed. Officials said 300 feet of track were torn up.

Box cars were thrown as far as 50 feet. One landed just 10 feet short of a home.

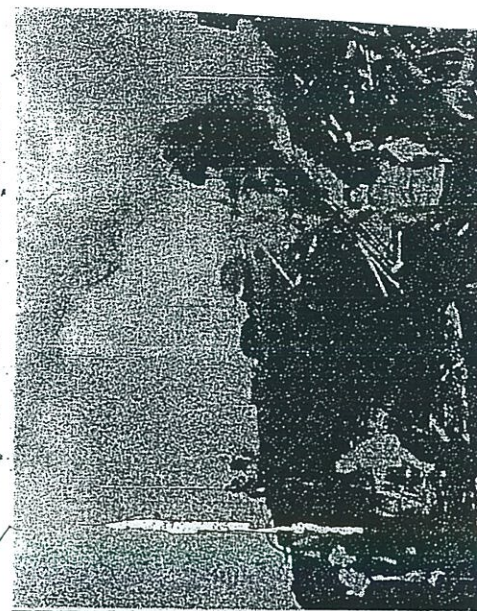
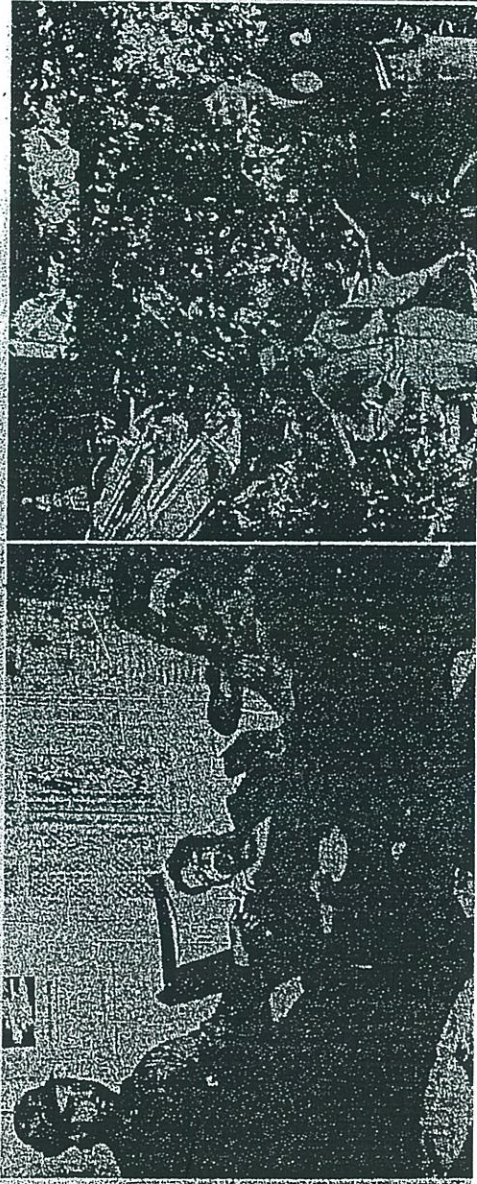
Cause of several of the box cars splintering was attributed to the weight of several gravel cars about 10 cars back. They, too, were derailed.



MANGLED BODIES OF CATTLE were found in wreck and a score had to be shot after they hobbled from burning box cars when a fast travelling freight piled into a standing freight train a mile west of Georgetown C.N.R. station today. Three trainmen leaped to safety seconds before the locomotive, shown here, smashed into the cars. Firemen are directing streams of water on fire



BOX CARS WERE crumpled and piled into each other in the crash. Others were telecast mass. of burning wreckage and one freight car tumbled down embankment into a bar missing two boys who were sleeping in a pup tent



THREE TRAINMEN HURT 19 MAIMED CATTLE SHOT IN GEORGETOWN WRECK

Special to The Star

Georgetown, Sept. 1—Three men were injured and a score of cattle had to be shot when a fast-travelling freight train crashed into the rear of a standing freight less than half a mile west of the C.N.R. station here early today.

The crash left crumpled box cars telescoped in a zig-zag mass of burning wreckage. One locomotive toppled on its side with a burst of flame. Mangled bodies of cattle were crushed under the wreckage. Furniture, grain and gravel were strewn a quarter of a mile along the track. One freight car tumbled down an embankment into a back yard, narrowly missing two boys who were sleeping in a pup tent.

Leaps, Breaks Ankle

Harold Hendricks of Belleville, engineer of the westbound train, suffered a broken ankle when he leaped from the cab 200 yards before the crash. Leonard Fairey of Brookside Drive, Toronto, the fireman, was hurled through the air and down an embankment. Joe Metropolit of Lewis Ave., Toronto, the brakeman, like Fairey, received cuts and bruises but was not seriously hurt.

Residents within a distance of more than a mile were awakened by the smash, which occurred at 5.35 a.m. Most of them thought it was a thunderclap, but those who looked out their windows saw flames burst from the scene. Firemen from Georgetown were in time to avert the danger of a car of naphtha gas which might have exploded had the fire reached it.

The injured trainmen were taken to the home of Mrs. C. Cook, near the track, where they were given hot coffee and cared for until Dr. A. McAllister came. Later they were removed in an ambulance.

Police who reached the scene early began shooting the injured cattle hobbling about in pain. They shot 17, and later Harold Stiles, Georgetown veterinary surgeon, arrived to attend the animals. He was forced to kill at least two more.

"I saw the red lights of the freight ahead," Hendricks said. "I slammed on the emergency brakes. I saw we weren't going to be able

RUSSIANS MISS TRAIN SO CRACK MAN'S HEAD

Vienna, Sept. 1 — (BUP) — Two Soviet army officers who arrived at an Austrian village railway station too late to catch a train cracked the skull of the railroad official in charge with their rifle butts Monday, the ministry of interior charged today.

to stop in time. Leonard Fairey and I both jumped from the cab."

"I just shut my eyes and rode it through," Metropolit said. He was on the ladder of the tender when the crash came. It threw him 30 feet down an embankment and the impact broke his shoelaces. He landed on a grassy plot.

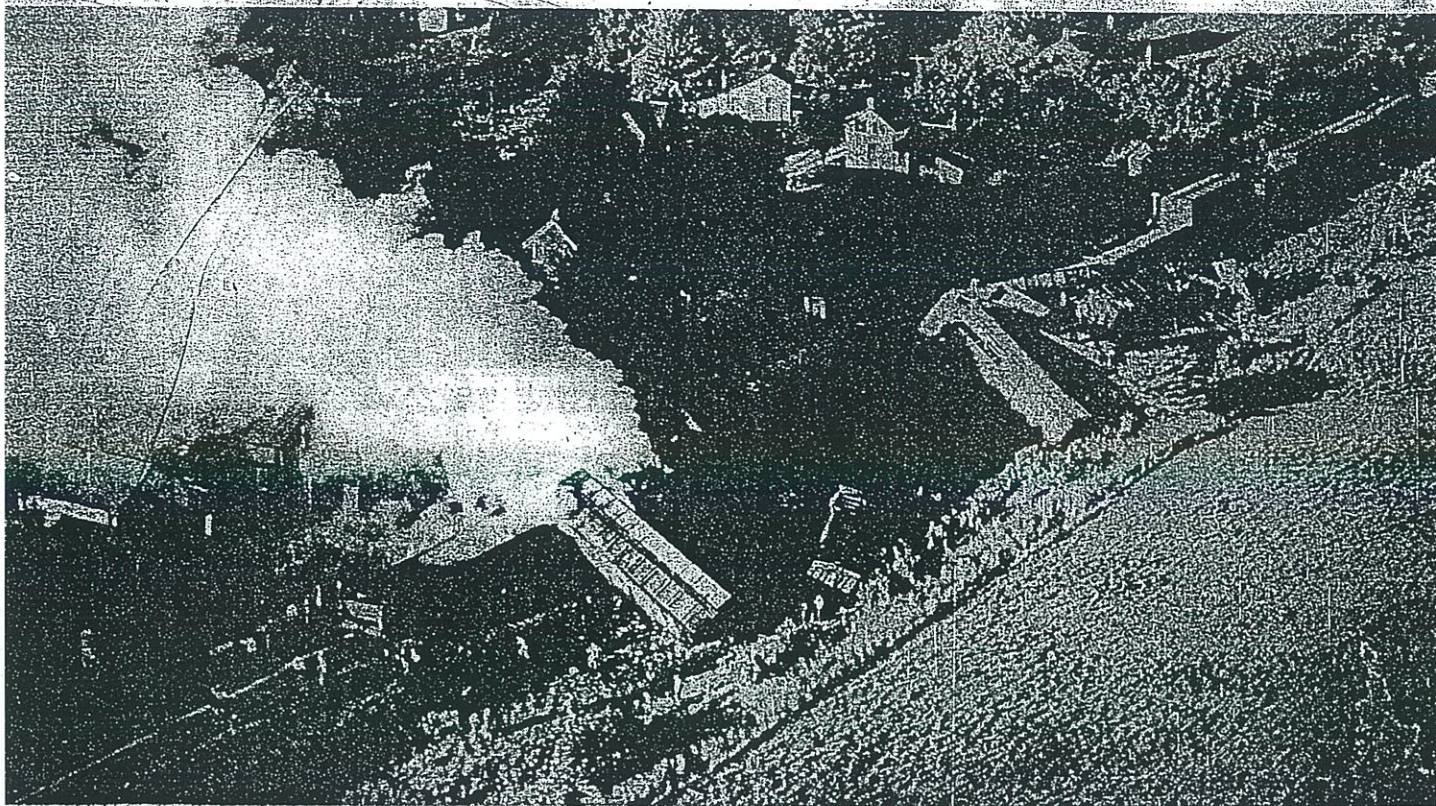
The standing train, an extra bound from Stratford to Toronto, was taking on water when the other train, bound for Toronto from Palmerston, rounded a curve and plowed into the caboose. The caboose and four cars of the extra were derailed, and more than a dozen cars of the through freight left the track. C.N.R. officials said 300 feet of track was torn up.

Helen Cook, 25, one of the first on the scene, saw Hendricks lying on the grass in severe pain. She ran home for a pair of crutches and shortly afterward Hendricks, with the aid of bystanders, was able to hobble to the Cook home.

TORONTO STAR

September 1, 1948

AERIAL PHOTO SHOWS CRUMPLED BURNING BOX CARS AFTER FREIGHTS CRASH AT GEORGETOWN



THREE MEN HURT, INJURED CATTLE SHOT WHEN FAST FREIGHT PILES INTO STANDING TRAIN, TELESOPING, SMASHING BOX CARS

TORONTO STAR
September 1, 1948

THREE TRAINMEN HURT 19 MAIMED CATTLE SHOT IN GEORGETOWN WRECK

Special to The Star.

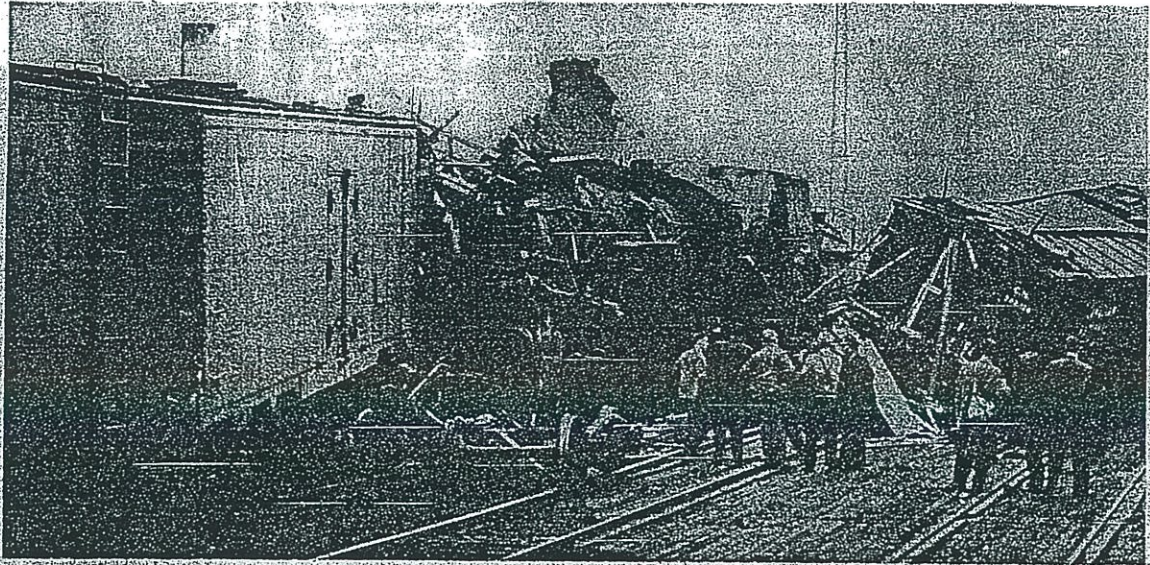
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Leaps, Breaks Ankles

DISCLOSING WRECK TRAIN

Freight Train Wreck on Subway Ties Up Street Traffic for Hours



Collision on the CNR lines over the King St. W. subway late yesterday afternoon tied up not only the rail traffic, but snarled motor and

street car traffic. A draw beam from one of the wrecked freight cars went through the ties and showered debris on the pavement.

TORONTO
Globe

October 8, 1948



The city street-cleaning department was on hand to do a rush job of cleaning up the shattered ties, and traffic was able to move through the subway before end of rush hour.

Freight Trains Crash On City Subway, 2 Hurt

A collision between two freight trains on the tracks over the King St. W. subway yesterday shattered three boxcars, crumpled one locomotive and tipped, gaping holes in the roof of the subway. Engine crew of a Stratford-Toronto CNR train jumped for their lives when the locomotive plowed into the rear of a 24-car freight on the same track. Boxcars were sent flying into the air, landing on both sides of a 300-foot stretch of tracks. The engine itself was a smoking mass of wreckage.

No explanations were given by the CNR for the collision. The train struck was a transfer car operating between West Toronto and Bathurst St.

Several Massey Harris combines loaded on an open car on an adjacent track were smashed by a flying wreckage. Steel cars and wooden boxcars were tossed around like matchboxes. Several cars landed 100 feet from where they were hit.

Firemen, police, spectators and railway officials walked warily, stepping over the large holes through which the roadway below the subway could be seen.

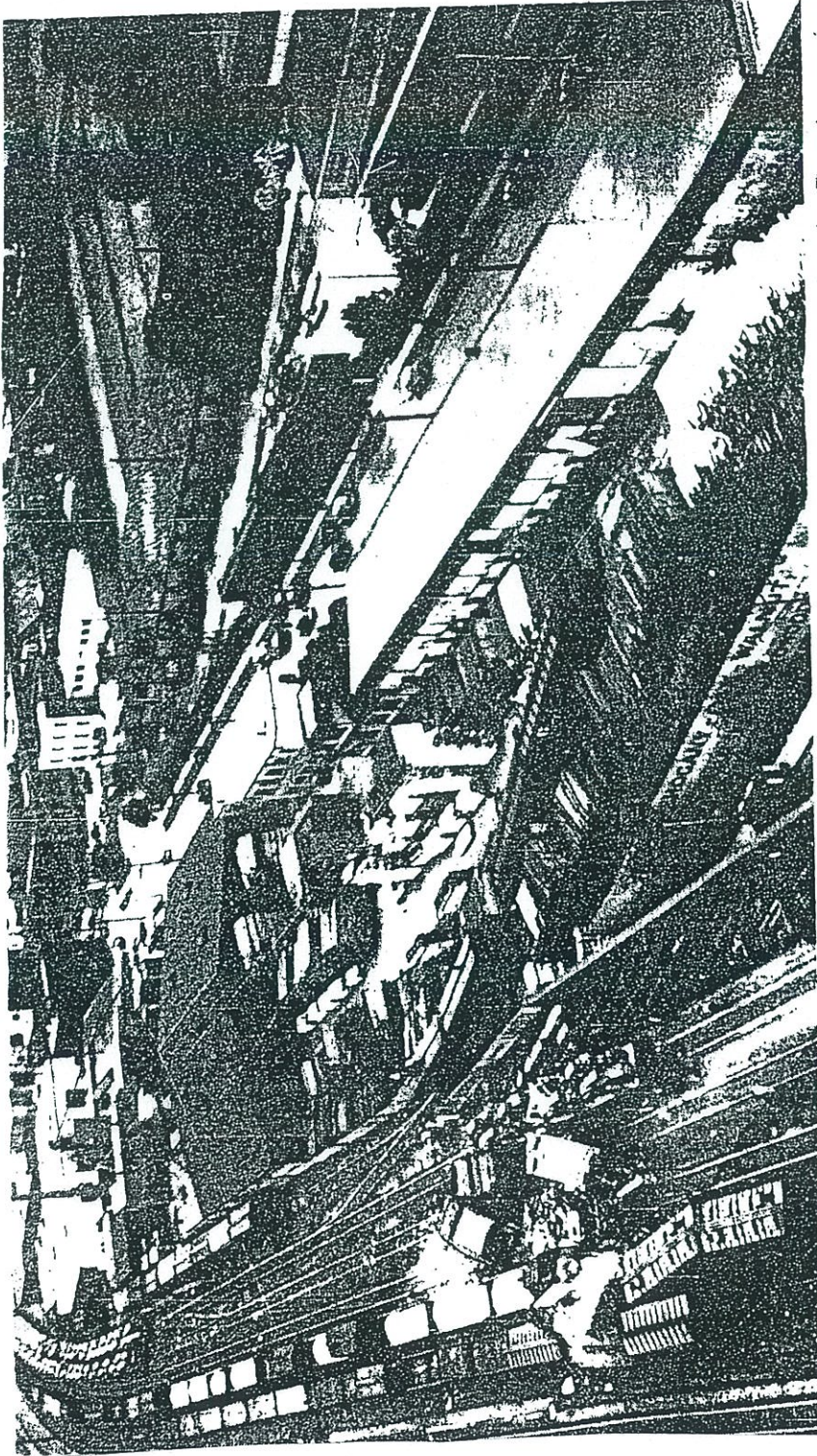
Fireman Arthur Ranger, 37, of Maudslayi, Ont., and Engineer Thomas Ramsey, 55, of Indian Grove, were treated for injuries at Western Hospital. Ranger has knee injuries and cut forehead. Ramsey was treated for head and shoulder injuries.

Because of the danger that the subway roof might collapse, TTC traffic on King St. was rerouted to avoid passing through the subway. Until wreckage from the collision is cleared away, eastbound King cars from Sunnyside will turn south on Dufferin St. to the Exhibition loop, come back up Dufferin St. to

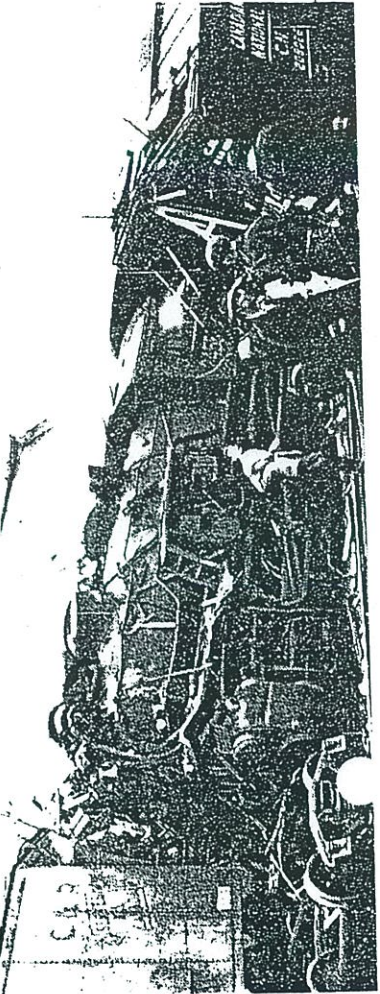
Five Young Chil From Crowded

Kitchener, Oct. 7.—Five children, who will be removed from the cramped and unhealthy basement where they have been living with their parents, Mayor James Washburn announced today. Four of the children will be taken to a new home.

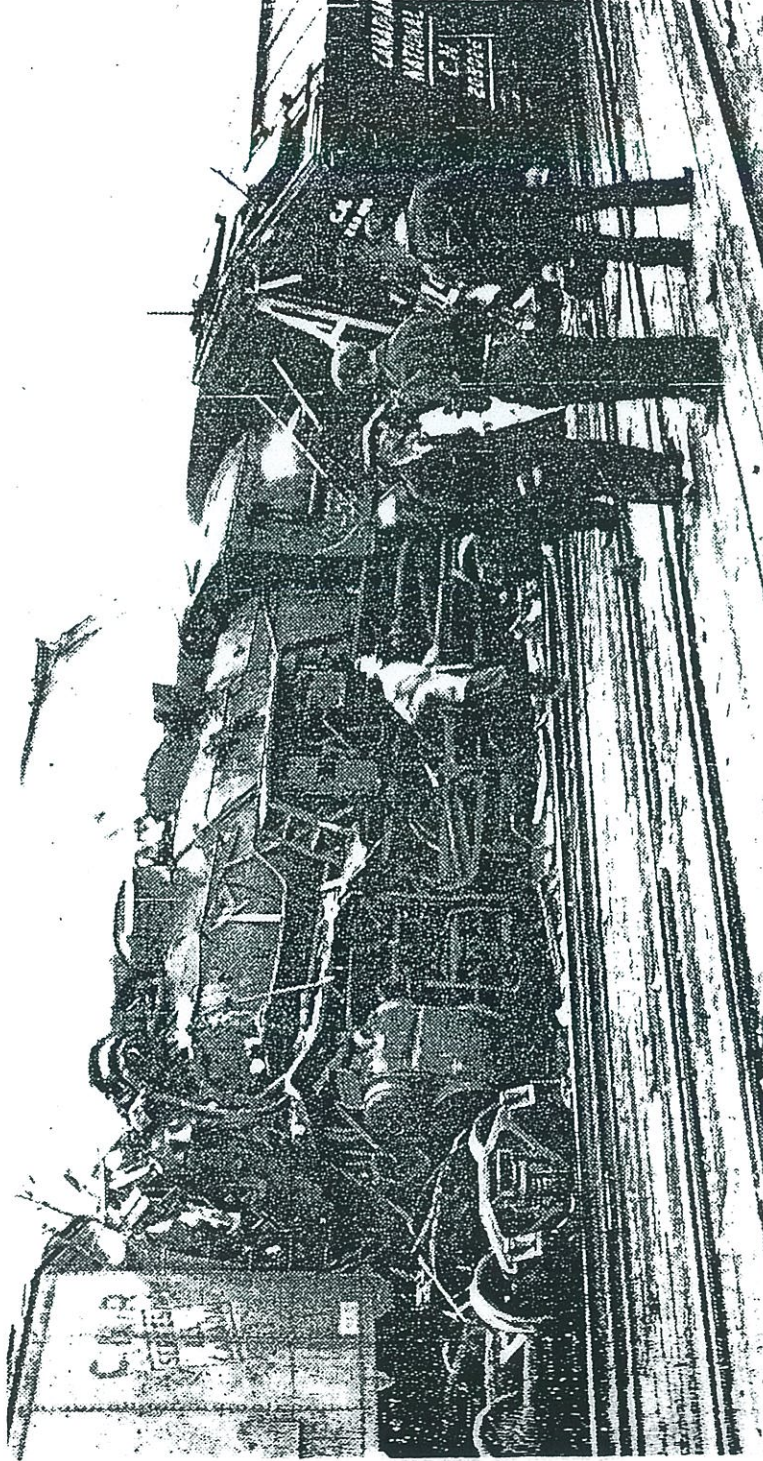
TORONTO
STAR
October 8
1948



STEEL FREIGHT CARS were smashed like so many matchsticks, two men went to hospital and traffic was snarled when two freight trains collided over the King St. subway just east of Dufferin St. yesterday afternoon. This air view shows the wreck of the locomotive and cars strewn on the tracks. The engine crew of a Stratford-Toronto C.N.R. train jumped for their lives when the locomotive tore into the rear of a 24-car freight train that was standing on the same track.



TORONTO
STAR
October 8
1948



LOCOMOTIVE SMASHED into the caboose of the standing train and drove through six freight cars. Photo shows wrecked engine piled into box car. When broken springs and debris from the wreck showered on to King St. through holes ripped in roof of the subway, all power lines were ripped out. Street car and vehicular traffic was re-routed



Two Die in Wreck Near Kitchener—Crowd gathers at Baden station to view wreckage of motor car, carried 300 yards down track from level crossing on front of freight train locomotive shown. Two women in the car were killed, the driver and another man critically injured.

Toronto
Globe.

November 12
1948

2 Women Killed At Level Crossing, Day's Toll Nine

Nine persons were killed in Ontario accidents yesterday, one of the worst mid-week records for fatalities in many years.

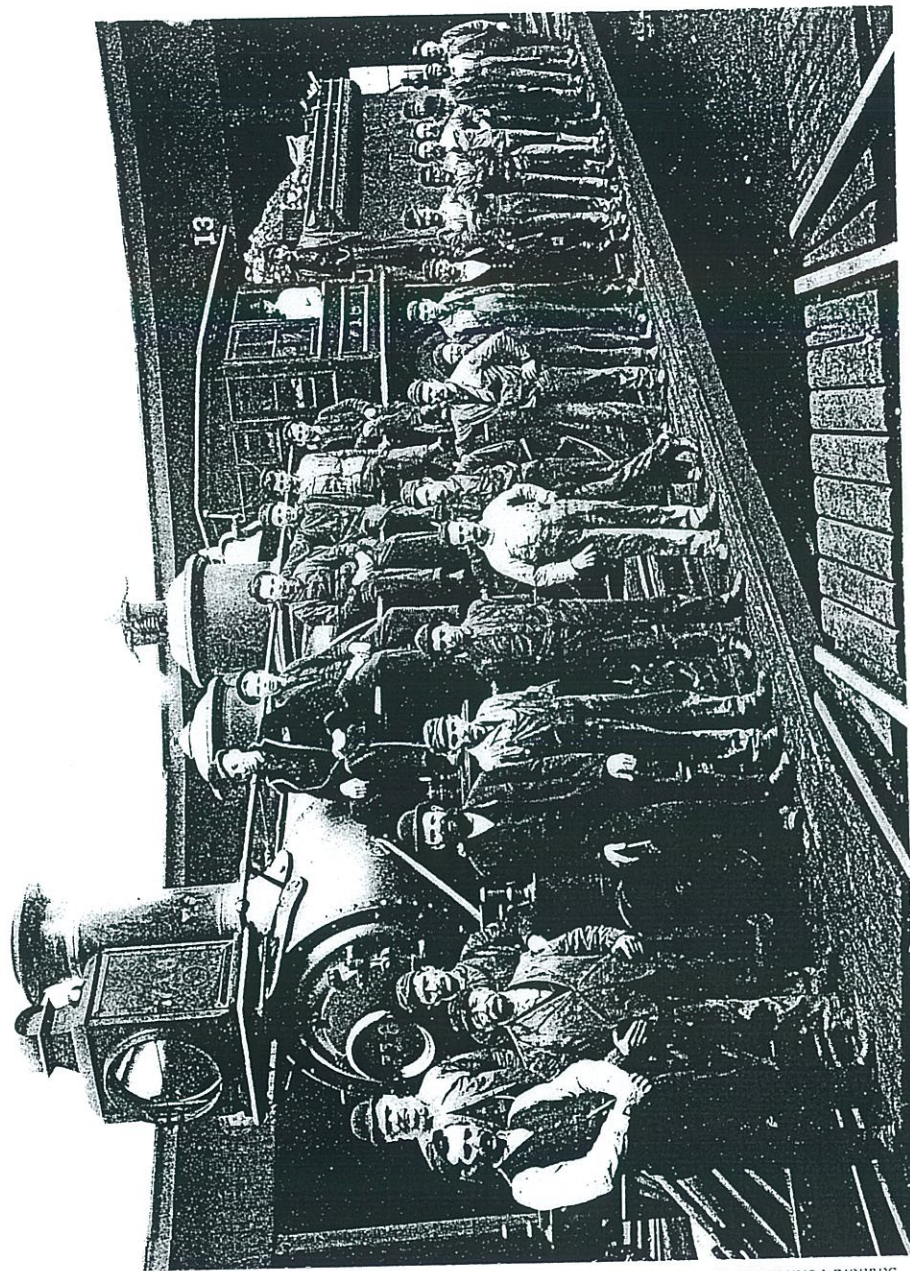
Two of the victims died in the wreckage of their car, hit by a CNR freight train at the main intersection of Baden, 10 miles west of Kitchener. Dead are Mrs. Theima McClinthey of Kippen and Mrs. A. C. Levey of Seaforth. Critically injured are Dan Oswald, 66, of Zurich, driver of the car, and Louis Prang, also of Zurich.

Others killed in accidents across the province during the past 24 hours include four men killed when their cars went out of control and crashed. Two were fatally wounded in hunting accidents. Overturning of a hoist killed an operator at Sault Ste. Marie, Ont.

The Baden level-crossing crash occurred shortly before 5 p.m. The car driven by Oswald was hit broadside after it stopped on the track and the driver attempted to back to safety. It was carried almost 300 yards, and the rear end received a further jolt from a box-car on a siding directly opposite the station.

The highway is on an angle with the crossing, scene of numerous fatalities. The most recent was in June, when an elderly Sebringville man was killed.

Emerson Nafziger of Wellesley and Mahlon Lutz, St. Catharines, were



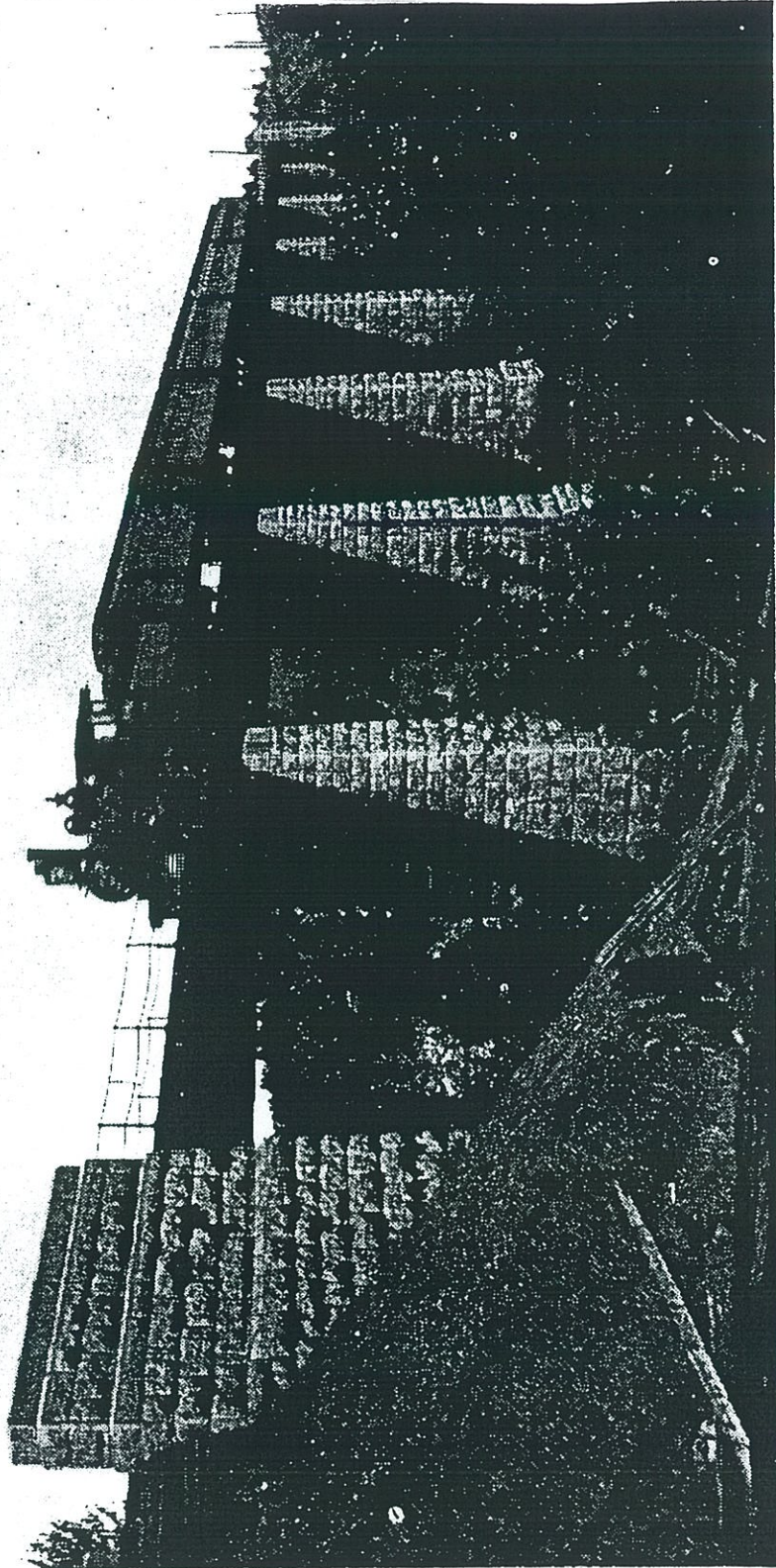
Stratford-Perth Archives

A roundhouse crew poses with its engine.

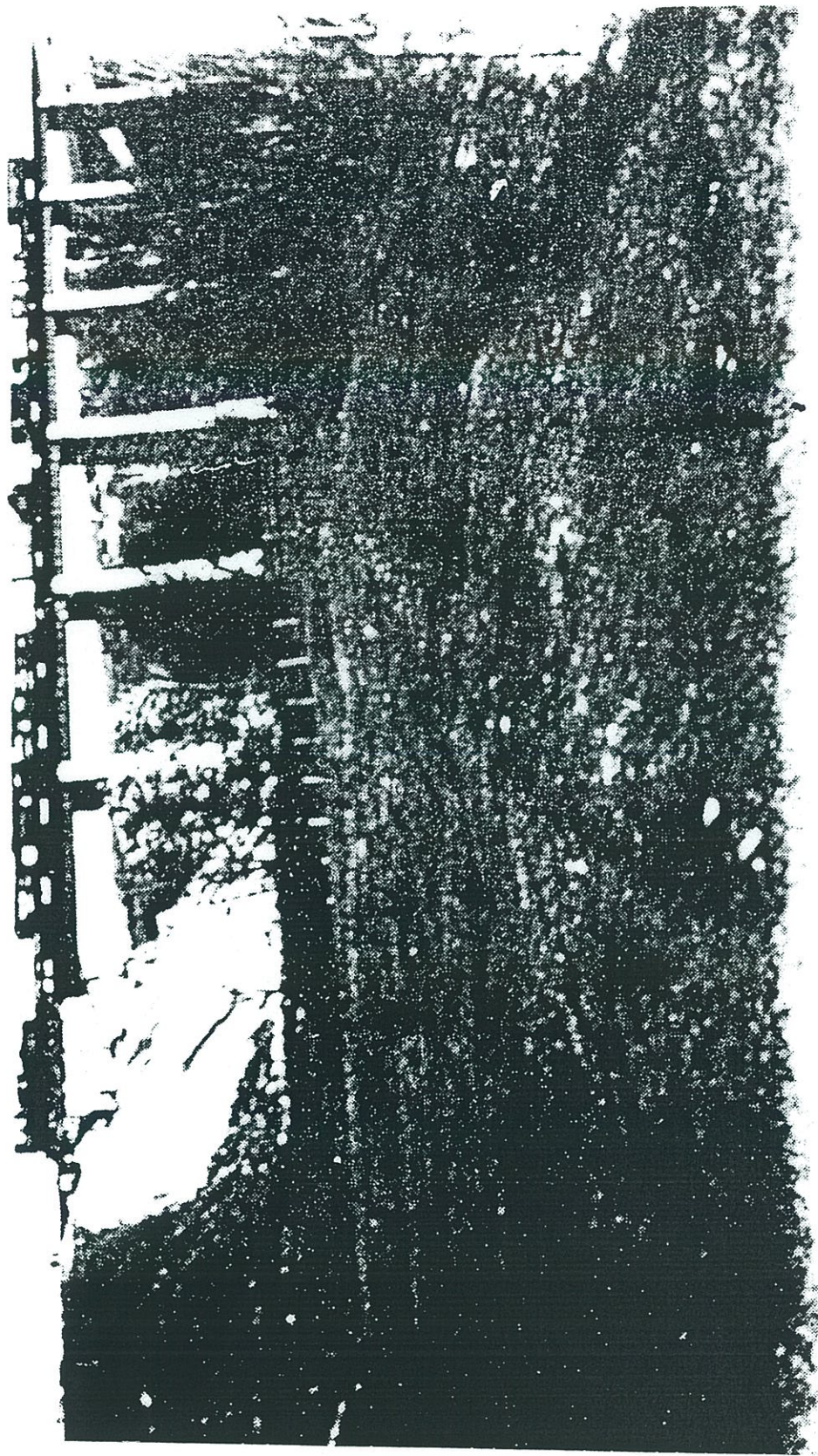


Toronto Public Libraries

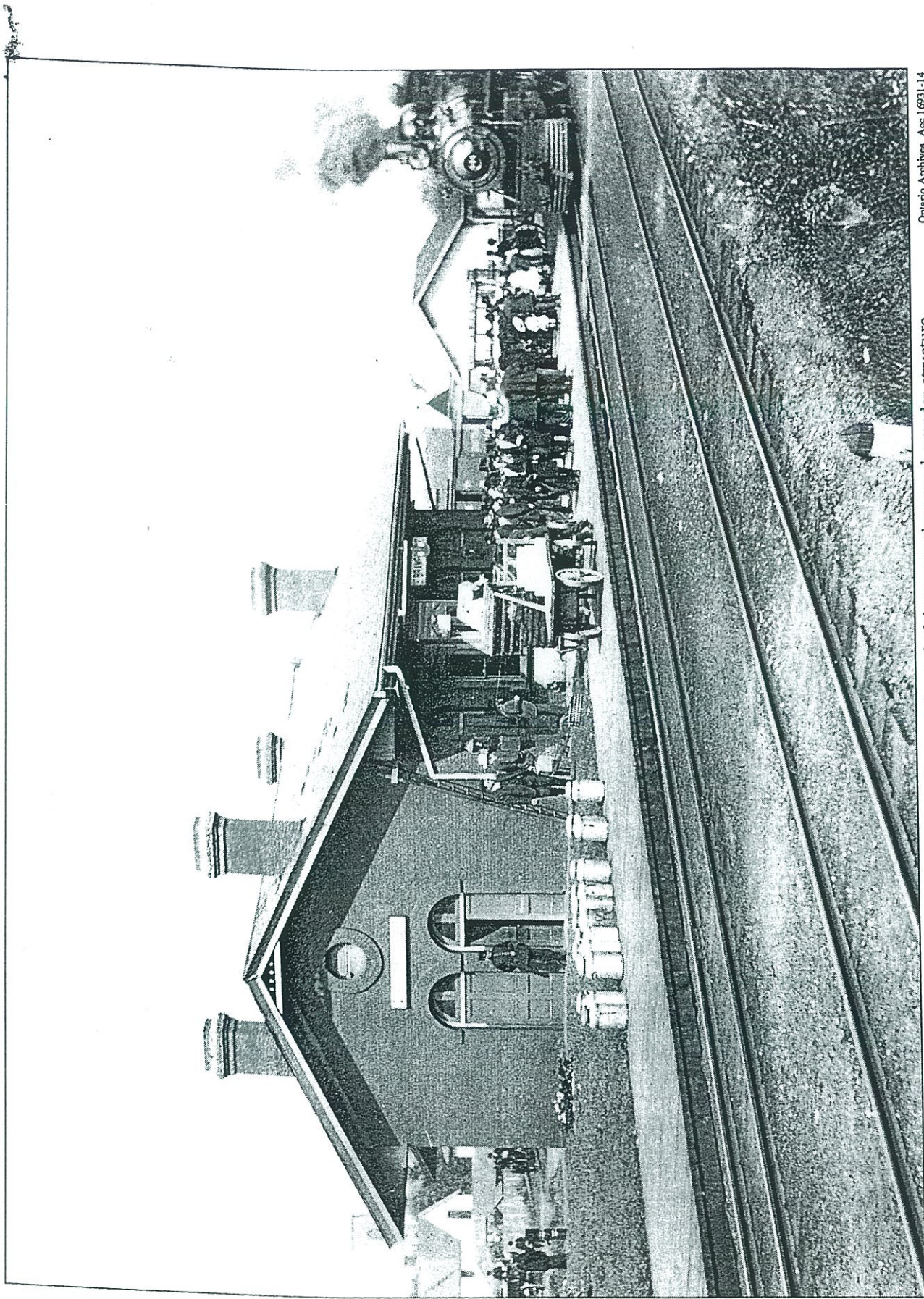
*Snowplough stranded in a drift on the
Grand Trunk Railway near
Stratford, Ontario*



The Railway Viaduct at Rockwood, built in 1851



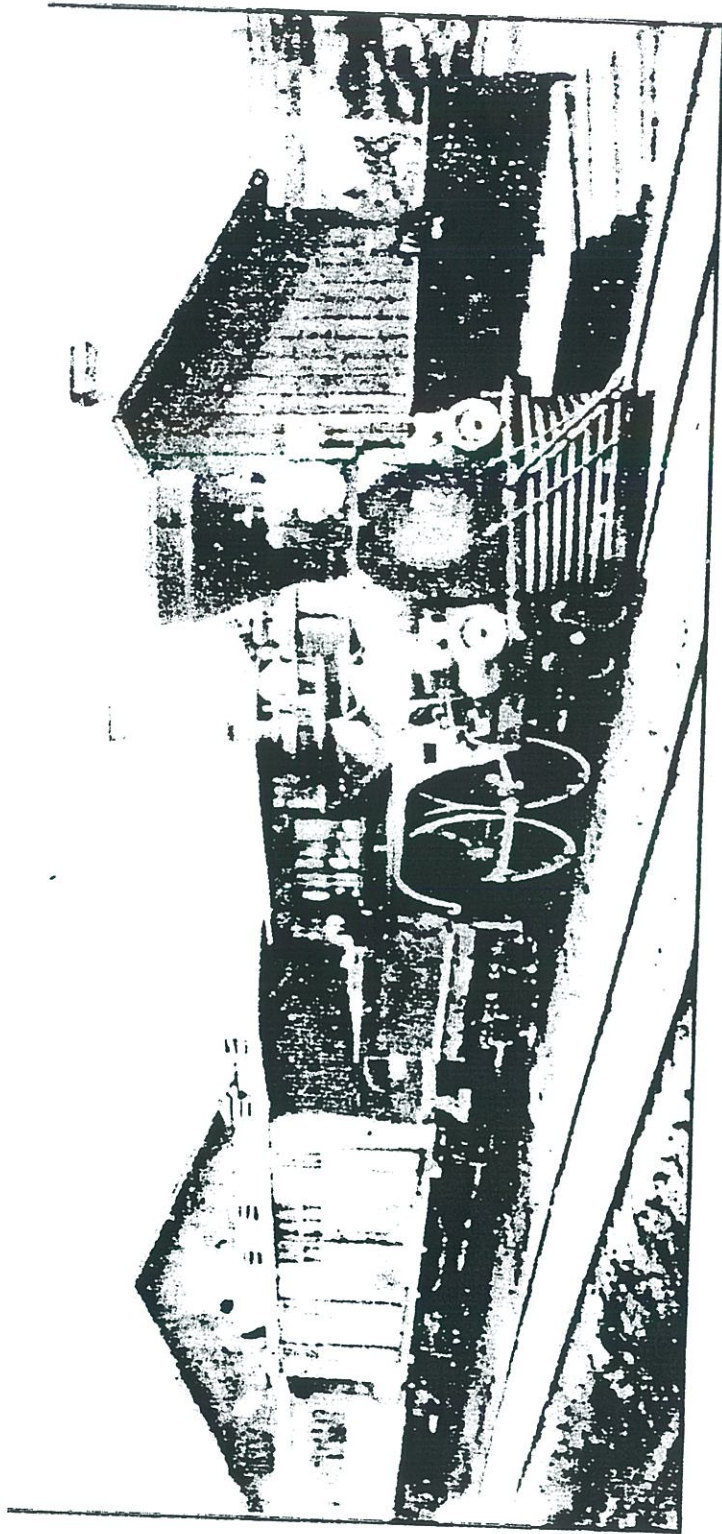
he Grand Trunk Railway Bridge, across Credit River, 1908 — A. T. Brown Collection
of the Acton Free Press — Archives of Ontario



This, Brampton, Ontario's original Grand Trunk station was replaced around the end of the century by a much grander structure.

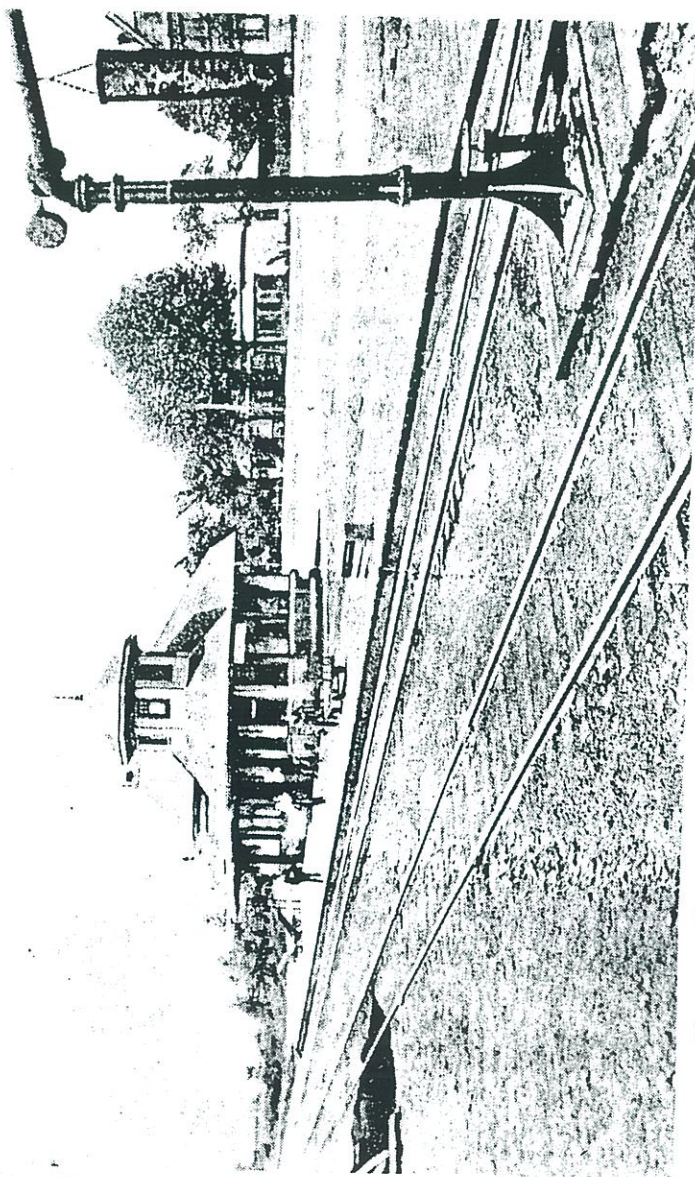
Ontario Archives Acc 16931-14



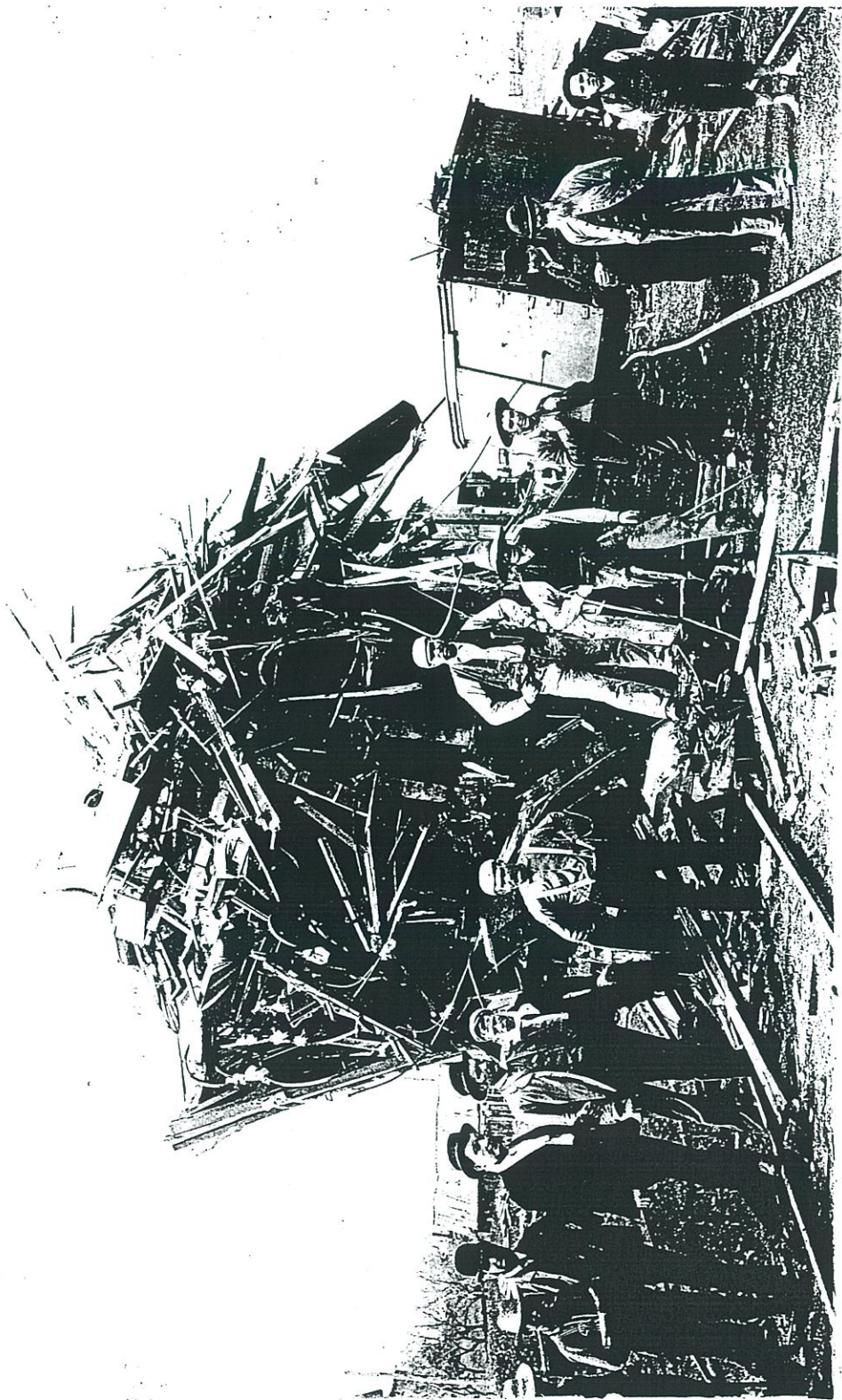




First Grand Trunk station at Ailsa Craig. (Courtesy of Clare Gilbert)

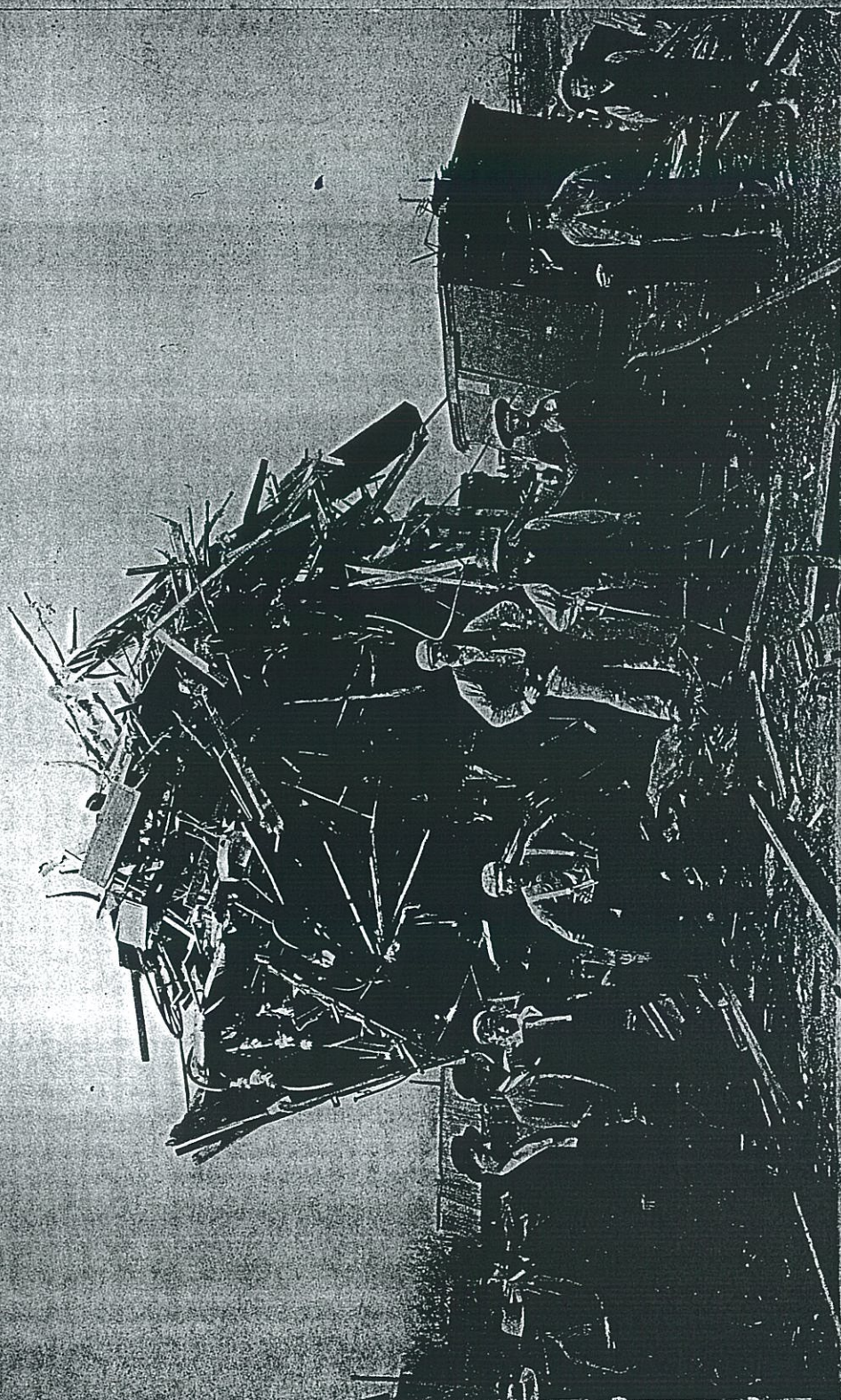


Forest Railway Station at the turn of the Century.

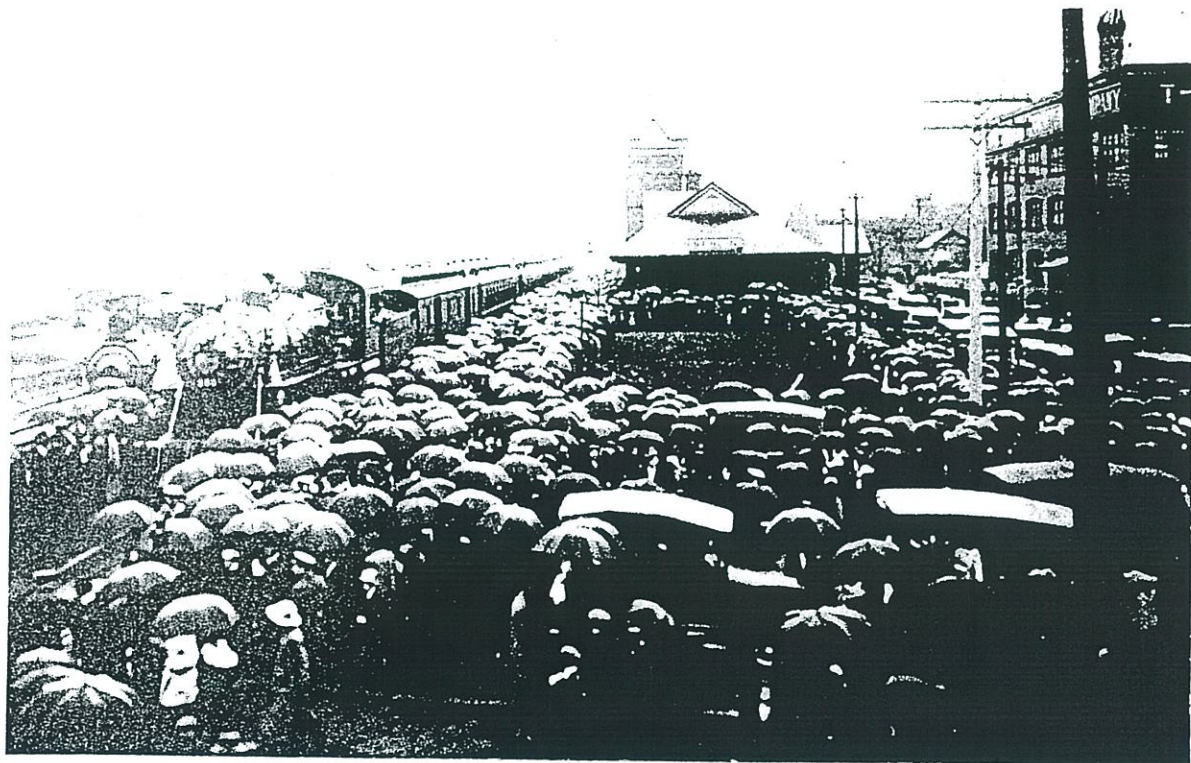


Beslam

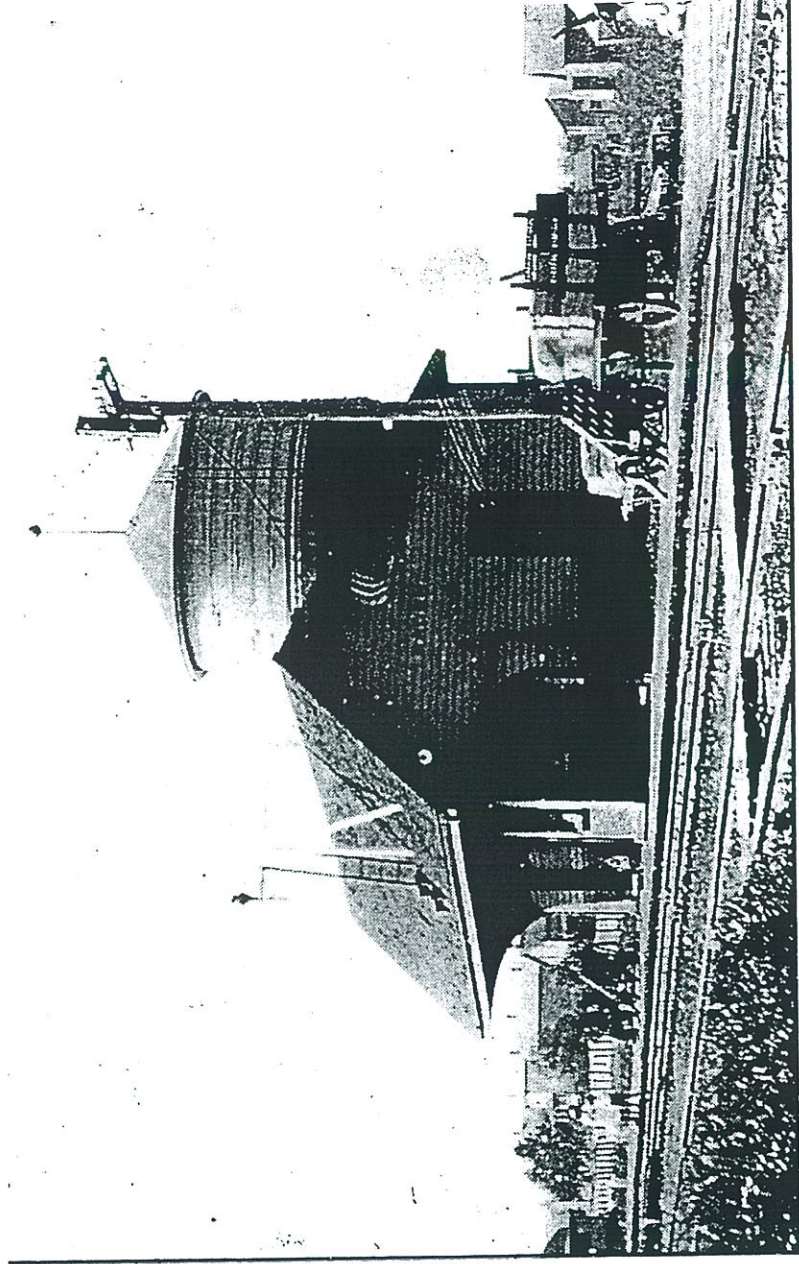
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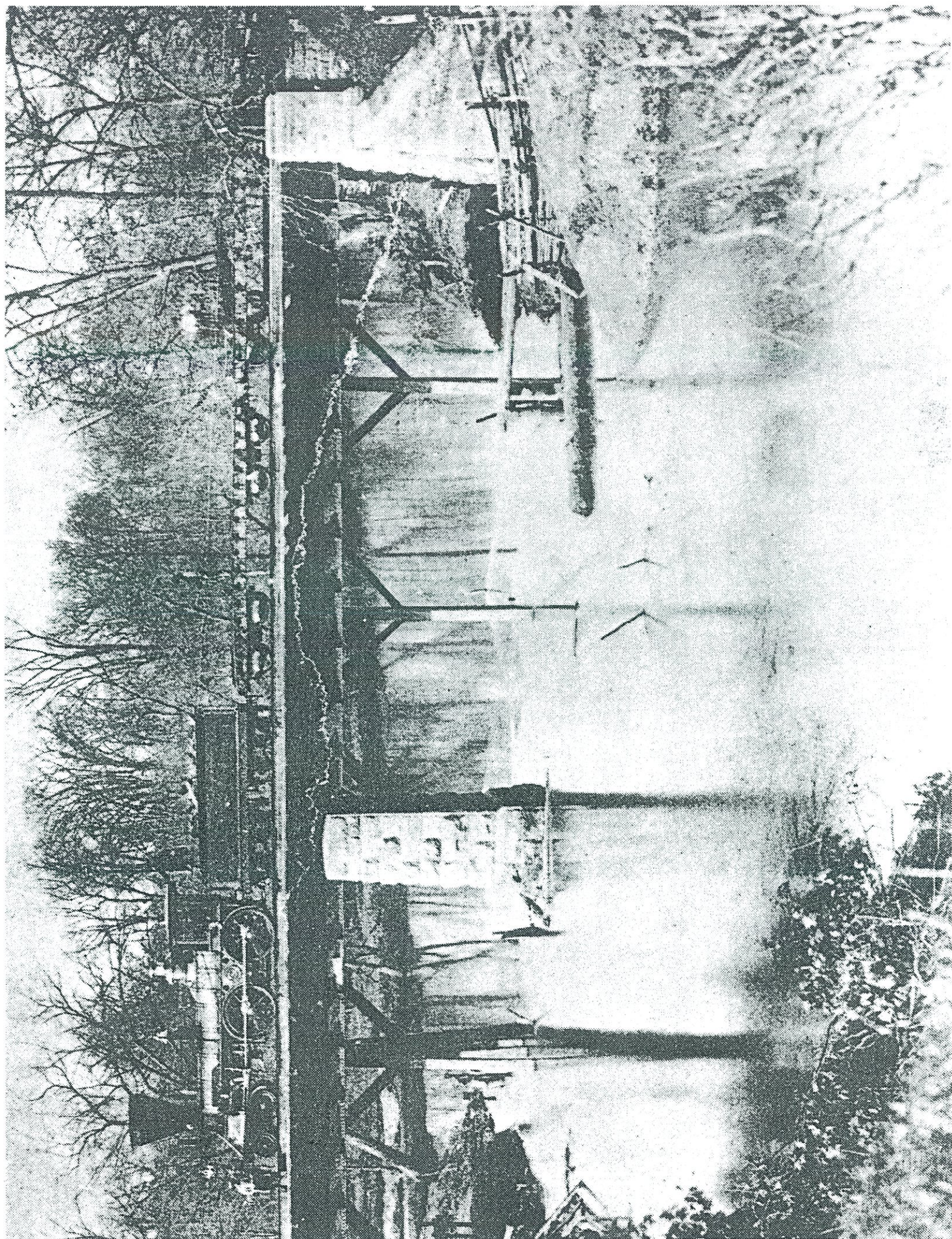


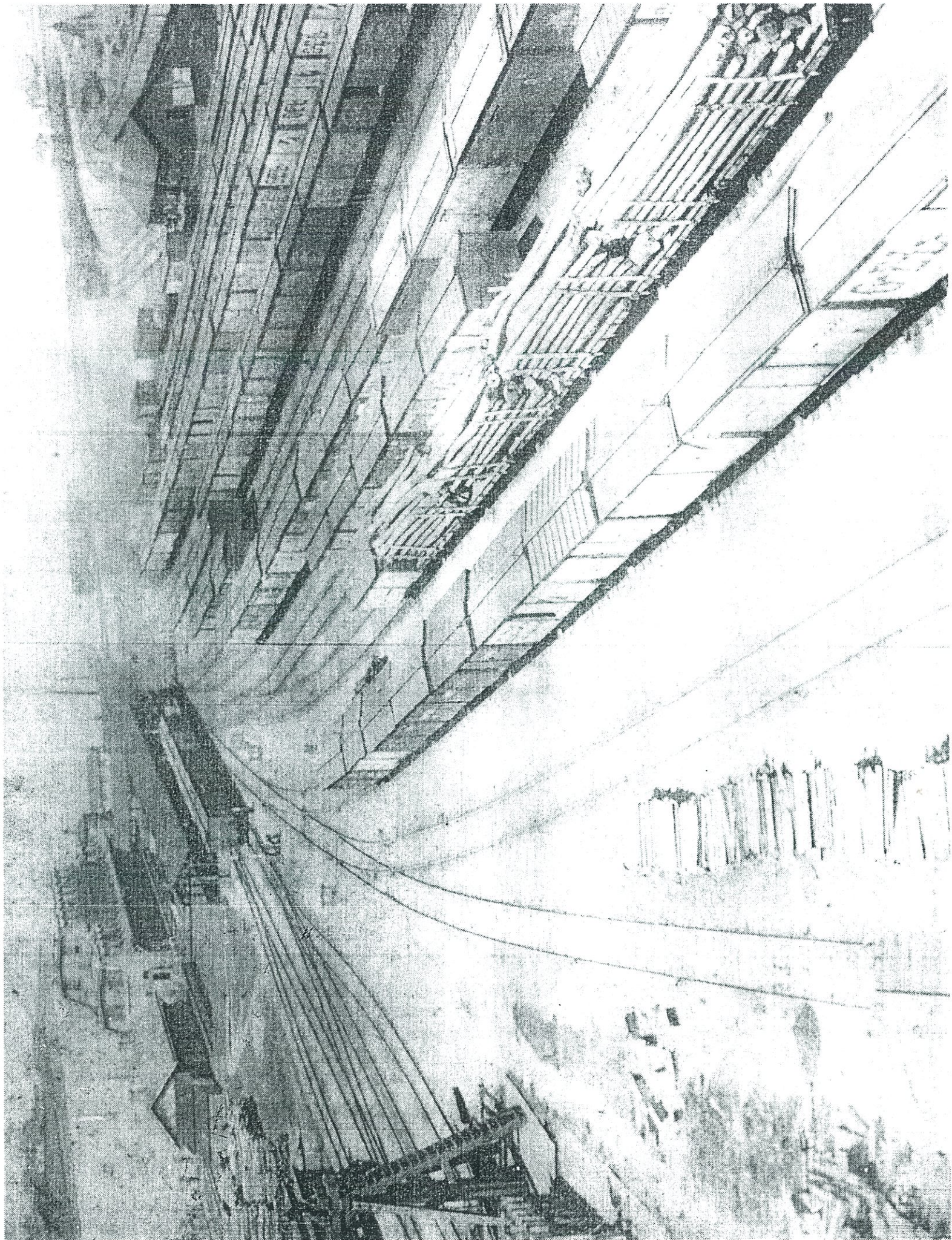
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WHS

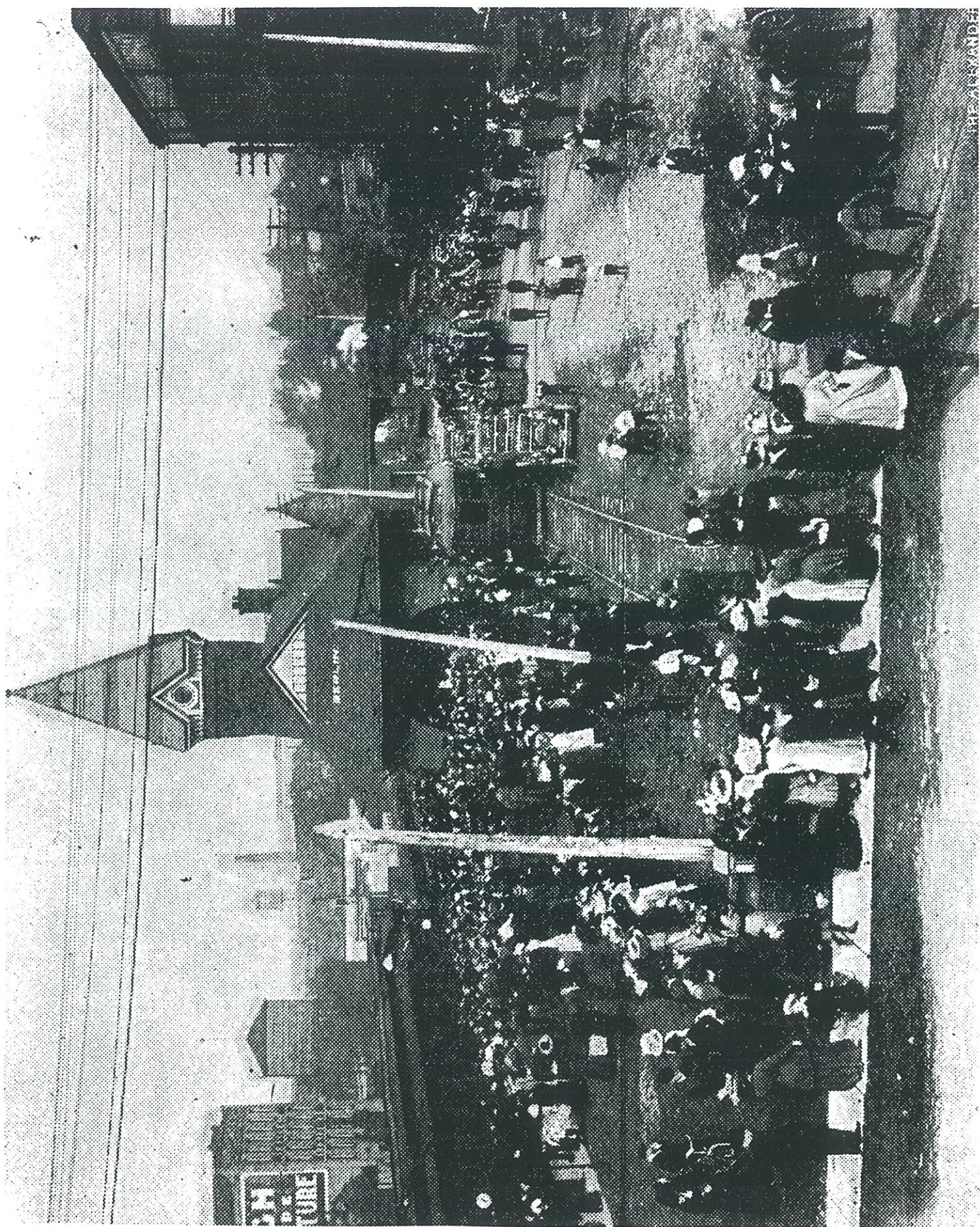


Above, the Baden train station was built in about 1856 on Charlotta Street. Water was pumped through an underground pipeline from the Baden pond to the Grand Trunk Water tower located behind the station. The hose hanging from the front of the station was then used to fill boilers of the trains as they passed through. That water would then take the trains as far as Kitchener where they would be filled again. The tower was dismantled after diesel engines were introduced in the 1950s. Note the Wellesley stage coach sitting beside the station awaiting passengers.

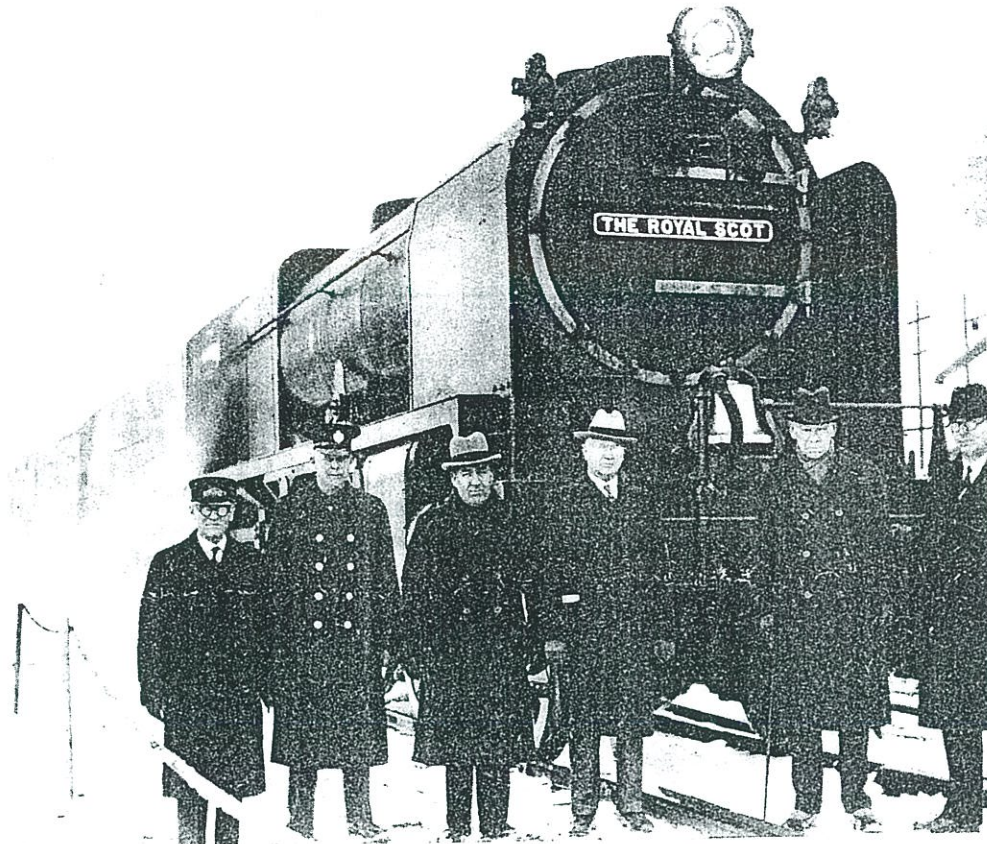
(Greg Shinnie photo)







Stratford in earlier years

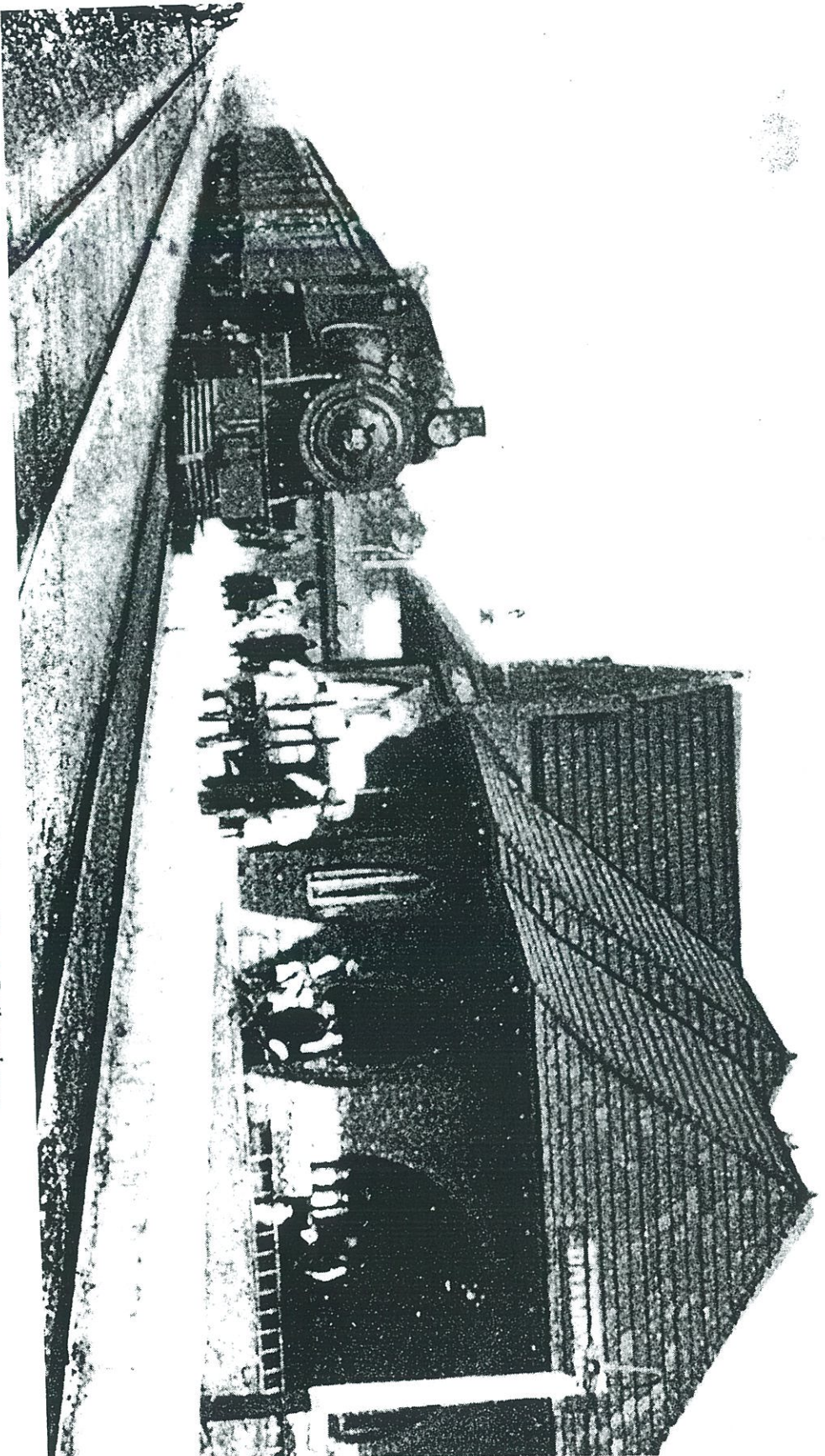


Stratford Times

17 Jan 68

THE ROYAL SCOT VISITS STRATFORD, 1933

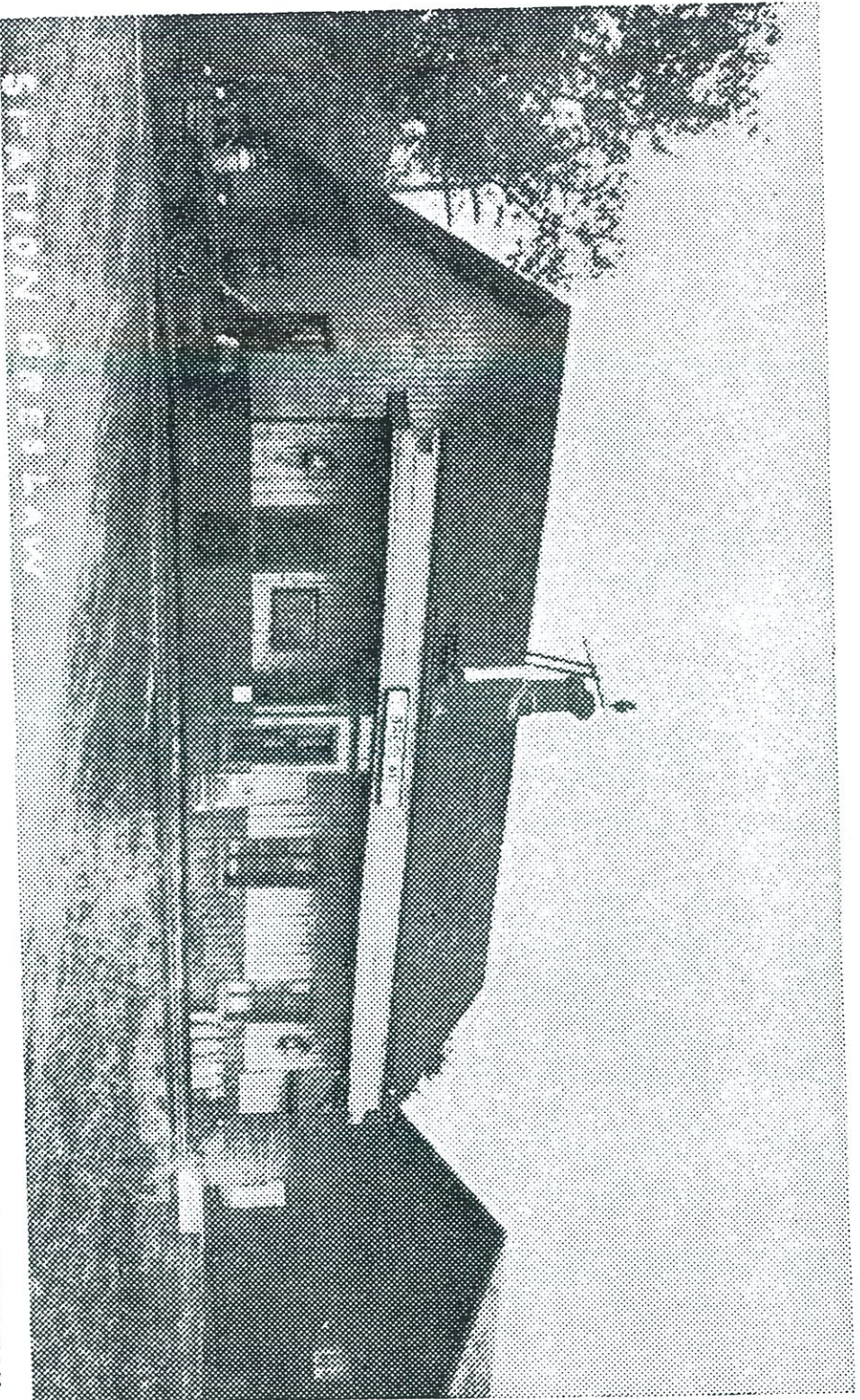
Through the courtesy of Harry Walker we are publishing a photograph of The Royal Scot train, taken when it stopped at Stratford on the way east from Chicago to Montreal in November 1933. Those standing in front of the engine were (left to right): Conductor Steel out of Sarnia, next, probably Policeman Kunder, T. J. Wrennick, Assistant Superintendent, Chris McKeough, Superintendent, William "Dad" Brown, Engineman Instructor, Percy East, Div. Master Mechanic. Mr. East is still with us and resides at 36 McNab St.



The Grand Trunk Railway began serving Brampton in 1856; the station is seen here circa 1920.

WHS 00157

1969



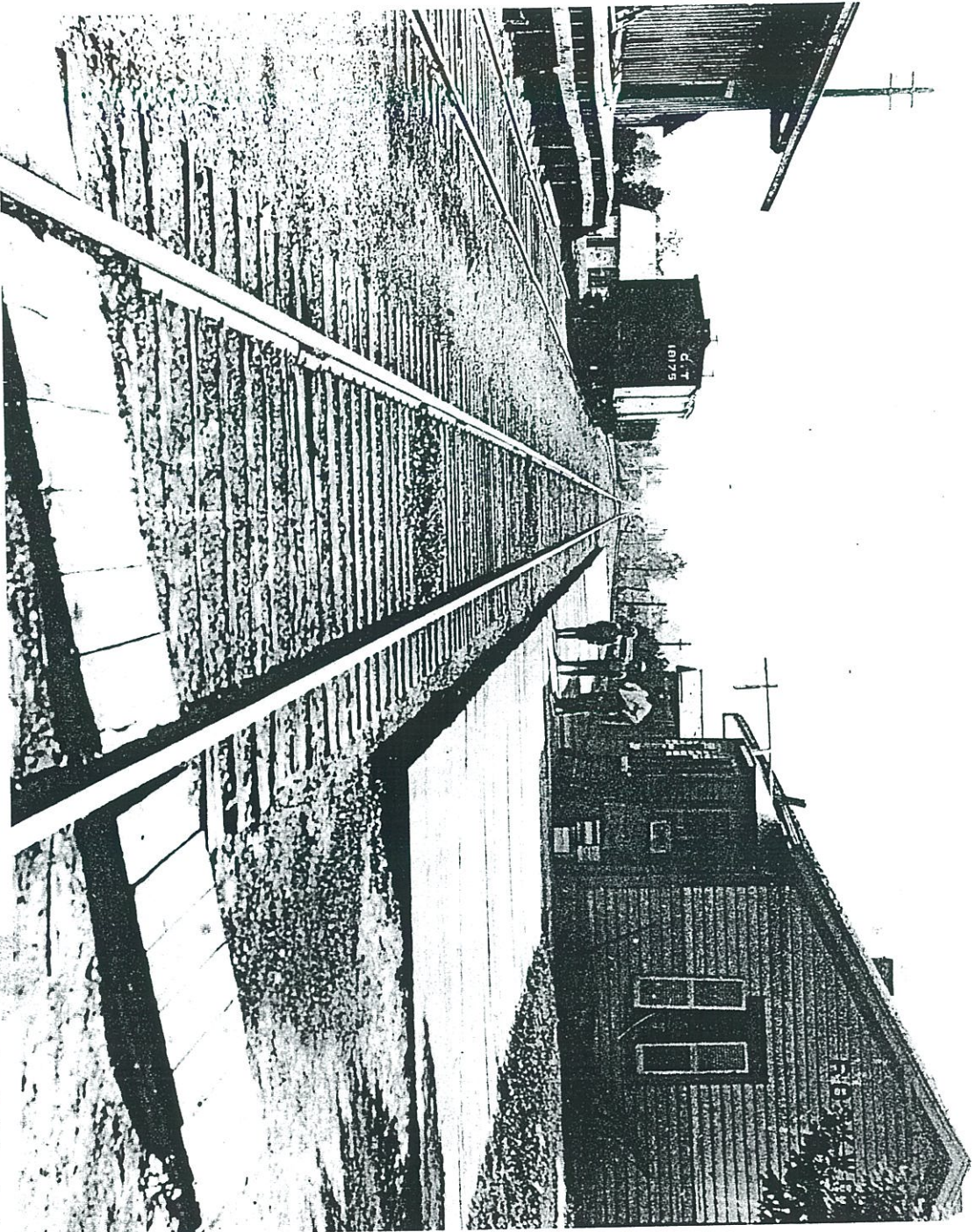
1856 BRESLAU GRAND TRUNK STATION

E. CRESSMAN

Irish laborers lived in small homes along the right-of-way during the building stage.



View looking down Main Street showing on the left the first Rockwood Station. On the right is the front of the Station Hotel which was burned about 1922.



View of the first Rockwood Station showing the freight sheds.

Freight Train Wreck on Subway Ties Up Street Traffic for Hours



Collision on the CNR lines over the King St. W. subway late yesterday afternoon tied up not only the rail traffic, but snarled motor and

street car traffic. A draw beam from one of the wrecked freight cars went through the ties and showered debris on the pavement.

Toronto
Globe

October 8, 1948



The city street-cleaning department was on hand to do a rush job of cleaning up the shattered ties, and traffic was able to move through the subway before end of rush hour.

Freight Trains Crash On City Subway, 2 Hurt

A collision between two freight trains on the tracks over the King St. W. subway yesterday shattered three boxcars, crumpled one locomotive and ripped gaping holes in the roof of the subway. Engine crew of a Stratford-Toronto CNR train jumped for their lives when the locomotive plowed into the rear of a 24-car freight on the same track.

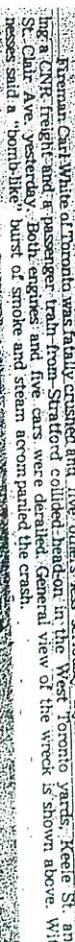
Boxcars were sent flying into the air, landing on both sides of a 300-foot stretch of tracks. The engine itself was a smoking mass of wreckage. No explanations were given by the CNR for the collision. The train struck was a transfer car operating between West Toronto and Bathurst St.

Several Massey Harris combines loaded on an open car on an adjacent track were smashed by flying wreckage. Steel cars and wooden box-cars were tossed around like matchboxes. Several cars landed 100 feet from where they were hit.

Firemen, police, speculators and railway officials walked warily, stepping over the large holes through which the roadway below the subway could be seen.

Five Young Children From Crowded

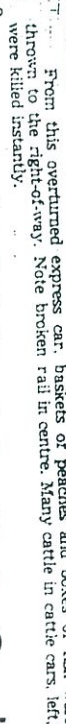
Ritchener, Oct. 7.—Five children will be removed from the cramped and unhealthy basement where they have been living with their parents, Mayor James Washburn announced today. Four of the children will be sent to a foster home.



Aerium Caribbea of Toronto was fatally crushed and five lives lost when a CNR freight and a passenger train from Stratford collided head-on in the West Toronto yards, Keele St. and Spadina Ave. yesterday. Both engines and five cars were derailed. General view of the wreck is shown above. Witnesses said a "bomb-like" burst of smoke and steam accompanied the crash.



Carl Winkle.
NAVY veteran, of 13 Oakley Ave., Toronto, German on the freighter, who died in Toronto Western Hospital of his injuries.



One Killed in Head-On Train Crash In West End Yards; Five Are Injured

From this overturned express car, baskets of peaches and boxes of apples were thrown to the right-of-way. Note broken rail in centre. Many cattle left, were killed instantly.

[illegible]

Carl White, 25 Oakley Ave., three miles from the scene, saw the man of a freshly engine-turned fire scorching for possible injured. Three hours later from Inuiters received when he jumped from his roomed live. Firmans of a 10-car Windsor-Toronto passenger train, Kenneth E. Vaughan, 42 London and East, near Joan Graves, Spadina Ave., and John Reid, London, are in his place. Two passengers who were taken to hospital by doctors last night by the railway and were taken to go to their homes.

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In the steel passenger cars, all of boxes of iron shovels, and one of which was parked on its side. It had been spotted behind a baggage car in front of the two locomotives. In fact, only eyewitnesses who were nearby and saw and heard were crash realized. The train crew in the wreckage and the engine back scorching for possible injured. Three hours later from Inuiters received when he jumped from his roomed live. Firmans of a 10-car Windsor-Toronto passenger train, Kenneth E. Vaughan, 42 London and East, near Joan Graves, Spadina Ave., and John Reid, London, are in his place. Two passengers who were taken to hospital by doctors last night by the railway and were taken to go to their homes.

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[illegible][illegible]

the Railroad's Rejoinder

Railroad's Report

The Canadian National railway is reporting an immediate investigation, said "At 5:10 a.m., train No. 10, from Stratford, Ont., to Toronto, was delayed by a broken engine 2202 in the West Toronto yards. Both were derailed. Two flatcars of the freight train were derailed, while two passenger cars were derailed. Two passengers were derailed. Two passengers were slightly injured and were treated on the scene by doctors who had been called. Ambulances were taken to the hospital."

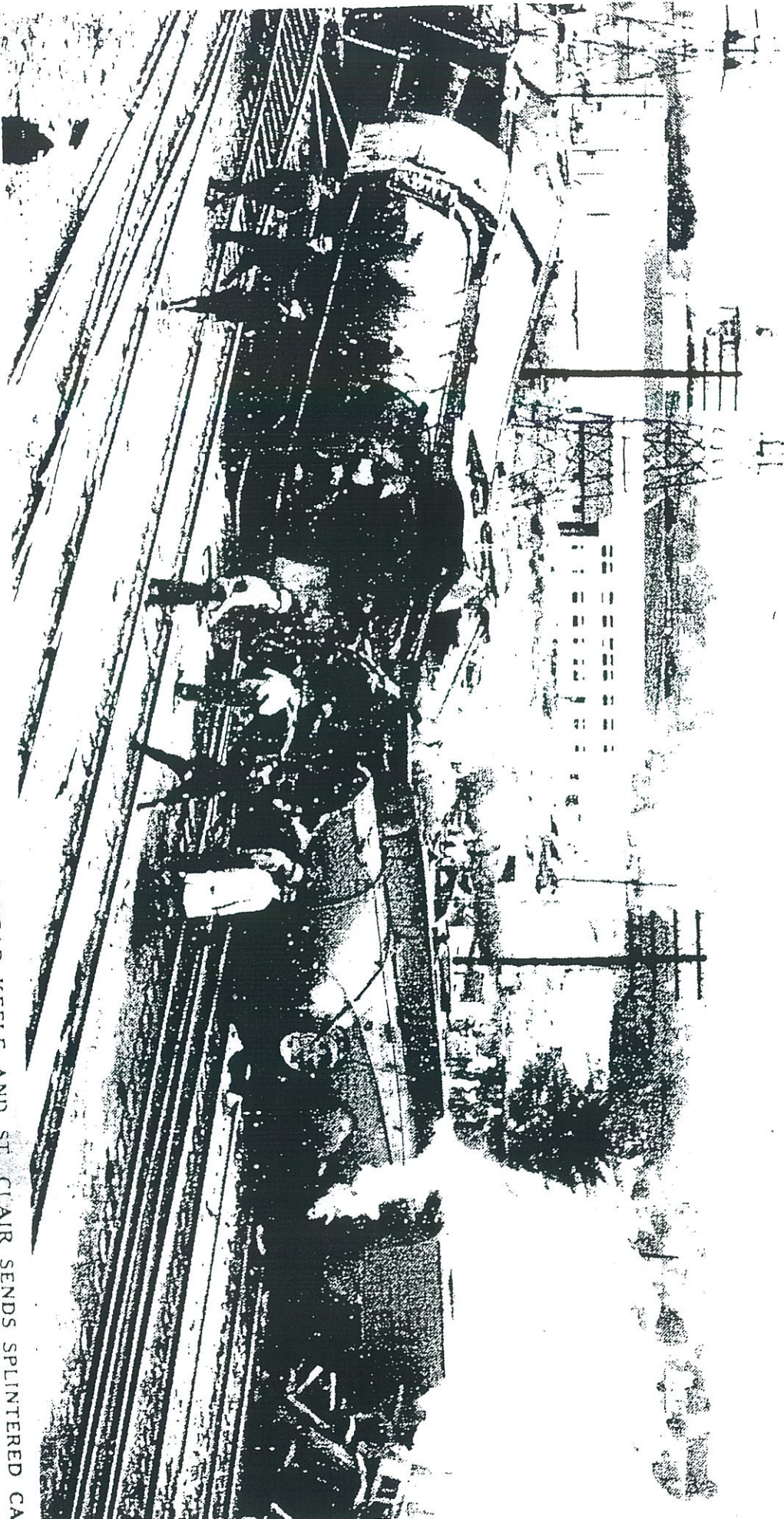
also called. Both men were taken to the hospital. They were Dr. J. H. Graves and Reid. Private J. H. White and Vaughan. Two passengers were slightly injured and were

TORONTO
GLOBE

September 12

1946

ENGINES LIE SPRAWLED AND SMASHED AFTER HEAD-ON TRAIN CRASH IN WEST TOR



ONE MAN DIES OF INJURIES, FIVE IN HOSPITAL AFTER COLLISION NEAR KEELE AND ST. CLAIR SENDS SPLINTERED CA

TORONTO STAR SEPTEMBER 11, 1946