

JUNCTION CUT.

APRIL 1, 1895.

PITCH-IN AT JUNCTION CUT

**TWO FREIGHT TRAINS WRECKED
AND THREE MEN HURT.**

A Sunday Morning Disaster—Eleven Loaded Freight Cars Burned—None of the Train Hands Seriously Injured—The Main Line Blocked All Day.

The vicinity of the Junction cut is a place of ill-omen for the Grand Trunk and has probably been the scene of more wrecks than any other point on the railway. Yesterday morning another was added to the list, though luckily this one was unattended by loss of life. The loss of rolling stock, however, was heavy, and three men were slightly injured.

About 3:30 in the morning a mixed freight, No. 422, bound from London to Toronto, stopped at the Y to do some shunting. A few minutes afterwards another special freight, No. 418, Conductor Walker in charge, came along after 422 and stopped just west of the Y. At the west end of the Y is a high embankment on which the famous "Junction cut disaster" occurred, and immediately west of that the line enters a deep cutting with quite a sharp curve in it. The van and rear part of No. 418 rested in this cut, and the curve entirely hid the rear lights of the train from the driver and fireman of a third eastward-bound freight that was booming down the long, straight grade from Dundas. The conductor of No. 418 ought to have sent a man back with a red light round the curve in rear of his train, but he either neglected to do so, or depended on the semaphore just at that point to cover the rear of his train.

Anyway, the third freight No. 420, came whirling round the curve and plunged into the rear of No. 418 in that narrow, deep cutting, and a disastrous smash ensued. Eleven freight cars loaded with miscellaneous freight—oatmeal and cordwood the principal ingredients—were heaped in a splintered mass of wreckage on top of the big engine of No. 420, which had been

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apparatus was returned.
The driver of No. 430 was William Allan, formerly of this city, but now of London, and the fireman was Bernard McAteer, of London. When they came round the curve and saw a pitch-in was inevitable, they jumped. Allan received a severe scalp wound, and McAteer had his nose, face and forehead badly skinned and cut. Wm. Tanner, of London, a brakeman, had his back hurt. But the man who had the closest shave of all was an old rustic who was in the van of No. 418 when the engine of the other train plunged into it. He was on board the train in charge of a horse that was in a forward car. How he escaped death or injury was a mystery to himself and everybody else, but he did not get a scratch, and was able to proceed with his horse to Toronto yesterday afternoon.

The accident occurred at 9:43 a.m., and a quarter of an hour afterwards an auxiliary went out from Hamilton and began the work of clearing the track. The flames saved a lot of trouble, for after the fire got through all that was left of the wrecked cars was a few mounds of scrap iron. The engine is almost a total loss, at least—like the dog that gnawed the dynamite cartridge—it'll never be any more use as an engine. Besides being badly broken, all the woodwork was burned off it and its bearings are all spoiled and warped by the heat.

It was 6 o'clock last night before the track was cleared. In the meantime the through express trains were sent round by Caledonia and Paris. Specials were also run between Hamilton and Niagara Falls and Hamilton and Caledonia. Large crowds visited the scene of the wreck during the day.

Train No. 420 left London ahead of No. 418, but the latter passed it on the road, arriving at the Junction first. Possibly the crew of No. 418 overlooked this fact, and thought No. 420 was still ahead of them.

Driver Allan, who was injured, is a brother of J. R. Allan, of the Speculator business office.