

CNR-GTR.

DUNDAS STREET
BRIDGE, TORONTO,
ONTARIO.

NOVEMBER 1, 1878.

Collision on the Grand Trunk.

Two Freight Trains Wrecked at Dundas-st. Bridge.

A BRAKESMAN TERRIBLY SCALDED.

Miraculous Escape of the Drivers and Firemen.

THE SCENE OF THE WRECK.

Arrest of the Operator at Carle- ton Station.

It is a common and not always a profit-
less speculation to consider what might
have happened had the circumstances which
attend a particular event been varied in the
slightest degree. This thought will sug-
gest itself to any one who considers the
particulars of an accident which occurred
early yesterday morning on the Grand Trunk
Railway at the Dundas-street crossing near
this city. Almost every circumstance ne-
cessary to make up a grave catastrophe was
present—gross negligence in some quarter
two trains, one of them heavily laden, meet-
ing on a curve and running at the ordinary
speed; and—what was still worse—each driver
deceived into believing that the ap-
proaching head lights were those of trains
on the Toronto, Grey, and Bruce Railway,
which here runs parallel and close to the
Grand Trunk track. The only circumstan-

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deceived into believing that the approaching head lights were those of trains on the Toronto, Gray, and Bruce Railway, which here runs parallel and close to the Grand Trunk track. The only circumstance wanting in order to an accident which must have been attended by the loss of many lives was the providential fact that the colliding trains carried freight, and not passengers. As it was, two engines with their tenders were completely wrecked, four cars smashed to atoms, a brakeman scalded and otherwise injured so severely that his recovery can scarcely be hoped for, a heavy loss to the Company, and the travelling public put to great inconvenience by the interruption of traffic.

THE CAUSE OF THE ACCIDENT.

Shortly after four o'clock yesterday morning, No. 16, the regular freight train west, left the Grand Trunk yard under charge of Conductor Jackson. The train numbered nineteen cars, and was drawn by engine No. 47, the driver of which is Robert Rutherford. As it was a regular train, and had the right of way, no order was necessary for its going ahead. Just about the time No. 16 was leaving the yard, or perhaps a few minutes before, a special freight train of twenty-two cars, bound east, arrived at Carleton, drawn by engine No. 48, of which Wm. Nye is the driver. Alexander Hay, the agent and night operator at Carleton, gave the conductor of the special train an order to go forward and cross No. 16 at Toronto. And it is just here the question of responsibility comes in. The Grand Trunk authorities say no such instructions were wired to Hay, and that he gave the conductor an order which he never received. Hay's story, of course, is the opposite of this, and lays the blame on the train dispatcher at Toronto. But be that as it may, the special started for Toronto and came down the grade at a good speed, probably fifteen miles an hour. At this time No. 16 had crossed Queen-street, and was moving along the curve from that street to Brockton at the rate of twelve

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the grade at a good speed, probably fifteen
dash, miles an hour. At this time No. 18 had
in crossed Queen-street, and was moving
into along the curve from that street
to Brockton at the rate of twelve
d in miles an hour, the men in charge little
saw dreaming that a heavy freight train was fast
sup- approaching them. The curve of the road
J. at the point where Dundas-street crosses it
ged. is pretty considerable, and the trains were
be- on one another almost before the drivers saw
ven the advancing head-lights. Even then their
200 first thought was that they were the lights
load of trains on the Toronto, Grey, and Bruce
to Railway, which runs alongside. The
ay- engines met near the Dundas-street bridge.

The noise of the collision was heard half a
Hall mile away, and awakened the people in the
oc- locality. The drivers and firemen of both
of engines jumped from their trains, and thus
bert escaped injury. Frederick Still, a brakes-
and. man on No. 18, was not so fortunate. He
y of was sitting in the cab of the engine, and
im- though the driver, Rutherford, called on
will. him to jump, either through want of time
the or fear he failed to do so, and he was hurled
g of into the wreck and amid the escaping, his-
d a sing steam. His injuries are described below.

THE SCENE OF THE COLLISION
is about fifty yards south of the Dundas-
Edie street Bridge, the Grand Trunk, Toronto,
new Grey, & Bruce, and Northern Railways being
y of for some distance in either direction almost
the parallel and right alongside one another.
The spectacle presented by the wreck proves
well very conclusively that the momentum of
that one, if not both, of the trains was very con-
firm- siderable. The general direction of the
is line here is about north and south, and on
great the eastern side—between the Trunk and
e a the Grey & Bruce tracks—lay the boilers of
cross the two engines almost at right angles to
t. each other, and the cab end of each over-
who lapping one another on the track. The
ring large driving wheels, the smoke stacks, and
way the other parts of the locomotives lay in
the fragments on the same side. On the track

one, if not both, of the trains was very considerable. The general direction of the line here is about north and south, and on the eastern side—between the Trunk and the Grey & Bruce tracks—lay the boilers of the two engines almost at right angles to each other, and the cab end of each overlapping one another on the track. The large driving wheels, the smoke stacks, and the other parts of the locomotives lay in fragments on the same side. On the track itself was a miscellaneous pile, made up of the ruins of the tenders, a quantity of coal, the barley which formed the freight of the east-bound train, parts of the engines, and surmounted by the remains of two of the cars, which had been telescoped. Of these latter one was a conductor's van belonging to the outgoing train, lying on its side, and the other an ordinary freight car which had been laden with barley. On the east side, at almost right angles to the track, were two other cars, which had also been telescoped and which were part of the heavy train. One of these, which had been laden with beer in barrels, was thrown up a twelve feet embankment, one end breaking away the fence. From the position of these cars it is evident that both must have been thrown clear over the engines and tenders by the shock of the collision. A rather remarkable feature was the fact that the axles and wheels of the wrecked cars and engines were piled up in a solid heap in the ditch on the east side. Some idea of the terrible force of the collision may be gathered from the manner in which the heavy castings and the wrought iron frames of the engines and cars were broken and distorted. Strange to say, however, the track sustained no noticeable damage.

STRATFORD, Oct. 31.

THE DRIVER'S STORY.

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STRATFORD, Oct. 31.

THE DRIVER'S STORY.

The drivers of the colliding trains reached here to-day. Robert Rutherford, driver of engine No. 45, on the up train, gives substantially the following account of the accident:—My train was No. 16, a regular west-bound one, and required no order; the other train was a special, and had an order "all right" for Toronto. I accordingly left Toronto and went westward; on approaching Dundas-street I saw the other engine coming; we were going about twelve miles an hour; I and my mate, Joe Simonson, jumped; I told brakeman Still to jump, but don't know whether he did or not; he was badly scalded, and had his arm broken. The engines collided and were a total wreck; neither I nor my mate were hurt; Nye and Rodgers, the driver and fireman of the other engine, No. 48, were shook up considerable, but not much hurt; five cars were smashed; the responsibility of the accident hangs between the despatcher and the operator at Carleton.

Nye and Rodgers were also interviewed about the affair, and gave substantially the same particulars.

THE CARLETON OPERATOR'S ACCOUNT.

During the day Alexander Hay, the agent and night operator at Carleton Station, was arrested by Detective Flynn and lodged in No. 1 Station. The railway company hold him responsible for the accident, and intend prosecuting him therefor. His story, as learned from Mr. N. G. Bigelow, his lawyer, is as follows:—At 4:40 he received an order from the train despatcher at Toronto that the special would cross No.

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THE WOUNDED MAN.

Frederick Still, the injured brakeman, was taken as soon as possible to the General Hospital. It was there found that his right hand was terribly scalded and at first thought that amputation would be necessary. His left arm was broken in two places above the wrist, making a painful impacted fracture. He was also severely scalded about the flesh and hips, the pain from which was very intense. Last night he was in a very low condition, and it is doubtful whether he will get over it. Still is only nineteen years of age, and belongs to Stratford.

ORGANISING UP THE WRECK.

As soon as the accident was made known at the headquarters of the Company an auxiliary train and a force of men were despatched to the scene of the wreck. Such of the crew of the down train as had escaped

THE DAILY GLOBE. T

nk. damage were taken to Carleton Station, while the uninjured cars of the other train were brought back to the city. Mr. Holt, who had charge of the wrecking force, did his best to remove the debris from the track, so that traffic might be resumed as quickly as possible. An engine was kept busy all day pulling out the fragments of the wreck by means of a heavy cable attached to it in front. The men and engine kept on working after dark, and at eleven o'clock the express which leaves here at seven in the evening was able to come into the city.

THE DELAY IN TRAFFIC

was very considerable, as owing to the difference in gauge of the adjacent lines they were unable to afford any assistance. Passenger traffic was not, however, altogether suspended, as trains from either direction approached as closely as possible, and their passengers, mails, and baggage were transferred from one to the other. The discomfort attending this operation was increased by the atmosphere being rather raw and cold, as well as by the wet and muddy condition of the embankments. The Union Station waiting rooms were crowded all the evening by people anxiously waiting for the express to come on and take them east. She came in shortly after eleven, and left twenty minutes after.

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THE GRAND TRUNK COLLISION

Death of Frederick Still. Inquest on the Body.

The young man Frederick Still, the brakeman who was severely injured in the collision on the Grand Trunk early last Thursday morning, died at the General Hospital shortly after midnight Saturday morning. Coroner Riddell held an inquest on the body at three o'clock p.m., Saturday. After some delay in securing a panel, the following jury was sworn:—John Hay (foreman), Thomas Smith, John Johnson, Joseph Fox, Charles Beatty, George Wilcox, Robt. Farrell, James Smith, Walter T. Kidd, Stephen J. Cronyn, And. R. Freeman, Wm. McLean, Robt. M. Seaton, Robt. Beatty, Wm. Ross.

The prisoner, Alexander Hay, was present at the inquest. He is an intelligent looking man of apparently about thirty-five years of age, and has a wife and two children. He evidently feels his position very keenly, his appearance on Saturday being worn and haggard in the extreme. His counsel, Mr. N. Gordon Bigelow, was not present in the early stage of the inquiry—he having only heard accidentally of young Still's death and of the inquest late in the afternoon—but made his appearance just as the Court was about to adjourn. Mr. John Still, of Stratford, father of the deceased, was present at the inquiry. He is a respectable looking man, of apparently about 45, who naturally feels very keenly the result of the sad affair.

John Still, of Stratford, father of deceased, was the first witness called. Having been sworn, he said—I identify the body of the deceased as that of my son; he was 39 years of age at his death; he was born in

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