DECEMBER 24, 1955 TRING JUNCTION MIXED TRAIN NO.25 ENGINE 1041. WORK EXTRA NO. 948, ENGINE NO. 948 J. R. VACHON KILLED

ITOPATYOMORPHYANSPORT COMMISSIONIERS FOR CAMMADA

Section for

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Designation and de-

STROPERS

File No. 39713.182

Memorandum to the Secretary

Please note the attached communication from Mr. Brazeau, Manager of the Quebec Central Railways, in connection with the head-on collision which occurred at Tring Junction on December 24, 1955.

A review of the circumstances leading up to this accident brought out the fact that one of the trains involved was a passenger carrying mixed train designated as a fourth class train.

The question of operating passenger carrying trains with no more authority than that accorded regular freight trains of an inferior class, has been the subject of review between the Board's officers and the Railways from time to time in recent years. It is evident from past experience that this practice exposes the travelling public to hazards which would not be involved if the trains were given a superior designation. This is particularly the case with respect to the operation through yard limits, where other than first and second class trains are given no rights to the main track other than those accorded under the rule governing movements within yard limits.

It will be noted in this instance that this question has been raised with the Company concerned and Mr. Brazeau, the Manager, has assured us that these trains will be designated as second class trains effective with the Spring change in time table.

Under the circumstances no further action appears to be necessary in this case.

Director of Operation.

RMM/hm cc File 1405.16 EBEC CENTRAL RAILWAY COMPANY

XXXXXXXXXX J.U. Brazeau,

SHERBROOKE, QUE. January 27, 1956

IN YOUR REPLY REFER TO FILE NO.

853

R.M. MacDonald, Esq., Director of Operation, Board of Transport Commissioners for Canada, Union Station, OTTAWA, Ont. JAN 30 1956

DIRECTOR OF OPERATION

Dear Sir:-

Referring to your letter of January 18th, file 39713.182, and further to mine of January 20th, in connection with affair which occurred at Tring Jct. on December 24th, 1955.

On date and at time of occurrence train No. 25 had twelve passengers, which was due to the Christmas holiday travel, but normally, this train handles only two or three passengers per trip.

It is my understanding that the mixed trains on this territory were designated as "Fourth Class" trains to facilitate train operations. However, effective with the next timetable on April 29th, 1956, all mixed trains on all Subdivisions this territory will be designated as "Second Class" trains.

Rules Instruction Classes were held on this territory at Vallee Jct. in October 1955 and at Sherbrooke in December 1955 by the Quebec District Rules Instructor.

The employees who were involved in this affair had all passed a satisfactory oral exemination in the Uniform Code of Operating Rules in the years 1953 and 1954.

Yours truly,

MYNIAD Manager

QUEBEC CENTRAL RAILWAY COMPANY

OFFICE OF THE GENERAL MANAGER

A. M. HAND. GENERAL MANAGER SHERBROOKE, QUE. January 20th, 1956

IN YOUR REPLY REFER TO FILE NO.

853

Personal

R.M. MacDonald, Esq., Director of Operation, Board of Transport Commissioners for Canada, Union Station, OTTAWA, Ont.

Dear Mac:

Referring to your personal letter of January 18th, also yours of same date, file 39713.182.

It was indeed very nice of you to write me in connection with my new appointment and your good wishes are very much appreciated.

In connection with the unfortunate affair which occurred at Tring Jct. on December 24th, 1955, this matter will be taken up with Mr. Hand, my predecessor, as to the reason why mixed trains were operated as fourth class trains, after which you will be advised.

Kind personal regards and wishing you the best

for the coming year.

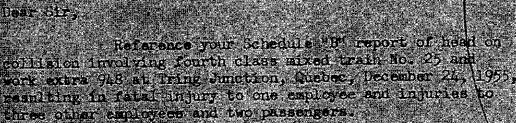
Yours truly.

Adei

January 18, 1956.

Pile No. 19713.182

Mr. J.A. Brazean Hanaver. maner (entrel Rablway, SHEEDINGER Diebecs



The report of the Roard's District Inspector. in this connection, has been reviewed and the mecessity of ontaining some further information seems to be indicated.

It is noted that Train No. 25 consisted of one load, one empty and three passenger cars. The provisions made for the name sing of passencers by this mixed brisin indicates that the mater of passengers carried is greater than everyon for a train so classified.

It would, therefore, seem that in accordance with the sail recognised practifice of serrounding passenger carrying trains with every possible safeguard, it would be advisable to class this train as a second class rather than a fourth class train, particularly on the Quebec Subdivision spere locate movements are fairly heavy.

The flagrant violation of Rule 87 by the crew of work extra 948 raises some doubt as to the type and frequency of rule instruction in this territory.

Your comments on the above observations would be appreciated at your early convenience.

Yours traly,

(R.M. MacDonald)

Director of Operation

AL/F

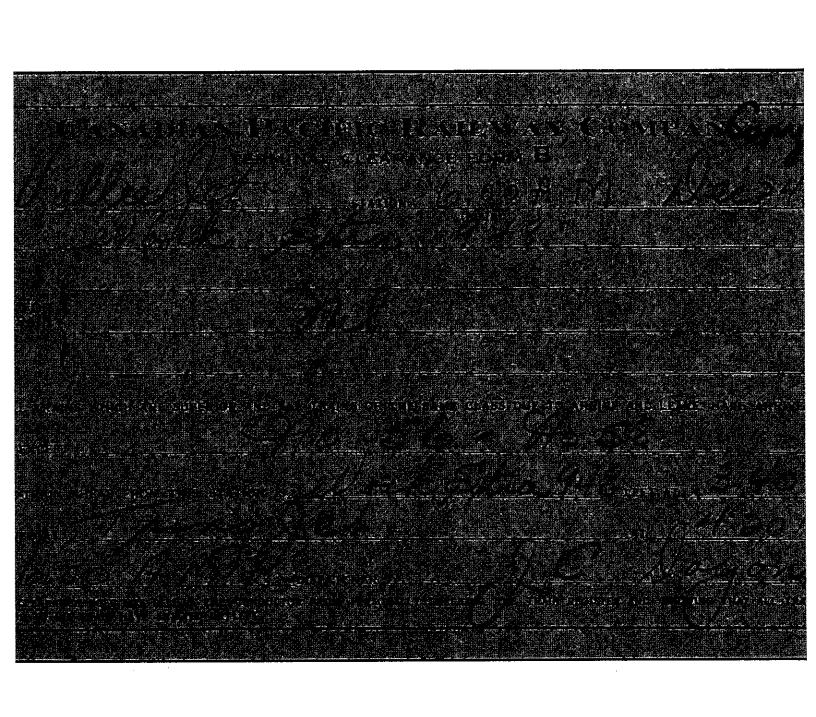
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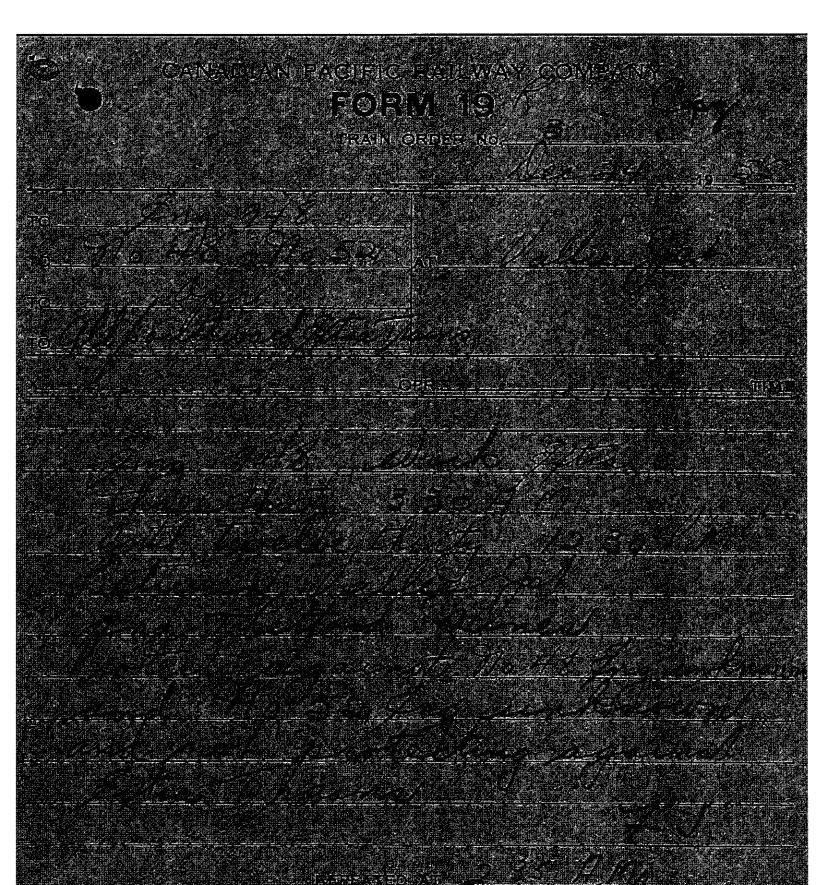
Head-on collision QUEBIC CENTRAL RLY., December 24th/55 Tring Junction, P.Q. - Trains: No. 25 and Work Extra 948

LIST OF CASUALTIES

NAME	AGS ADDRESS	INJURX
PASSEMGERS:		
Mrs. F. Nadeau	61 St. Evariste, P.Q.	Slight cut over right eye.
Mr. C. Girard	75 Champlain St., Megar	tic, P.Q. Slight cut inside lower lip.
	* in the second of the second	
EMPLOYEES		
J.R. Vachon Trainman	31 Vallee Junction, P.Q	KILLED (Scalded)
D. Perreault Conductor	Vallee Junction, P.Q	Slight scratch over right eye; both hands bruised.
M. Bouchard Conductor		Bruise over right eye and on right cheek.
G. Bolduc Fireman	35	Crushed left hand and contu- sions to right leg.







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	December 21th 19 55
Quebec Central Railway Railway	
for Canada as re the Pailway Ac	d of Railway Commissioners quired by Section 285 of the section 285 of
. Date December 2Lth, 1955	DIESCION OF ANDERALISM
. Hour 8.27 a.m.	
. Train No. 25 and work extra 948	Conductor No. 25 D. Perreault 1041 Work Ex. 948 M. Bouchard Engine 248
	Engineer No 25 E. Doyon Work Ex 948 B P. E. Gregoire
. Place <u>Mileage 91 , Quebec SD., Tring</u> Province <u>Quebec</u>	Jōt, Que
. Name of Person InjuredKilled Trainman	
- Age 31	Injured (see sheet attached)
Injured (see attached sheet	
. Passenger, employee or others <u>Killed</u>	others (see attached sheet)
Residence Vallèe Jct, Que Others (see	attached sheet) (l)
Description of injury scaled Other	s (see attached sheet)
	W/
J. How accident occurred Investigating	
ote: If injury or damage be to a bridge, alvert, viaduct or tunnel, answer unbers 1, 2, 4, 9 and 10.	
. 3. Use only one form for each accident, tacking plain extension skeets if usualisticient space here.	
	SIGNATURE ////
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	General Manager
	General Manager

Injured - EMPLOYEES:- Conductor D. Perreault V_-

slight scratch over right eye, both hands bruised.

Conductor M. Bouchard / - bruise over right eye and on right cheek

Fireman G. Bolduc / - crushed left hand and contusions to right leg.

Rest of Crew unijured.

PASSENGERS: - Mrs F. Nadeau Age 61 / - slight cut over right eye St. Evariste, Que

Mrs. Charles Girard - slight cut inside lower lip
Age 75
Champlain St.,
Megantic, Que.

Other ten passengers uninjured.



Canal Rang Carling

TIBE COMMUNICATIONS

Class of Servic

DECEMBER 24 1:25 PM 55

ollowing message, subject to the terms on back hereof, which are hereby agreed to.

HB SHERBROOKE QUE 24

CTOR OF OPERATION D OF TRANSPORT COMMISSIONERS OTTAWA ONT.

FEET CENTRAL RAILWAY.

LAIN NO 25 AND WORK EXTRA 948 SOUTH.

E EMPLOYEE KILLED, THREE EMPLOYEES INJURED, TWO PASSENGERS INJURED.

IAIN NO 25 AND EXTRA 948 SOUTH COLLIDED HEAD ON SIX POLES SOUTH OF MILEAGE QUEBEC SD.

PERREAULT

G. H. PESCUD, General Manager, Montreal, Que-

Taul, HAMSON, Assistant General Manager, Montreal, Que. P. G. Mol. EAN. General Superintendent Wininger. Man.

L. A. RAVMOND, General Superintendent, Montreal, Que.

H. W. HOWARI), Superintendent, Sudbury, Ont. D. N. MACLEGO, Superintendent, Toronto, Ont.

A. B. EMISKY: Sirgerintendent, Montreal, Que.

W. C. KHATING, Superintendent, Saint John, N.B.

L. W. NEALE, Superintendent, Moose Jun. Stak F. ELSEY, Superintendent, Winnipeg, Man.

R.V. TOMBE, Superlutendent, Vancouvel, E.C.

D. LESLIE, Superintendent, Calgary, Alta

TERMS AND CONDITIONS UPON WHICH TELEGRAPH AND CABLE MESSAGES SHALL BE TRANSMITTED ARE PRESCRIBED BY ORDER No. 49274 DATED DECEMBER 5th, 1932, OF THE BOARD OF TRANSPORT. COMMISSIONERS FOR CANADA, AND PUBLISHED IN THE CANADA GAZETUE

greed between the sender of the message, on the face of this form and this Company, that said Company shall not be liable for damages ar insmit or deliver, or for any error in the transmission or delivery of any unrepeated telegram, whether happening from negligence of its s for delays from interruptions in the working of its lines, for errors in cypher or obscure messages, or for errors from illegible writing, i ived for sending the same,

ard against errors, the Company will repeat back any telegram for an extra payment of one-half the regular rate, and in that case the Company in the transmission or delivery of the damages, suffered by the sender to an extent not exceeding \$200, due to the negligence of the Company in the transmission or delivery of the

teness in the transmission and delivery of messages can be insured by contract in writing, stating agreed amount of risk, and payment of he following rates, in addition to the usual charge for repeated messages, viz.; one per cent, for any distance not exceeding 1,000 miles, at greater distance.

Impany shall not be liable for the act or omission of any other Company, but will endeavor to forward the telegram by any other Telegram to reaching its destination, but only as the agent of the sender and without liability therefor. The Company shall not be responsible for one are presented and accepted at one of its transmitting offices; if a message is sent to such office by one of the Company's messengers on as the sender's agent; if by telephone the person receiving the message acts therein as agent of the sender, being authorized to assent or to sender. This Company shall not be liable in any case for damages, unless the same be claimed, in writing, within sixty days after received. transmission.

iployee of the Company shall vary the foregoing.

CLASSES OF SERVICE

E TELEGRAM

te expedited service.

EGRAM

I up to 2 a.m. at reduced rates, to be sent during the night and the morning of the next day after their date at places where the offices are open on Sundays, and on the morning of the next ness day at places where the Company's offices are not open on

ERS

red day service at races lower than the standard telegram rates One and one-half times the ten-word day telegram rate for the Lof 50 words or less, and one-fifth of the initial rate for such each additional 10 words or less.

ers may be forwarded by the Company as a deferred service, ismission and delivery of such Day Letters are, in all respects, to the priority of transmission and delivery of full-rate telegrams. iters may be delivered by the Company by telephoning the same assess and such deliveries shall be a complete discharge of the the Company to deliver.

Day Letters are received subject to the express understate agreement that the Company does not undertake that a Day Letter and on the day of its date absolutely and at all events; but company's obligation in this respect is subject to the condition shall remain sufficient time for the transmission and delivery of Letter on the day of its date during regular office hours, subjuriety of the transmission of full-rate telegrams under the named above. named above.

NIGHT LETTERS

Accepted up to 2 a.m. for delivery on the morning of the next their date at places where the Company's offices are open on Sunda the morning of the next ensuing business day at places where the offices are not open on Sundays, at rates still lower than its stan telegram rates us follows: The standard day rate for 10 word transmission of 50 words or less and one fifth of the initial rate to words for each additional 10 words or less.

Night Letters may, at the option of the Company, be mailed a tion to the addressess, and the Company shall be deemed to have lis obligation in such cases with respect to delivery by mailing a

Letters at destination, postage prepaid.

Continu Garino

TELEGRAAN

MORLO WIDE COMPANICATIONS

me shown in the date line is STANDARD TIME at place of origin. Time of receipt is STANDARD TIME at place of destination"

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HB SHERBROOKE QUE 24

OR OF OPERATIONS 50

OF TRANSPORT COMMISSIONERS OTTAWA ONT

MBER 24TH 1955 TRING JCT QUE.

EC CENTRAL RAILWAY.

N NO 25AND WORK EXTRA 948 SOUTH.

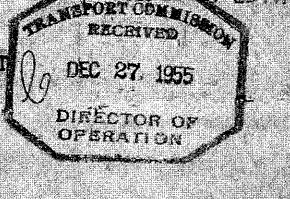
EMPLOYEE KILLED, THREE EMPLOYEES INJURED, TWO PASSENGERS IN

N NO 25 AND EXTRA 948 SOUTH COLLIDED HEAD ON SIX POLES SOUTH

EAGE 91 QUEBEC SD.

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cover the distance between St. Bruno (mileage 94.7) and Tring Junction (m. 90.3), viz: 4 miles, the ascending grade south being intermittent from zero to 15 between these two points.

Work Extra 948 South left St. Bruno between 8.01 and 8.02 a.m.; while moving between St. Bruno and Tring Junction, some difficulty was experienced with engine slipping due to light snow falling; it arrived at Station mile board at 8.19 a.m. or 8.20 a.m., at which point both the head end crew and rear end crew were aware of the time factor in respect to wait order on train No. 25, more especially the head end crew - Fireman Gagne being busily engaged in firing and attempting to make sanders work, while Engineman Gregoire and Trainman Vachon discussed what action they should take, finally coming to the conclusion that if they got wihin the yard limits of Tring Junction, they assumed train No. 25 would observe Rule 93.

About 8.25 a.m., Work Extra 948 South came to a stop with engine 10 pole lengths inside north yard limits board; Work Extra 948 South had whistled for the station mile board and when coming to a stop inside the yard limits, made emergency use of the whistle.

Conductor Bouchard and Trainman Garon also were aware of violation of the wait order, discussing the time approaching station mile board and into yard limits, and also observed the movement of train No. 25 from Tring Junction Station, Conductor Bouchard applying Conductor Valve from the rear simultaneously with that of Engineman Gregoire. A check of the crew watches immediately after the affair indicated Conductor Bouchard's watch was 58 seconds slow.

Train No. 25 left Megantic at 5.10 a.m. (five minutes late), arrived Tring Junction 8.05 a.m. on time, and after stopping clear of the Quebec Subdivision at Tring Junction, checking register, moved to the Station proper, completed work, signed 31 wait order to wait at Tring Junction until 8.25 a.m., and left that point at 8.26 a.m., with 1 load, 1 empty, three passenger cars. Leaving Tring Junction to the point of affair, Mileage 90.4, there is a descending grade to the north on a 4° curve, to the right there being an uncestructed view from the crossing immediately north of Tring Junction for a distance of 1/2 mile, except for a cluster of six spruce trees at that point.

Engineman E. Doyon, immediately leaving Tring Junction, after passing the orders to the fireman and front trainman, maintained a view through the front window of the cab although side window was open. When about five pole lengths, he first observed Work Extra 948 South, immediately making emergency application and shouting to his crew 'What are they doing on main track - jump', it being estimated that train No. 25 was operating at 20 miles per hour at the time of contact. Fireman G. Bolduc and deceased Trainman J.R. Vachon, being on left side of engine 1041 operating on a 40 curve, had restricted view.

Immediately after the affair, steps were taken to ascertain as to personal injuries, some of the members of the crews returning to Tring Junction to make a flash report. The injured parties were attended by Dr. Gauthier of Tring Junction. As there is only one doctor at that point, it was not until after Conductor Perrault returned from his call that it was ascertained that Trainman Vachon, head end Trainman of train No. 25, had been fatally injured, it not being possible until this time to make complete inspection of engine 1041 due to breakage of steam pipes on left side of the cab.

Sherbrooke auxiliary was ordered at 9.30 a.m. and left at 10.00 a.m.; it arrived Tring Junction at 3.50 p.m.;

The Quebec Auxiliary was ordered at the same time and afterwards cancelled.

After the impact, train No. 25 recoiled twelve feet, both engines remaining upright, with engine 1041 having leading intermediate drivers derailed, with tender of engine 1041 telescoped into cab of engine with engine 948 and tender of 948 also being telescoped with tender riding up on deck casting. The front

portions of both engines were badly damaged with engine trucks driven back towards leading drivers.

Pending the arrival of Sherbrooke Auxiliary, arrangements were made to cut away and remove all parts that were accessible, and also to clear rear end of train Extra 948 to St. Bruno and train No. 25 to Tring Junction. Engine 1041 was rerailed and pulled back into Tring Junction at 4.25 p.m.; with engine proper of 948 cleared at 6.00 p.m., with tender of engine 948 rerailed at 6.20 p.m.

DISCIPLINE:

For Violation of Rule 87:

Engineman P.E. Gregoire - 30,000 miles firing Freight Service;

Fireman G. Gagne - 30 demerit marks;

Conductor M. Bouchard - 30,000 miles trainman Freight Service;

Head end Trainman Lorenzo Vachon - 30 demerit marks.

Rear Trainman J. G aron - 30,000 miles Yard Service in view of record.

For Violation of Rule 93:

Engineman E. Doyon - 30,000 miles firing Freight Service;

Fireman G. Bolduc - 30 demerit marks;

DAMAGE: The estimated damage to both engines in this affair amounts to \$13,900.00.

The operation on this railroad is by time table and train orders.

REMARKS:

In my opinion, it is a very bad practice to handle passengers on trains classed as Fourth Class Trains; these mixed trains should be classed as Second Class Trains.

Respectfully submitted,

J.A. Dussault District Inspector

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MONTREAL

January 6th. 1956.

ENCLOSURES: (1) - Q.C.R. Plan showing location of affair

(2) - Copies of train orders.

Inv. File 58684

Memorandum to

The Secretary

Herewith, report of District Inspector Dussault, in connection with the head on collision in yard limits at Tring Junction, Quebec, Quebec Central Railway, December 24, 1955, which resulted in the death of one employee and injury to three employees and two passengers.

The weather was clear at the time of this mishap which occurred at 8:25 a.m.

The mishap was the result of work extra 948 failing to comply with the requirements of Rule 87 of the Uniform Code of Operating Rules, which requires in part, that extra trains must clear the time of opposing regular trains in not less than five minutes unless otherwise provided. Furthermore, the speed of both trains involved was restricted in this area by the provisions of Rule 93 of the Operating Rules, which required them to move at a speed that would permit them stopping within one half the range of vision.

It will be noted that Train No. 25 was moving at a speed of 15 to 20 m.p.h. at the time of impact and the work extra was standing. Therefore, the crew of No. 25 violated the requirements of Rule 93.

All members of the crew of work extra 948 and head end members of the crew of No. 25, have been severely disciplined for violation of the above mentioned rules.

It will be noted the Inspector considers that mixed trains should be classed as second class trains. No. 25, the mixed train involved in this occurrence, was classed as a fourth class train. It is the Inspector's opinion that the movement of any train carrying passengers should not be restricted by the requirements of the yard limit Rule No. 93, and that third and inferior class trains and extra trains should not be permitted to occupy the main track in yard limits on the time of a train carrying passengers.

While there is no sound reason to conclude that had the train No. 25 been classified as a second class train, this mishap would have been avoided, it is our intention to develop this feature with the Company.

It is, therefore, suggested that when the file has been noted by the Board, it be returned to this Department for further handling.

Asst. Director of Operation

O.D.X. 16339

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA OPERATING DEPARTMENT

ACCIDENT INVESTIGATION REPORT

Q.C.R. 1. Railway

90.7 Mileage

Subdivision

2. Place (if town, village or city) Tring Junction

Province

Quebec

3. Date and year December 24th, 1955

Time (a.m. or p.m.) 8.27 a.m.

- 4. Weather conditions Clear 150 above light snow.
- Mixed No. 25 5. Train (passenger, freight, etc.) Work Extra 948
- 6. Number of train No. 25 · · · · · · Direction Northward Southward Work Extra
- 7. Engine number 1041 (No.25) Number of cars in train 4 cars 948 (Work Extra.. " " " 11 " 11 "
- E. Doyon (No. 25) P.E.Gregoire (Work Extra) 8. Engineer or motorman E. Doyon
- 9. Conductor., D. Perrault (No. 25); M. Bouchard (Work Extra)
- 10. Number of brakes in operation No. 25: 4 cars in good order and operating efficiently; Work Extra: 11 cars - train at rest at time of occurence
- 11. Speed of train at time of accident . No. 25: 15 to 20 miles per hour.

Work Extra: at rest.

12. Nature of accident

. Head-on collision.

- Violation of Rule 87 by crew of Work Extra 13. Cause of accident и и 93 и и и No. 25
- 14. Result of accident (give names of killed and injured) 2 passengers injured; 3 employees injured; I employee killed (see list attached).
- 15. What attention was given to the injured Dr. Georges Albert Gauthier of Tring Junction was called immediately; he administered first-aid to the injured persons and released them, except Fireman G. Bolduc hospitalized at St. Georges de Beauce; trainman J.R. Vachon was pronounced dead and removed to the Morgue.

 16. Remarks and recommendation, if any

My investigation disclosed the following facts:

Work Extra 948 was ordered at Valle Junction 3.30 a.m., December 24,1955, as a double to Summit, returning to Vallee Junction and then Thetford Mines. Left Vallee Junction at 3.40 a.m. on initial trip and returned Vallee Junction 5.45 a.m.; on second trip, left Vallee Junction 6.05 a.m. and entered siding at St. Bruno 6.32 a.m. to clear Extra 819 North. The Conductor of Extra 819 North had in his care an order issued to train No. 25 to wait at Tring Junction until 8.25 a.m. Extra 819 North arrived St. Bruno 7.58 a.m. Work Extra 948 South left that point 8.01 a.m., train consisting of 10 loads and van (640 tons with a rating of 660 tons); the weather was 15° above, with light SHOW.

While Extra 948 South was at St. Bruno, a discussion arose between the crew as to where they would clear No. 25 and No. 2; after the conductor had used the local phone to the Operator at Tring Junction, he was informed that Conductor of Extra 619 North would have a wait for him on No. 25. After arrival of Extra 819 North at St. Bruno, Conductor Bouchard and Engineman Gregoire figured they had sufficient time to go to Tring Junction to clear No. 25 on the wait order; the enginemen considered he required 15 minutes to

District Inspector.

Office:

Data:

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