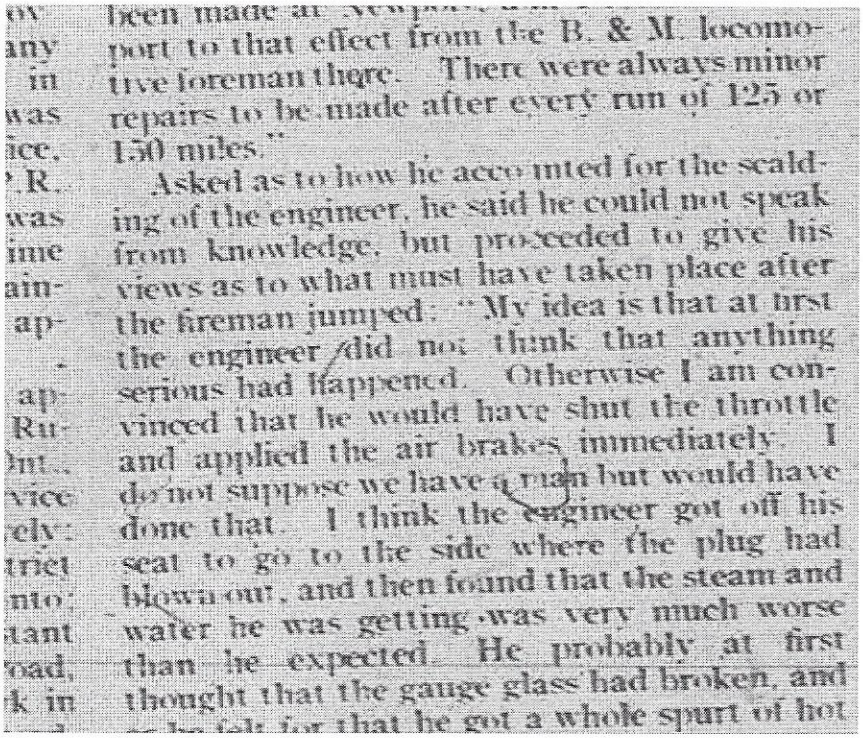
1908 WINDSOR STATION TRAIN WRECK.

Cause of C.P.R.'s Montreal Accident.

In giving evidence at the inquest into the causes of the recent accident at Windsor St. station, Montreal, when an uncontrolled train ran into the waiting-room there, H. H. Vaughan, Assistant to the Vice-President C.P.R., said: "The cause of the accident had evidently been that the plug had been struck by the driving wheel, a very rare occurrence with this style of engine. It is a thing which would happen very suddenly. It was caused by the breaking of the spring hanger, which was probably due to some hidden defect in the material. Defects in the spring hangers are constantly occurring on account of their very severe service, although they are made of the best material possible. The breaking of this spring hanger would lower the boiler on one side, and cant it two or three inches toward the wheels. If the engine had lurched over as far as possible the driving wheel would have come in contact with the washout plug. That blown out plug was the only thing that I could find on the boiler to account for the escape of steam. The needed repairs had all been made at Newport, and I received a report to that effect from the B. & M. locomotive foreman there. There were always minor repairs to be made after every run of 125 or 150 miles."

Asked as to how he accounted for the scalding of the engineer, he said he could not speak



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port to that effect from the B. & M. locomotive foreman there. There were always minor repairs to be made after every run of 125 or 150 miles."

Asked as to how he accounted for the scalding of the engineer, he said he could not speak from knowledge, but proceeded to give his views as to what must have taken place after the fireman jumped. "My idea is that at first the engineer did not think that anything serious had happened. Otherwise I am convinced that he would have shut the throttle and applied the air brakes immediately. I do not suppose we have a rush but would have done that. I think the engineer got off his seat to go to the side where the plug had blown out, and then found that the steam and water he was getting was very much worse than he expected. He probably at first thought that the gauge glass had broken, and [illegible] for that he got a whole spurt of hot

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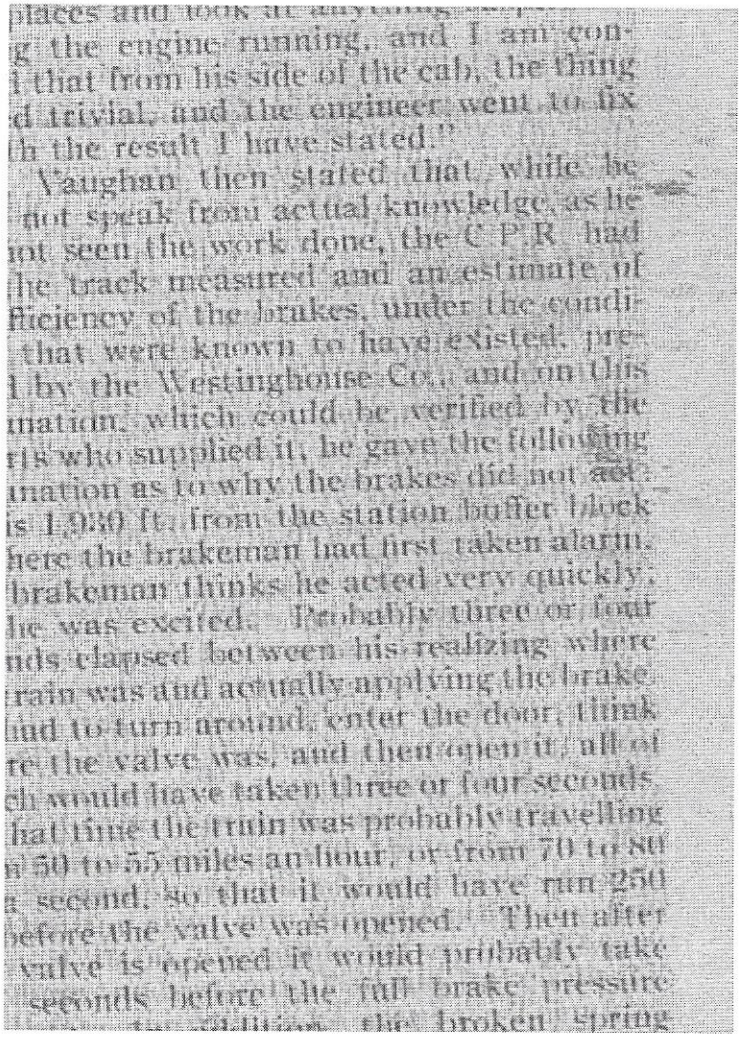
steam and water in his face, and very likely inhaled some of the boiling vapor. Either that overcame him or he fancied that the whole side of the boiler had blown out, and staggered to the gangway and got off. I think this because it is so infinitely easy for an engineer to close the throttle and apply the air. I have often seen engineers leave their places and look at anything suspicious, leaving the engine running, and I am convinced that from his side of the cab, the thing seemed trivial, and the engineer went to fix



places and look at anything [illegible]
g the engine running, and I am con-
i that from his side of the cab, the thing
d trivial, and the engineer went to fix
th the result I have stated."

Vaughan then stated that while he
not speak from actual knowledge, as he
not seen the work done, the C.P.R. had
he track measured and an estimate of
ficiency of the brakes, under the condi-
that were known to have existed, pre-
l by the Westinghouse Co., and on this
mation, which could be verified by the
rs who supplied it, he gave the following
nation as to why the brakes did not act:
is 1,980 ft. from the station buffer block
here the brakeman had first taken alarm.
brakeman thinks he acted very quickly;
he was excited. Probably three or four
nds elapsed between his realizing where
rain was and actually applying the brake
had to turn around, enter the door, think
re the valve was, and then open it; all of
ch would have taken three or four seconds.
hat time the train was probably travelling
n 50 to 55 miles an hour, or from 70 to 80
a second, so that it would have run 250
before the valve was opened. Then after
valve is opened it would probably take
seconds before the full brake pressure
[illegible] the broken spring