

CNR, GTR,

MERRITTON

C. H. RIFF

G.T.R. ENGINE JUMPS TRACK AT MERRITTON

Engine 673 of the G. T. R. jumped the track just east of the station in Merritton about 5.55 o'clock yesterday afternoon. The engine was in charge of Engineer Jarvis and Fireman Patton, and was backing in from Niagara Falls. The tender jumped across the west bound track and the engine itself blocking the east bound track.

Fireman Patton was bruised and shaken up, but was able to proceed to his home. The engineer escaped injury.

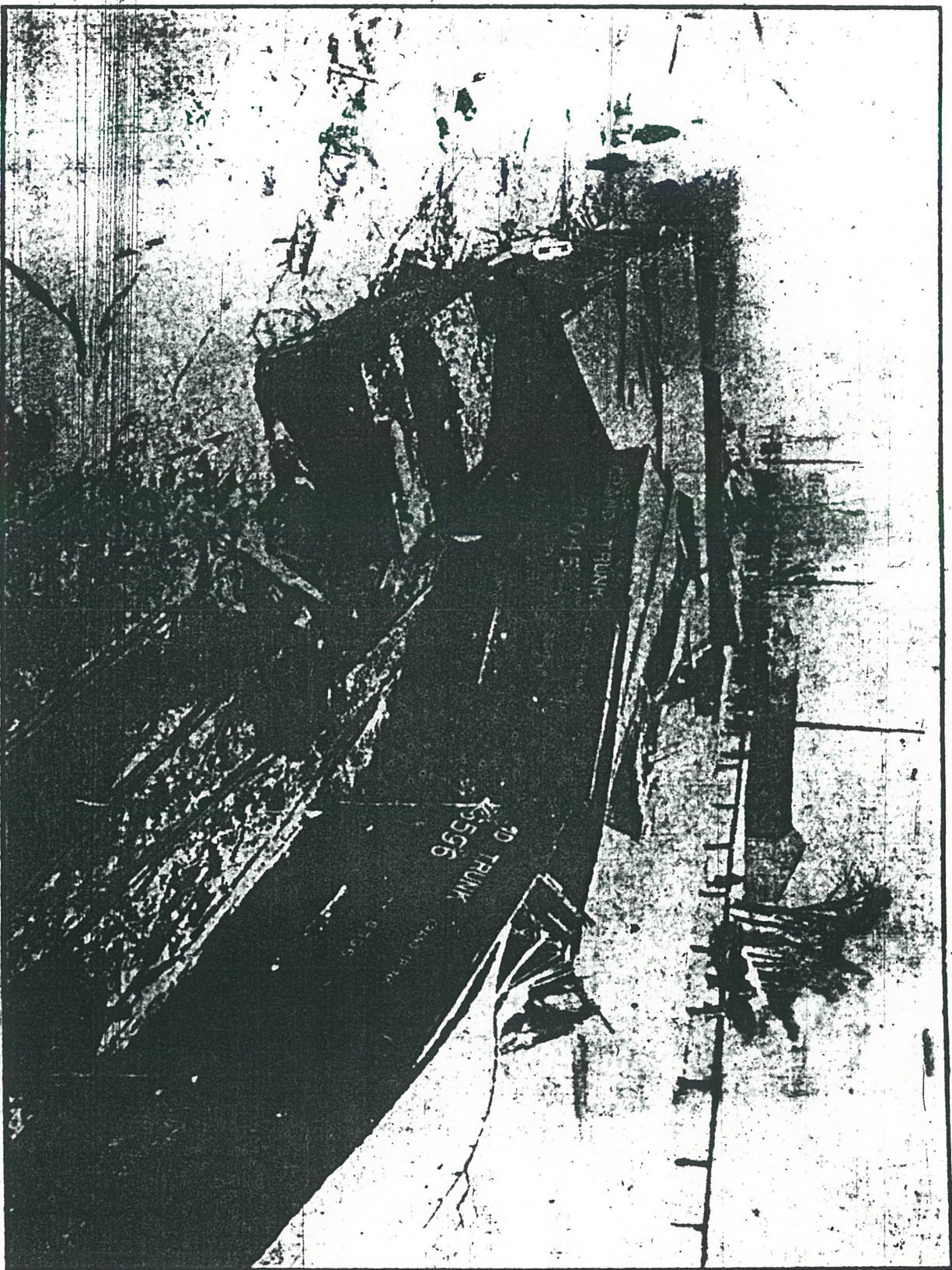
The passenger trains were held up for considerable time, but were routed over the Welland Division and Wabash to Niagara Falls.

The rails were torn up for some distance, and it took until nearly midnight to clear the tracks and resume traffic.

Another Accident.

A truck driven by a foreigner collided with a street car at the corner near the Lybster Paper Mills about 6.30 this morning. The windshield and side of the automobile were badly broken. The side of the street car was badly scratched. The truck is reported to have been travelling at an excessive rate of speed for a dangerous corner of this kind.

Pictures Showing Grand Trunk Wreck At Western Hill Station Saturday Morning



THIS IS A GENERAL VIEW OF THE WRECK, SHOWING THE SMASHED FREIGHT CARS LYING ABOUT IN GENERAL DISORDER. A PRETTY JOB FOR THE WRECK-
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FREIGHT WRECK

Considerable Damage in C.T.R. Yards At Merrittton

St. Catharines, Aug. 13.—Twelve freight cars were demolished this morning in the Grand Trunk yards at Merrittton and several others lost damaged when a westbound freight descending the grade at an increased rate of speed because of failure of the brakes to work slide-swiped an eastbound freight which was entering a siding to make room for it. The yard trackage was badly torn up and traffic was tied up for several hours. Included in the destroyed merchandise was a quantity of parts for seaplanes.

The crews of both trains escaped injury. The overhead bridge on the Grand Trunk was also damaged.

way from St Catharines to Thorold and the local trolley lines of the Niagara. St. Catharines and Toronto railway, was also badly smashed and put out of commission, and concrete abutments on both sides were severed and beams from a car containing aluminum were pushed through the surface of the bridge, smashing the track of the electric railway.

FOOD IN BAPTISMAL FONT

Amsterdam, July 1.—A curious food hoard has been discovered at Einbeck, says the South Hanoverian Gazette. In the parish church baptismal font. Investigations following a denunciatory letter revealed five hundredweights of oats and a hundredweight of rye and beans.

Mr. Halpenny, of Kincardine, has been appointed principal of St. Mary's public schools.

CNR, GTR,

MERRITON

C. H. RIFF

bound train failed to work and as the train proceeded down hill it steadily gathered momentum. The engineer saw the plight and shrieked his whistle constantly, endeavoring to warn the train approaching that something was wrong. It was too late, however, for the east-bound did not have time to clear and the crash came.

Sea-Planes Smashed

The damage was about equal to the two trains, there being about six cars of each demolished. The most serious loss was a car containing the complete equipment for a large number of sea-planes, this was sent for the Philadelphia shipyard. Another car contained a full complement of aluminum ware. The other cars were filled with pig iron, coal, brick and pulpwood.

No One Injured

Under the circumstances it is really miraculous that no one was killed or injured. The train crews had a rather exciting experience. The brakeman and the engineer on the west-bound jumped just as they reached the railway bridge over Merritt street. It was just some ninety feet further on that the real crash came, and the engine was pretty badly demolished.

It was rather a peculiar coincidence that the majority of the cars wrecked were box cars sandwiched in between coal cars, it made a rather picturesque scene.

Bridge Damaged

The most serious damage done was that to the Merritt street bridge. Directly underneath the structure where the accident occurred was a box car which contained aluminum ware. This car was smashed entirely and its timbers forced right through the surface of the bridge, tearing up the rails of the N. S. & T. R. local line and damaging the structure otherwise considerably, even the concrete abutments on the northerly side being parted.

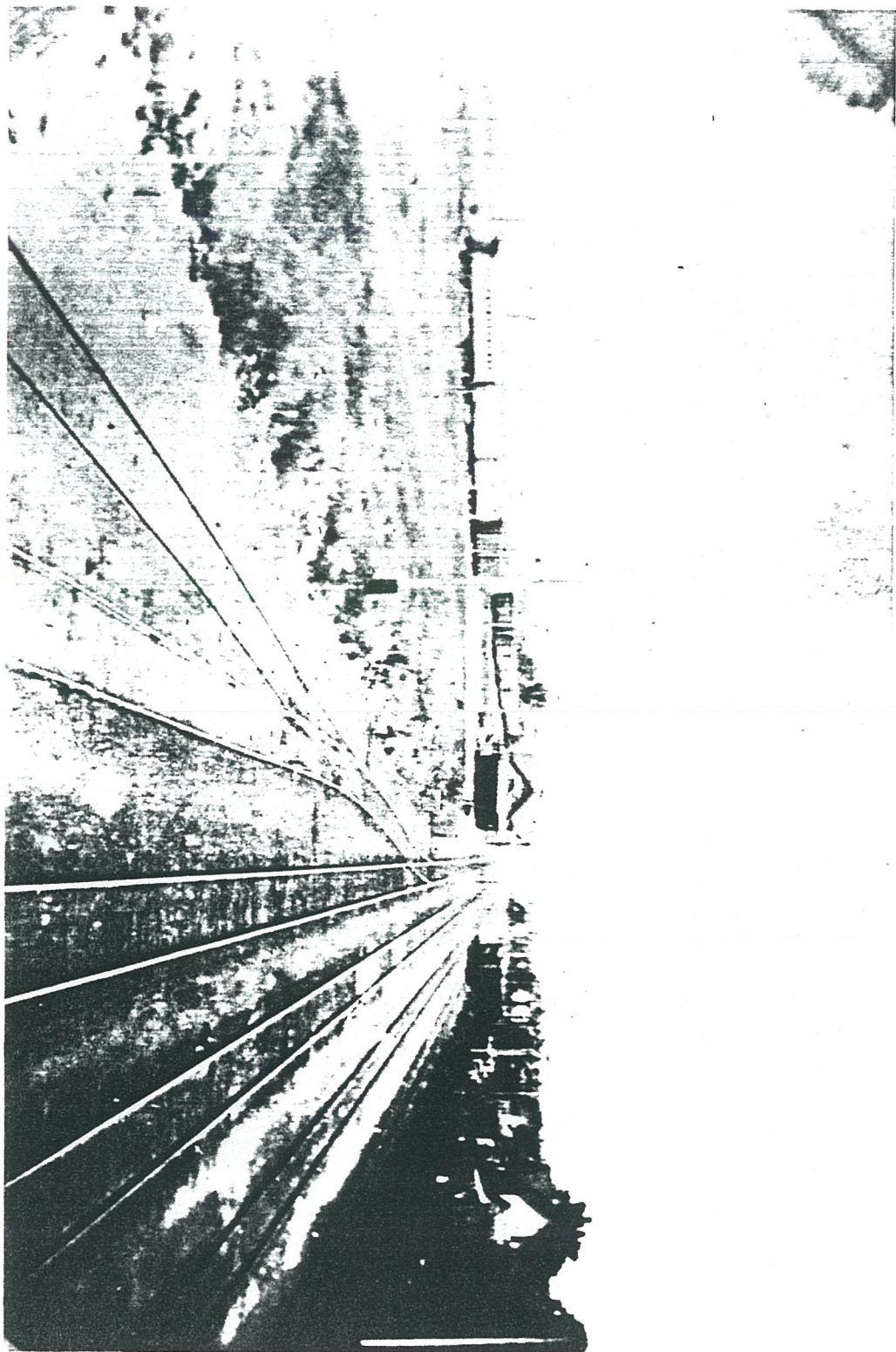
The damage to the bridge will tie up the local line for some time as far as the transportation over the structure is concerned. Superintendent Robertson has a crew at work endeavoring to round things into shape as soon as possible, but it will take some time to repair the road bed.

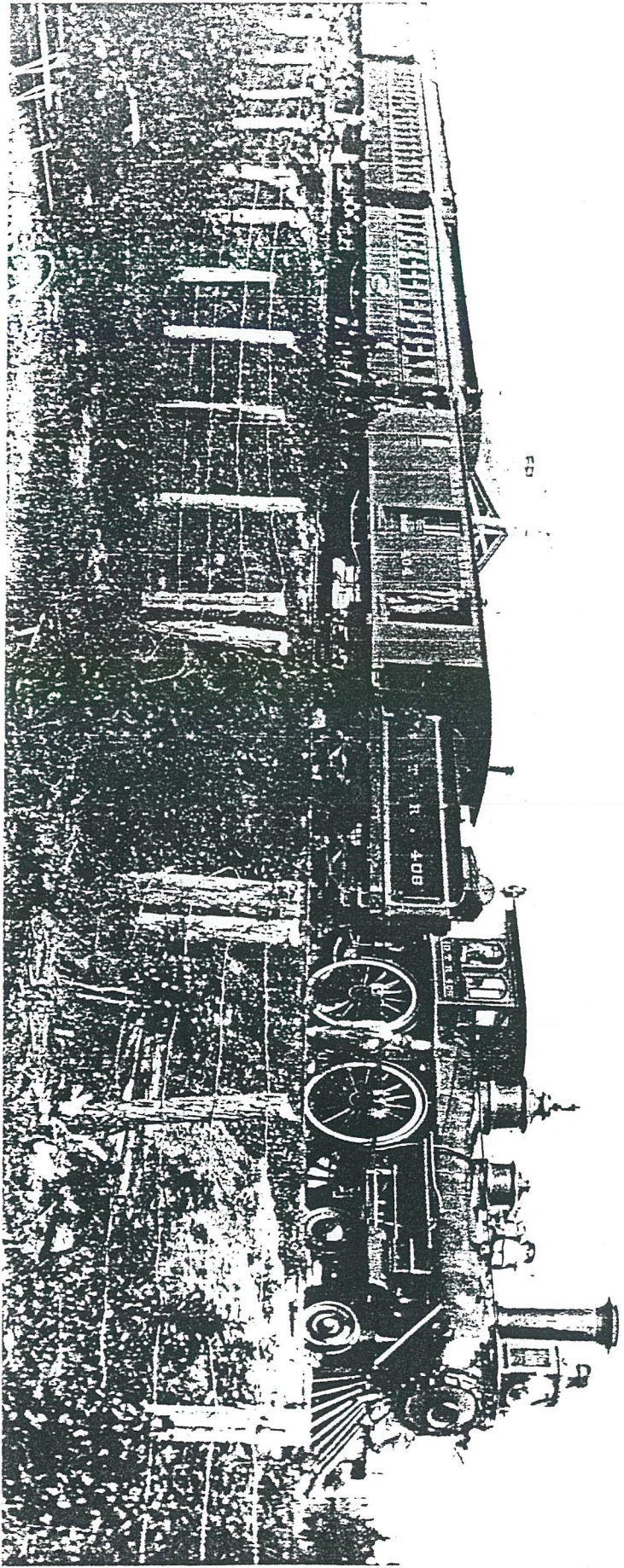
At 10 o'clock the wrecking crew from the Falls and Hamilton had not yet arrived, but were expected any minute. It is possible that one of the main line tracks may be cleared before night as there are only two

August 13
1918

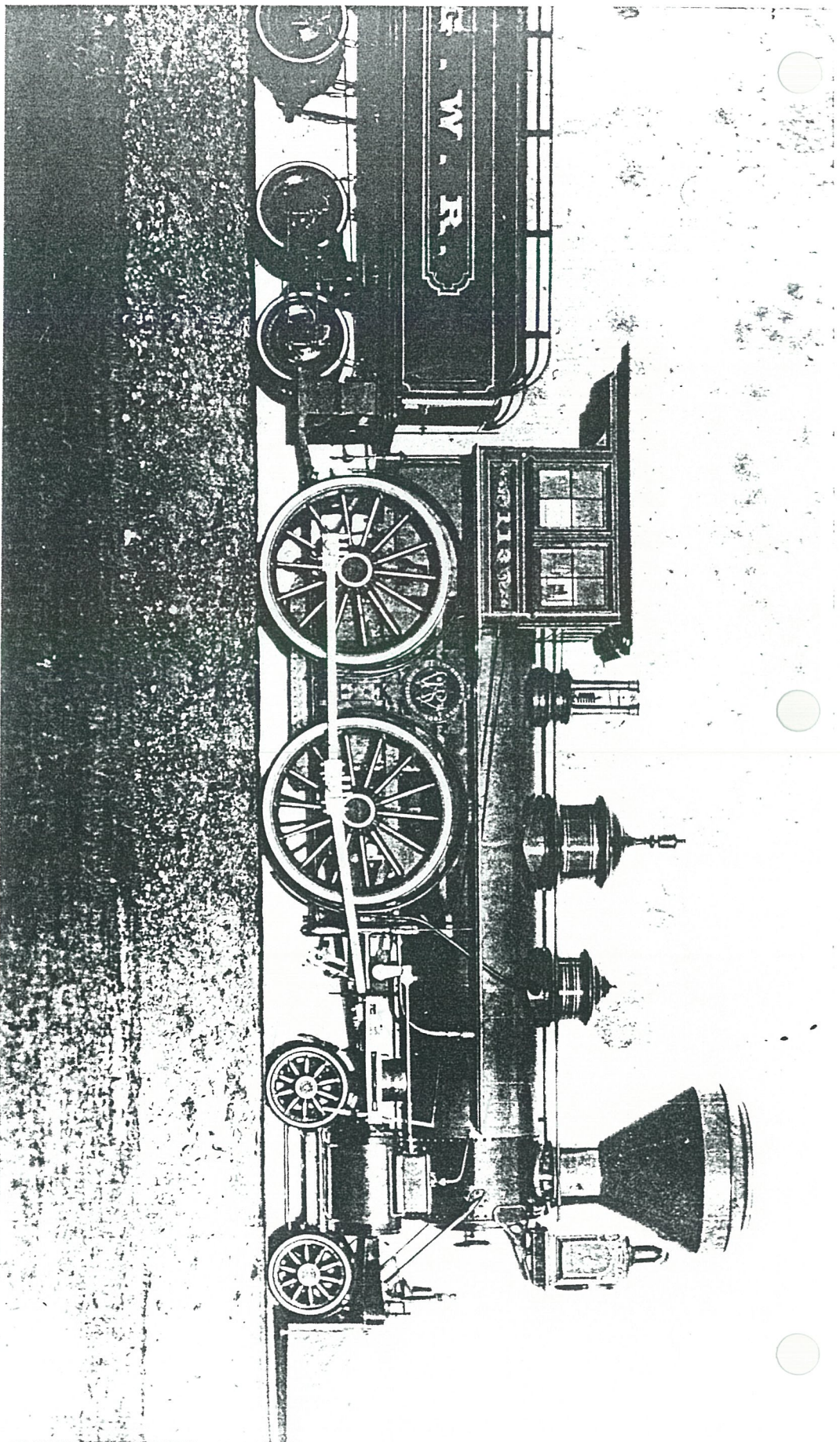


St. Catharines Historical Museum

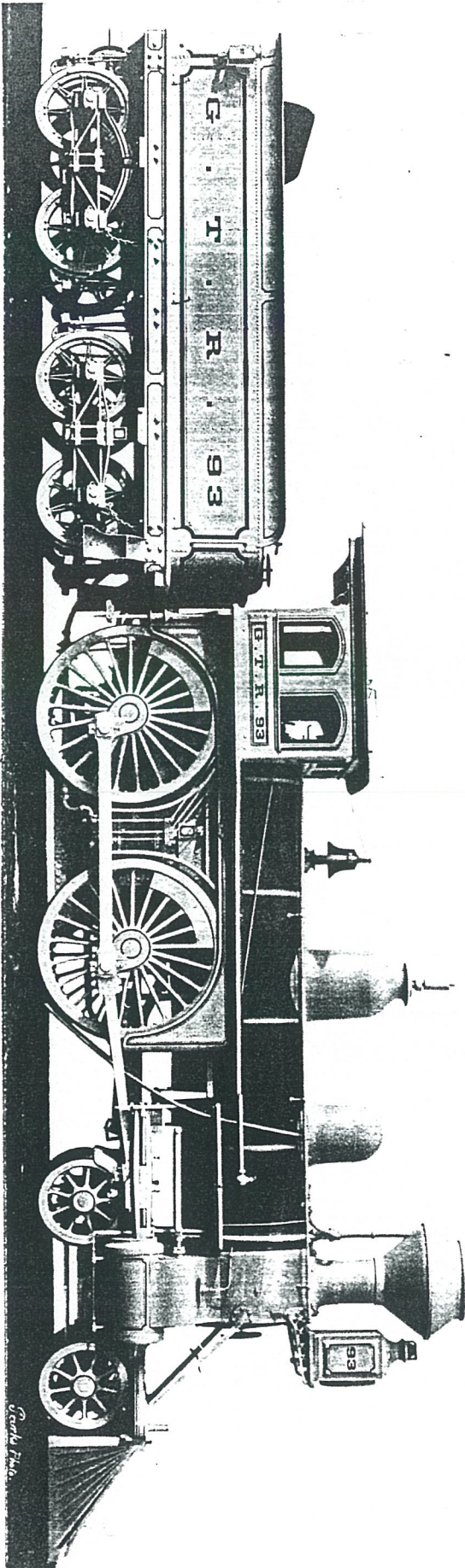




St. Catharines Historical Museum



St. Catharines Historical Museum



EXPRESS PASSENGER ENGINE.
CYLINDER 26 IN. BORE, 15 FT. 6 IN. DIA., TOTAL HEIGHT 96,000 LBS.
WEIGHT ON TRUCK 34,000 LBS., WEIGHT ON DRIVE 62,000 LBS.
CAPACITY OF TENDER 7,000 GALS., 17 1/2 TONS, 3 1/2 CUBIC YDS.

Walker Brothers Quarry

In 1887, John Walker, a marble carver, opened a quarry on leased land on the brow of the Niagara Gorge. Shortly thereafter he transferred this business to his three sons and it became known as Walker Brothers Quarry. Since that time, for over 100 years, the Walker family, including three generations of brothers, has been quarrying limestone on the same site, in the north-east corner of what is now the City of Niagara Falls, Ontario. From this central location, close to markets in the Niagara Peninsula and adjacent to the third Welland Ship Canal, building stone was transported by way of the Welland Canal to Hamilton, Toronto, and to the Province of Quebec. During this time building stone was quarried and shipped to provide stone for Armouries in Hamilton, Toronto and Chatham; for the Adams Power House in Niagara Falls, New York, and for the Canadian Niagara Power House in Niagara Falls, Ontario, both owned by the Niagara Falls Power Company. The last building

stone quarried by Walker Brothers was in 1927, and was used for an addition to St. Andrews Presbyterian Church in Thorold.

There was waste from the quarrying of blocks of limestone building stone, and a use was found for this waste in the development of two apparently unrelated fields. One was paper making, the other was road building.

The St. Catharines, Thorold and Suspension Bridge Toll Road Company received its charter in 1852. The road we now know as Thorold Stone Road, was part of this Toll Road, which ran from St. Catharines, through Thorold, down the present Thorold Stone Road to Stanley Street, then to present day Bridge Street in Niagara Falls, and to the Railway Suspension Bridge.

When the portion known as Thorold Stone Road was macadamized – that is, surfaced with successive layers of broken stone, each layer subjected to pressure before the next was laid – Walker Brothers Quarry was close by and probably supplied stone at that time and for subsequent additions to the road surface.

Walker Brothers Quarry



THE EVENING

TRAIN FALLS OVER BRIDGE.

Accident at Falls—Cars Drop 250 Feet Into Gorge.

Niagara Falls, Ont., June 17.—A G. T. R. crew had an exciting mix-up on the big steel arch bridge early on Saturday. The men left the Lehigh Valley yards, on the American side of the river, with 41 empty box cars for the Canadian side. The Lehigh has no night yard inspector, and the accident that followed is attributed to that.

A brake-beam on a car about the centre of the train was dragging. It ran some cars off the rails, and there was a general bump, bump, bump on the ties. This was noticed by an Erie engineer, who "whistled them down." Brakes were applied by the G. T. R. engineer, and the sudden stopping of the front of the train with the momentum of the cars in the rear caused the centre cars, which were off the track, to buckle out and go over the edge of the bridge. Two of them shot out clear of the lower storey and plunged headforemost into the Niagara, 250 feet below, which at this point has a very strong current.

A third car stopped on the edge, then went over, striking the railing of the lower storey. When the railing was struck the car turned a complete somersault.

June 17 1907
Windsor

bound train failed to work and as the train proceeded down hill it steadily gathered momentum. The engineer saw the plight and shrieked his whistle constantly, endeavoring to warn the train approaching that something was wrong. It was too late, however, for the east-bound did not have time to clear and the crash came.

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RAILWAY ACCIDENT.

THOROLD, May 27.

After the one o'clock train west last night had passed Thorold station and was about crossing the canal, the brakes not being put on soon enough and the canal bridge being open, the engine ran into the gully on the east side of the canal, breaking loose from the train, the cars remaining on the track. The cars were more or less injured from the sudden stoppage, but no one was hurt. They hope to have the line clear to-day. With reference to this accident the *Hamilton Times* of Saturday evening says:—"Last night as the Chicago, Express, west, was approaching Thorold station, the steam-chest of the engine, No. 123, blew out, and in consequence the use of the engine was for the time being lost in controlling the train. As, however, the train was approaching this point with the caution that is always observed, it was almost at a standstill before reaching the approach to the canal bridge, where the engine and tender were thrown from the track, and caused an obstruction of rather a cumbrous nature to the passage of trains. No one was hurt, and the passenger cars were not in the least damaged. The through night expresses, although a little late, made their connections, and at 12:45 p.m., to-day the line was clear, and trains moving with their usual punctuality."

BOWMANVILLE LINDSAY AND BROS.

MAY 29
1871
Toronto Globe
Thorold

Evening Journal.

WEDNESDAY, AUG. 20, 1873.

A Buffalo paper prints the following as a telegraphic dispatch from Hamilton in reference to the accident on the Great Western Railway at Merritton on the morning of Tuesday, 19th instant:

"When the New York express train at about twenty minutes to four o'clock this morning was approaching the Welland canal swing bridge at Thorold, the water gauge glass in front of the fire-box of the engine burst, instantly filling the cab with steam and boiling water, so alarming the engineer that he jumped before bringing his engine quite to a stand, as the law requires, before crossing the bridge, with the bridge being open, the engine and baggage car tipped forward into the canal. No one was hurt."

If the above version of the cause of the accident is true, it might offer a plausible reason for not bringing the train to a standstill. But we are assured by an eye-witness of the occurrence that the semaphores were up, showing that the railway bridge was off, and that the engineer did not sound his whistle to put on brakes until inside the semaphores, a place he had no right to be. The residents in the neighborhood also state that trains rarely if ever come to a full stop at the bridge. However, a searching investigation ought to be made. The safety of travelers ought to require that all necessary precautions be taken to ensure safety.

Just as we expected, the Grit organs are now flinging mud at the Royal Commission. The first to lead off in this dirty business is the *Hamilton Times*. It blackguards Judge Gowan right soundly, and will undoubtedly before the week is out rake up some grave accusations against Judges Poulton and Day. Vindictive vituperation is now the stock in trade of the *Times* people. They leave the *Globe*

August 20
1873

crowded with passengers, one through baggage car and an express car. The engine was in charge of Thomas Cox, driver and his son, who acted as fireman. The lock-tender, Mr. Martin Nestor, had just locked through the barge Leicester, bound down the Canal with lumber, and consequently the bridge was "off," that is it did not connect with the railway. Although the law stipulates that a train shall come to a dead stop when approaching a bridge, the engineer did not whistle "down brakes" until his train was inside the semaphores, both of which were up, showing that the bridge was "off." Whether the brakeman attended the engineer's signal or not we cannot say, but at all events, the train was not stopped and the engineer finding he could not stop its headway reversed his engine and jumped off. The fireman stuck to his post and was carried over with the train, but managed to scramble off without injury. The cars plunged into the lock, 25 feet deep. The engine, tender, express car and one baggage car were swallowed up in the water.

Fortunately for the lives of the passengers, the first passenger coach, stopped on the brink of the lock and did not go over, otherwise there might have been a dreadful loss of life to chronicle. The passengers, of course, were dreadfully frightened and rushed pell-mell from the cars, fearing that many were injured, and finding that no one was killed or disabled, their joy was great. Of course nothing could be done until daylight, and news of the disaster was telegraphed to Hamilton for a wrecking train, which arrived at an early hour, with a gang of men, who pro-

gent is now on the way. The bridge tender should have lowered the semaphores before the train came inside, while on the other hand it is said that the engineer should have come to a dead stop before going inside the semaphores. At all events there has evidently been some carelessness somewhere, and the residents of the neighborhood have long been expecting an accident to occur at this point. A searching investigation ought to be made into the affair, and those who are to blame punished. Had the passenger coaches gone over into the deep water, numbers would have been drowned before they could have extricated themselves from the cars.

CROWN ATTORNEY.—Now that Mr. Rolland Macdonald has been appointed to the position vacated by Judge Price, as County Judge of Welland, the question remains, who will receive from the Ontario Government the place vacated by Mr. Macdonald. The names of Messrs. John McKeown, W. H. McClive, A. G. Hill and Chas. Hamilton are mentioned as likely candidates. Mr. Macdonald has not yet been gazetted.

PERSONAL.—John Murray, Esq., of Clifton, Past Grand Master of the Independent Order of Odd Fellows for Ontario, sails for England on Saturday next, the 23d inst.

ARRESTED.—The horse thief, George Trowbridge, was arrested in Beamsville yesterday afternoon by Mr. Bernard Rogers, a very efficient officer. He handed his prisoner over to the Hamilton authorities, who had a warrant for his arrest.

August
20
1873

Accident on the Great Western Railway.

An Engine and Two Cars Run into the Welland Canal.

The Railway Bridge not Swung.

ALMOST A HOLOCAUST.

Navigation of the Canal Delayed.

NO LIVES LOST.

Amidst the darkness and gloom of last night (Monday night 18th,) a fearful accident occurred on the Great Western Railway, at Merritt, at Lock No. 12, Welland Canal, where the track of the Great Western Railway crosses. The midnight Express train, which left Windsor at 7.45 p.m. for Rochester, N. Y., Conductor James Hamilton, proceeded in safety until 3.30 a.m., at which time it arrived at the iron railway bridge which crosses the Welland Canal at Merritt, a short distance west of the Thorold Station. The train consisted of an engine, tender, 6 passenger coaches crowded with passengers, one through baggage car and an express car. The engine was in charge of Thomas Cox, driver and his son, who acted as fireman. The lock-tender, Mr. Martin Nestor, had just locked through the barge Leicester, bound down the Canal with lumber, and consequently the bridge was "off," that is it did not connect with the railway. Although the law stipulates that a train shall come to a dead stop when approaching a bridge, the engineer did not whistle "down brakes" until his train was inside the semaphores, both of which were up, showing that the bridge was "off." Whether the brakeman attended the engineer's signal or not we cannot say, but at all events, the train was not stopped and the engineer finding he could not stop its headway reversed his engine and jumped off. The fireman stuck to his post and was carried over with the train, but managed to scramble off without injury. The cars plunged into the lock, 25 feet deep.

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A portion of one of the baggage cars, which looks like an express car, is partly visible above water, and the propeller Lake Erie, has a line out, trying to push the debris from the lock. The engine and tender, and whatever other cars went over, are entirely submerged and cannot be seen.

Mr. Biggar and Mr. Collier, with his staff of assistants were promptly on the ground, at the scene of the disaster, and orders have been given to draw the water off the level. The engine has broken through the plank flooring of the lock, which will render its removal more difficult than it would otherwise have been, but it is not likely that navigation will be retarded much by the disaster.

Where the blame rests for the accident is not certain. It is said that the bridge tender should have lowered the the semaphores before the train came inside, while on the other hand it is said that the engineer should have come to a dead stop before going inside the semaphores. At all events there has evidently been some carelessness somewhere, and the residents of the neighborhood have long been expecting an accident to occur at this point. A searching investigation ought to be made into the affair, and those who are to blame punished. Had the passenger coaches gone over into the deep water, numbers would have been drowned before they could have extricated themselves from the cars.

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St Catharines
Evening Journal

August 19

1873

ACCIDENT AT MERRITTON.

Passenger Train Almost in the Canal.

Nobody hurt—Engine and Two Cars in the Lock—Baggage Destroyed—Navigation Obstructed.

As the Midnight Express, Conductor James Hamilton, bound east on the G. W. R., arrived near the bridge over the Canal at Merrittton Tuesday morning about 3:30, the lock tenders were just letting the Barge *Lester* out of the lock under the bridge which was open. The bridge tender says the lights and semaphore were all up and the accident was the fault of the engineer who ran inside of the semaphore before whistling on brakes. The train was a through one to Rochester without change of cars and was composed of six passenger coaches and two through baggage cars, all the passenger coaches were filled with people. As the engineer was so long in whistling on brakes only one or two were got on before the locomotive and the two baggage cars were in the lock, the engineer jumping off before they went over, and the fireman going over into the canal, but managing somehow to scramble out unhurt. They are father and son named Cox. It was a fortunate thing there was a second baggage car on the train, as it must certainly saved the first passenger car from going over with its load of passengers, as it was just rising up to go over when it came to a stop. None of the cars were thrown off the track nor any one hurt.

The baggage was nearly all fished out of the canal, some of the trunks being considerably damaged, and their contents injured by the water. As they lay round on the bank we observed that they were marked for various distances, such as Lakeport, Rochester, Harrisburg, Pa., New York from Paris, &c.

The mails were also wet. Among them was a Foreign mail via New York, mails for Buffalo, Albany and various other places on the New York Central. The conductors' papers were also all wet and spoilt.

When we went up this morning to view the scene of the wreck, we found a large crowd of people from this town and the neighborhood about, attracted to the scene of the accident by the report that a large number of people were killed and wounded, and it is indeed a mercy that the first passenger car did not go over as it had not one fourth of its load of living beings could have got out alive.

The bridge and track were very little damaged, and it was soon repaired so that the trains were passing over all right about 7 o'clock this morning. The principal damage will be to the lock and from the obstruction of navigation, as no vessels can pass until the engine and cars are taken out. The floor of the lock, which is made of plank, is broken as we observed pieces of the plank floating about in the canal, and this will cause a little longer delay. The tugboat *Lake Erie*, bound up, arrived at the lock at 4:30 and endeavored to draw out the broken cars but was unsuccessful, and when Mr. Biggs, canal superintendent, arrived he ordered the level to be drawn off. A purchase will be immediately rigged and the debris drawn out of the way so as to allow navigation to go on, which will probably take two days' time.

It seems that many have expected an accident at this place for some time as the statute which requires all trains to come to a stand still before crossing the bridge is never observed, and as an investigation must certainly take place we hope an inquiry into this will be made, as no company nor individual is allowed to play with the lives

St Catharines
News

August 21
1873

minute. 8/29/73

NAVIGATION RE-OPENED.

THE MERRITTON LOCK ALL RIGHT.

We have at last to announce that after 48 hours tugging the G. W. R. locomotive and tender, weighing probably 15 tons, have been taken out of the lock at the Merritton crossing. The general opinion in reference to this case is that there has been mismanagement, and as is our custom we do not hesitate to say so. We do not of course lay the whole blame on the Canal Superintendent, but we consider there is something wrong in there not being proper apparatus for lifting supplied to the canal. This should at once be remedied. Again for 24 hours the G. W. R. was allowed to save all the property it could, by careful handling of the submerged stuff. The bridge was all right for traffic and it did not matter to them if the canal was stopped for a week. Then Mr. Biggar took hold and in another 24 hours got the obstruction removed. The loss to the country in these 48 hours is immense, and we are told that 6 hours would have been amply sufficient to do the work, if proper means had been employed. The weight is nothing extraordinary. The boilers and engines of our propellers are just as heavy and one hour is sufficient to put them on board. Submerged vessels of enormous height are constantly being raised, and the method usually adopted could easily have been employed in this case.— The level is short, in twenty minutes it could be filled or emptied, and scows were at hand above and below. Two scows could have been brought to the lock, the water drawn off and by chains attached to the scows and the locomotive, the lock being refilled the locomotive would have floated. We do not see what there was to hinder each scow raising seven or eight tons weight. The opinion of marine men is that navigation has been delayed unnecessarily for 40 hours.

August
28,
1873

Welland
Canal

J. D. TAIT.

Accident on the Great Western Railway.

An Engine and Two Cars Run into the Welland Canal.

The Railway Bridge not Swung.

ALMOST A HOLOCAUST.

Navigation of the Canal Delayed.

NO LIVES LOST.

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PENSONAL.—John Murray, Esq., of Clifton, Post Grand Master of the Independent Order of Odd Fellows for Ontario, sails for England on Saturday next, the 23d inst.

ARRESTED.—The horse thief, George Trowbridge was arrested in Reams-

August 18
1873

Welland Canal

MELANCHOLY ACCIDENT ON THE RAIL- WAY.

One Man Killed.

This morning, shortly after two o'clock, an accident occurred at the Stoney Creek siding which has thrown quite a gloom over the city. The facts of the case are these:

At the place where the accident took place it is the rule for the Express from the East and the New York Express from the West to cross each other at the hour above-named. The train that arrives first, goes upon the switch and waits for the other to pass, which she does on the main line. This morning the Chicago Express got in first and ran upon the siding, but the man who had opened the switch neglected to close it behind the train. Shortly after, No. 10 Express, which leaves Hamilton at 2 o'clock, came up and passing the standing train, ran on to the east end of the switch where the engine was thrown from the rails, falling upon her side. The engineer, named Samuel Jackson had one of his legs crushed off below the knee, while the fireman — Carson was crushed to death where he stood. The train took fire, and two baggage and one passenger cars were burned; the baggage was, however, saved; and none of the passengers on the train were seriously injured. The affair was as soon as possible reported to Hamilton, and the authorities at once took charge, sending out assistance. Jackson was removed from his position, and taken care of, and up to noon was still alive and in his senses. He is one of the oldest and most respected engineers on the road, and is well known in this city, where he has resided for a long time with his wife and family.

LATER—3.15 P. M.—Dr. White will hold an inquest at 5 p. m. to-day, at Roach's Hotel, at the Station, where the body has been brought. Jackson is sinking, and it is feared he will not long live. His left leg is crushed off below the knee, while the right thigh is badly injured. The passengers were not even slightly injured, or even shaken. Dr. White visited the place about noon to-day.

September 17

1873

FRIGHTFUL RAILWAY ACCIDENT

Disaster on the Great Western

THE TRAIN FLIES INTO THE
WELLAND CANAL.

Narrow Escape of 200 Persons

(SPECIAL DESPATCH TO THE LEADER.)

ST. CATHARINES, Aug. 19.—The No. ten Express train on the Great Western Railway which passes here at 3:20 a.m., met with a serious disaster at Merriton, by mistaking the lights on the Canal bridge, which was open to admit a passing vessel.

The engine, tender and baggage car went into the canal with a terrible crash.

Providentially the baggage car fell longitudinally into the chasm and stopped the rest of the cars, which contained about two hundred passengers. Otherwise the loss of life would have been frightful.

It was found that though a very serious affair had occurred, no lives were lost, as the engineer escaped by jumping into the canal and the fireman, although he sank with the engine in 12 feet of water, escaped safely.

The loss in baggage will be heavy, and it is likely navigation will be suspended for a day or two. We have been unable to find out who is responsible for the accident, as everything is in confusion.

August 20
1873

Welland Canal

HAMILTON.

Railway Accident.

HAMILTON, Aug. 19.—When the New York Express, about 3:40 o'clock this morning, was approaching the Welland Canal swing bridge at Thorold, the water gauge glass on front of the firebox burst, instantly filling the cab with steam and boiling water, and so alarming the engineer that he jumped before bringing his engine quite to a stand, as the law requires before crossing the bridge—the bridge being open, the consequence was that the engine and baggage car tipped forward into the canal opening. No one was hurt, nor any trains delayed except the Morning Express west, which was made two hours late.

August 21

1873

7 The Great Western Railway employees were busily at work yesterday and to-day in removing the debris in the canal occasioned by the accident at Merritton. Up to the present time of writing they had not succeeded in removing the obstructions to navigation. A large derrick was rigged with stout ropes and hooks, and two locomotives tried to draw up the obstructions, but at every attempt the ropes and hooks smashed, and from present appearances it is not likely the channel will be cleared to-day. The sunken locomotive lies on its side in five feet of water.

August 20,
1873

St Catharines
Standard

NO LIVES LOST.

Amidst the darkness and gloom of last night (Monday night 18th,) a fearful accident occurred on the Great Western Railway, at Merritt, at Lock No. 12, Welland Canal, where the track of the Great Western Railway crosses. The midnight Express train, which left Windsor at 7.15 p.m. for Rochester, N. Y., Conductor James Hamilton, proceeded in safety until 2.30 a.m., at which time it arrived at the iron railway bridge which crosses the Welland Canal at Merritt, a short distance west of the Thorold Station. The train consisted of an engine, tender, 6 passenger coaches crowded with passengers, one through baggage car and an express car. The engine was in charge of Thomas Cox, driver and fireman, who acted as fireman. The lock-tender, Mr. Martin Nestor, had just locked through the barge tender, bound down the Canal with lumber, and consequently the bridge was "off," that is it did not connect with the railway. Although the law stipulates that a train shall come to a dead stop when approaching a bridge, the engineer did not whistle "down brakes" until his train was inside the semaphores, both of which were up, showing that the bridge was "off." Whether the brakeman attended the engineer's signal or not we cannot say, but at all events, the train was not stopped and the engineer finding he could not stop its headway reversed his engine and jumped off. The fireman stuck to his post and was carried over with the train, but managed to scramble off without injury. The cars plunged into the lock, 25 feet deep. The engine, tender, express car and one baggage car were swallowed up in the water.

Fortunately for the lives of the passengers the first passenger coach, stopped on the brink of the lock and did not go over, otherwise there might have been a dreadful loss of life to chronicle. The passengers, of course, were dreadfully frightened and rushed pell-mell from the cars, fearing that many were injured, and finding that no one was killed or disabled, their joy was great. Of course nothing could be done until daylight, and news of the disaster was telegraphed to Hamilton for a wrecking train, which arrived at an early hour, with a gang of men, who proceeded to work. The truck was only slightly injured and connection was speedily secured, so that there was very little interruption to travel by rail. The railway officials devoted their attention to securing the baggage and postal bags, which were soon recovered, several of the trunks being smashed beyond repair, as well as the most expert baggage smasher could have accomplished the task. The bag-

propeller Lake Erie, has a line out, trying to push the debris from the lock. The engine and tender, and whatever other cars went over, are entirely submerged and cannot be seen.

Mr. Bigger and Mr. Collier, with his staff of assistants were promptly on the ground, at the scene of the disaster, and orders have been given to draw the water off the level. The engine has broken through the plank flooring of the lock, which will render its removal more difficult than it would otherwise have been, but it is not likely that navigation will be retarded much by the disaster.

Where the blame rests for the accident is not certain. It is said that the bridge tender should have lowered the semaphores before the train came inside, while on the other hand it is said that the engineer should have come to a dead stop before going inside the semaphores. At all events there has evidently been some carelessness somewhere, and the residents of the neighborhood have long been expecting an accident to occur at this point. A searching investigation ought to be made into the affair, and those who are to blame punished. Had the passenger coaches gone over into the deep water, numbers would have been drowned before they could have extricated themselves from the cars.

(Grows)

to Fort William, and will probably arrive here on Monday next.

Mr. Wm. A. Thomson, M. P. for Welland, had the honor of entertaining at dinner on Monday, at his residence on the Niagara River, His Grace the Duke of Manchester, Lord Mandeville, Mr. William Townsend, of England, Hon. Mrs. Geo. L. Lacy and Mrs. Wolfe, of New Orleans, Rev. Dr. McMurray, of Niagara, Mr. and Mrs. Nicol Kingsmill, and Miss Grant of Toronto. His Grace has accepted Mr. Thomson's offer, on behalf of the Company, of a special train over the Canada Southern to Toledo, en route for Chicago, on the 27th inst.

Thomas Mitchell, a young man lately from Liverpool, fell off the steamer Enterprise last night, about an hour after the boat left Port Dalhousie, and was drowned.

Bargains in blankets. 100 pairs good blankets at twenty five per cent under usual prices. T. C. Dawson.

School Books.—A full stock of School Books, &c., &c., at Willard C. Copeland's.

CLARET.—St. Julien claret (very good wine) on draught, at a dollar a gallon, at John Nay & Co.'s. Trade supplied by the quarter cask or hog-head.

List of Vessels Passing Lock No. 3, Welland Canal.

Aug. 18—Snow Kattlesnake 1.30 p.m.
Sch H A Richmond 2.30
Steam Barge Dubuque 3

August 18
1873
St Catharines
Evening Journal

ST. CATHARINES.

The Late Railway Accident—Excursion—Arrest of a Murderer.

ST. CATHARINES, Aug. 20—The Great Western people have not yet succeeded in removing the *debris* of the late accident from the canal at Merriton. It causes a great delay to navigation. The locomotive lies on its side in five feet of water.

A fine propeller was launched from Simpson's shipyard at lock 5, at 4 p.m. yesterday. She is full canal size, and has accommodation for fifty passengers. She is intended for the Chicago trade, and will form one of the M'Cauley line. She is owned by several St. Catharines merchants.

August 21

1873

EXPRESS TRAIN CRASHED INTO BIG MOGUL ENGINE

Accident on G.T.R. Near Merritton at an Early Hour This Morning
—Engineer Slater, of This City, Injured

The Engine Was Returning to Hamilton and Driver Didn't Expect
to Meet the Express, Which Was Late

Both Locomotives Were Derailed—While the Wreckage Was Being
Removed Trains Were Sent Around Via Welland

St. Catharines, Nov. 15.—(Special.)—A serious wreck occurred on the Grand Trunk near Merritton about 1:45 this morning. Robert Slater, of Hamilton, in charge of pilot engine 441, a big mogul, assisted in drawing a freight train from Hamilton as far as St. David's last night. Then Slater started back home with his engine, backing her to Merritton. The track is double. At the tunnel under the new canal, just outside of Merritton, Slater started to cross on the switch from the east to the west track, when express No. 7 from Buffalo to London struck the mogul. The express is due at Merritton at 11:45, but it was two hours late. Slater supposed there was a clear track to Merritton, not reckoning on the express coming along just then. The express was going at a lively rate, trying to make up time. It piled the pilot mogul on to the side of the track and the engine on the express piled on top of it. The baggage and smoking cars were also pretty well wrecked.

Engineer Slater was pulled out of his engine, and was thought to be killed. He was taken to the hospital here, where it was found that his injuries were not serious. He was sent to his home, 260 Macnab street, Hamilton, this morning.

Slater only passed his examination a week ago.

The auxiliaries from Hamilton and the Falls have been clearing away the wreckage, and meantime trains are sent around by Welland.

The following passengers and employees were injured:

John Cockern, Niagara Falls, N.Y., leg injured.

W. Hand, Buffalo, N.Y., back injured.

E. Beach and wife, Lennox, Mich., back injured.

Starco Perry, Brooklyn, N.Y., leg injured.

John Hunter, Grindstone City, N.Y., back and chest injured.

K. Lick, Buffalo, N.Y., back and chest injured.

Myron Wooster, Homer, Courtland county, N.Y., head cut.

F. B. Printe, Lydenville, Orleans county, N.Y., face and leg hurt.

H. Wright, baggageman, face and leg hurt.

Slater, engineer 441, badly bruised.

Ross, engineer 598, badly bruised and cut.

The passengers and employees injured have been taken to Niagara Falls and have received medical attendance.

The rear of No. 7 train was taken back to Niagara Falls and detoured via Port Robinson and Merritton. Engine 441 was pilot for 486 and received orders at Merritton to assist 436 to Clifton Junction and return to Merritton. The engine left Clifton Junction without orders ahead of No. 7 and when Engineer Slater saw No. 7 following he stopped at six mile post to cross over and let No. 7 pass. Operator Smith, at six mile post, states he put up the semaphore when No. 7 was within 50 or 75 yards of it and Engineer Ross states the semaphore was put up just before the engine got to it.

Hamilton
Spectator

November 15
1904

FATAL WRECK ON G. T. R. NEAR MERRITTON STATION

Harvey Campbell of Mimico Lost
His Life in a Peculiar Collision
Monday Evening.

Freight Train on Welland Division
Jumped Tracks Near Junction, Por-
tion Fell Onto Main Line and
Second Train Ran Into it.

One of the worst wrecks which has ever happened on the G. T. R. in this neighborhood for many years occurred a short distance east of Merrittton G. T. R. depot on Monday night. It resulted totally to one man, and by sheer luck, and nothing else, others escaped a similar fate. Just how the wreck happened, and what caused it, seem to be unknown as yet, but everything will be brought out at the inquest, which has been ordered by Coroner Merritt.

About 6:15 on Monday night the wreck took place, and from the details now to hand, the following seems to be about the best and most reliable account of the affair:

A freight from Welland was just coming down the grade of the Welland Division to join onto the main line tracks and was nearing the switch, in fact a number of cars and the engine had reached it, when one of the cars in some manner as yet unknown, jumped the track. Running parallel with this train, coming from Niagara Falls over the main division was another freight bound west, which, it seems was not only running parallel with the former train, but the engine was but the length of a few cars back of the engine of the other train. Two tracks, however, separated the two trains. When the car ran off the track, coming as the train was, down grade, and pushed by the remaining cars in the rear, it was turned directly crosswise, and was pushed right in front of the engine on the main line track. Other cars followed, and soon there was nothing but a mass of debris, the remains of what were a few seconds before, cars, evidently in first-class condition.

On the first car to run off, and the one which ran directly in front of the incoming engine, was Harvey Campbell, whose mangled remains were found in the pile of broken cars. The deceased had met death instantaneously, and was putting on the brake on the car prior to stopping, when the fateful accident occurred.

January 28
1908

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The deceased had met death instantaneously, and was putting on the brake on the car prior to stopping, when the fateful accident occurred.

His remains were horribly mangled and cut. He must have been taken all unawares, and thrown with the car on the track which separated the two trains, and dragged for ten or twelve feet, for the blood could be traced quite plainly on the snow.

From the meagre details to hand, Mr. Campbell was a middle-aged man of perhaps 30 or 35 years, and had for sometime resided in Stratford, but has lately lived at Mimico, where the train was made up. He was un-

married. One of the crew of the ill-fated train, when speaking to the Standard shortly after the wreck, said that no one except Campbell, who was killed, was hurt in the least. In fact, he said he doubted if anyone else had a scratch to show of the accident, which terminated so fatefully for his fellow brakeman, Harvey Campbell.

Mr. Campbell was killed about 20 feet from the crossing which leads from the village to the Welland canal, and which is about 200 yards from the Merrittton G.T.R. depot.

The loss to the G.T.R. will be considerable. Two cars were smashed into kindling wood, the trucks of one of them being found after the accident in the ditch several feet away from the wreck. Other cars were more or less damaged. One of the wrecked cars had a load of Cream of Wheat and other breakfast foods, and also a quantity of red lead in cases, which was scattered for yards around the wreck, and dyed the snow a brownish red. The other contained to all appearances, and as far as one could learn from the mass of bedding and furniture, including a piano, rocking chairs and other household articles, the belongs of someone going west to reside, but few of the articles will ever reach their destination. A number of beautiful baby carriages were in another car which were not, however, so badly damaged as the contents of the other cars.

Traffic was delayed for fully five hours. The auxiliary from Hamilton and also from Niagara Falls were soon on the scene of the wreck, and worked as only the crews of these huge auxiliaries, with their enormous cranes, which are capable of picking up whole cars, weighing tons, and put them aside as though they were but mere playthings, can work. Gangs of section men swarmed over the wreck and soon had the traffic open, so that towards midnight trains ran through without delay.

An inquest will be held to-day to look into the cause of the accident.

Continued on page two.

January 20
1908

Train Men Jumped; Eight Freight Cars Smashed up; Blame is Placed on Crew of West Bound Freight Who Ran Past the Set Semaphore

Just for a moment this morning some one disregarded the "Safety First" rule of the Grand Trunk Railway. A train dashed by a semaphore that told of danger, and in a few seconds a head-on collision occurred that placed in jeopardy the lives of four men and that will cost the company thousands of dollars.

Early this morning—at 6.10 to be exact—engine 661 hauling a heavy freight train, was crossing from the west-bound main line to the east-bound line to proceed upon its way to Niagara Falls. The signals and semaphore were set to protect this train.

Engine 570, hauling a heavy freight from Merriton, ran past the semaphore and crashed into the east-bound train. The men on both engines saw the danger in time to jump for their lives. Even at that, the wonder is how any of them escaped alive. The heavy cutting over which is the Queenston and Grimsby stone road bridge, was practically filled up with the overturned and broken cars. The force of the impact was terrific; it was heard in every house on the Western hill and the people came running out to see what was the matter.

Engine No. 570 lay on its side, the tender at right angles up the embankment. The big four-wheeled mogul, 661, stood directly beneath the bridge, its tender smashed to pieces and the cab demolished.

Eight box cars loaded with freight lay in an indescribable tangle. Most of them lay directly across the track, forming a miniature mountain. Most of the cars were loaded with coal.

Two men were painfully hurt. They are Engineer T. Longstaff of engine 570; and Fireman B. Dunn, of 661. Longstaff suffers from a badly sprained ankle, and Dunn from injuries to his back. The one outstanding mystery is how ever they escaped with their lives. The ambulance was summoned promptly and the men were taken to the hospital.

The crews were: No. 570, Engineer Longstaff and Fireman M. Grant; No. 661, Engineer R. Muirhead and Fireman B. Dunn.

The auxiliaries from Niagara Falls and Hamilton were ordered out, and the work of clearing the line is being rushed right through. With both the east and west bound tracks blocked, traffic is at a standstill here. It will be evening before the wreckage is cleared away sufficiently to allow trains to pass.

Railway men who ought to know place the blame for the collision with the engine crew of the west bound freight, which ran by the semaphore that denoted danger.

Inquiry at the hospital at noon developed the news that both the

March 10

1914

Main Line Tied up For Hours and Two Men are in the Hospital, one of Them Seriously Injured.

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Inquiry at the hospital at noon developed the news that both the injured railway men are resting comfortably. Neither is regarded as being dangerously hurt.

The wrecking crew did such good work that the east bound track was cleared about 1 o'clock. The 12.24 east bound train arrived at the station practically on time. It brought about 100 people from Grimsby, shoppers and men for the Conservative convention. The G. T. R. will arrange to send them home in the evening. It is expected that all the wreckage will be cleared away by 8 p. m.

March 10
1914

FATAL COLLISION AT ST. CATHARINES

Engineer and Fireman of
One Engine Killed

Fireman and Two Others
Were Injured

Two Car Loaders Near by Have Remarkable Escape

St. Catharines, July 29.—Two men were killed and three injured yesterday afternoon when a through fast coal train bound west ran through an open switch and collided with a stalled way freight which was standing at the freight shed in the St. Catharines yards taking on a load for Welland and Port Colborne. Fred Pierce, of Mimico, engineer of the moving train, remained at his post and was killed, but Fireman Hewitt of the same place, jumped to safety. Charles Thompson, of Port Erie, brakeman of the same train, who was also killed, was buried in a pile of wreckage. His body was found two hours after the collision.

The escape from death of Richard Daniels and Richard Clout, of this city, who were loading a car in the center of the stalled train, is miraculous. The car ahead of the one in which Clout and Daniels were working was forced upward and on top of their car, which was crushed down over them, just leaving them room to crawl out. They suffered broken ribs and severe cuts, but will recover.

EVIDENCE OF TRAMP

The police took into custody and are holding as a witness a tramp who was on the moving train. This man states that the outside semaphore was set against Engineer Pierce's train, which was traveling under orders to pass through to Hamilton. The train is said to have been going at a high rate of speed. The badly wrecked condition of both locomotives, one of them a big mogul, tend to bear out this fact.

Among the cars thrown from the track was a tank of crude oil. Danger of fire was feared, and the St. Catharines fire brigade was called out but were not required. Seven cars were smashed, and the track torn up. One track of the main line was tied up for five hours. The wrecking crews from Hamilton and Niagara Falls are clearing up the debris.

An inquest over Thompson and Pierce, the victims, was opened this evening, and was adjourned until tomorrow night.

Pierce was 35 years of age. A widow and four children survive him. His body was sent to Mimico to-day for interment.

NEWS IN BRIEF

An effective means of collecting tolls has come to light at Cascades, in the Gatineau district, where on Saturday two parties of Ottawa motorists were

July 29

1913

Hamilton Spectator

FREIGHT TRAINS COLLIDE IN YARD

Firemen and Engineer Hurt
in Collision

Transfer of License Refused
in St. Catharines

From Our Own Correspondent.

St. Catharines, March 7.—Two westbound freight trains collided in the Grand Trunk yards at the St. Catharines station at 6.30 this morning. Both engines and nine cars were totally wrecked, and Fireman Dunn, of Fort Erie, and Engineer Longstaff, of Amigari, were injured, though not seriously. One freight had just taken the cross-over on to the westbound track, when the through freight crashed into it. All traffic is blocked, and it is not expected that passenger trains will be running until 5 o'clock this afternoon.

The wrecked cars were loaded with coal, salt and merchandise bound for Hamilton and Toronto. One of the cars took fire from matches in the cargo, but it was speedily put out.

LICENSE REFUSED

L. R. Lanham, of Hamilton, who has purchased the Mansion House, was not granted a transfer of the license by the city commissioners, who desire to take another week to consider the application. The commissioners object to his American citizenship, and want more information as to why Lanham for several years took the name of Tewis. Lanham claims he did it for business reasons, it being the name of his grandfather. Lanham formerly conducted the Belmont in Hamilton.

March 7
1914

Hamilton
Spectator

CREWS ESCAPED

But G.T.R. Engines and Freight Cars Were Smashed

As a result of the failure of air breaks of a freight train to work on the way down the heavy grade between Merritton and Thorold, a bad smash-up occurred on the line of the G.T.R. at Merritton last night. The incoming train got beyond the control of the crew, and crashed into an eastbound freight train which was standing on the tracks in the yard. Both of the locomotives, which were of the largest G.T.R. type, and sixteen freight cars were smashed. Both of the train crews jumped before the crash came and escaped injury.

June 1

1917

Hamilton Spectator

SERIOUS RAILWAY SMASH-UP

Traffic on G. T. R. and
Local Trolley Line
Tied up Today

COLLISION UNDER BRIDGE

Grade at Merritton
Again Figures in
Wreck—No Per-
son Hurt

One of the worst railroad wrecks in a long time in this district occurred at 8.30 this morning at the Grand Trunk yards, Merritton, when Engine No. 870, with a train of some forty-five cars, bound west, and which was travelling at a fair rate of speed, due to the heavy down grade from Thorold, crashed into and side-swiped another freight, east-bound, which was just pulling into a siding to allow the west-bound train to pass.

Apparently the brakes on the west-bound train failed to work and as the train proceeded down hill it steadily gathered momentum. The engineer saw the plight and shrieked his whistle constantly, endeavoring to warn the train approaching that something was wrong. It was too late, however, for the east-bound did not have time to clear and the crash came.

Sea-Planes Smashed

The damage was about equal to the two trains, there being about six cars of each demolished. The most serious loss was a car containing the

August 13
1918

SERIOUS RAILWAY SMASH-UP

Traffic on G. T. R. and
Local Trolley Line
Tied up Today

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See-Planes Smashed

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August 13

1918

Continued on Page 2

TRAINS COLLIDE

Bad Wreck On the G. T. R. At Merritton This Morning

A disastrous head-on collision, in which two freight trains on the G. T. R. came together at Merritton, occurred this morning about 10:30. The train crews jumped, and it is not yet known what the injuries are, with the exception of the report that one of the firemen is seriously hurt.

Passenger trains, as a result, had to come round by Thorold, and a passenger who arrived in town this morning stated that it was one of the worst wrecks he had seen, the engines being in the ditch, and from 18 to 20 freight cars being scattered all along the tracks. He estimates that it may take 48 hours to get things back into shape so trains can run as usual.

So far as can be learned, it is supposed that the engineer in charge of the train to Niagara Falls was going down a heavy grade, when the brakes failed to work. Losing control of the engine, it is thought that it crashed head-on into a train that was on the track.

November 16

1918

Pictures Showing Grand Trunk Wreck At Western Hill Station Saturday Morning

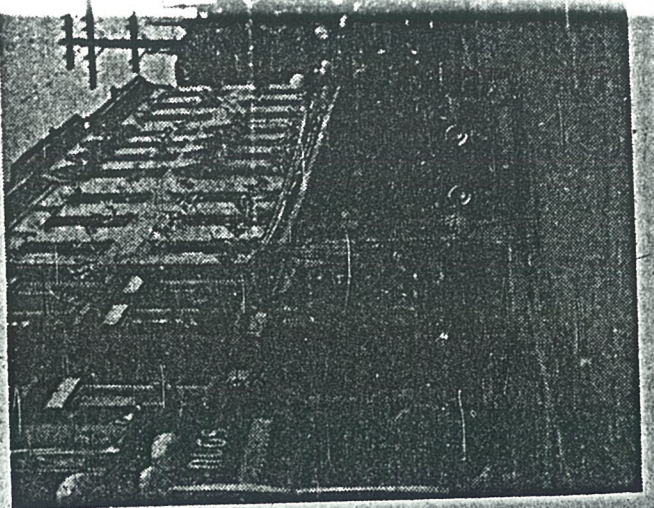
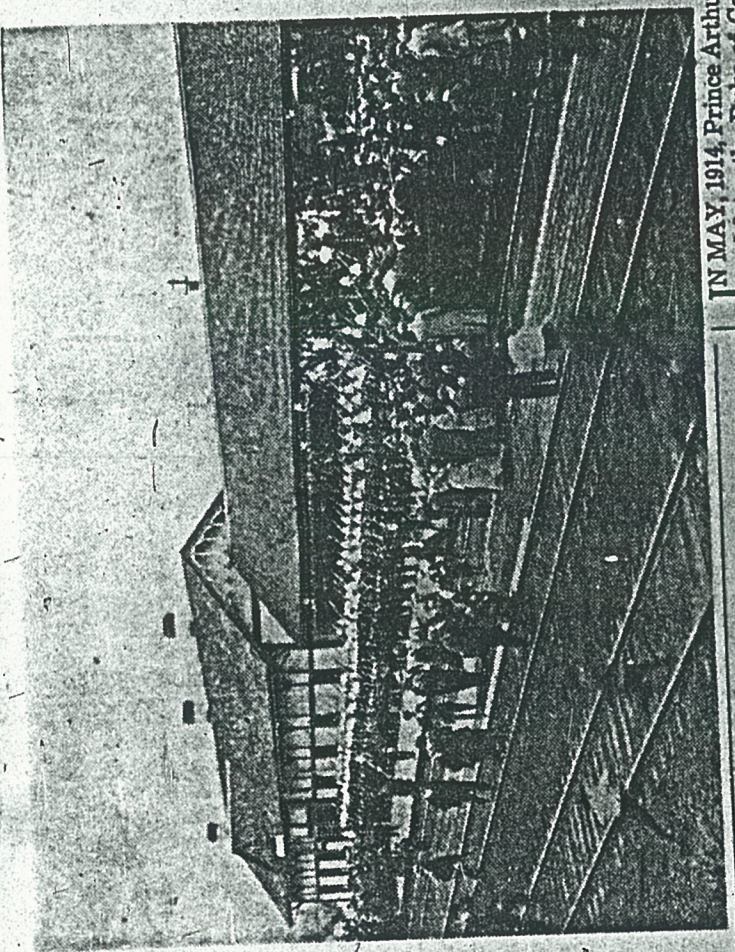
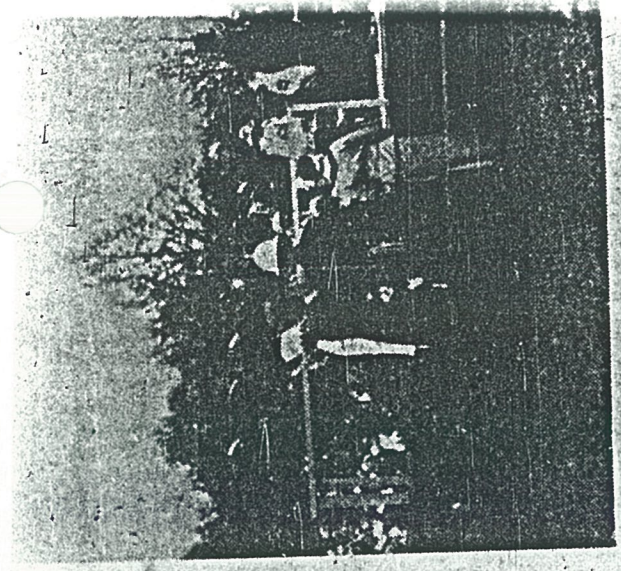


THIS IS A GENERAL VIEW OF THE WRECK, SHOWING THE SMASHED FREIGHT CARS LYING ABOUT IN GENERAL DISORDER, A PRETTY JOB FOR THE WRECKING CREW TO CLEAR AWAY.



Ft Erie

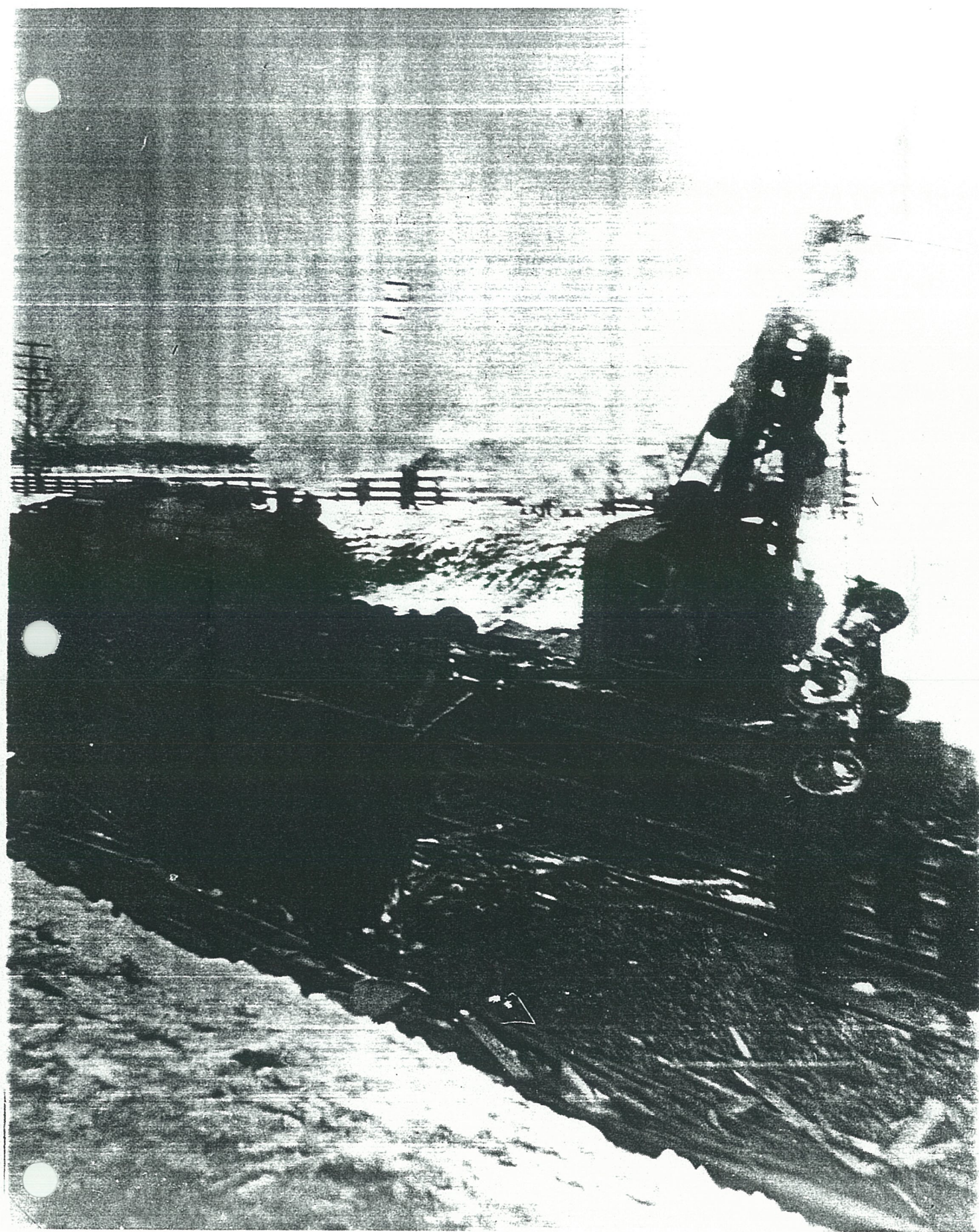
June 6/1939
 St Catharines
 Standard
 re May 1914

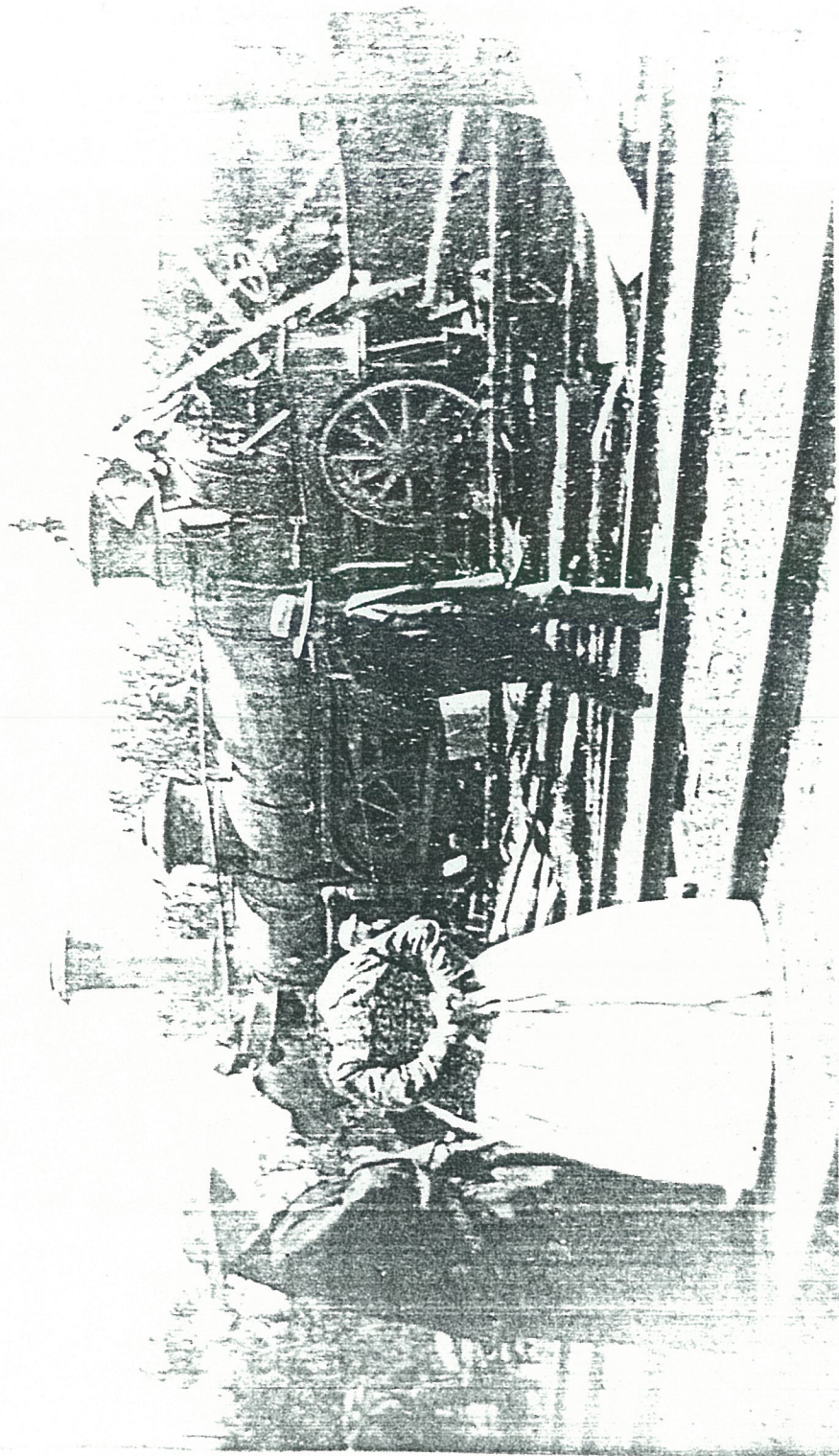


IT'S A LONG WAY HOME field forgot to change trains at
 ALFRED, Me.—En route to his Portland. Consequently, he traveled
 home here from the state legislature 330 miles, finally arriving home via
 at Augusta. Sen. Emery S. Little—Boston.

IN MAY, 1914, Prince Arthur, third son of Queen Victoria,
 and later the Duke of Connaught, the first member of
 the royal family ever to hold the office of Governor-Gen-
 eral of Canada visited St. Catharines and was extended a
 warm and loyal reception. A civic reception was tendered
 in Montebello Park and the top left view shows Mabel
 Petrie, daughter of Mayor J. T. Petrie, being presented to
 the Duke of Connaught who faces Miss Petrie. To the
 duke's left is Mayor Petrie, while to the right of the rail-
 ing in the background with helmet showing is John
 Ser-

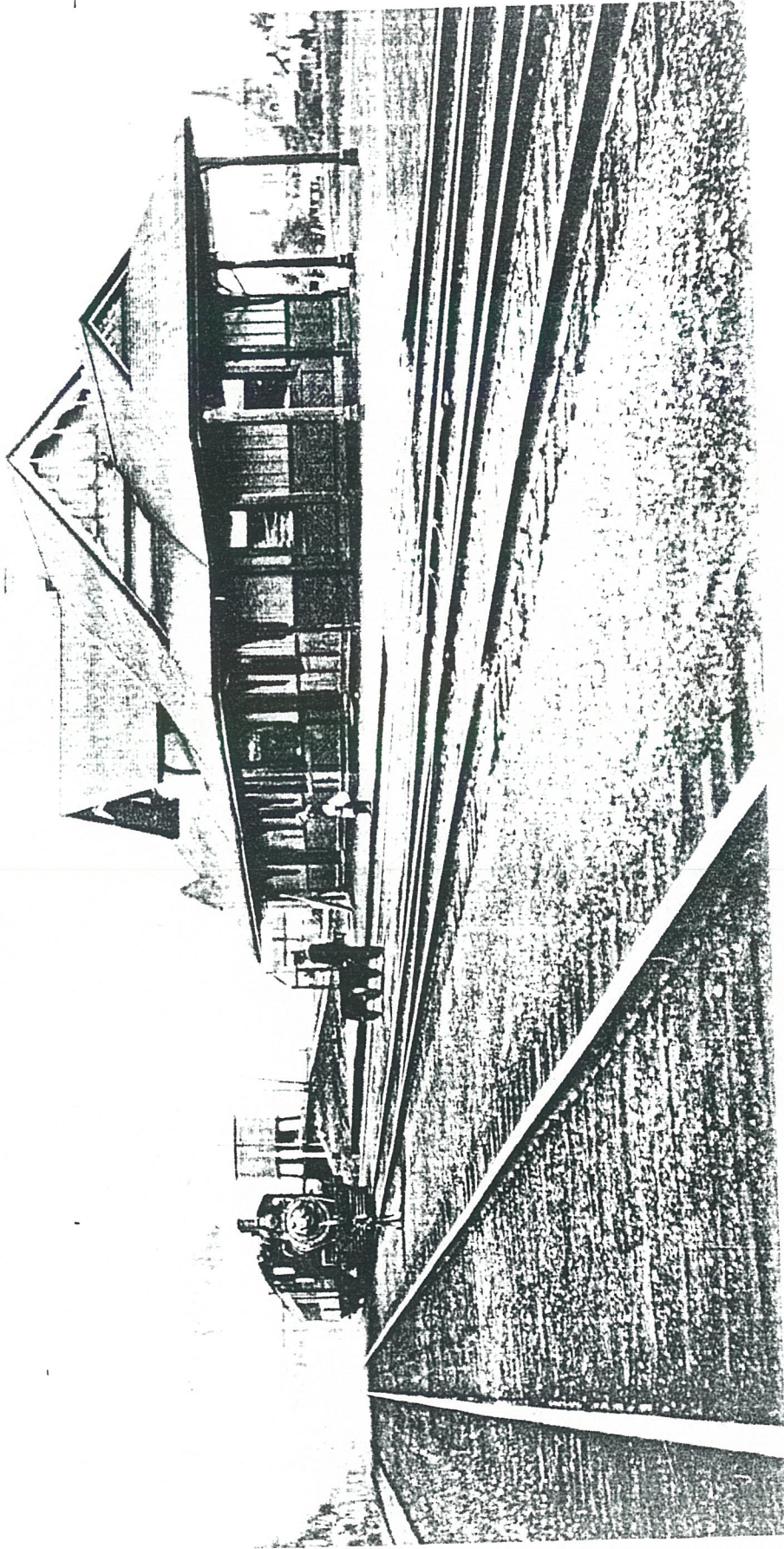
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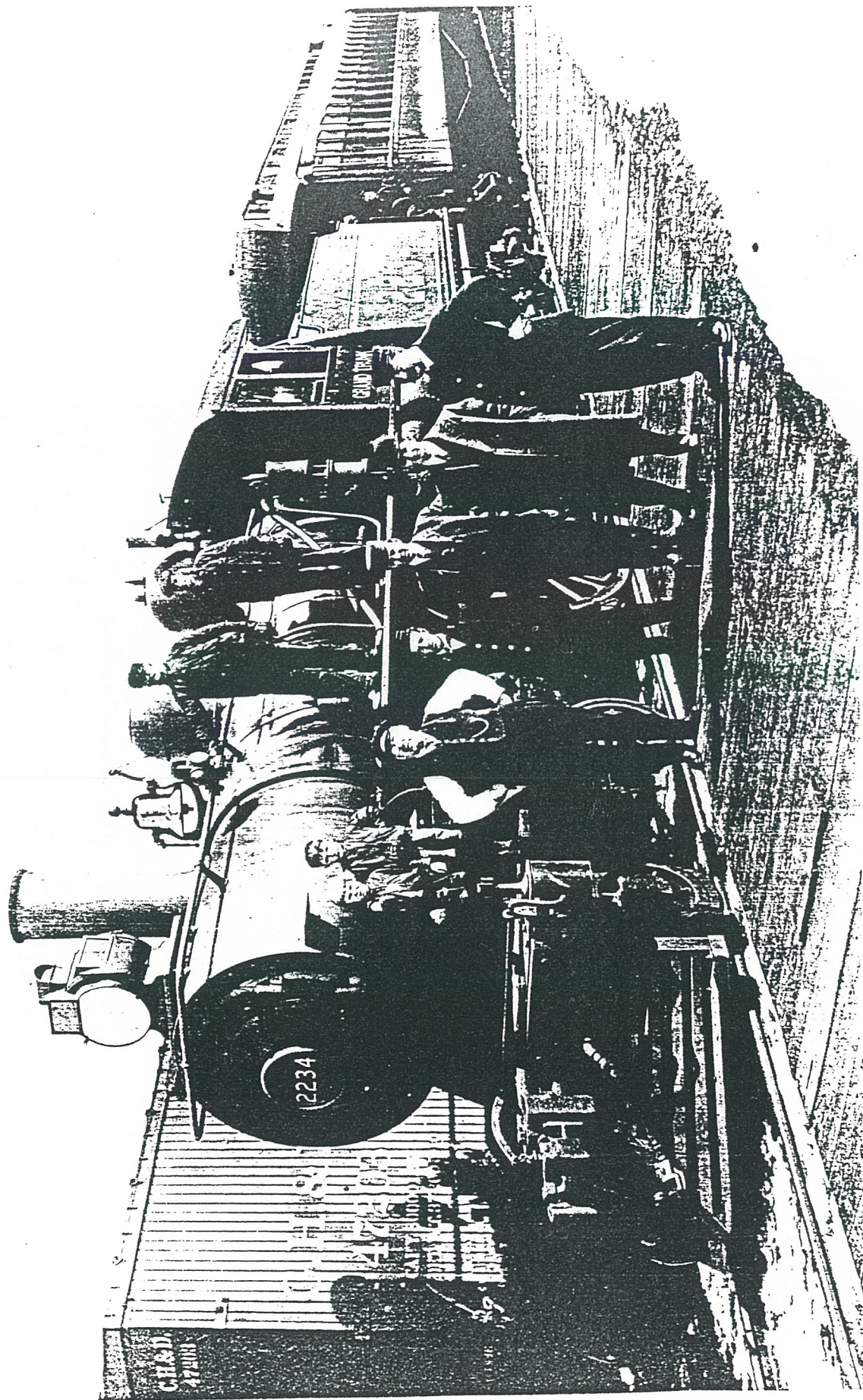


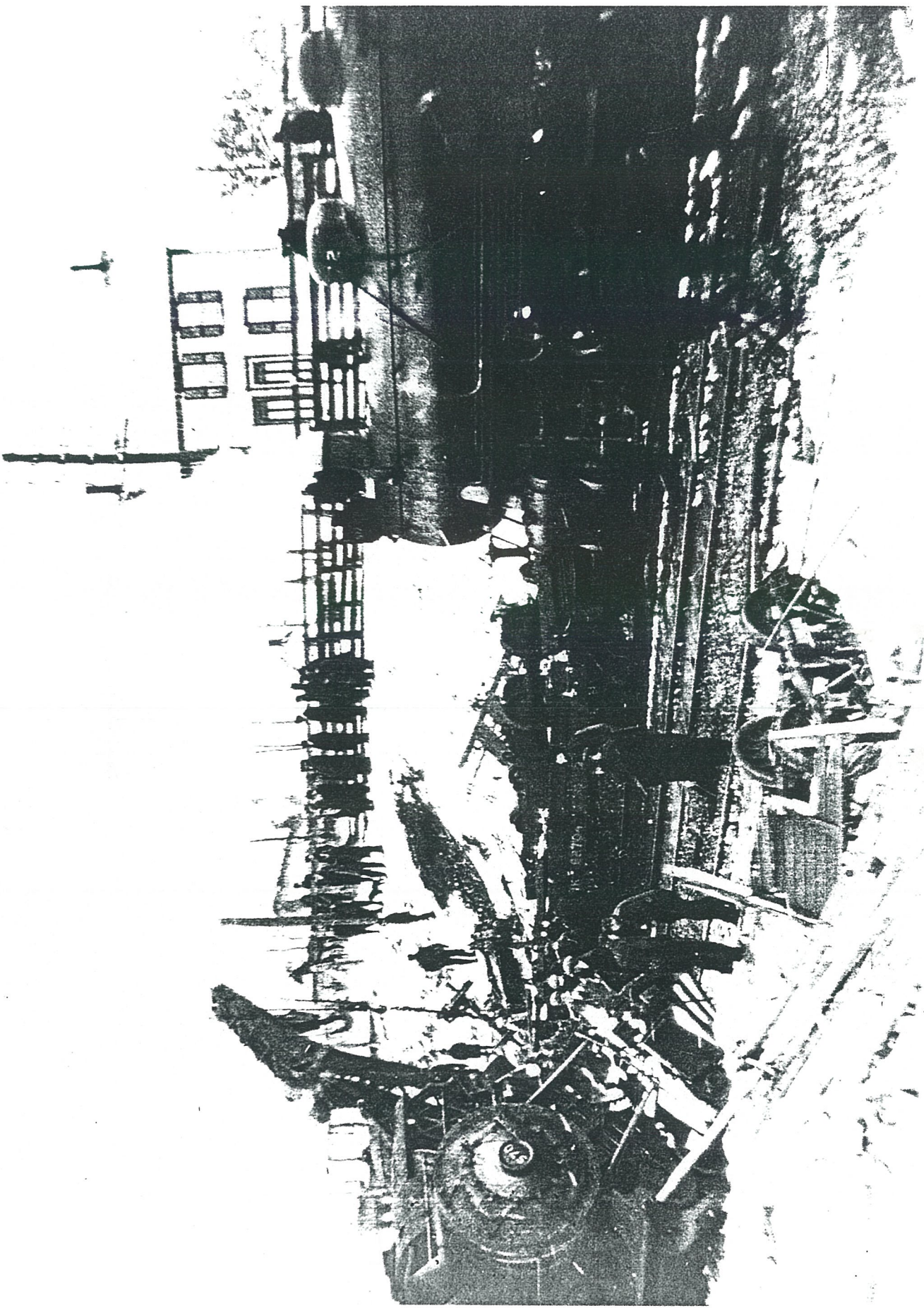
N 2367

G. T. R. Station, Merritton, Canada



2740

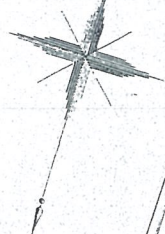


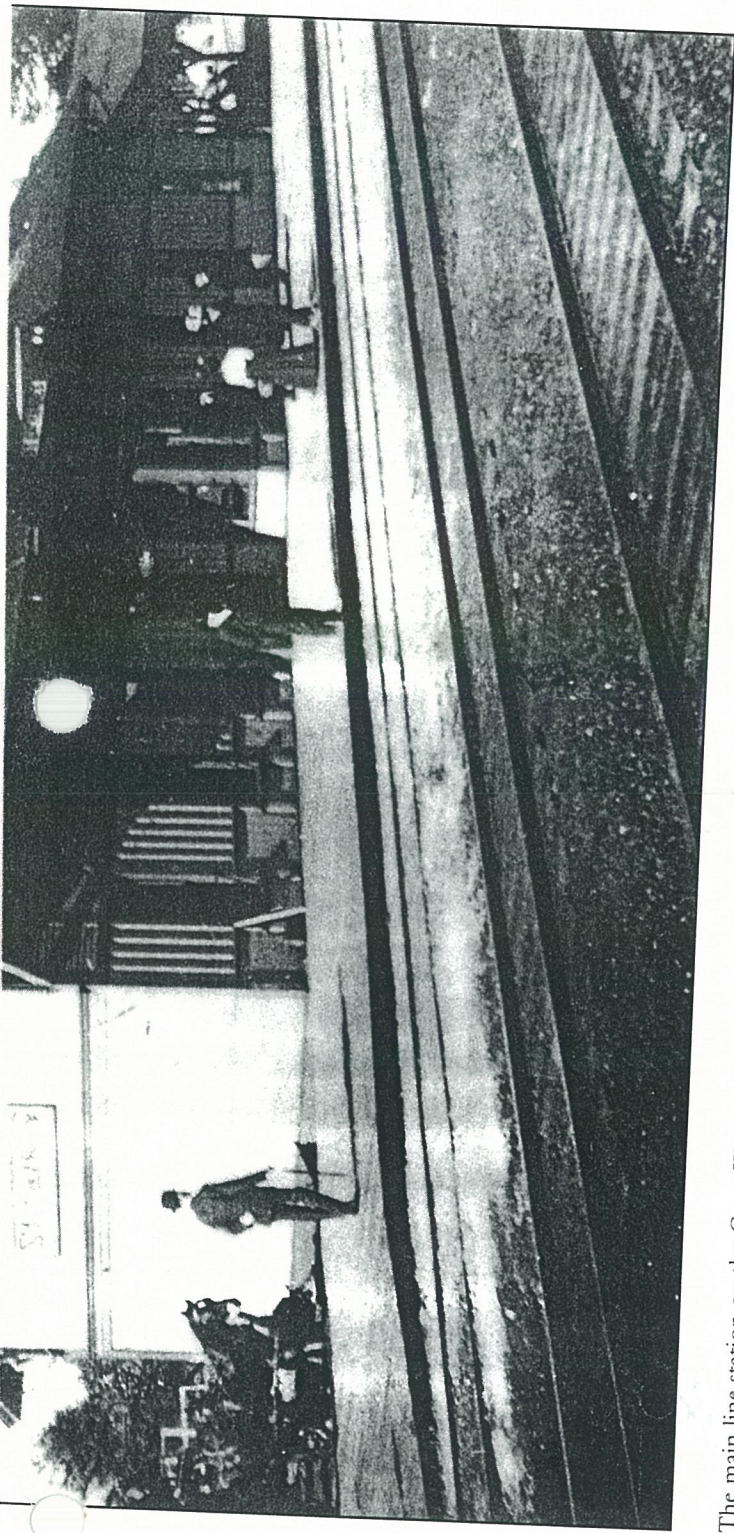


TOWN OF THOROLD

Scale 12 chains

- Township Lots marked thus XIV.
1. John Keeler's Survey
 2. Geo Keeler's Survey
 3. Thillbeyer's Plan
 4. Geo Keeler's Survey
 5. Dr. Roll's Plan
 6. T.B. Fuller's Plan
 7. T.B. Fuller's Plan
 8. O. Hoover's Plan





The main line station on the Great Western Railway on St. Paul Street West was separated from the city centre by the steep-sided valley of Twelve Mile Creek.

St. Catharines Historical Museum N8367

to Montreal along the north shore of Lake Ontario was completed in 1856.

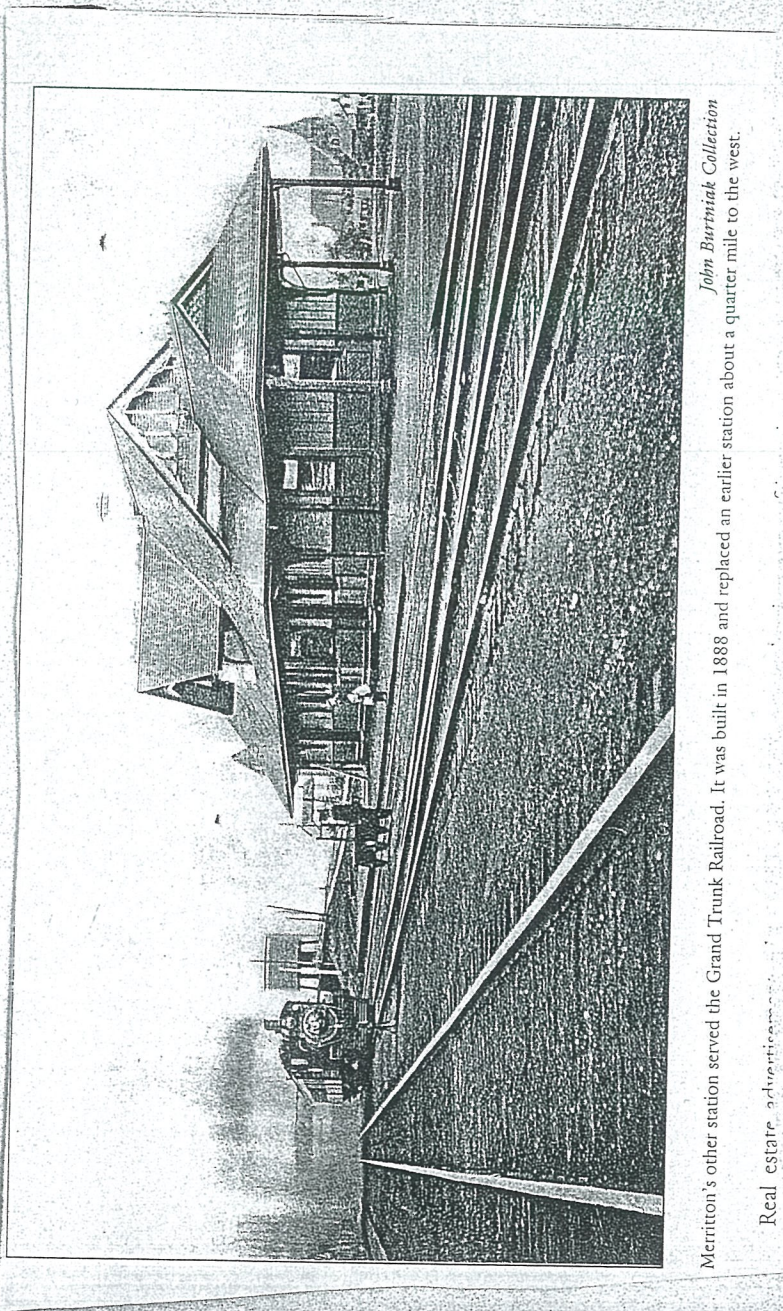
St. Catharines now had rail links to all places in Upper and Lower Canada, and in the United States as they became attached to the expanding rail network. It is worth noting that rail connections to the United States, via Windsor and Detroit to the west and the Niagara Frontier to the east, were available before links to either Toronto or Montreal. This fact underlines St. Catharines strategic location in the land bridge, just 12 miles from the boundary, and again indicates the strong American influence on the city's growth.

St. Catharines had a station, but it was not a railway centre on the new system like Hamilton and Toronto. The town was only one of the several stops along the line of track. As stated as late as 1881 in the prospectus for the St. Catharines and Niagara Central Railway, the station was separated by "the heavy intervening obstacle of the deep valley of the old Welland Canal, reduce the value of its services to the traffic of that city to a minimum. It is freely conceded and lamented as the greatest mistake in the annals of St. Catharines, that the inhabitants declined to furnish the moderate amount of aid required by the projectors of the Great Western R.R."

crossing the Welland Canal, and the location of the line directly into and through the town."

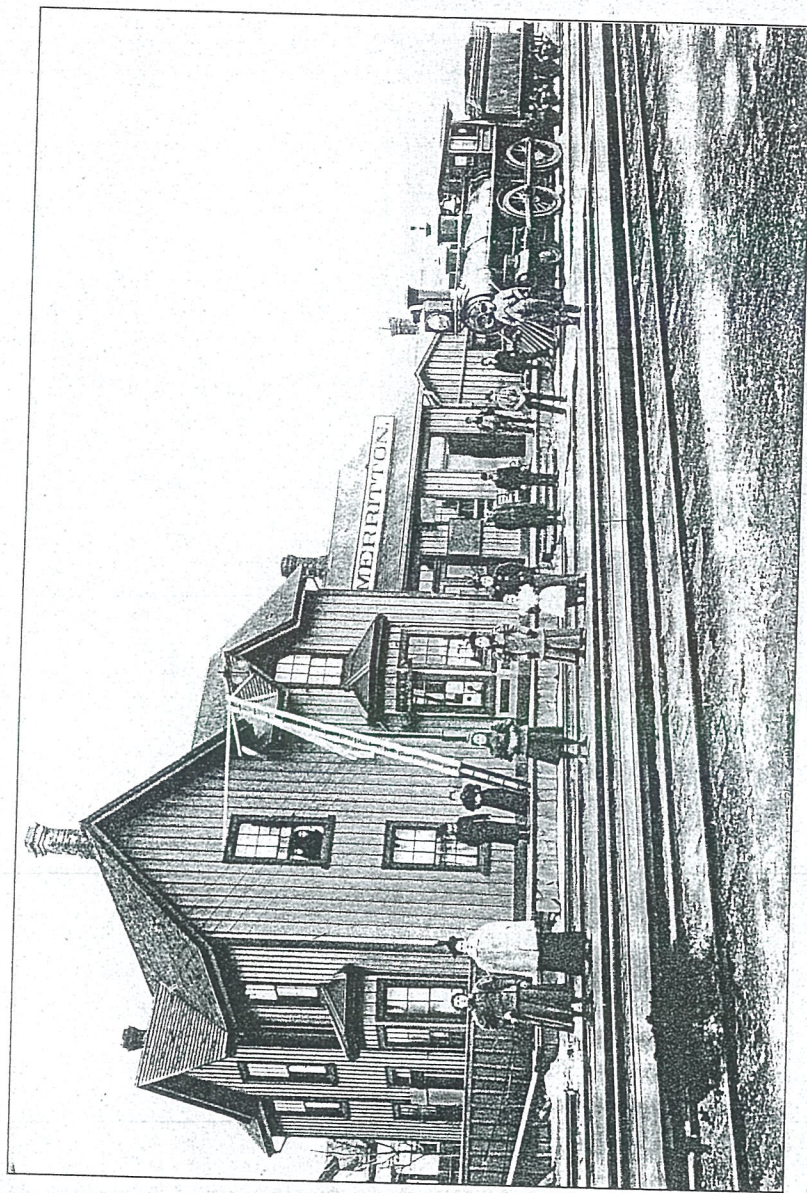
The town council had tried to obtain a route along Welland Avenue to serve the established area of the town, but the railway interests turned down this request in favour of their original plans which placed the St. Catharines station on Western Hill. The effect was that St. Catharines, the principal community in the peninsula, was effectively bypassed by the railroad. The station to the west of town was some distance from the developed business and residential areas. Reaching it meant taking a wagon, or horsedrawn omnibus and struggling up and down the steep slopes of Twelve Mile Creek, then facing possible delays while slow-moving ships passed through the canal. It is unusual in this period of railway promotion that a major town would be so isolated, but the Great Western went ahead as planned, to the early detriment of St. Catharines.

A wooden trestle bridge was built to cross Twelve Mile Creek south of town, 1,200 feet long and 60 feet above the water. Here the railway crossed the creek but not the canal. This location avoided the cost of either a swing bridge or some higher structure to accommodate the



Merrittton's other station served the Grand Trunk Railroad. It was built in 1888 and replaced an earlier station about a quarter mile to the west.

Real estate advertisement



Merrittton's Great Western Railway Station, built in 1880, had ticket, baggage, and telegraph services. The station master and his family lived upstairs. The building was torn down in 1937.

Jordan Harbour where the

St. Catharines Historical Museum NI 649

THE RAILWAY AND SHIPPING WORLD.

[JAN., 1903.]

THOROLD CEMENT



G.T.R. TUNNEL UNDER THE NEW WELLAND CANAL,
Between Merriton and Niagara Falls, Ont., built with **THOROLD CEMENT.**

A G. T. R. SMASH.

Three Trainmen Killed at Merritton—A Bad Wreck.

MERRITTON, Ont., Dec. 3.—At 12:30 this morning a fatal collision occurred in the Grand Trunk railway yard at this place, resulting in the death of three trainmen. An engine attached to a caboose was taking water at the tank, when a train was observed rushing down the heavy grade of the Welland division, which forms a junction with the main line near the tank. Engineer King, of the engine taking water, immediately backed his engine down the track, but the train plunged into his engine, demolishing its frontworks, but the engineer and fireman escaped serious injury. The down train consisted of a heavy coal train, and its engine was smashed into fragments and about twenty cars of coal piled in every conceivable direction. Fireman Michael Sherry was extricated from the ruins with a great gash across his chest, and lived only two hours. He leaves a motherless family at his home in Niagara Falls, Ont. The body of Driver James Williams was taken from the wreck, cut in two. He was one of the oldest and ablest drivers on the Great Western railway division and lived at Niagara Falls, Ont., where his family reside. The remains of Brakeman Allan were found badly mutilated. He has been in this country but a short time, coming from England. A hat and coat have been found, indicating, it is supposed, that the body of a tramp may be in the debris. A large force of men are clearing the tracks, and a main line train passed through at 7:30 a.m., but the Welland division is badly blocked up with wreckage and coal. It is generally supposed the coal train got beyond control while descending the extremely steep grade of the Welland division leading into the yard. The coroner has summoned a jury for 11 o'clock.

THE INQUEST.

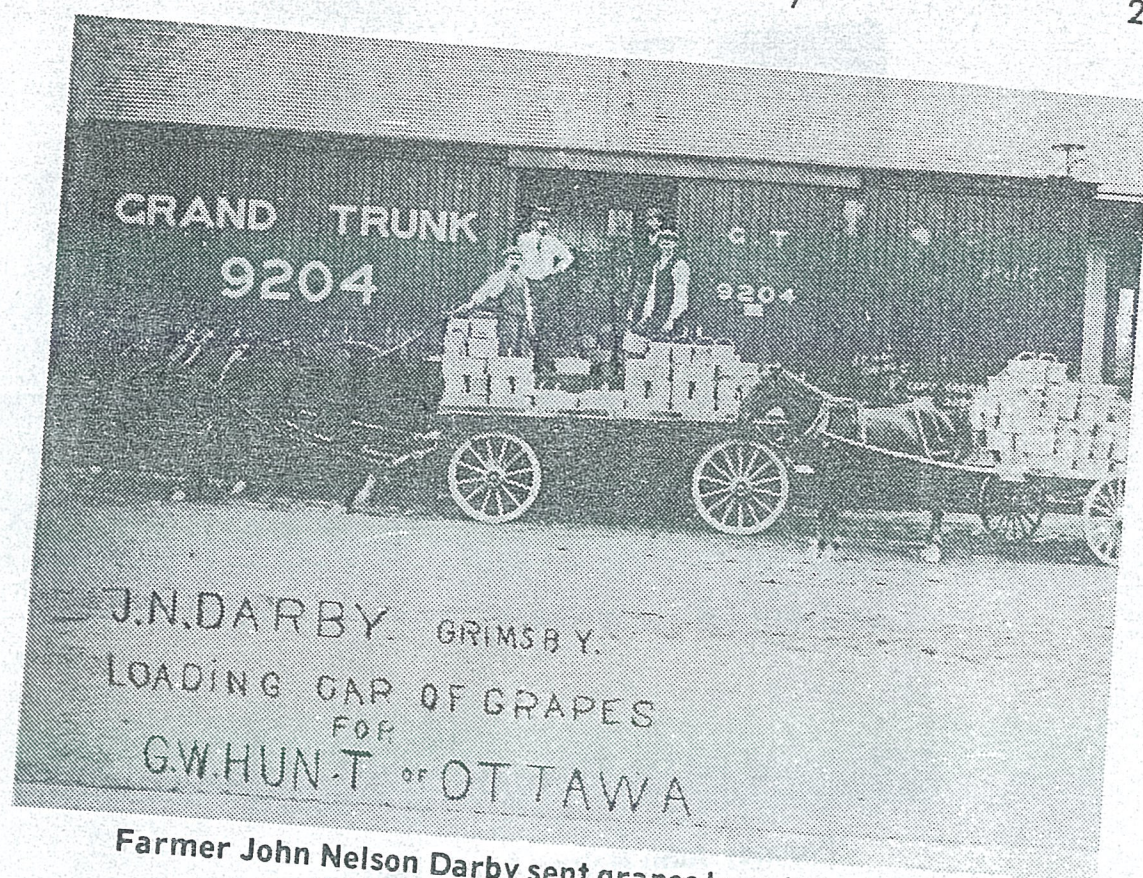
MERRITTON, Ont., Dec. 8.—The inquest on the bodies of Driver James Williams, Brakeman Robert Allen and Fireman Michael Sherry, killed in the collision this morning, was held to-day before Dr. Goodman, coroner. After a brief review of the evidence, which occupied about six hours in obtaining, the jury returned the following verdict: That the deceased James Williams, Michael Sherry and Robt. Allen came to their death by a collision between trains Nos. 471 and 551, near Merritton, about 12:30 a.m., on Dec. 3. The cause of the collision we believe to be from not having sufficient brakes on train 471 to control it; also, that the engineer did not reverse or alarm, and that the rear brakeman was inexperienced. We further find that all freight trains should be brought to a standstill above the grade at Thorold; that an additional brakeman should be provided on all freight trains descending this grade, and a special switchman be appointed to attend to the switch known as the Welland railway switch.

A HAMILTON MAN KILLED.

Robert Allen, the brakeman who was killed in the accident, boarded at Berlinghoff & Hall's hotel on Stuart street. He was about 44 years old and came to Canada from England last June. He leaves a boy about 10 years old, who is now without a

Hamilton Spectator

December 4
1888



Farmer John Nelson Darby sent grapes by rail to Ottawa.

Though most growers joined voluntarily, enough remained outside the organization to cause operating problems and NPG disbanded in 1924. A group of Grimsby and Beamsville growers organized Niagara Packers Ltd., still in business.

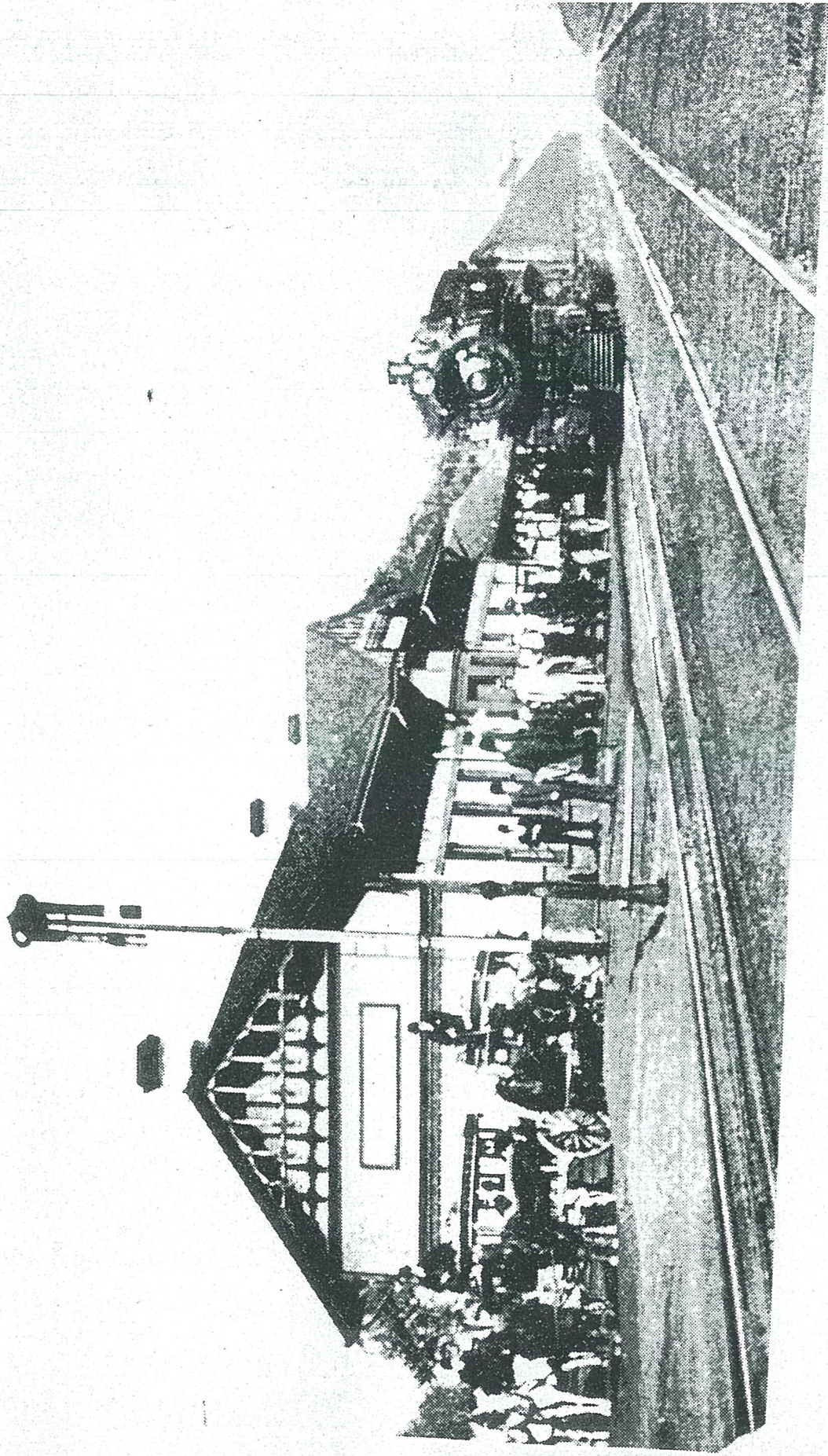
Shipment of fruit to Britain continued in the 1930s and reached a fair volume. Niagara Packers acquired the arena, which was converted into a central packing plant during the fruit season. In one season, 1935, 82 car loads of pears and plums were shipped to Britain. Peaches proved too fragile for successful shipment that far, and World War II ended the trade. A novelty in 1930 was the sending of two cases of Grimsby peaches to Britain via the R-100, the first of the British dirigibles.

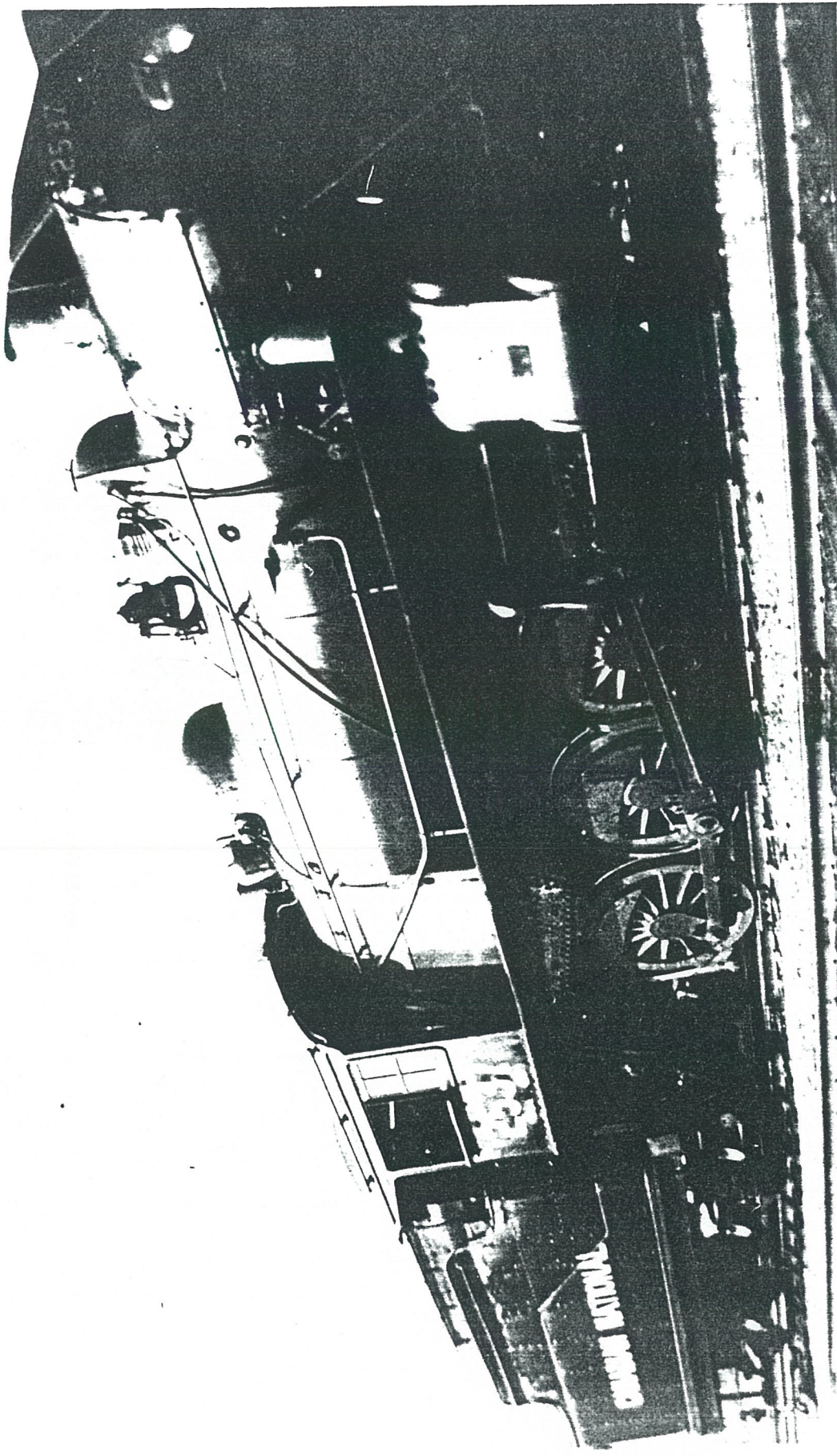
The period after the close of World War II saw two important developments in the fruit industry: the formation of marketing boards to handle fruit both for processing and for the fresh markets, and the decline in total production in the Grimsby area as a considerable acreage of orchards was acquired for housing and industrial development.

Gone are the "fruit trains" that picked up hundreds of baskets of luscious tender fruit from the shipping platforms of Grimsby and Grimsby Beach. The two canning plants have disappeared, as well as the two dehydrator plants, and there aren't even wineries or cider mills that once were familiar to all Grimsbyites.

The canneries once employed hundreds during the fruit season and well

G.T.R. Station, St. Catharines, Ont.,





St. Catharines Historical Museum

8605

