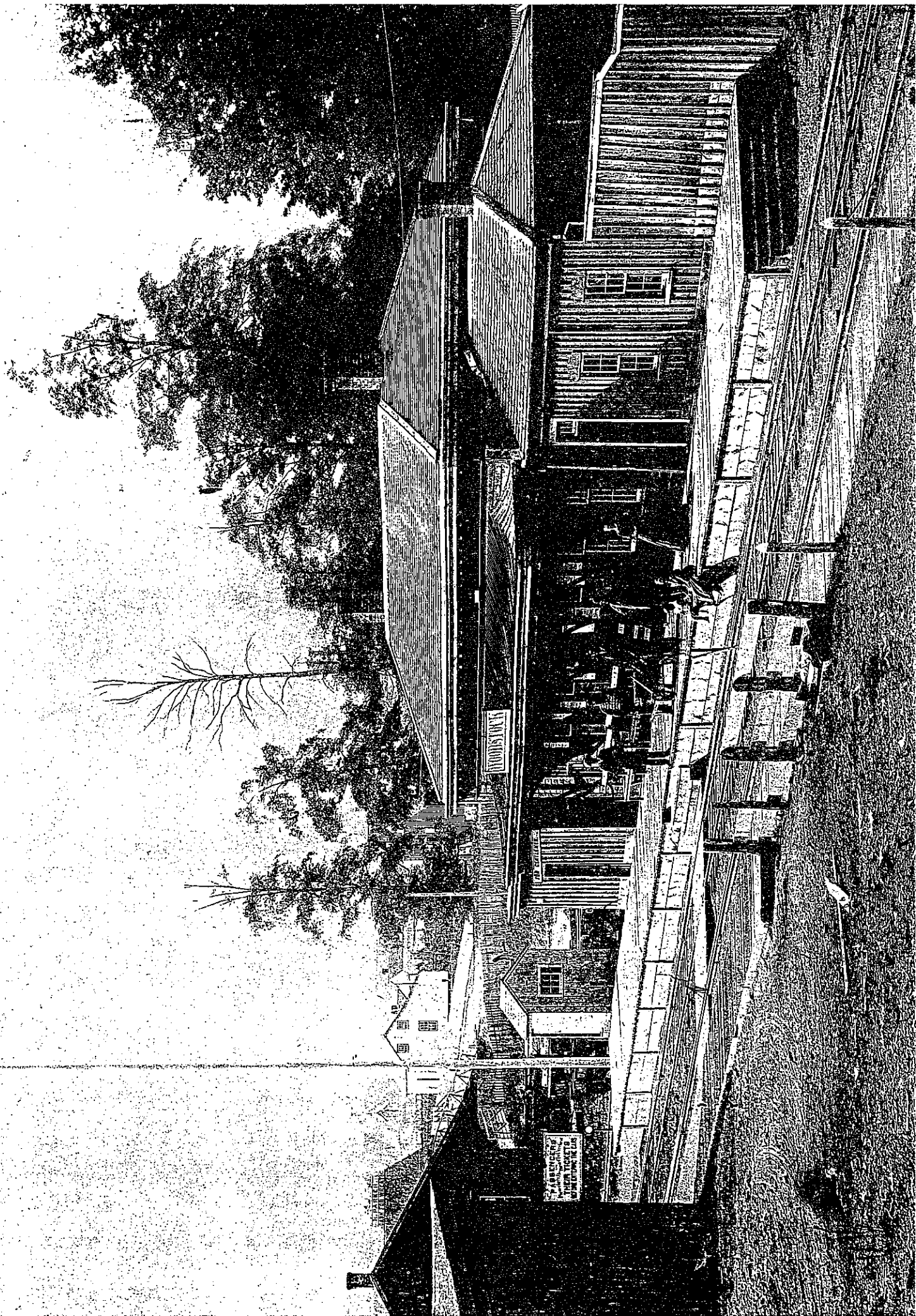


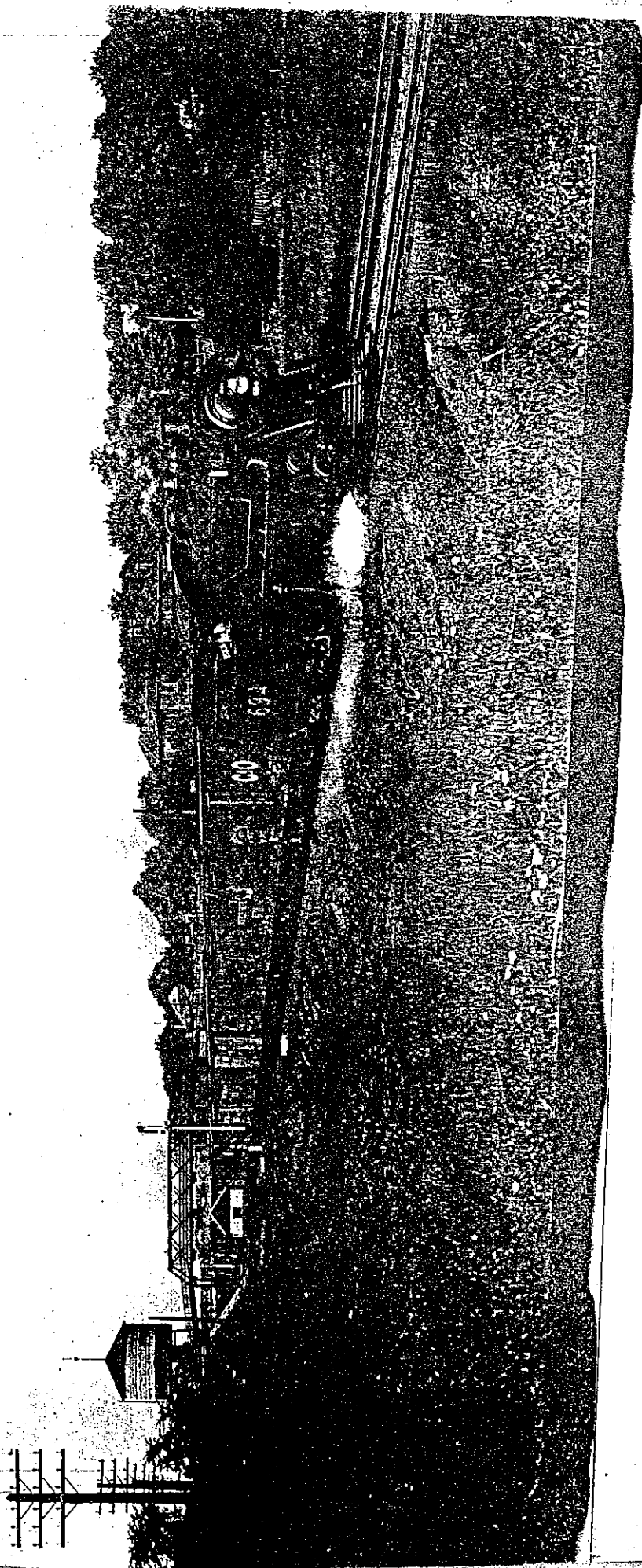
C.N.R. –G.T.R.

WOODSTOCK TO
BRANTFORD,
ONTARIO.

C. RIFF.

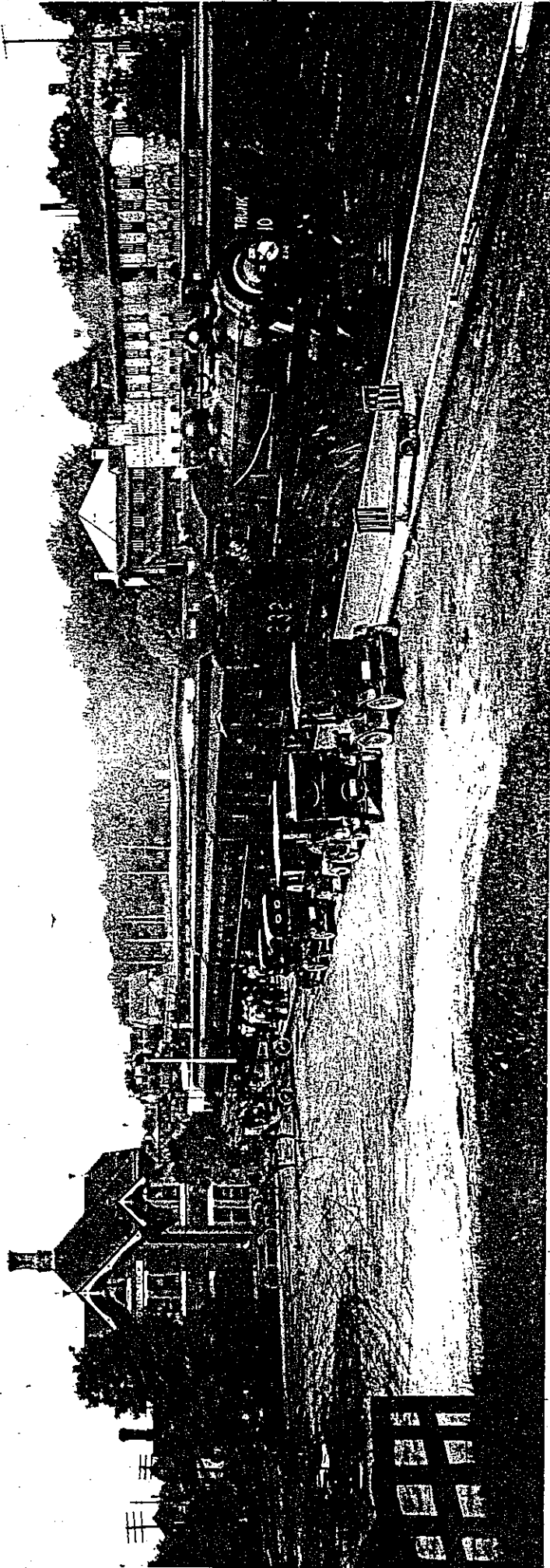
C. RIFF





Norwich Museum

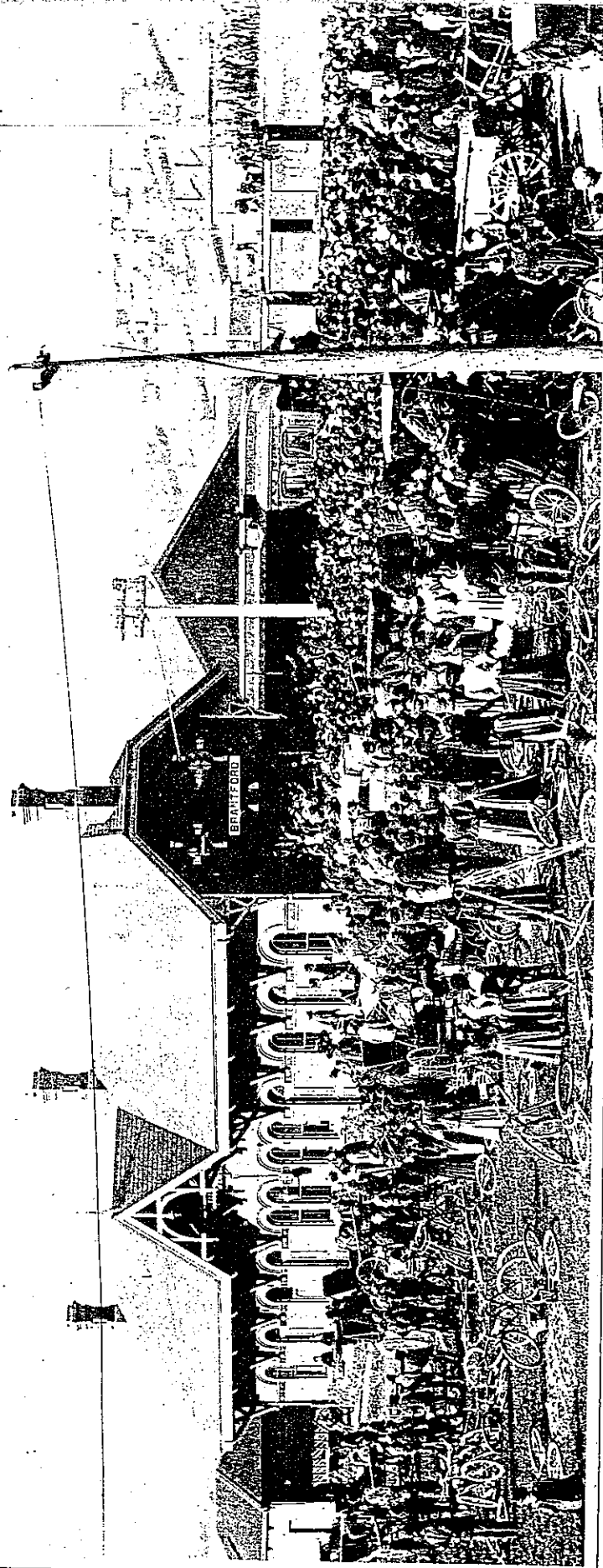
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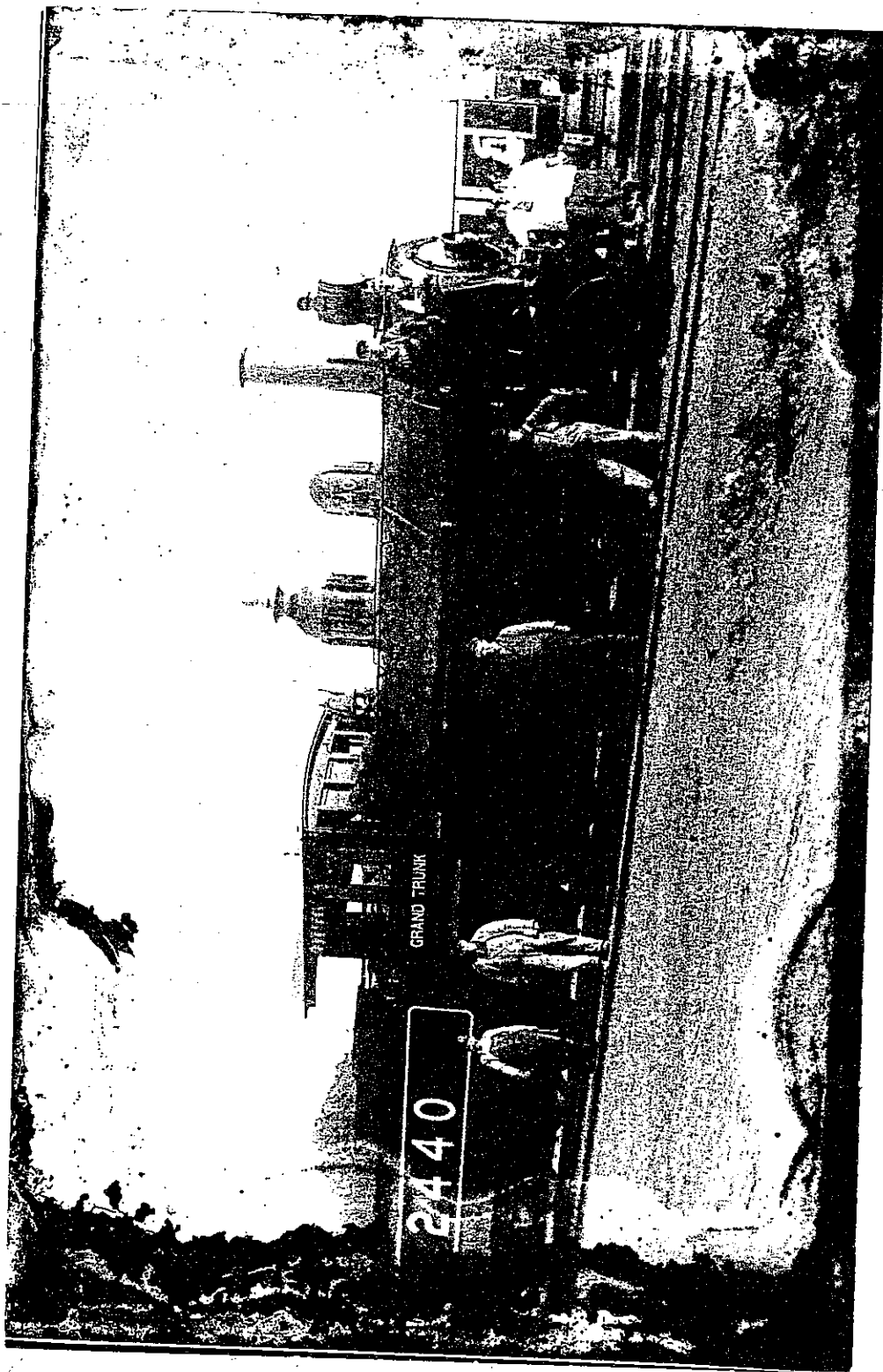


Norwich Museum

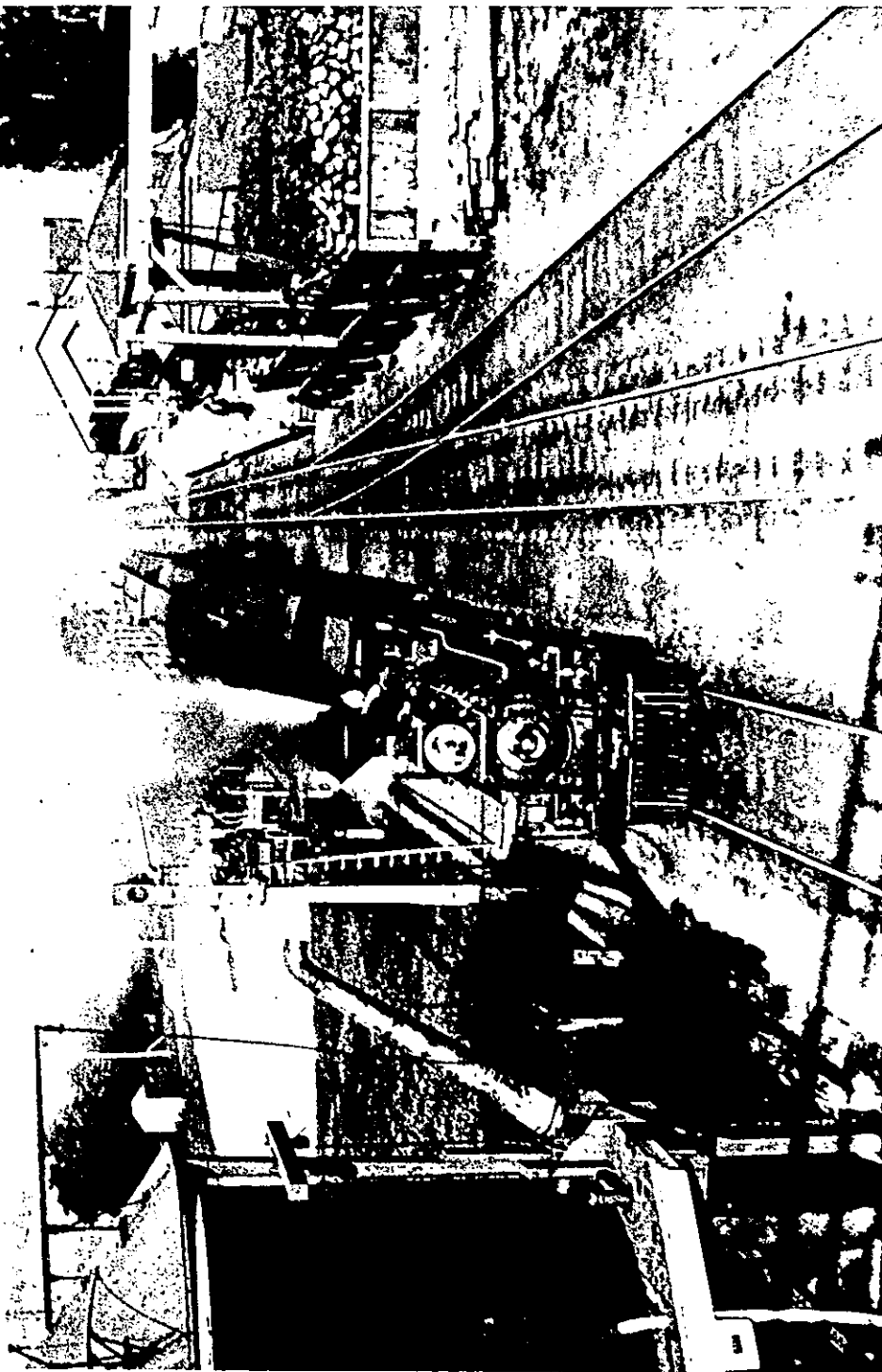
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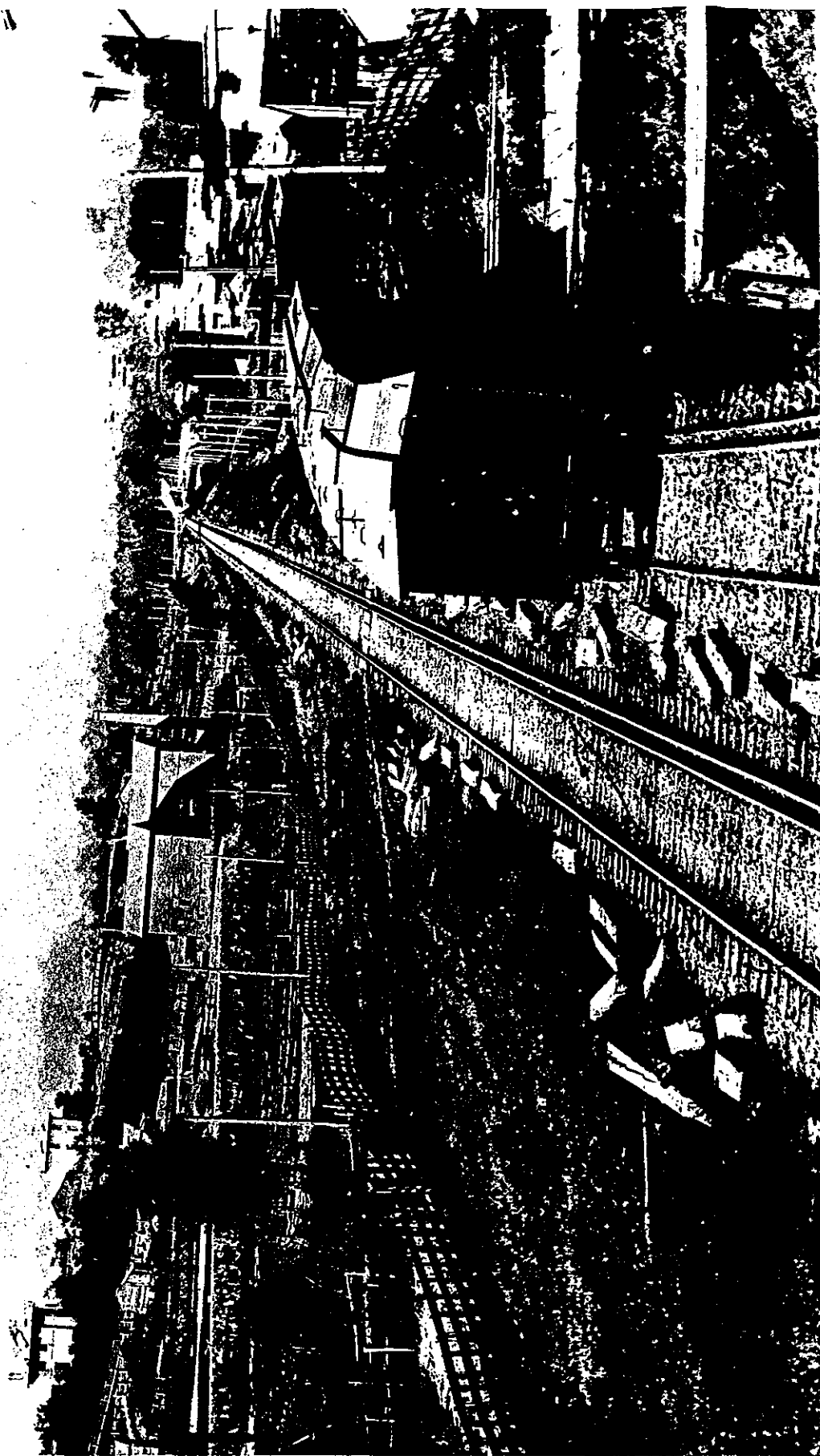
Several horses and buggies are seen in this turn-of-the-century picture, but they are far outnumbered by the bicycles, which were the most widely used means of getting around. This old Grand Trunk Railway station was replaced in 1905 by what is now the CNR station.





976.8.23.

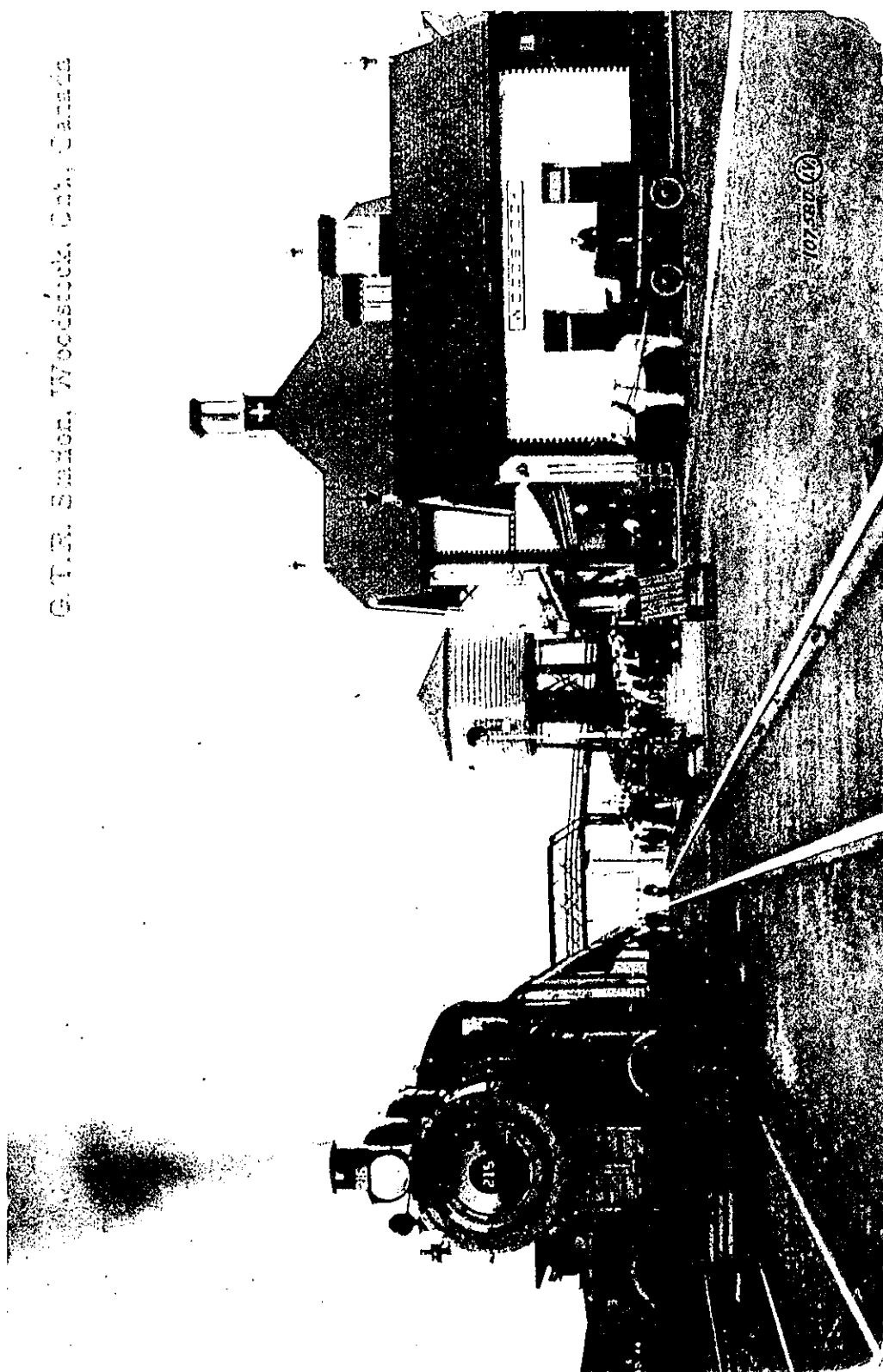


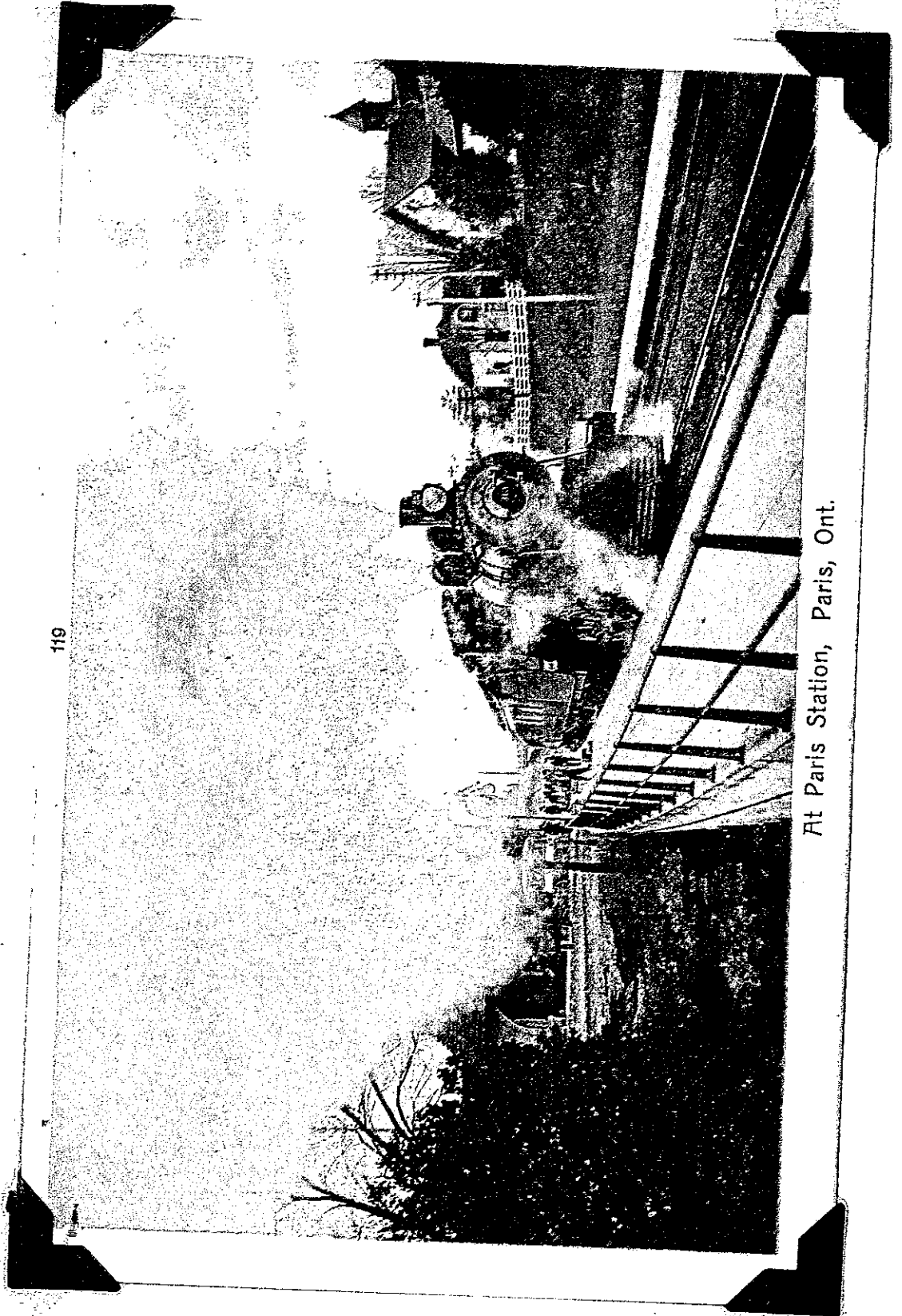


G.T.R. Station and Bay Street Bridge, Woodstock, Ont., Canada



G.T.R. Station, Woodstock, Ont., Canada

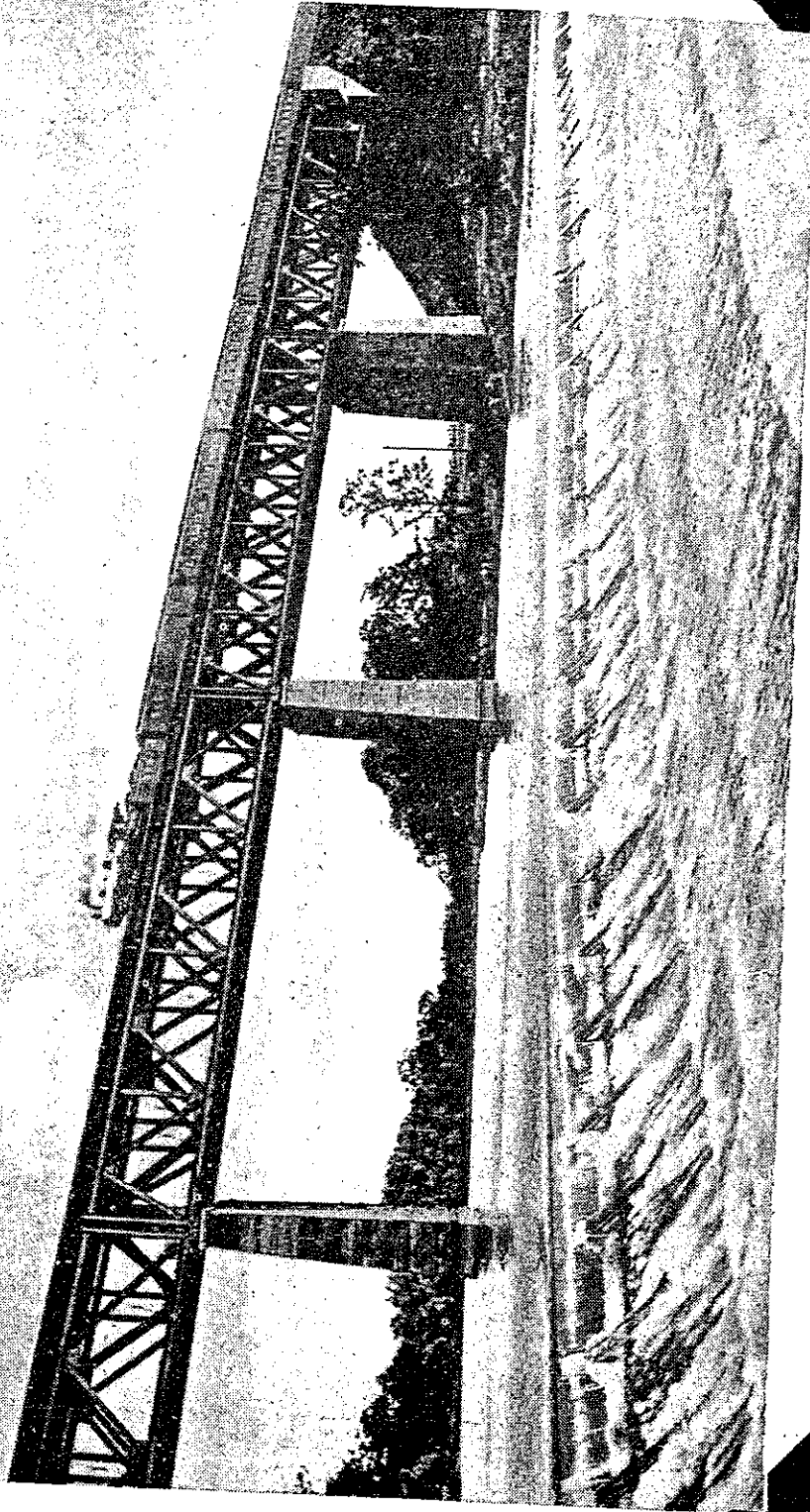


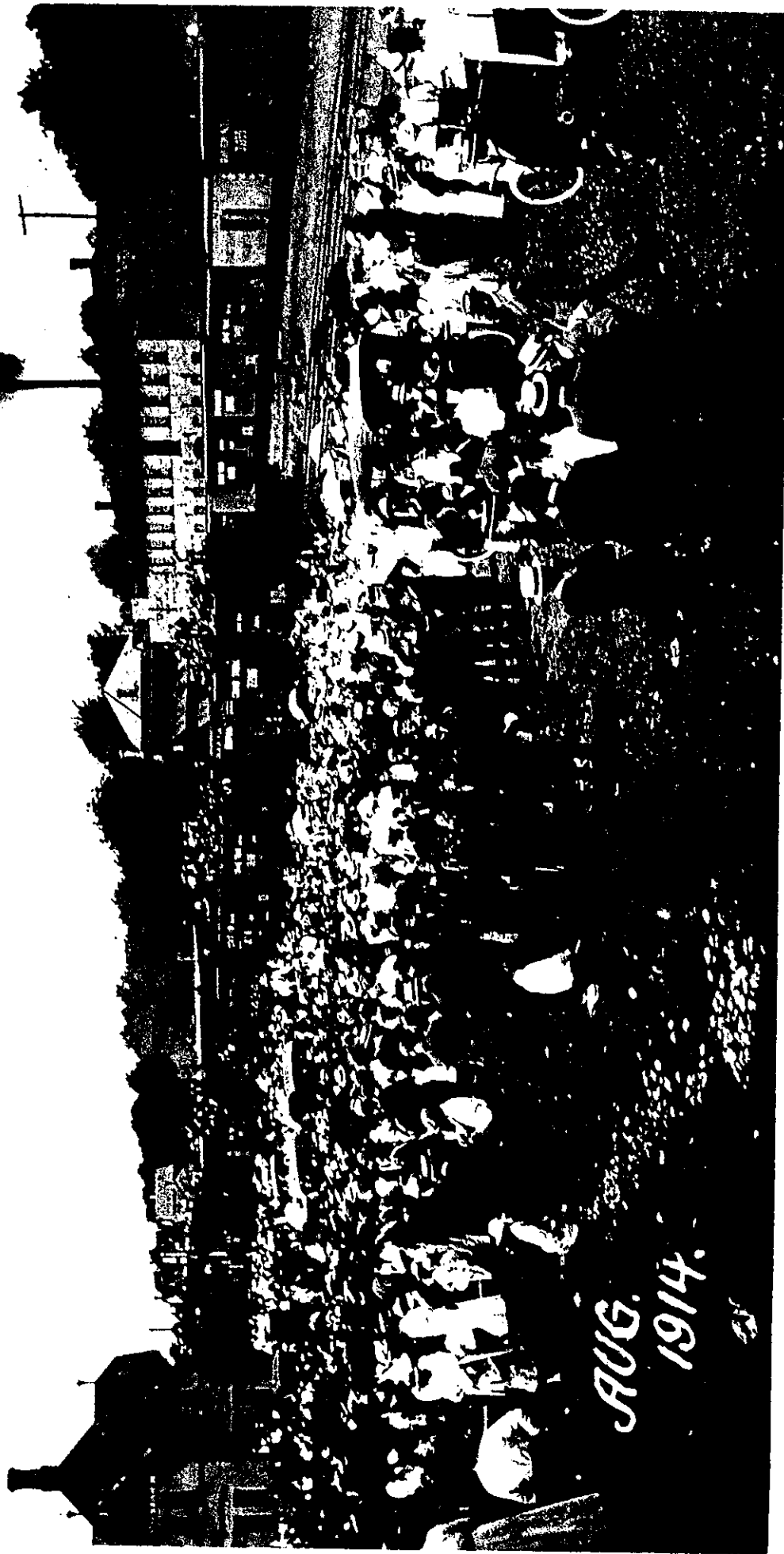


At Paris Station, Paris, Ont.

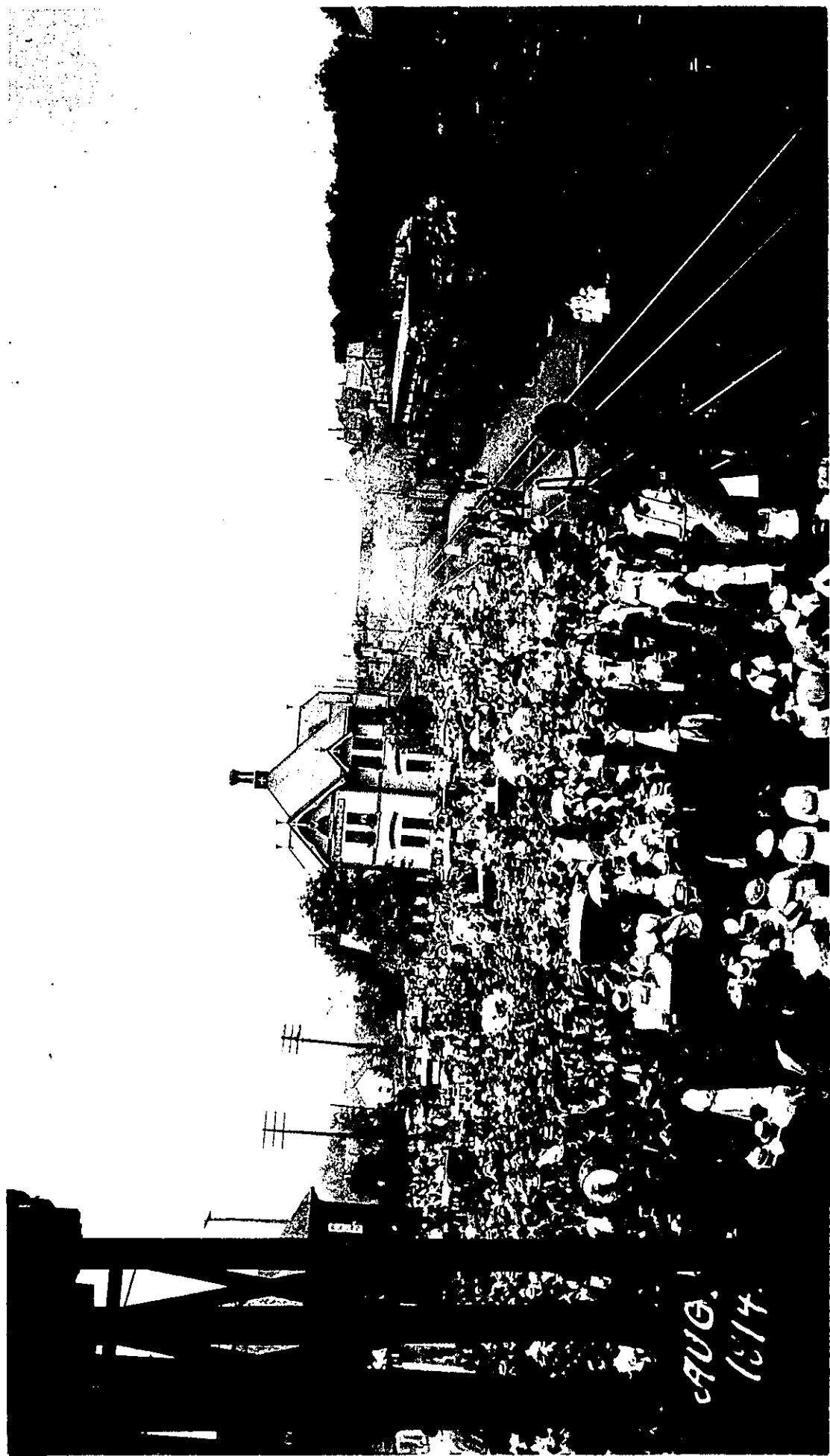
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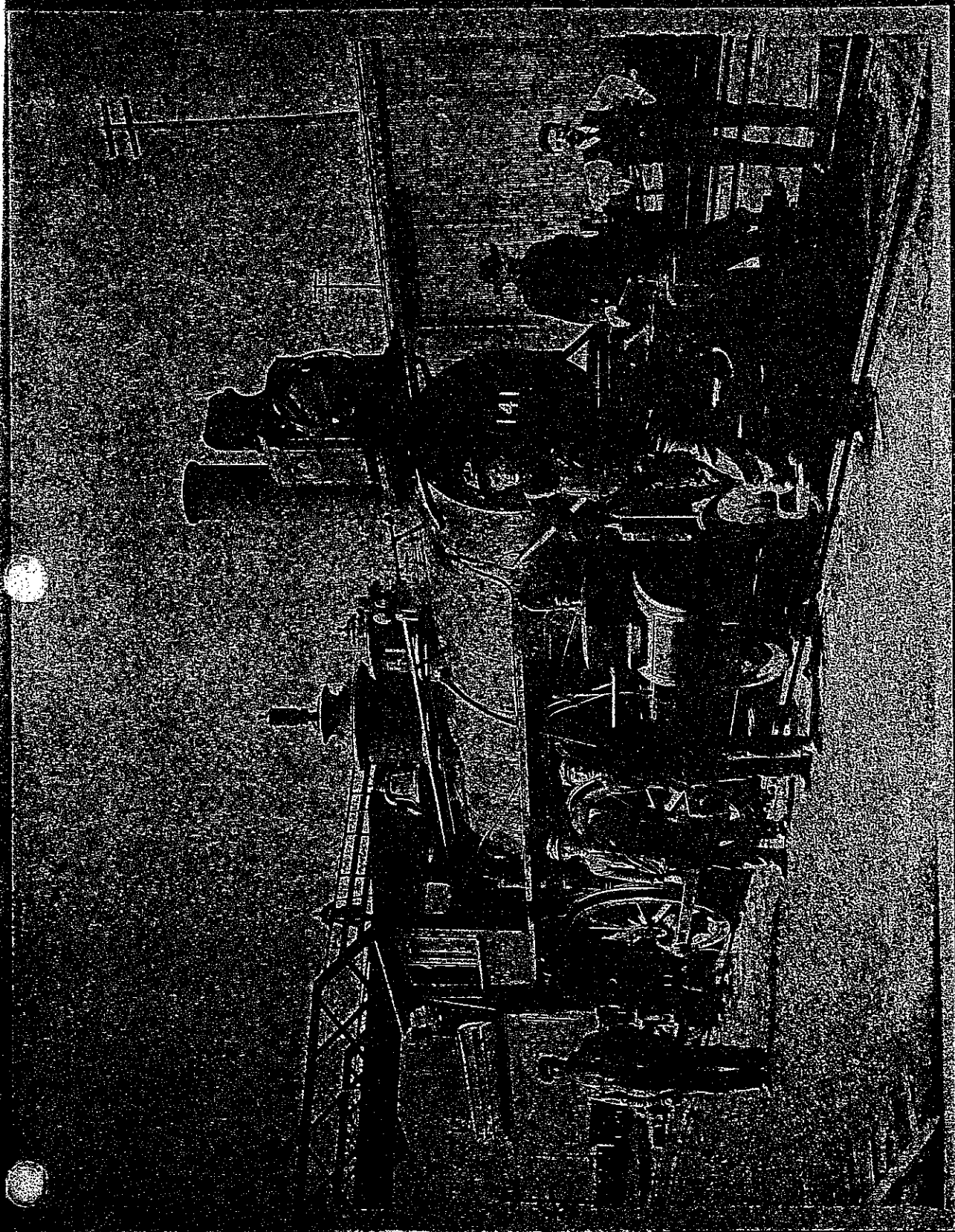
G. T. R. BRIDGE, PARIS, ONT.





AUG. 1914.





Brantford
Expositor

September 8
1857

HEAVY RAINS—RAILWAY ACCIDENT
—On Saturday afternoon the rain descended for upwards of two hours in violent and unrelenting streams, flooding the streets, and creating immense pools in all low places. Though the inconvenience felt in the city was of a very partial kind, yet in the country places almost all grain yet uncut was laid down completely and much damage done.

On the Railways, too, the effects must have been disastrous. On the Great Western the heavy torrents washed down large quantities of sand, which overlaid the track, completely covering it to the depth of many inches. At a spot near Beachville this had occurred to a great degree, and the consequence was that the afternoon express coming west ran off the track. The engine plunged headlong forward and buried itself in a sand bank, on the left of the road, while the baggage car took an opposite direction, and was driven off to the right and completely shattered. Fortunately, the passengers did not receive many injuries of a graver nature than severe contusions, but the fireman, D. McCormick, was so severely scalded that his life is despaired of. The engineer was not injured, but the baggage man was very much hurt. The damage done is considerable, and has been estimated at £4,000. The spot at which the accident occurred is two miles from Beachville.—Free Press.

TOWN MIGHT HAVE BEEN BLOWN TO ATOMS

By the Accident at the Grand Trunk Railway Depot
at an Early Hour This Morning.

TWO CARS IN THE SMASHUP WERE LOADED WITH DYNAMITE.

A Single Stick of Which Was Sufficient to Blow up a House—How the Accident
Happened—A Head-on Collision Right at the Middle of the Platform
—There May be Still Very Serious Results Unless the
Greatest of Care is Exercised.

From Saturday's Daily.

While most of the people of the town were quietly sleeping between five and six o'clock this morning an accident took place at the Grand Trunk railway station which, but for the greatest of good fortune, would have resulted in such a destruction of life and property as has never been known before in Canada. Even now unless the greatest care is exercised there may be serious results. Two freight trains came together directly in front of the station house. A very serious wreck took place, which will occasion serious loss to the company. But this was not the most important feature of the catastrophe. One of the cars was loaded with dynamite. Forty tons of this was spilled in all directions. It was in close proximity to the fire-boxes of the engines. If it had exploded, and it is to be wondered at that it did not even on account of the violence of the collision, the town would practically have been blown to pieces. Nobody seemed to realize the seriousness of the situation for some hours and the explosion was examined freely by those who went down to see the wreck. A great many took pieces of it away and unless care is exercised there will be serious explosions yet. A stick of the dynamite is enough to blow up a house. The Mayor telephoned the Sentinel-Review at noon today urging that all who had taken away dynamite from the station should return it immediately. The station authorities have now taken steps to see that no more of it is taken away. Traffic has not been impeded since early this morning, the trains using the second track.

THE ACCIDENT.

How the Two Trains Happened to Come Together.

Two big battered engines, twenty tons of dynamite, twenty of blasting powder, smashed freight cars and twisted iron piled promiscuously immediately in front of the Grand Trunk passenger depot tell of a very bad accident that took place at about 5.45 this morning.

At that hour two very heavy time freights were entering Woodstock, one from the east and the other from the opposite direction. Both engines hauled trains of about thirty heavily-laden cars. As is usual in such cases the railway officials are very reticent and it is

As has been said it is a very difficult matter to ascertain just who is to blame under the peculiar circumstances. The west bound freight had orders for the siding here, the semaphore at the eastern extremity of the yards being set against her. Driver Trotter saw the signal and attempted to hold up his train. He reversed his engine and put the brakes down as tight as possible, but the rails were very slippery and while his engine ran reversed in a futile attempt to hold back the train the weight of thousands of tons of rolling stock and its contents made it impossible to avert the accident. A very similar accident happened under exactly similar circumstances at the G.T.R. depot about three years ago.

A big crowd of citizens and the irrepressible camera found stood around the wreck. This morning and watched the auxiliary train from London blow up the debris and built huge bonfires of the splintered cars. The auxiliary train reached the station about eight o'clock.

\$10,000 DAMAGE.

It is estimated by the local railway men that \$10,000 will not cover the cost of the damage resulting from the wreck. Both engines were badly wrecked while four cars loaded with merchandise were smashed to atoms.

WHAT THE SUPERINTENDENT SAYS.

Depot Agent Gordon informs the Sentinel-Review that he has received a message from the superintendent of the road to take every precaution to prevent accidents or injury of any sort which might arise from an explosion of dynamite. The superintendent further stated that the authorities were not aware that they were carrying dynamite. It had been billed as blasting powder.

WHAT WE ESCAPED.

Supt. Warfield's Experience with Dynamite.

Saw a Town a mile Away from an Explosion Blown to Pieces.

Superintendent Warfield of the street railway company went down to the Grand Trunk depot this morning to see the big wreck. He saw the piles of stick dynamite and in the space of a few short moments he had made himself scarce. Mr. War-

tons of dynamite and blasting powder. The dynamite was in sticks, about 12 inches long and 1½ inches in diameter and looked to be very harmless. It was frozen hard, and in that state very little danger is to be feared from it. Otherwise when the two trains crashed together the result would have been terrible. The explosion of 40 tons of dynamite would have wrecked a large part of the town.

Children at the station as well as older people, not realizing the danger they were putting themselves into, began to carry away as souvenirs of the wreck sticks and small pieces of the dynamite which was wrapped in oil paper. This was soon noticed and men placed on guard to prevent people from touching the dangerous sticks. A quantity had however already been taken away and some serious results may follow. If the sticks are allowed to thaw out, it is very likely to explode and one of them, it is said, is sufficient to blow up a house.

One boy who works in an up-town office brought a large piece up with him from the station, proceeded to thaw it out by the stove. Some one in the office asked him what he had and when he replied "only a piece of frozen dynamite," what the other occupants of the office said is better left unsaid. The dynamite was promptly taken from the boy and thrown away.

Will said this morning that he found a part of a stick in front of the market building, while pieces of various sizes have been found in many places around town. Parents should inform their children of handling the explosive and see that if they have any in their possession it is put in a safe place.

CAME FROM NEW YORK. The dynamite was manufactured by the American Foreite Company of New York and was being shipped to a firm in

AN AUTHORITY

On Dynamite — When Frozen Doesn't Yield Good Results.

J. M. Cole, science master at the Collegiate Institute showed the Sentinel-Review a copy of Thorp's "Outlines on Industrial Chemistry." With reference to the various high explosives it says:

"These explosives may be divided into two classes, (a) those in which the nitroglycerine is absorbed in some inert, non-explosive material; and (b) those in which it is mixed or combined with substances which are in themselves explosive. The most important of these is dynamite, in this nitroglycerine is absorbed in infusorial earth, white clay, pulverized mica, sawdust or powdered charcoal. It is packed into tubes of varnished paper and pressed by hand to form cartridges of a desired weight. It is not very sensitive to shock, but

Engine
724
704

February 21
1901

2/21/1901 woodstock



August 31 1903

GASOLINE AND OIL TANKS ON THE CARS

And for a Hundred Yards the Track Was Soon a Roaring Furnace—Brakeman Severely Burned—Crew of the Incoming Freight Failed to See the Warning Signals—Jumped in Time to Save Their Lives.

A rear-end collision followed by a gasoline explosion and a disastrous fire resulted in serious loss and inconvenience to the Grand Trunk railway at a point just to the west of Princeton station early yesterday morning. That no fatalities are to be reported in view of the peculiar perils to which the members of the two train crews were exposed is fortunate but surprising. Two extra freights, each travelling east, were running but a short distance apart. The first was given an order on reaching Princeton to take the siding to let the other pass. A brakeman was sent back to flag the one that had the right of way in case it should come along before this arrangement could be carried out, while the semaphore was also placed up against it. But just as the switch was turned, a crash was heard at the rear. The crew of the newcomer had not seen the danger signals. They had jumped in time to save their lives, but their failure to notice the warnings given them had otherwise had a disastrous effect. On one of the cars on the first train was a gasoline tank. But a second or two had elapsed after the crash when this exploded. A brakeman, A. Barrow of Stratford, as he rushed up from the switch was badly burned and the fire soon spread to the cars around. Six on the first and two on the second were completely destroyed. Among them one on which was loaded two tanks of oil and with the oil and the gasoline as fuel, the track for almost a hundred yards was soon a fiery furnace. But for the speed with which the forepart of the one train and the rear of the other were uncoupled, much greater destruction than actually ensued would have been wrought. When the auxiliary crews arrived, they had to turn their attention first to fighting the fire and not till it was under control could they begin to replace the ties, a hundred yards of which had been burned or to remove the debris. It was an active scene which was witnessed by the hundreds of people who gathered at the wreck during the morning. Finally early in the afternoon traffic was resumed.

Scene of the Accident.

The scene of the accident was one hundred and fifty yards to the west of the Princeton station. The two freights were due at Princeton between midnight and 12:30 o'clock. Both were to stop at the depot, where operator, Walter Baker, had orders for all extra east. Number 746, the first to arrive, pulled in a few minutes after twelve. Conductor Dingman was given the order to take the siding to allow extra Number 86 a fast freight conveying perishable goods, which was following closely in the rear, to have the right of way. He directly delivered the instructions to the engineer and at the same time ordered his brakeman to proceed back west to flag the incoming freight should she arrive before his own train secured a place on the siding. The operator threw up the semaphore, thus exposing the danger signal to the approaching train, and Conductor displayed red lights from the rear of his caboose.

Precautions Given.

All precautions having been taken,

Engineer Norwalk proceeded to act upon the orders received. He proceeded to back down the main line to take the switch at the western entrance. The train had gone past the switch and brakeman Barrow was about to open the siding, when suddenly there was a tremendous crash at the rear. Immediately the crew took in the situation. Number 86 from the west had failed to recognize the several danger signals and had crashed at full speed into the end of their own train.

The Crew Jumped.

The engineer of the incoming train, James O'Grady, and his fireman and the front brakeman had escaped what would undoubtedly have been instant death by jumping from their cab, at a point one hundred yards west of the point of collision, having seen that the accident could not be averted. All alighted on the bank and Engineer O'Grady was the only one to sustain any injury. He struck a rail and wounded his arm and shoulder.

Brakeman Burned.

Brakeman Barrow left the switch and went towards the rear of the train, followed by the engineer, the fireman and Conductor Dingman. Hardly had he reached the last car when, without a moment's warning, the immense gasoline tank situated on the second to last car, having become ignited supposedly from a fire in the wrecked caboose, exploded with great force. The flames shot a hundred feet into the air and in an instant the entire spot was a mass of fire. The explosion threw a portion of the burning oil on the unfortunate brakeman. He was struck full in the head and his clothing began to burn. He managed to extinguish the fire on his person, but in the meantime had become dazed and blinded by the fire around his head. He climbed over the fence into a hay field where he was discovered in an exhausted condition a half hour later by John McArthur, whose farm is near by. Dr. Staples, who was summoned, found that Barrow was terribly burned about the head and shoulders. But little of his hair remained. His eyes and lashes were scorched while his face was blistered with the heat. His hands were also severely burned. His injuries were carefully attended to, after which he was sent to Stratford on a relief train.

The Flames Spread.

No means being at hand to fight it, the fire spread with great rapidity. In front of the gasoline car were two tanks of coal oil. The heat caused both of these to soon explode. Hundreds of gallons of the oil poured out on either side of the track, and thus becoming ignited, the conflagration which ensued made a scene never to be forgotten. The flames shot three hundred feet into the air and the reflection illuminated the country for miles. From the coal oil tank the fire spread to two lumber cars, the contents of which provided excellent material for the fiery element and from there to a car load of locomotive supplies and the caboose, both of which were consumed.

The forepart of the train was pulled away before any considerable damage was done to it.

Continued on page 2.

Engine 86
Woodstock
August 31
1903

to the work of removing the debris which was not heavy, owing to the fact and then to the relaying of the destroyed track. With their perfect eyes, men followed out under able supervision. The roadbed was repaired with marvelous celerity. At two o'clock, thirteen and a half hours after the collision, the train was clear. Number 11, Eastbound express, due to leave Woodstock at 11:20 a. m., pulled over the newly-laid track enroute to the East.

THE CAUSE

Mr. Costello, being seen in reference to the cause of the accident, stated that it was due solely to the carelessness of the two train crews. The train dispatcher had sent the correct orders and they had been delivered to the conductor of train No. 745. "Then," continued Mr. Costello, "instead of the crew of this train exercising some judgment and pulling out to the east and taking the siding at the eastern entrance they backed up to the west directly in front of the train following. Had they gone to the east there would have been no accident as the engineer on No. 86 would have stopped at the Princeton station where he was to receive orders. As it was, Engineer O'Grady should have seen the semaphore signal and the caboose lights up against him and stopped his train. Instead of that he apparently did not see the warning signals until right up to the first freight. Then it was too late to stop. He applied the brakes and with his fireman and brakeman jumped for their lives.

THE LOSS

The assistant Superintendent went on to say that were it not for the fire the loss would have been slight. There had been no loss of life, and the damage would consist in the destruction of seven freight cars, one tender, one caboose and the engine of No. 86. The cars, being heavily loaded, the loss through the burning of their contents would be heavy. Freight No. 86 was a fast extra containing fruit, dairy produce and meat. It was in charge of Conductor White and Engineer O'Grady. Because it carried perishable goods it had right of way over 745, which was to pass at Princeton. Why Engineer O'Grady failed to see whether the brakeman sent back to warn him by Conductor Birmingham of the danger signals of the semaphore light cannot be explained to the satisfaction of the railway officials. It is stated in some quarters that there was a dense fog at the time which in the deep rutted through which his train was going obscured the view of the semaphore. The night operator, however, says there was no fog. It is also stated that Conductor Birmingham didn't get the brakeman far enough to the rear of his own train to deliver the warning signal.

CHORDS SAW THE WRECK

From early morning until late yesterday morning reports of the collision and the surrounding details spread with great rapidity. The wreck was a serious one and it was feared that the collision had caused the death of some of the crew. The train was seen by Mr. Woodstock at 11:20 a. m. and he was the first to see the wreckage. He was on his way to the station and he saw the train as it was passing. He saw the train as it was passing and he saw the train as it was passing.

Woodstock
August 3
1903

FOUR MEN KILLED IN COLLISION AT EASTWOOD

Continued from Page One.

recovery, though late yesterday he was some easier.

Conductor Fallis and his brakeman, Benedict, were in the caboose of their train when the collision occurred. Engineer Heron and Fireman Cameron were in the locomotive which ploughed its cruel way through the caboose.

How Kirkland Was Killed.

Engineer Kirkland was at the front end of his train when the collision occurred, and his engine was practically unharmed. It was believed at first that he had escaped, but when search was made for him his mangled remains were found beneath the train, to the rear of his engine.

It was evident that when the collision occurred, Kirkland was engaged under his engine. As the engine was shoved forward by the force of the impact from behind, Kirkland was ground to pieces beneath the wheels, and his body lay, as freight cars following ran over the spot where he had been at work.

Who Was to Blame?

The fact that the extra freight from this city was delayed in the siding at Eastwood was the cause of the accident. Why it was delayed will be the subject of an investigation.

Something had gone wrong with Kirkland's engine, and the crew, thinking the delay would be momentary, had opened the siding switch behind them so that their train could back out. It was impossible to go ahead, because freight cars were standing on the siding.

The speed with which the freight following them, came up, doubtless took the first crew unawares. Had the switch been closed, the accident would not have occurred, for the special freight would have passed by on the main line.

It was announced at 11 o'clock yesterday morning, that the line had been cleared.

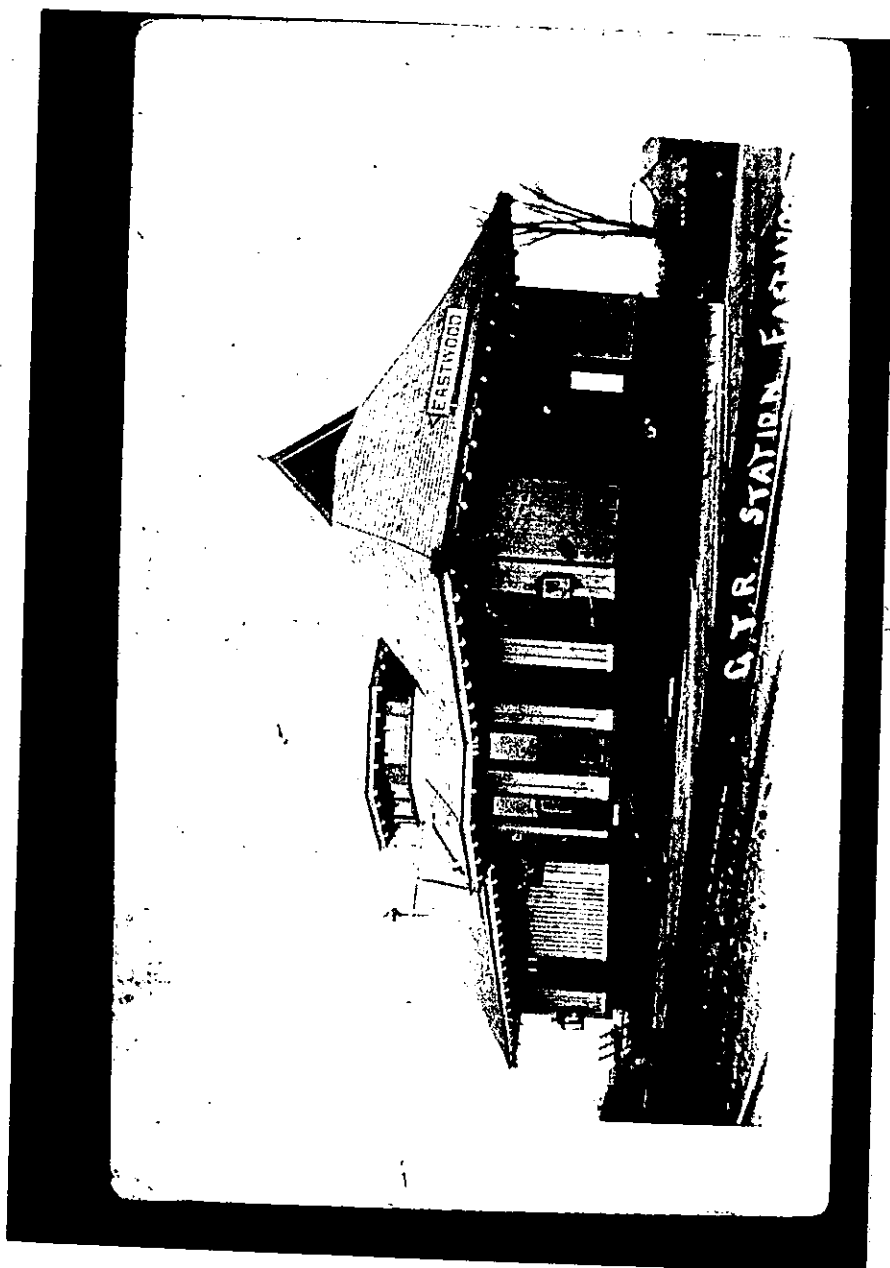
All of the injured men were known among local railroaders. Engineer Heron generally had charge of the pay train.

Another Story of the Wreck.

Woodstock, Sept. 28.—(Special.)—A pitch-in occurred at Eastwood, on the Grand Trunk Railway, five miles east of here, at 3:30 this morning, by which four trainmen were killed and one fatally injured. The dead are, Henry Fallis, conductor, Hamilton; C. B. Benedict, brakeman, Buffalo; Alex. Kirkland, engineer, Hamilton, and Thos. Heron, engineer, Toronto. Simon

London
Free
Press

September
29
1904



Eastwood Station

this morning, the trains taking the second track.

THE ACCIDENT.

How the Two Trains Happened to Come Together.

Two big battered engines, twenty tons of dynamite, twenty of blasting powder, smashed freight cars and twisted iron piled promiscuously immediately in front of the Grand Trunk passenger depot tell of a very bad accident that took place at about 5.45 this morning.

At that hour two very heavy time freights were entering Woodstock, one from the east and the other from the opposite direction. Both engines hauled trains of about thirty heavily-laden cars. As is usual in such cases the railway officials are very reticent and it is difficult to say to whom the blame is attached. The train from the west was entering the depot slowly and was about to take water when the wild tooting of the whistle on the west bound engine attracted the engineer's attention. He at once foresaw the inevitable crash which was to follow and stopped his train. By the time he had his engine reversed the train from the east was upon his own and he and his fireman jumped. The crew of the on-coming train also jumped and not one of the men was hurt. The west bound engine, number 724, was in charge of Engineer John Trotter and the other engine, number 704, was being driven by Engineer Wm. Forbes. The front of the engines were smashed in and the cars for a considerable distance each side of them were telescoped and thrown up in monstrous piles.

A PECULIAR ACCIDENT.

The west bound train got much the worst of the collision and railway men said that it was the most peculiar smash they had ever seen. The first car back of the west bound engine was lifted clear off the track and dumped over onto the next siding to the north. The second car plowed under the rear of the engine and hoisted the coal tender about twenty feet into the air. This car contained stick dynamite which was scattered over the ground and platform. The third car back of the engine mounted the second and was thrown the entire length of the latter. The third car was thrown from the end of the track and the trucks were scattered all over the place and a

WHAT WE ESCAPED.

Supt. Warfield's Experience with Dynamite.

Saw a Town a mile Away from an Explosion Blown to Pieces.

Superintendent Warfield of the street railway company went down to the Grand Trunk depot this morning to see the big wreck. He saw the piles of stick dynamite and in the space of a few short moments he had made himself scarce. Mr. Warfield has been engaged with the exception of a few years in the mining business since he was seventeen years of age and thoroughly understands blasting and the character of the high explosives.

He said: "There is enough dynamite and blasting powder at that depot to tear this town to shreds. It ought to be gathered up, put into a car and taken away from town. In Pennsylvania I saw an explosion of dynamite 600 feet up on a mountain. The whole side of the mountain was torn out and a town in the valley a mile away was blown to pieces. The mayor should warn everybody of the dangerous character of the dynamite. I am told that small boys carried it away with them; parents should question their children in regard to it. In Pennsylvania the railways must not carry more than six hundred pounds of dynamite at once and it must be placed in the middle of the train to do away with all danger from head-on and rear end collisions. Let somebody who is not familiar with the explosive force of dynamite place a piece but an eighth of an inch square on an ax and hit it with a hammer. They will be sorry. Such criminal laxity on the part of the authorities is astounding." It is said that when the train crews jumped they ran to the rear of the station house hoping to escape part of the force of the expected explosion. One man thinks that the town would have been blown to pieces had the dynamite exploded.

AN AUTHORITY.

On Dynamite — When Frozen Doesn't Yield Good Results.

J. M. Cole, science-master at the Collegiate Institute showed the Sentinel-Review a copy of Thorp's "Outlines on Industrial Chemistry". With reference to the various high explosives it says:

These explosives may be divided into two classes, (a) those in which the nitroglycerine is absorbed in some inert, non-explosive material, and (b) those in which it is mixed or combined with substances which are in themselves explosive. The most important of these is dynamite. In this nitroglycerine is absorbed in infusorial earth, white clay, pulverized mica, sawdust or powdered charcoal. It is packed into tubes of jute-lined paper and pressed by hand to form cartridges of a desired weight. It is not very sensitive to shock, but is readily detonated by an explosive cap. In cold weather the nitroglycerine congeals, and such frozen dynamite does not yield good results. It is best thawed by placing in a warm room before use. It should never be placed near a stove or fire as it is almost certain to explode at a heat of 180 C.

ANOTHER WRECK.

Wheel Broke at Princeton and Twelve Cars Went Off Track.

This morning's accident at the station was not the first that the London auxiliary crew has had to visit in this section for this week. On Thursday evening a freight train going east met with a mishap at the west end of the Princeton station yard. A wheel broke and the result was that twelve cars were thrown off the track and the road was completely blocked for several hours. The gang of men from London were on hand as quickly as possible. They worked from 8 p. m. to 5 a. m., by which time the trains were enabled to go through.

Woodstock,

February

21

1904

London
Advent
MARCH 28
1867

ACCIDENT ON THE G. W. R.

TWO PERSONS KILLED!

TRAINS HEAVILY DAMAGED.

About 6.20 Friday morning a shocking accident occurred on the Great Western Railway about two miles east of Woodstock, by which a baggage man, named William Rogers, was killed, and a conductor, John Farrell, of this city, dangerously wounded. It appears that a freight train on the "Bido line," of which Mr. Farrell was conductor, left Paris station this morning about an hour in advance of the night express going west. The heavy snow storm impeded the advance of the freight train, while the express train, which had an additional locomotive attached at Hamilton, was travelling very rapidly to make up lost time, overtaking the freight near Woodstock; it dashed right in to the rear end of it, smashing up six or seven of the cars badly and severely scalding the conductor, who was in the last car. The concussion threw the locomotive back upon the passenger train, the express car and the baggage car being driven through each other like the joints of a telescope. They then took fire, and the baggage man, Mr. Rogers, was so firmly wedged in, that it was impossible for him to escape, and in this position it is stated he was burned to death. A great deal of the baggage was destroyed—a small portion only being saved by the exertions of the passengers. None of the passengers were injured, as far as we can learn.

LATER BY TELEGRAPH.

John Farrell, conductor of the freight train, was badly scalded. His injuries were attended to by Dr. Turquand; but after several hours of agony he breathed his last; his appearance is very natural. Wm Rogers, baggage man, on the night mail, was instantly killed; the baggage car getting on fire, he was burned and shrivelled fearfully. Both bodies are now lying for inquest in a car a few rods east of the station. The locomotive and one or two of the cars are pretty badly smashed. Richard Gillman, express man on the night mail, was slightly injured. These are the only casualties. Portion of the English mail was burned.

The night was dark and stormy, which prevented the trains noticing each other. Mr. Wallace came down from London this morning, with a gang of men to clear up the debris.

Our Woodstock correspondent sends a few additional particulars concerning the late melancholy accident on the Great Western, near that town. Arriving at the scene of the disaster, the sight was truly lamentable. In a ditch beside the road, lay the charred and mutilated remains of a man who an hour or two before had been full of health and vigor. In a broken, wrecked car a short distance away another poor fellow was breathing his last. Cars were blazing furiously, while the track and roadbed were strewn for the distance of half a mile with fragments of letters, clothing, newspapers, books, trunks and baggage of every description. The baggage, mail and express cars were completely wrecked, and I think nearly the whole European mail for the West was destroyed by the fire, which broke out on the cars a few minutes after the accident. I understand that \$50,000 was consumed in the box belonging to the Express Company, while the loss of passengers' baggage must have been very great.

There certainly ought to be a thorough inquiry into the causes of the accident. Carelessness somewhere is manifest, and whoever is found to have been guilty of the culpable recklessness of trifling with the lives of hundreds of human beings ought to be brought to condign punishment.

adly scalded. His injuries were attended by Dr. Turquand; but after several hours of agony he breathed his last; his appearance is very natural. Wm. Rogers, baggage-man, on the night mail, was instantly killed; the baggage car, getting on fire, he was burned and shrivelled fearfully. Both bodies are now lying for inquest in a car a few rods east of the Station. The locomotive and two or two of the cars are pretty badly smashed. Richard Gillman, express-man on the night mail, was slightly injured. These are the only casualties. Portion of the English mail was burned.

The night was dark and stormy, which prevented the trains noticing each other. Mr. Wallace came down from London this morning, with a gang of men to clear up the debris.

Our Woodstock correspondent sends a few additional particulars concerning the late melancholy accident on the Great Western, near that town. Arriving at the scene of the disaster, the sight was truly lamentable. In a ditch beside the road, lay the charred and mutilated remains of a man who an hour or two before had been full of health and vigor. In a broken, wrecked car a short distance away another poor fellow was breathing his last. Cars were blazing furiously, while the track and roadside were strewn for the distance of half a mile with fragments of letters, clothing, newspapers, books, trunks and baggage of every description. The baggage, mail and express cars were completely wrecked, and I think nearly the whole European mail for the West was destroyed by the fire, which broke out on the cars a few minutes after the accident. I understand that \$50,000 was consumed in the box belonging to the Express Company, while the loss of passengers' baggage must have been very great.

There certainly ought to be a thorough inquiry into the causes of the accident. Carelessness somewhere is manifest, and whoever is found to have been guilty of the culpable recklessness of trifling with the lives of hundreds of human beings, ought to be brought to condign punishment.

THE LATE RAILWAY ACCIDENT.—The coroner's inquest into the causes of the late accident on the Great Western near Woodstock, has finished the investigation and the jury returned the following verdict: "We find that the deceased, Wm. Rogers and John Farrell, came to their death by injuries received in the collision of the Night Mail running into the Blue Line special No. 4, one mile and a half east of the Woodstock Station, on the Great Western Railway, on the morning of the 22nd inst. the Blue Line Special No. 4 and the Emigrant Train which preceded it, having been delayed in consequence of the heaviness of the track caused by the snow-storm; and it is our opinion that if Princeton had been a regular telegraph station, the Blue Line Special and the Emigrant Train would have been shunted at that station to allow the Night Mail to pass and thus have avoided this accident."

MARCH 28
1867

FOUR MEN KILLED IN COLLISION AT EASTWOOD

Wreck Takes Fire; Sta- tion Burned

FIREMAN TERRIBLY BURNED

Cause of the Accident: Freight Stop-
ped in Eastwood Siding and
Left Switch Open.

At Eastwood, about 3.15 o'clock yes-
terday morning live stock special No.
94 from Sarnia Tunnel ran into way
freight No. 412 from this city. Four
men were instantly killed, and one
perhaps fatally burned. The killed
are:—

ENGINEER ALEX. KIRKLAND,
Hamilton.

ENGINEER THOMAS HERON,
Toronto.

CONDUCTOR FALLIS, Hamilton.

BRAKEMAN BENEDICT, Hamilton.

The injured:—

FIREMAN CAMERON, Parrhill.

The collision, which was a read-end
one, left no avenue of escape from the
terrible fate which awaited the un-
fortunate men, who must have been
unaware of their danger until it had
overtaken them.

The wreck, from the standpoint of
damage to rolling stock, was one of
the most severe in the history of the
Grand Trunk. The wreckage was piled
high on the tracks, and the combined
Hamilton and London wrecking crews
called out were not equal to clearing
the tracks before noon.

Station Burned.

The debris from the wrecked and
smashed cars caught fire, and the fire
spread to the station at Eastwood.
The building was destroyed.

The station was of frame, and burn-
ed readily. There was no means at
hand of extinguishing the fire. The
company do not maintain an agent
at Eastwood at this hour of the night.

Cause of the Accident.

Engineer Alex. Kirkland, of Hamil-
ton, took out the freight from this
city about midnight Tuesday night, and
ran safely to Eastwood. Here he was
detained until two west-bound freights
should pass.

Engineer Heron, with Conductor A.
McDonald, in charge of the special
freight from the Tunnel, was follow-
ing Kirkland's train. He had orders
to stop at Woodstock, to permit the

passage of the same two freights,
which Kirkland waited at East-
wood for six or eight miles
of Woodstock, and as Kirkland
orders to proceed as soon as the
freights got by it was expected
he had done so, and Engineer
believed that he had the right
and that all was clear before him.
Running into Eastwood from
west there is one of the
grades on the system, and
Heron was doubtless taking
down this hill at a fast clip,
on orders to stop at Eastwood,
was free to make the best of the
in his favor.

Kirkland Had Delayed

Just as Eastwood was reached
horror-stricken engineer on the
freight must have noted the
lights of the extra freight
don standing in the siding with
switch open.

It was too late to stop the train
late to slacken its speed mate-
ria late to jump into the
front the ponderous freight
headlong.

There was a terrific crash, the
of the splintering of heavy
the twisting of great bars of steel
the hissing of escaping steam.

Like Rats in a Trap.

Four men had been caught in
death-trap where the two trains
into collision. In the first
tearing into of the rear of the
ing freight, it is probable that
lives of three went out. This
is to be hoped for the bodies of
of them were eventually burned
crisp, and it is horrible to con-
a lingering death amid the fiery
Fireman Cameron was also en-
ped, but he escaped immediate
at any rate. A possibly worse
was reserved for him, apparently
the fire that shot up from the
in a twinkling swept on to where
lay pinned, and before the hero-
of the trainmen who had escaped
could be of avail to him, he had
terribly burned. Great doubt is
pressed as to the possibility of

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CHECKED ENGINE NO. 925 AFTER THE FIRE HAD COMPLETED ITS
DESTRUCTION (BY SPOT PHOTOGRAPHY)



WOODSTOCK, ONTARIO, THURSDAY SEP 29

FIREMAN CAMERON HAS SUCCUMBED TO INJURIES

The Fifth Death in Connection with the
Freight Wreck at Eastwood.

OPENING OF CORONER'S INVESTIGATION.

A Report That a Drover Also Perished - The Total Loss is Over \$100,000 -

Funerals of the Victims.

At ten o'clock last evening the railway accident at Eastwood claimed its fifth victim, death ending the terrible suffering of Simon Cameron of Parkhill, the fireman on the second freight, who was burned and bruised about the body, at this hour. The injured fireman was removed from Mr. Ball's Hotel at Eastwood, to the Woodstock Hospital, at seven o'clock last evening, and while his condition was then considered not as serious as during the early hours of the afternoon, he grew rapidly worse as the evening wore on. He was quite conscious until the end. His mother reached his bedside about six o'clock. The remains were conveyed to Snyder's undertaking rooms and prepared for burial at Parkhill.

INVESTIGATION OPENS.

An investigation of the causes resulting in the freight train disaster on the Grand Trunk Railway at Eastwood yesterday morning, was opened in the Eastwood hall yesterday afternoon at 4 o'clock by Dr. A. McLay, coroner. The jury, M. Lounsbury, foreman, Wm. Langdon, P. Slattery, John Allison, Wm. Harrison, John Kinney, William Shelby, Wesley Lazenby, Alex. Fraser, Albert Virtue, Thomas Virtue, John Schell, Edward Kipp, and William A. Amos, visited the scene of the wreck on the suggestion of the coroner, viewed the remains of the late Alex. Kirkland, the engineer, who was killed beneath the locomotive on the leading freight, and inspected the switch and siding. It was noted that the wrecked locomotive drawing the second train was about ten car lengths in on the siding, while the stove of the caboose of the first train was almost opposite the monster mogul engine. These circumstances lead to the conclusion that the switch was left open after the leading freight had taken the siding.

In this connection the Sentinel-Review representative made extensive inquiries and established the following facts. The first train took the siding half an hour before the collision and remained there until another train passed. Then it backed out on the main line, the engine uncoupled and proceeded to attach the car of horses for William Langdon. This done the locomotive went back to the

Eastwood Station, resulting in the death of Conductor Fallis, Brakeman Benedict, and Engineer Kiri, and on the extra freight, and Engineer Heron on No. 94; nine freight cars destroyed. Auxiliaries from London and Hamilton completed the clearance of the line at 11 a. m.

Present information indicate that the accident was caused by switch at west end of Eastwood station being left set for siding instead of main line; responsibility, therefore, will be brought out at the investigation which is to be held at once.

WITNESSES SUMMONED

Dr. McLay Preparing to Resume the Inquest.

It was decided to resume the inquest next Monday evening at seven o'clock, in the Eastwood Hall. This morning Dr. McLay issued summonses to Brakemen Bush and Bell, Fireman Nelligan, Conductor Angus McDonald, Operator Jackson and Station Agent Dunn of Eastwood.

REMAINS CLAIMED

Grief Stricken Relatives Visit the Scene of Destruction.

One of the pathetic incidents of the disaster was the visit of relatives of the dead trainmen to Eastwood yesterday afternoon. Two sons of Engineer Heron from Toronto were the first to arrive. All left of their father was the few charred bones. The father and brother of Alex. Kirkland came up from Hamilton and took charge of the body of the engineer killed beneath the locomotive. Conductor Fallis' brother and brother-in-law also visited the undertaking rooms. The dead conductor's wife is in Chicago undergoing a serious operation. His family of four children are in Hamilton. But two or three bones of Brakeman Benedict were recovered. The funeral of these four took place from Meadows' Undertaking rooms, to the Grand Trunk depot this forenoon.

DROVER IN WRECK

Report That One From the Stags Perished.

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BOILER OF LOCOMOTIVE BLEW

July 21 1905
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UP AND KILLED BRAKESMAN

A Serious Accident on the Grand Trunk
Two Miles East of Princeton.

FREIGHT TRAIN RUNNING 45 MILES AN HOUR

Robert Hutchinson of Sarnia Killed Immediately — The Fireman Brought Injured and the Engineer Slightly.

While running at the rate of 45 miles an hour the boiler of engine number 790 exploded at a point on the Grand Trunk railway two miles east of Princeton about 9.30 o'clock last evening, killing Robert Hutchinson, the forward brakeman, and probably fatally injuring Duncan Martin, Onadaga, fireman on the train. The locomotive which was attached to train number 86, the fastest freight on the line, was a new one of the 700 class, and the origin of the explosion is as yet a matter of conjecture. The trainmen assert it was due to either of these causes — weak crown sheets on the boiler, or an insufficient supply of water in the boiler.

At the time of the accident Hutchinson was on the front end of the tender. He was struck with terrible force by the plates from the boiler head and the fire box and death was instantaneous. His body was badly bruised and cut and also severely scalded. The remains were taken to Princeton, where they were prepared for burial and this morning the body was conveyed to Sarnia, where the wife of the deceased and his family reside. He was forty years of age.

The fireman was directly behind the firebox when the entire end of the boiler was blown against him. The force of the explosion threw him out the cab door and carried him clear across the second track. He was rendered unconscious by the blow and when rescued by his fellow members of the crew, he was

found to be in a serious condition. He was taken to the Princeton hotel, where his injuries are being attended to. The burns caused by the vast volume of escaping steam are the source of anxiety for his recovery.

The engineer on the train was James Strickland. His escape is due to the fact that he was on his seat beside the boiler, whereas his two comrades were immediately behind the boiler head. His injuries consist of a few slight scalds only and he was able to continue his run after another engine was secured.

An examination of the wrecked locomotive shows that both ends of the boiler were wrenched from their places, and the engine is practically a wreck. That the results were not far more serious is to be wondered at considering that the train was running 45 miles an hour. The momentum forced it about thirty car lengths after the explosion occurred. Fortunately a fire was prevented and apart from the locomotive there was no injury to rolling stock. The train, which was a through freight, passed Woodstock for the east at 8.25 o'clock last evening and the accident occurred thirty minutes later.

The Hamilton auxiliary was summoned and together with the engine on another train in charge of Conductor Norman McDonald, succeeded in replacing the wrecked locomotive on the rails.

A despatch from Princeton this afternoon states that Mr. Martin, the injured fireman, is making satisfactory progress. His wounds are extremely painful, but it is now believed they are not as serious as was first reported. His chances of recovery are therefore encouraging.

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TWENTY-FIRST YEAR—53

LEHIGH EXPRESS LEAVES THE RAILS ; SEVERAL INJURED, NONE FATALLY

All the Passenger Coaches Left the Rails and One Turned Over in the Ditch.

Most of the Injuries Sustained Were Slight—Mr. and Mrs. J. R. Smith of Rochester, N.Y., at the Hospital, but Their Injuries are not Serious — Brakeman Ed Wilkinson Also Among the Injured — Accident Due Either to the Spreading of the Rails or to a Broken Rail.

One passenger coach overturned and on its side in the ditch, three partially overturned, one baggage and mail car on its side and the other off the ties with the engine and tender upright on the rails, was the predicament of the Lehigh Express running east and due here at 4.10 this morning. The wreck occurred by the Beachville road crossing of the Grand Trunk to the southwest of the city. Coaches in the ditch, part way down the embankment and by the side of the rails extended from the C. P. R. crossing to the Beachville road. The engine and two baggage cars broke at the Beachville road, and came to a stop one hundred yards farther away. Miraculous was the escape of the passengers. No one was killed, and while many suffered slight injuries but two are seriously disabled. The train was in charge of Conductor McCormick, Toronto, Engineer Buckpit of Sarnia.

ed up the track to the station and the G. T. R. hotel.

CAUSE OF THE ACCIDENT.

How the accident occurred is still a mystery. Conductor McCormick of Toronto, who was in charge of the train, is of the opinion that a spreading rail caused the trouble. To the Sentinel-Review this morning he stated that it is probable a portion of the truck of the baggage car broke, causing the rails to spread at the diamond, where they are broken into splinters or twisted out of shape. The spreading of the rails pulled the passenger coaches off the track and the speed of the train assisted in throwing them into the ditch.

Superintendent Brownlee of the Middle Division of the Grand Trunk system, who arrived on the auxiliary from London, is of the opinion that the wreck was caused by the engine striking a broken rail. She passed over safely while the baggage cars and passenger coaches were derailed.

A PASSENGER'S EXPERIENCE.

Among the passengers in the day coach immediately following the baggage car were Mr. Arthur Patrick and his sister, Miss Esther Thompson of Three Rivers, Mich., who were en route to this city to attend the funeral of their mother, Mrs. Thompson. Both escaped injury, beyond a slight shaking up. Mr. Patrick was standing in the aisle putting on his overcoat when he felt the jar of the car

THE INJURED.

There were no serious injuries, although many sustained severe bruises. Only two people have been taken to the hospital. They are Mr. and Mrs. J. R. Smith, of Rochester. Mr. Smith is suffering from several scalp wounds, while Mrs. Smith has

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top broken. Two other persons were on the train whose names cannot be secured, were injured. They all were attended to here and they went on with the train at nine o'clock. With the exception of these six there was no person severely injured.

The train was apparently all right when it left Ingersoll, its last stopping point before Woodstock. It was thirty minutes late, and approaching the diamond was running at a rate of about twenty-five miles an hour. Just as it crossed the intersection with the C. P. R. tracks there was a sudden jolt. It is believed the second baggage or mail car jumped the rails first. The first passenger coach followed, dragging with it the second and third. At the Beachville road crossing the coaches broke away from the baggage cars. The first coach in starting to roll over struck a post and remained partially upright. The second coach fell down the fifteen or twenty-foot embankment and lay on its side in the soft muddy ditch. The third coach, a sleeper, attempted to follow, and the fore part travelled downwards, the rear remaining on the embankment. The rear sleeper merely left the rails.

But so rapidly was the train travelling that before the engine could be stopped the baggage cars had been dragged bumping and smashing down the track for about one hundred yards. Broken and splintered ties and spread and twisted rails were left in its trail. The rear car broke away from the trucks and toppled completely over onto its side, the second car fell part way down the embankment, while the engine and tender remained on the rails.

CONFUSION IN THE DARK:

Then followed a scene of confusion. The lights went out immediately, and the eighty passengers on the train were left in darkness. Jolted and buffeted from seat to seat they groped their way in the darkness from windows or doors. A number were enabled to escape, and when the trainmen appeared on the scene with their lanterns the remainder were released. Fortunately the coaches were not badly demolished and fire did not break out. Thus the wreck was saved from being a catastrophe. The injured passengers were first taken to near-by houses, where they were attended by physicians who were rapidly on the scene. Then they were removed up to the hospital or to the hotels in cabs or automobiles. The uninjured passengers, after making a

hurry, were being taken to the train coaches for the passengers and the baggage. To it the mail bags and the baggage that had been carefully guarded since the wreck were quickly transferred. The raising of the cars is in progress. The passengers went east on the special shortly after nine o'clock. All trains for the east are going through on the westbound track which was not interfered with by the wreck.

There was one fact apparent to the many spectators who visited the scene of the accident this morning. It is the badly decayed and therefore unsafe condition of many of the ties. The trailing cars split and splintered the ties badly and revealed that to their very centre in many cases they were bad and apparently unfit for service. The ties were on the old section of track, and it would appear that they have not been replaced for some time.

BRAKEMAN WILKINSON.

Edward Wilkinson, the brakeman who was hurt, is a native of this city and was taken to the home of his parents, Mr. and Mrs. Wm. Wilkinson, on Princess street. "Wilkie", as he is familiarly known to his friends in Woodstock, is one of the best athletes who ever graced a local team. He was an expert at football, hockey and baseball. He was on the first hockey team Woodstock ever had and played continuously for seven years. He has been in the employ of the Grand Trunk a little over a year and was rapidly promoted from a freight run to the best passenger trains on the road. Wilkinson has a wife and one child.

The street railway company was more enterprising than usual and ran a special car all day between uptown and the scene of the wreck. Hundreds of people availed themselves of the opportunity of visiting the spot and watching the work of the wreckers.

AN UNDIGNIFIED EXIT.

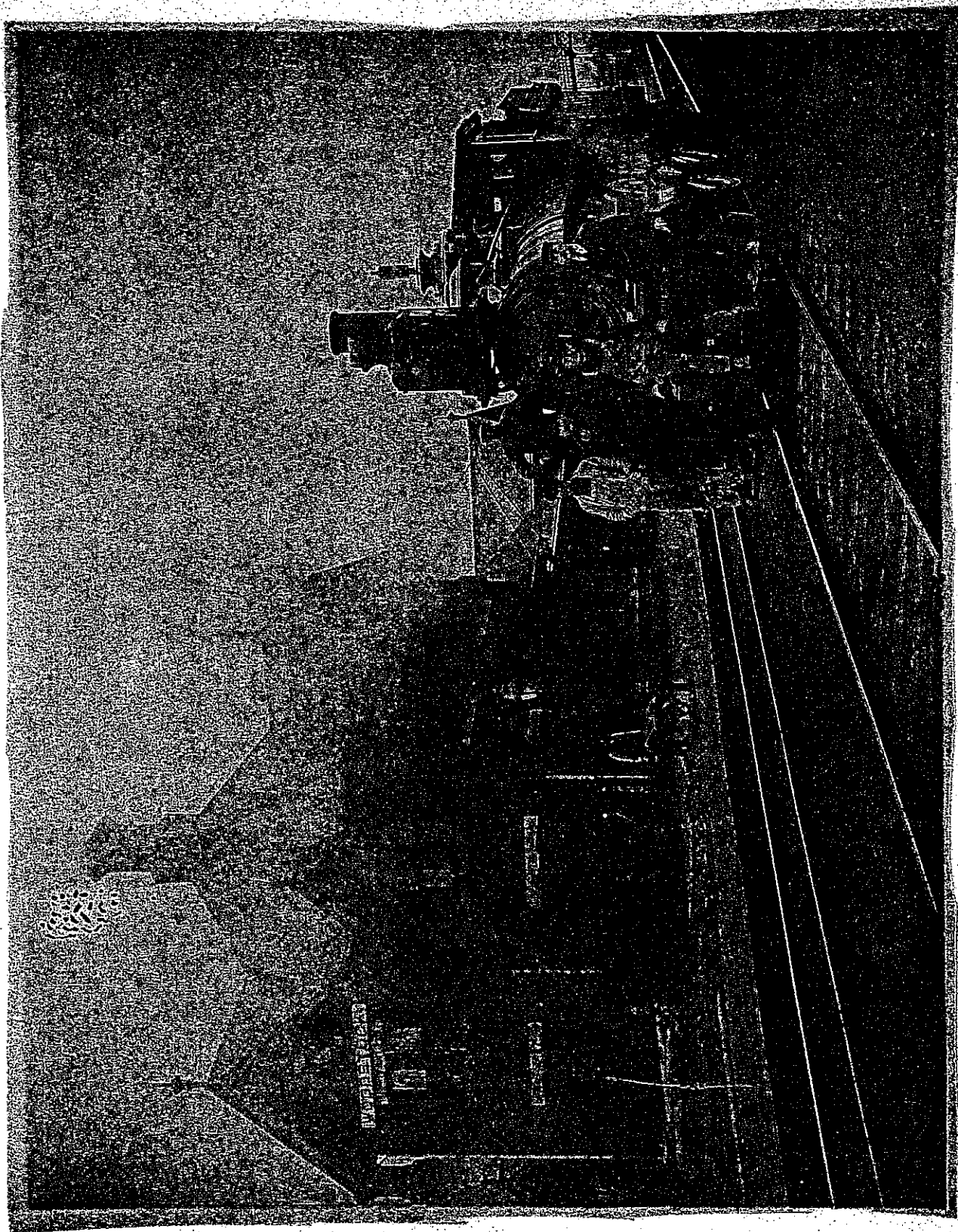
One man in the overturned coach, it is said, made rather a hasty and excited exit. When the accident occurred he groped his way through the car to a window, lustily calling for help. He grabbed a little woman who was trying to get out, and climbing upon her shoulders shoved his way through the window. So far had he forgotten himself that he neglected to pull the woman out after him, and left her in the wreck to extricate herself as best she could.

GOOD PROGRESS MADE.

At three o'clock this afternoon good progress was being made with the clearing up of the wreck. A big gang has been engaged on the road-bed all day and it is now practically all repaired. The baggage cars and express cars are on the track and do not look any the worse for their experience. One is full of baggage, the baggage of the other was transferred to the special. The last coach is on the track and the auxiliary gang are working at the three that have rolled down the embankment. The coach nearest the road crossing was being raised at three o'clock, the others had not been touched. It will be late in the day before the wreckage is cleared away and the track will be open for traffic.

The crowds still continue and the great

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where he had been at work.

Who Was to Blame?

The fact that the extra freight from this city was delayed in the siding at Eastwood was the cause of the accident. Why it was delayed will be the subject of an investigation. Something had gone wrong with Kirkland's engine, and the crew, thinking the delay would be momentary, had opened the siding switch behind them so that their train could back out. It was impossible to go ahead, because freight cars were standing on the siding.

The speed with which the freight following them came up, doubtless took the first crew unawares. Had the switch been closed, the accident would not have occurred, for the special freight would have passed by on the main line.

It was announced at 11 o'clock yesterday morning that the line had been cleared.

All of the injured men were known among local railroaders. Engineer Heron generally had charge of the pay train.

Another Story of the Wreck.

Woodstock, Sept. 28.—(Special.)—A pitch-in occurred at Eastwood, on the Grand Trunk Railway, five miles east of here, at 3.30 this morning, by which four trainmen were killed and one fatally injured. The dead are: Henry Fallis, conductor, Hamilton; C. B. Benedict, brakeman, Buffalo; Alex. Kirkland, engineer, Hamilton; and Thos. Herons, engineer, Toronto. Simon Cameron, brakeman, Parkhill, was seriously, perhaps fatally, injured. A freight train was standing in the siding to allow a fast freight going east to pass. The fast freight, drawn by a big Mogul engine, was going at the rate of forty-five miles an hour. When it reached Eastwood the switch was standing open and the fast freight crashed into the standing train. Engineer Herons, of the standing train, was under his engine at the time. He was killed instantly. His fireman escaped uninjured. Conductor Fallis and Brakeman Benedict, of the standing train, were in the caboose, and were killed instantly. Engineer Kirkland, of the fast freight, was killed instantly, but his fireman, Simon Cameron, managed to free himself from the blazing wreck and to tear the burning clothes from his body. He was probably fatally injured. The body of Engineer Herons was recovered. No trace of the other bodies has been found. They were probably burned up. The wreck immediately took fire, and the mogul engine and several cars were destroyed. The fire spread to the station house, which was burned to the ground. Station Agent Dunn and family escaped, but lost much of their household effects. The road will be cleared this afternoon. The fast freight was a special stock train loaded with cattle, sheep and hogs; many of which were killed.

A Family's Escape.

Eastwood, Ont., Sept. 28.—Thomas Dunn, the agent, and his family were sleeping in the east end of the station, and had a miraculous escape. They got out of the building in their night clothes.

Auxiliaries from Hamilton and London, with 200 men, were at the scene at six o'clock. They were still working at noon, clearing away the wreckage. At ten o'clock the remains of the three men were discovered. Their watches, keys, buttons and clothing, and a few barrel bones were the only evidence of the harrowing accident. Some of the bones could be recognized. Their watches had stopped at 3 o'clock, thus showing the time of the disaster.

Over three hundred yards of the track were torn up and destroyed.

Survivor's Story.

E. J. Rush, the front brakeman on 733, stated to the star correspondent that Conductor Fallis gave him the signal that the entire train was on the switch. Accordingly the engine stopped, and at the same moment train 37, running 45 miles an hour, from the west, crashed into the rear of 733. Scarcely the latter got on the siding, but there was time to close the switch before the west train collided with it by running in on the open siding. Just what the conditions were at the switch or what signals were

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FOUR KILLED IN FREIGHT WRECK

(Continued from page 1)

Passed Through Here.

Both the ill-fated trains stopped at the G.T.R. depot here about 2.30 o'clock this morning. The crews, including the engineers who were killed, were in conversation with Mer-ton Jackson, the night operator, from whom they received the train orders, that were destined to be the last they were ever to receive. The first freight moved out before three o'clock. It was composed of cars of general freight. The second was made up largely of refrigerator cars and was a heavy train. Proceeding thus heavily laden down the grade west of Eastwood, it must have collided with the cars on the siding with terrific force.

A Pathetic Incident.

When picked up in a semi-conscious condition from the mass of debris, Fireman Cameron, who was so seriously injured, asked if anyone had seen his watch.

"It is a watch I prize very highly," he observed, "for it was a present." The time-piece was found a minute later and then the reason why the poor fellow treasured it was discovered. An inscription within the gold case read: "Presented to Simon Cameron by the citizens of Park-hill on the occasion of his return from South Africa, where as a member of the Royal Canadian Regiment of Infantry he did valiant service for his country." The watch was given over to the owner at Mr. Ball's hotel in Eastwood, where Cameron lies at present.

An Inquest.

In view of the circumstances of the affair, Dr. McKay, coroner, who visited the scene, considers that an inquest into the cause of the disaster is necessary. He is now arranging for the summoning of witnesses, and the investigation will be opened as soon as possible.

Crowds of Sightseers.

The immense conflagration attracted hundreds of spectators from the country district around Eastwood and from Woodstock. These included not a few curio hunters, who were rewarded for their efforts by finding pieces of clothing, or fragments of the property of the victims of the disaster. The majority, of course, were there to see the auxiliary crews at work, which proceeding is always replete with interest. No accidents occurred during the progress of the operations.

Officials Seen.

Chief despatcher Goodwin of London when seen by the representative of the Sentinel-Review in regard to the cause of the accident, asserted that he had no definite statement to make. The investigation alone, he observed, might bring out this information. The same applies to the statement of Agent Dunn. The first intimation the latter had of the affair was when the cars were thrown into the station building. With his family he has now removed to the home of John Hayward in the village.

The first train to reach Woodstock since the wreck was No. 11, the accommodation, which arrived about one o'clock. The other trains were sent around by Stratford.

WRECK ON C. P. R. AT STREETSVILLE

Engine and Ten Freight Cars in the
Ditch.

Toronto, Sept. 28.—An engine and ten freight cars of an eastbound C. P. R. train were plunged into the ditch near Streetsville at 6 o'clock this morning, owing to the breaking of a wheel of the tender, but, fortunately, no one was hurt. As the result of the accident, traffic on the main line of the C. P. R. west of Toronto and between London and Toronto, was crippled all day. A wrecking train was despatched to the scene at once, and the officials hoped to have the track clear late this afternoon. Through trains, going east and west met at this point, and the passengers were transferred. In this way the morning train from Chicago arrived here two hours late.

The damage will amount to several thousand dollars.

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impossible to accurately determine who is responsible for the accident. Moreover, this may never be known as the three men who were directly on the scene are dead, burned beyond recognition in the wreck. From inquiries made it appears very probable that the switch was open and this or the refusal of the signal lights to operate, accounts for the collision. This is the opinion of Fireman Cameron, who was seen for a minute by the representative of the Sentinel-Review at ten o'clock this forenoon. As far as can be ascertained the freight from the west, number 723, had orders to pass the freight on the Eastwood siding, number 723, at Eastwood and proceed as far as the governor's road to cross express number seven from the East. Number 723 was on the switch when the collision occurred; consequently the switch must have been open when number 975 crashed into the rear. These facts are expected to be brought out at the inquest now being arranged for by Dr. McLay, coroner.

The Brakeman's Story.

About the only survivor of the wreck able to intelligently discuss the disaster was E. J. Bush of Hamilton, a brakeman on train number 723. To the Sentinel-Review he stated that his train had pulled into Eastwood about three o'clock. The engine left the train on the main line and proceeded to take on a car of horses. This done the locomotive backed up to the train to bring the whole in on the siding in order to meet the express from the East. "I was in the front car of the train," he said, "we were pulling down the siding. I got the signal from Conductor Fallis that we were all on the siding. I immediately gave my engineer the order to stop. We did so. The same moment Engineer Kirkland dropped down below his engine to clean out the pan and I stepped into the cab. Instantaneously there was a crash and we were forced ahead a little. I was thrown down. I realized at once that it was a collision and rising. I saw the mass of cars piled up at the rear. A freight from the West had struck our rear, telescoping several cars and nearly burying the station. I hurried out of the cab and found poor Kirkland lifeless beneath the engine. The wheels had passed over him. Our fireman was not badly hurt. Before I could get to the rear of my train the fire had broken out and all endeavors to rescue the poor fellows in the caboose were in vain. In a minute the fire was of huge proportions, enveloping many cars and the station and we had to let it burn on."

The Switch Was Open.

"As soon as we struck the switch I knew it was open and that a collision must be the result, as the other freight stood but a few feet distant." This was the statement made to the Sentinel-Review by Fireman Cameron, who when seen at ten o'clock had retained consciousness for a few minutes. "We had no time to lessen our speed. The crash came in a flash, we were running right

was issued. The orders were promptly executed at London and Hamilton, and the auxiliaries from both places with about 200 men were on the scene before six o'clock. In the meantime employees on the double track did good work. Dr. A. H. Weir left Woodstock at four o'clock and attended the injured men. The London crew was in charge of Roadmaster Ryan, while Roadmaster Carey conducted the operations of the Hamilton gang. Chief Inspector Goodwin of London, accompanied the wrecking train and established a telegraph station by the side of the track. The fierce fire blazing throughout the debris made the work of clearing away the wreckage and rescuing the unfortunate crew extremely difficult. Until holes were dug all along the track and water thus secured nothing could be done. Thousands of pails of water were thrown on the flames, but with little effect until the debris burned itself away. From four to eight o'clock the conflagration could be seen for miles; while the black volumes of smoke rising from the burning stock and merchandise made it next to impossible to proceed near the wreck.

Remains Recovered.

It was not until ten o'clock that the first gruesome find, the charred remains of Engineer Hiron was made by Mr. Lounsbury, one of the helpers. First the poor engineer's watch was revealed beneath the ashes. Then by removing a mass of debris close to the cylinder of the locomotive the crushed skull came to light. Identification was impossible as the bones were burned to a crisp. He had fallen beneath the iron monster in the collision. Half an hour later another watch and a bunch of brakeman's keys were discovered. Nearby were the remains of brakeman Benedict, also burned beyond recognition. On the other side of the track, close to the point of collision were found the bones of Conductor Harry Fallis. It is hard to tell whether, or not the conductor and brakeman died in the caboose or at the end of the train. Death no doubt was instantaneous. The body of Engineer Kirkland of engine 723 was rescued a few minutes after the accident. Life was extinct and the corpse conveyed to a nearby house.

Continued on page 5.

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FOUR KILLED IN FREIGHT WRECK AT EASTWOOD

An Open Switch Causes One Train to Crash
Into Another at the Station. 975

MEMBERS OF THE TWO CREWS THE VICTIMS

Two Engineers, Conductor and Brakesman Are Dead and
Fireman Probably Fatally Scalded.

STATION BUILDING BURNED WITH WRECK.

Incoming Train Was Moving at a Rate of 45 Miles an Hour—Twenty Cars
of Dressed Meats and General Freight Consumed—Just How the Acci-
dent Happened Difficult to Determine Owing to Deaths
of Trainmen—An Inquest to be Held.

One of the most disastrous freight wrecks in the history of the Grand Trunk Railway occurred at Eastwood station at 3.20 o'clock this morning when one eastbound freight, running forty-five miles an hour, crashed into the rear of another, standing on the siding. Four members of the train crews are dead. They are: Thos. Hiron of Toronto, engineer; Harry Fullis of Hamilton, conductor; C. B. Benedict of Hamilton, brakesman, and Alex. Kirkland of Hamilton, engineer. Simon Cameron of Parkhill, fireman, was so severely scalded and burned that little hopes are entertained of his recovery. About twenty cars of meat, stock and general freight were consumed by fire together with Eastwood station, which was wrecked by the collision and afterwards destroyed by the burning of the wreckage. One new locomotive of the nine hundred class, is a complete loss. Three hundred yards of track was torn up and rendered useless. Auxiliaries with a force of 200 men have labored since early morning until noon and are still at work clearing the line for traffic.

At the present time it is almost impossible to accurately determine who is responsible for the accident. Moreover, this may never be known as the three men who were directly on the scene are dead, burned beyond recognition in the wreck. From inquiries made it appears very probable that the switch was open and this or the refusal of the signal lights to operate, accounts for the collision. This is the opinion of Fireman Cameron, who was seen for a minute by the representative of the Sentinel-Review at ten o'clock this forenoon. As far as can be ascertained the freight from the west, number 910, had orders to pass the freight on the Eastwood siding, number 723, at Eastwood and proceed as far as the governor's road to cross express number seven from the East. Number 723 was on the switch when the collision occurred; consequently the switch must have been open

through, as we had the right of way. All the signals were for us to proceed. Why the switch was open I cannot tell. My engine turned over and the tender went up on end and toppled over. I cannot tell how I pulled myself out. I saw nothing of the engineer after we struck. He was then sitting in his seat.

Wreck of the Station.

One of the remarkable features of the disaster is the escape of Thomas Dunn, the station agent, and his family. They were sleeping in the east rooms of the building and to this fact alone do they owe the saving of their lives. As it was very hard to rush out in their night attire to avoid the fire. The collision threw freight cars right into the side of the western half of the station building and it was one of the first things to fall a prey to the flames. All the books, tickets, fixtures and furniture, together with some iron, was destroyed. The loss in rolling stock to the company will be enormous, as all the cars burned were filled with valuable live stock and merchandise.

Auxiliaries at Work.

The collision occurred about 3.20 o'clock. Immediately Angus McDonald of Sarnia Tunnel, the conductor in charge of train number 910, proceeded back to Woodstock, from which point the call for assistance was issued. The orders were promptly executed at London and Hamilton, and the auxiliaries from both places with about 200 men were on the scene before six o'clock. In the meantime employees on the double track did good work. Dr. A. B. Welby left Woodstock at four o'clock and attended the injured men. The London crew was in charge of the master engine, while Roadmaster Carey conducted the operations of the Hamilton gang. Chief Despatcher Goodwin of London, accompanied the wrecking train and established a telegraph station by the side of the track. The fierce fires blazing throughout the debris made the work of clearing away the wreckage and rescuing the unfortunate crew extremely difficult. Until holes were dug all along the track and water thus secured nothing could be done. Thousands of pails of water were thrown on the flames, but with little effect until the debris burned itself away. From four to eight o'clock the conflagration could be seen for miles while the black volumes of smoke rising from the burn-

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scious until the end. His mother reached his bedside about six o'clock. The remains were conveyed to Snyder's undertaking rooms and prepared for burial at Parkhill.

INVESTIGATION OPENS.

An investigation of the causes resulting in the freight train disaster on the Grand Trunk Railway at Eastwood yesterday morning, was opened in the Eastwood hall yesterday afternoon at 4 o'clock by Dr. A. McLay, coroner. The jury: M. Lounsbury, foreman; Wm. Langdon, P. Slattery, John Allison, Wm. Harrison, John Kinney, William Shelby, Wesley Lazenby, Alex. Fraser, Albert Virtue, Thomas Virtue, John Schell, Edward Kipp and William A. Amos, visited the scene of the wreck on the suggestion of the coroner, viewed the remains of the late Alex. Kirkland, the engineer, who was killed beneath the locomotive on the leading freight, and inspected the switch and siding. It was noted that the wrecked locomotive drawing the second train was about ten car lengths in on the siding, while the stove of the caboose of the first train was almost opposite the "monster mogul engine. These circumstances lead to the conclusion that the switch was left open after the leading freight had taken the siding.

In this connection the Sentinel-Review representative made extensive inquiries and established the following facts. The first train took the siding half an hour before the collision and remained there until another train passed. Then it backed out on the main line, the engine uncoupled and proceeded to attach the car of horses for William Langdon. This done the locomotive went back to the train and drew it in again on the siding. Brakeman Bush stated that all the cars were on the switch and he got the order to stop. The forward motion ceased and Engineer Kirkland stepped beneath his engine. It was a couple of minutes later that the accident occurred. The presumption is that on entering the siding the second time, the person in charge of the switch, probably Brakeman Benedict, who is dead, failed to close the switch, thus leaving the way clear for the next train from the west to crash in on the siding and hurl its enormous weight against the train standing there. Fireman Cameron, who was so severely injured, informed the Sentinel-Review yesterday afternoon that Engineer Heron, who is dead, saw the open switch a moment before he reached it, but he had scarcely time to whistle for brakes before his locomotive, one of those recently put on the road for hauling the fast express, plunged into the forward freight.

MRS. HERON PROSTRATED

When News of Her Husband's Death Was Broken to Her in Toronto.

Toronto, Sept. 29.—Thomas Heron, the Toronto engineer, killed at Eastwood is about 50 years old, and with his family resided at 22 Carlyle street. He leaves a widow and seven children, five sons and two daughters. Two of the sons, William and James, are married. All reside in Toronto. The eldest of the family is 29 years old. Heron had been with the Grand Trunk for about 28 years, and for several years past had been an engineer. He was formerly a fireman, and then he was promoted to be extra engineer.

The news nearly prostrated the wife of the unfortunate man, and she was almost too hysterical to be told the story of the accident.

THE HAMILTON MEN

Mrs. Kirkland's Former Husband Was

Also Killed on the Railway.

Hamilton, Sept. 29.—Engineer Kirkland had been in the employ of the

Dr. McLay Preparing to Resume the Inquest.

It was decided to resume the inquest next Monday evening at seven o'clock in the Eastwood Hall. This morning Dr. McLay issued summonses to Brakeman Bush and Bell, Fireman Nelligan, Conductor Angus McDonald, Operator Jackson and Station Agent Dunn of Eastwood.

REMAINS CLAIMED

Grief Stricken Relatives Visit the Scene of Destruction.

One of the pathetic incidents of the disaster was the visit of relatives of the dead trainmen to Eastwood yesterday afternoon. Two sons of Engineer Heron from Toronto were the first to arrive. All left of their father was the few charred bones. The father and brother of Alex. Kirkland came up from Hamilton and took charge of the body of the engineer killed beneath the locomotive. Conductor Fallis' brother and brother-in-law also visited the undertaking rooms. The dead conductor's wife is in Chicago undergoing a serious operation. His family of four children are in Hamilton. But two or three bones of Brakeman Benedict were recovered. The funeral of these four took place from Meadows' Undertaking rooms, to the Grand Trunk depot this forenoon.

DROVER IN WRECK

Report That One From the States Perished.

A report has gained wide circulation that a drover from the Western States, in charge of a car of cattle, also perished in the wreck. He is said to have been riding in the caboose of the first train. The railway officials state that they know nothing definite in regard to the story, and therefore it cannot be verified at present.

For a time yesterday morning some anxiety was entertained for the safety of Will Langdon, who was in charge of a car of horses, the property of T. C. Patterson of Toronto, which had been coupled on the first train but ten minutes before the collision. Mr. Langdon was in the car with the animals, but was far enough from the rear to avoid the terrific force of the pitch-in. He was shaken up, but escaped serious injury.

THE TOTAL LOSS

As Result of Accident Said to be About \$100,000.

In the opinion of one of the railway officials at the scene of the accident yesterday, the total loss will be over \$100,000. This includes the new \$20,000 locomotive, about 20 cars of freight, the station building and the damage to the railway line. There was a train load of trucks, the remains of the cars destroyed. The auxiliary crew are yet at work clearing away the debris.

and Light committee is from the meeting tonight. thought chairman. Ald. has no statement to make. The report is presented to the city yet it is understood the clauses of the report provide much more adequate fire protection for Woodstock. In the first more permanent firemen are provided for in addition to the imp of the fire fighting facilities. the report ask for the appointment of the extra men at once the man of the finance committee McKenzie may offer some tion. He points out that no ion is made in the estimate such an expenditure and there should be deferred, if at all ble, until next January at le

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THIRTY FREIGHT CARS PILED IN A HEAP; STATION DAMAGED; NO PERSON INJURED

Sensational Train Wreck at Gobles, Result of Broken Rail.

Pile of Wreckage Topped Off By Coal Car Thirty Feet
in Air—Second Train Flagged Just Before it Crashed
into the Pile of Wreckage—Flying Car Bumped the
Station.

A railway wreck, replete with sensational and spectacular features, but in which fortunately no lives were lost, occurred just at Gobles station, ten miles east of Woodstock, at 10:30 last night. As the result about thirty cars loaded with merchandise were piled in an immense heap, reaching high in the air, and it will take two auxiliaries working hard all day to get the tracks cleared for traffic again.

A heavy east bound freight was taking the down grade from Gobles to Princeton at a rate, said to have been forty-five miles an hour. When the engine had just passed the little frame station at Gobles, something happened. It is thought that the heavy engine broke a rail. At any rate, the cars began to pile up. After the engine there were four or five cars loaded with iron ore. They jammed together and stuck fast. Then came twenty-five or thirty more cars, lighter ones, loaded with general merchandise. They piled up against the iron ore, and many of them were smashed into kindling wood. Seven or eight of the cars at the rear of the train kept the tracks. The engine also kept the rails, and was not damaged.

VAN ROLLED OVER.
When the shock came, the van, probably because it was comparatively light, reared in the air, and rolled down the embankment on its side. The conductor and brakeman were riding in it, when they came such a startling change in direction. The shock extinguished the lights. When the men picked themselves up, they found that they had escaped without injury. They managed to find a lamp and light it, and then they crawled to safety out of a window. Then the brakeman, with the lamp, went back along the track, and just in time to prevent a second chapter to the wreck, he succeeded in stopping another fast freight that was rushing along from the rear, unaware that the first train had come to grief.

From an upset stove or lamp, a fire started in the van, but the second engine crew poured water upon the flames and extinguished them before much damage was done.

The piling up of the cars occurred apparently with very little noise. Mr. Webber, proprietor of the post office and store, and station agent, was in bed in his house, a short distance from the station, but he heard nothing of it, though awake, until he was called by the crew. Then he went out, and spent the remainder of the night assisting as best he could.

By one o'clock the auxiliary from London arrived on the scene and two

hours later, another came from Hamilton. The big crew of men and the heavy derricks got to work at once, and are still at it. They found the work very difficult, on account of the way the cars and contents were jammed together in an intricate mass of wreckage. One steel coal car was sent into the air, and landed squarely on top of the pile of debris, thirty feet up. They will do well if they get the tracks cleared and in shape for traffic by dark to night," said Mr. Webber this morning.

BUMPED THE STATION.
One car jumped the track, and was shot against the station. It crashed in to its front, facing the tracks, and badly damaged the structure. Fortunately there was no person in it at the time. Debris was strewn over the platform, and the vicinity was a perfect scene of destruction.

Both tracks were terribly cut up by the unguided cars plowing along, and for fifteen rods or so, a new track on both the east and westbound lines will have to be laid. On the east bound tracks, it is said that for fifteen rods, not a single tie was left unbroken, while rails were bent and twisted as if they had been nails. Some car trucks were found buried in the gravel below the level of the roadbed.

Trains which should have come up by way of Gobles have been going around by way of Stratford today. The mail from Gobles was sent to Paris this morning on an engine going after water. About nine o'clock this forenoon, an engine with one car left Woodstock and went to Eastwood with the mail and after the outgoing matter.

A large number of spectators from the surrounding district were on the scene early this morning and watched the proceedings with interest.

It is only a few months since an east bound passenger train left the tracks at Gobles, and since the road was built there have been a large number of wrecks between that place and Princeton.

23 CARS SMASHED.

Word from Gobles this afternoon said it had been learned that there were twenty-three cars smashed, and of these it is said that at least eight or ten are so badly wrecked that they will be fit only for a big bonfire. The others may be put in shape again, at the repair shop. Of the twenty-three piled up, about half were empties. Of the others, one was loaded with loose oats, another with rolled oats, one with lumber, one with barrels, one with broom corn, and others had miscellaneous collections of goods. The gathering up of the oats, as far as possible, and transferring them to another car, took much time, while the wreckage was entangled so badly that it was difficult to extract pieces of the debris. A gang of men are working from each end of the pile.

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figures of the ad priests will be in height. The elephant is being a these immense e entire group as jors of the Court s will be seen as the of Oriental ve harbor of San grove even more

Arch of the Set- huge group with and a great ain theme. inces the plains final position on Pacific. Each of a golden tint, but t. These groups, mental conception, will replace the an quadriga.

as relatively, east ater of the court nding monuments. Rising and of the upper portion at be the sources of lumination of the at night, will be magical, mystical lobes surmounted ing a sunrise and

the figure of the feature of circling c the walls lings: Above each in the which will be sixty feet in height, will be a hovering figure, with a jewelled head, representing a scintillating star. At night these stars, ornamented with quivering prisms, will glimmer and sparkle with all the colors of the rainbow, reflecting the lights of masked batteries of searchlights on the roofs of the exhibit palaces.

In the entrance of the court upon San Francisco bay, there will lie, between the transportation and agricultural buildings, a great lagoon in which will be reflected the column of victory upon the water's edge. The upward spiral of this column will symbolize man's indomitable impulse toward achievement, converging about the square base of the column will be a stream of figures embodying the conceptions of the great spiritual division of mankind advancing to a doorway in the center of the base. At the summit of the column a frieze of figures will appear 160 feet from the ground supporting by their united efforts the figure of a youth who is launching his adventurous arrow toward the sun.

WOMEN TO WORK

Throughout other portions of the

In the great east court the Court of Abundance, which will parallel the Court of Sun and Stars upon the east, the mystic significance of fire and water will be treated by the sculptors in a romantic style.

Two south courts will open from the main exposition group upon a tropical garden lying between the group and the exposition fence. One of these will be the Court of Flowers to the south of the Kestive Court, the other will be the Court of Palms to the south of the Court of Four Seasons. In the Court of Flowers the subject matter will be founded on tales of the Arabian Nights; this will inspire the composition of the central fountain. The doorways of the court will be flanked by strange visaged lions and the attic strudded with figures of Oriental slaves.

For the Court of Palms the western fairy tales will spur the sculptor to new imagery, with Beauty and Beasts as the theme for the central fountain. At the entrance of the Court of Flowers and Palms on the southern esplanade, and in front of the gateways of Columbus and Balboa on the sea esplanade, will be erected four huge equestrian statues

that territory and scattered the Albanians, who evidently are at a loss how to escape, their retreat over the River Drin being out. The damage done by the Albanians is enormous. "Believing that the Serbian abandonment of Lyumakula heralded a general retreat, the Albanians attacked vigorously in front of Pristene, only to be decimated by the Serbian fire, which was reserved until the enemy was within 500 yards of their trenches. Panic-stricken, the Albanians retreated to the four winds.

Belgrade is confident the rebellion is over, but the Albanians probably will follow the tactics they adopted under Turkish rule and attack again as soon as they recuperate their forces in the mountains."

CYCLIST SLIDES UNDER ROLLER

Toronto, Oct. 4.—With injuries which may prove fatal, sustained by being crushed under the rear roller of a steam tractor yesterday morning Louis Speer, a harnessmaker, was removed to the Western hospital. Speer was riding to his work on a bicycle, which he had recently purchased, and as he passed Grace street he turned from the car track to pass a wagon. Owing to the greasy condition of the road his wheel skidded, throwing him under the monster roller, which was proceeding slowly along College street. The driver made every effort to stop the slow moving machine, but was not able to prevent the roller passing over Speer's body.

CONSUL AVERTED RIOT

Montreal, Oct. 3.—By giving out sums totalling \$7,500 Marquis D. Durazzo, the Italian consul here, prevented a riot by his fellow-countrymen who were this morning claimants of funds deposited with the Italian Immigration aid society for transference to relatives in Italy. The depositors were in a wild state when they learned that Fernandetta de Paoli, a clerk of the aid society, was short \$7,500 of its money and looked mischievous until the consul appeared on the scene. Paoli was arrested, charged with embezzlement.

SNAKE ENTERS GORLET FROM TAP

Niagara Falls, Ont., Oct. 3.—While drawing a glass of drinking water from a kitchen tap, G. Hayne, of Ryerson avenue, had the unpleasant experience of beholding a six-inch snake emerge from the faucet and slide into the goblet in his hand. The reptile was dead, which no doubt was caused from the chloride of lime in the water killing it during its voyage through the pipes. It is believed this gives the correct clue to the cause of the recent typhoid fever epidemic, and the general opinion is that deleterious substances endangering public health are being pumped from the river.

BERLIN'S POPULATION 18,318

Berlin, Ont., Oct. 3.—Berlin's population is now 18,318, an increase of 1,401, according to the returns given out by Assessment Commissioner Huehnegard today. This is one of the most gratifying increases the city has seen.

which will take place on October 12. Special services will be held morning the Rev. Dr. Norton, superintendent of the Home Missions Society.

On Monday evening, October 13, a rally of the Baptist Young People's union of the city will be held. Representatives from all Baptist churches in the city will be present and an enjoyable evening is anticipated.

An old fashioned fest will be given on Tuesday evening, October 14, when several prominent churchmen of the city will deliver short addresses to those present. All the members of the congregation and their friends are cordially invited to attend.

WELL-DETAILED WITH SERVICE

The residents and business men of West Hamilton are greatly pleased with the service they are getting out from the telegraph companies. About one week ago an east end branch office was established in the branch office of the Spectator. Albert Peart, being the agent. Many complaints were made about delivery charges. The messages are delivered immediately after they have been received and the people are now taxed 10 and 15 cents instead of 20 to 30 cents as previously charged.

OPENED NEW STORE

A new millinery store has been opened at 1104 Barton street and is ready for business. It is a branch of the Parisian Millinery store on King street east, owned by Madame Pearson. At the latest fall styles may be secured at the above address. A leather drying and curbing establishment is also run in connection with the business.

WERE OUT ON PAROLE

Pairs of Alleged Cheque "Artists" Not

Related to One Another

Niagara Falls, Ont., Oct. 3.—Since the arrest of Mrs. Clara Knapp and her alleged check—"artist"—and her companions, Mr. and Mrs. Allen of Erie, Pa., and W. B. Walker, a thorough investigation of their past whereabouts has been made by Chief Kimmins, with the result that he has discovered that the two men living their names as Walker and Allen, are charged with having a police record. They are both out on parole having served time in Quebec, Ont., where they were convicted on a similar charge to that laid against them here. The women were not related to them in any way. It appears that they have been going around with the men, who are strangers to them, and trading under fictitious names. At the Bodel House, in Buffalo, N.Y., the Knapp woman and Walker were registered as Mr. and Mrs. Walker of Detroit, and the other couple as Mrs. and Mrs. Allen. The men have retained a lawyer from St. Catharines. It is said the father of St. Catharines recognized Walker.

An Oil That Is Baked Every day. The Thomas Electric Oil was put upon the market without any flourish over thirty years ago. It was not up to meet the wants of a small section of the town as its price became now a fact that whole continent for a long time. It is a fact known and proved throughout the world. There is nothing equal to it.

PHOID

Reason For Prevalence

In this city is still more cases developable speaking to a this morning, experts stated that the was entirely due to stated that in variety new mains have making the connection, which is bound to be is not removed are the connections the water is turned is stirred up and as of the people via is water was not n turned on again.

NINE CARS BURNED

Toronto, Oct. 4.—The garage occupied by the Gibson Electric company, 441 Church street, four electric cars and five gasoline cars and the billiard room of the Granite club were destroyed by fire yesterday afternoon. The damage was estimated at \$65,000. The garage was owned by the Granite club, and had a new roof put on a short time ago at a cost of \$1,000. This part of the building has not been used by the club for four years. When the fire started shortly after 3 o'clock the officials of the Cottage hospital, 34 Wellesley street, started to move their patients, but after twenty-two of the twenty-four in the hospital had been taken out, they saw that their building was in very little danger of damage from the fire.

REAR-END COLLISION

Meat Train Telescopes the Caboose of Heavy Ore Train

Ingersoll, Oct. 3.—A rear-end collision between two eastbound freight trains occurred in the Grand Trunk yards at 11:05 to-night. The caboose of a heavy ore train was telescoped, being reduced in kindling wood, and fire, which followed, completed its demolition. The ore train was crashed into by locomotive No. 31, hauling train No. 32, known as the Highball, or meat train. Conductor, Clement of Sarnia, was in charge of the Highball, and Engineer Lockhart and Fireman D. Ferguson, also of Sarnia, were in the cab. The engineer and firemen jumped when they saw that a collision was inevitable and they both escaped injury.

The caboose was cut through completely, and had it been occupied at the time of the impact there would have been no escape from instant death. The tender of the meat train is off the track, and several barrels of popcorn, part of the contents of one car, are spilled over the tracks. The impact was heard all over the town, and as soon as the fire started in the broken caboose the fire alarm was sounded. The brigade responded and after laying several hundred feet of hose, rendered excellent service in preventing the spread of the flames.

A Pill For Brain Workers.—The man who works with his brain is more subject to derangement of the digestive system than the man who works with his hands, because the one calls upon his nervous energy while the other applies only his muscular strength. Brain fog berets irregularities of the stomach and liver, and the best remedy that can be used is Perinelle's Vegetable Pills. They are specially compounded for such cases and all those who use them can testify to their superior power.

PS FALLING, DANDRUFF

PEARS—25 CENT DANDERINE

Make it soft, strong and lustrous and

after an application you cannot find a dandruff or falling hair will not itch, but you must will be use, when you see d down at first— hair growing all

is immediately done of your hair. No

difference how dull, faded, brittle and scraggy, just moisten a cloth with Danderine and carefully draw it through your hair, taking one small strand at a time. The effect is immediate and amazing—your hair will be light, fluffy and wavy, and have an appearance of abundance, an incomparable luster, softness and luxuriance, the beauty and shimmer of true hair health.

Get a 25 cent bottle of Knowlton's Danderine from any drug store or toilet counter, and prove that your hair is as pretty and soft as any—that it has been neglected or injured by careless treatment—that's all.

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Evaporated Bananas

Something new introduced at Toronto Exhibition this year for the first time. Banana Pigs may be used in place of raisins, currants, figs, etc. They are economical, delicious, nutritious and digestible, one pound being equivalent to 108 ripe bananas. Try a package.

Each 18c
2 for 35c

Robertson's Scotch Marmalade and Jams

Special Import Shipment Wild Bramble Jelly

These bramble berries grow in the highland glen and far surpass in flavor any jam yet put up. Per jar 25c

Silver Shred Lemon Marmalade

Made from the finest fruit and pure sugar and cannot be surpassed for flavor.

Per jar 25c

Becchaut Peanut Butter

Another shipment just arrived. Try it. You will find it better than anything you ever tasted.

In 10c, 20c and 30c jars.

F. McDougall

OF COLLEGIATE

NO OCCASION OF THE SCHOOL PERIOD OF GREATER IMPORTANCE TO THE PUPILS — THOSE WHO COMPETED IN EVENTS AND CARRIED OFF HONORS — THE CHAMPIONSHIPS

To the pupils of the Collegiate Institute no occasion of the school period excels in interest the annual Field Day. This was held yesterday and was marked by the wearing of blue and white ribbons by every pupil and the members of the teaching staff. Not only did this mark the occasion in a very noticeable manner, but it denoted the loyalty of the pupils to the institution.

The programme for the day was more extensive than in former years and there was a corresponding increase in interest. The pupils themselves were never so enthusiastic. They entered into the spirit of the day with unusual zest, whether in the contests or not, and those who were not contestants, found much pleasure in coaching their favorites who participated in the various events.

The program was commenced at ten o'clock in the morning at Victoria Park and was continued until noon. In the afternoon the program was continued at the Collegiate grounds in the presence of a large number of ex-pupils, members of the Board of Education, public school pupils and citizens, all of whom followed the events with keen interest.

A particularly interesting feature of the morning was a baseball game between Ingersoll Collegiate and Tillsonburg High School. The Ingersollites won by a score of 11 to 3 their pitcher proving too big a problem for the boys from the south.

Principal Smith and the other Collegiate teachers were kept busy, as there were always some little details demanding their attention, and with the general co-operation that was so apparent, the events were run off in a most satisfactory manner.

The Winners.

Following is a list of the events and the winners:

Girls' Events.

75-yard dash—Dora Thomas, Agnes Scoffin, Blanche Wills.
Throwing ball—Vivian Bodwell, Helen Neff, Florence Hutchinson.
Three-legged race—Helen Neff and Mildred Heney; Bruce Currie and Blanche Wills; Dora Thomas and Ruth Vann.
Apple race—Florence Hutchinson, Ruth Vann, Ruth Currie.
Blindfold race—Charles Beattie and Florence Hutchinson, Ed. Richardson and Hazel Kirwin; J. Richardson and Eleanor McKay.
Tug-of-War—Won by the Up-Stair Girls.

The Basket ball game was won by the Blues 10-0. Captains of the teams: Miss H. Neff for the Blues; Miss J. Gall for the Reds.

Boys' Games.

Half-mile race (Jr.)—O. Hesley, G. Waters, W. Halpin.
Mile Race, (Sr.)—L. Kirwin, E. Daniels, E. Richardson.
Running, Hop, Step, Jump, (Jr.)—J. Fleischer, O. Hesley, O. McCarty.
Running, Hop, Step, Jump, (Sr.)—E. Ellis, C. Grieve, E. Houghton.
100 Yards Dash, (Jr.)—S. Elliott, J. Fleischer, C. Henley.
100 Yards Dash, (Sr.)—Ellis, Grieve, Houghton.
200 Yards Race, (Jr.)—Elliott, Fleischer, Hesley.
200 Yards Race, (Sr.)—Ellis, Grieve, D. Bell.
Bicycle Race, half mile, (Jr.)—W.

Continued on page two.

Rear-End Crash

Running in Dense Fog—Fast Meat Train from the West Known as the "Highball" Crashed into Caboose of Standing Ore Train—Conductor Clement, Engineer Lockhart, and Fireman Ferguson, all of Sarnia, Jumped to Safety—Caboose was cut Through and Ore Car Buckled up—Locomotive, Tender and Refrigerator Car Were Badly Damaged

Running in a thick fog, a fast freight train from the west, commonly known as the "Highball," crashed into the rear end of a heavy ore train one hundred and twenty-five yards west of the Grand Trunk depot at 11:05 last night. The caboose of the ore train was telescoped, being reduced to kindling wood, and fire which immediately followed, completed its demolition. Locomotive No. 191 was hauling the meat train, No. 92. Conductor Clement of Sarnia was in charge of the meat train, and in the cab were engineer Lockhart and fireman Ferguson, also of Sarnia. The engineer and fireman jumped when they saw that a collision was inevitable. They escaped practically uninjured, although it is understood that engineer Lockhart received minor injuries to his knee and shoulder. It is almost miraculous that no one was killed.

How The Accident Occurred

The dense fog was the direct cause of the accident. The ore train had stopped here to allow the fast meat train to pass. The Chronicle reporter was informed that there was ten minutes' difference in the time of the trains at London. On the way to Ingersoll the fog grew thicker, and it was so dense it was almost impossible to distinguish an object a few feet away. When the meat train steamed into the yard the standing ore train was obscured by the fog, and not until they were directly upon it did the men in the cab realize their danger. The usual precautionary methods were taken with the time that was at their disposal, then the engineer and fireman made their leap for safety. It was also stated that men who were in the caboose of the ore train did likewise, but this was not verified.

It is certain that had the caboose been occupied at the time of the terrible impact there would have been no escape from instant death. The big locomotive ploughed its way through the whole caboose, severing it as nicely as though it had been wielded a terrific blow by a gigantic knife; then it crashed into one of the huge empty ore cars, buckling it up until one end of it almost rested on the smokestack of the locomotive. The front part of the locomotive was a mass of broken and twisted iron and steel. The tender of the locomotive was twisted to the north side, until it was off the track, and one refrigerator car was wrecked. This car was filled with meats and barrels of pop

corn on the cob. Several of the barrels of corn were broken open and the contents spilled over the trucks.

The Fire in Wreckage.

Fire which started in the wreckage added to the seriousness of the situation. An alarm was sent in and the brigade responded. To reach the scene of the wreck they found a difficult task owing to the fog. When the fire was burning fiercely it was almost impossible to distinguish it from the depot, so intense was the fog.

The Impact.

The terrific impact was heard all over the town. There was a succession of crashes, as one after another of the steel cars were bumped. The noise was so great that hundreds of citizens were startled before the fire alarm sounded. The fire bell, however, quickened interest, and hundreds of citizens left warm beds to ascertain the cause of the trouble.

The London Auxiliary.

The London auxiliary were rushed here and the work of clearing the line was commenced about an hour after the accident. One of the first tasks was to pull to the west the broken refrigerator car. The remaining barrels of pop corn were removed as was also the large quantities of meats. It was an unusual sight to see the meats piled high, like cordwood, and many indeed were the curious glances that were cast in that direction. The piles of pop corn were looked upon as tempting, and many cars were carried away as "souvenirs." The refrigerator car was so badly damaged that it was pulled to pieces and burned.

To Remove Locomotive.

The heaviest task of the auxiliary was to remove the locomotive, which was not commenced until nearly noon.

Traffic Not Tied Up.

Although traffic was impeded by the accident, it was not tied up. Both east and west trains were delayed, but were sent on by means of the freight shed siding.

Superintendent Davidson was at the scene of the wreck this morning and did not appear to treat the accident as a serious matter. However, a glance at the tangled and twisted mass of steel, and the broken cars, was sufficient to force the conclusion that the damage will reach many thousands of dollars.

HAS AD
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NAGLE
TORS

With the convent, tion has chitacual buildings of red, br inthian at in select white bir. It is a every deta basement, a receptio commun iting hall, floor, ther room, a lio chapel with its b and stain allon fig gin. Mothe These ben The Comm Cecilia's, arranged as Directly caretaker, added, dui The con whose wo cency in able featu of it was The con The Sacre ed on th they have years, and of the mo the dioces

CA In lectur Friday. O bread and bread and beans with macaroni five cents; tea cents; two cake five Everybody.

SEAR

But Ingers Trace of for Sh At two Fish receive Police be on the shot George early in the ed that th from the c was a fast freight, Claridge m the yards the man. ed that the was arrest London.

The follo Montreal. At eight home of the Antoine stre of Miss Eff ter of Mr. Cole, to M. Hayes, of Mr. and M. sell, Ontari ceremony w Rev. Fred T. bridge room to Toronto will reside

September Examinations At The Public Schools

Report of the standing of the pupils: ton 209, Andrew Fleischer 209, May of Ingersoll public school for the Bowman 208, Ethel Odell 206, Harry month of September. Subjects, Spelling Shelson 203, Max Waterworth 200, Arithmetic, Composition and Oextra Ruth Cowell 200, Luella Waterhouse phy. Total marks 350. Pass 210; 199, Lenore Burns 197, Marjorie Edwards 195, Gordon Daniels 193; Elida

A WORD OF CAUTION

The average person buying a watch largely by the appearance of the case, with very little regard to the movement.

The main idea seems to be to get something handsome. Regardless of whether or not it will keep time.

And this very tendency has encouraged dealers to sell more by looks than by any guarantee of performance.

Richardson's Watches represent reliable movements. Tested and adjusted to ensure absolute precision and sold on a basis of their reliability as correct time pieces.

See our new lines of Wristlet Watches.

H. RICHARDSON
JEWELER and OPTICIAN
ISSUER OF MARRIAGE LICENSES.

ASK YOUR DEALER FOR
"Maple Leaf"
Flour

ITS GOOD FLOUR

TRAINS CLASH AT INGERSOLL BRIDGE

Several Cars Piled Up and Line
Blocked for Hours.

ACCIDENT ON THE G. T. R.

First Train Slows and Second
Overlooks Caution Signal.

INGERSOLL, August 7.—For several hours to-day traffic on the Grand Trunk Railway was completely tied up owing to a smash between two freight trains about a mile east of the town. The trains were westbound and just at the overhead bridge the one crashed into the other.

Four flat cars and the caboose were badly damaged. The caboose was knocked to the south side of the tracks, while three of the flat cars were piled one on top of the other. The fourth car, which carried an empty oil tank, was broken in half.

The accident happened soon after the first train slowed down at the bridge and the other failed. It is believed, to observe a fuse that was dropped as a warning.

The London auxiliary cleared the line about noon.

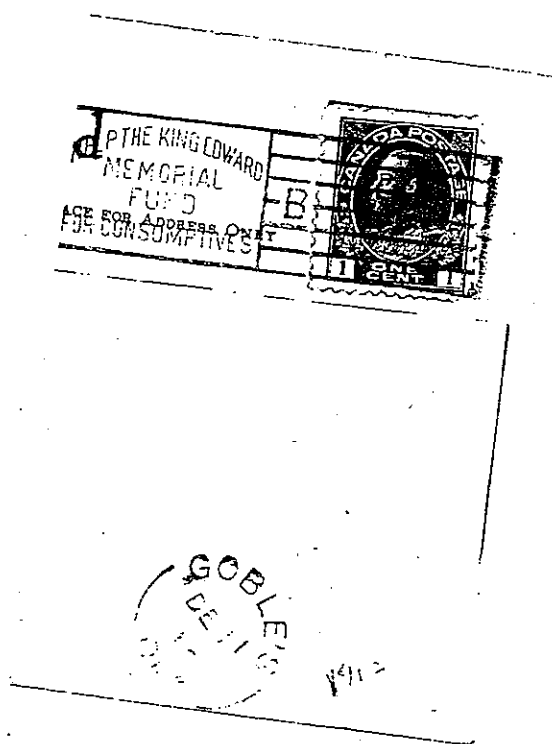
London
Free
Press

August 8 1916

2.

There were a few private homes & a blacksmith shop owned by Mr. Gage, it was on the corner of the concession road and the Governors road. The Congregational Church was on the Brant County side of the Governors road, and the minister there about 1914 and later was Mr. Bachus, his home was west of the church, about half a mile, as was the Gobles school, on the Brant County side of the road.

The Governors road was just a sandy one lane road in the early part of the century, however it was never as muddy as the clay roads were in the spring and fall. The land too was sandy, with cedar swamps in the low areas, later on oil wells were drilled resulting in some prosperity, it was also found that the land was suitable for tobacco growing, this helped the farmers to make profitable use of their lands.



Gobles railway station 1914

Sources; Shenstones 1852 Gazetteer
Oxford County Registry Office,
Woodstock Public Library.

April 27
1937

The London Evening Free Press

THREE CENTS

WESTERN ONTARIO'S FOREMOST NEWSPAPER

LONDON, ONTARIO, TUESDAY, APRIL 27, 1937—28 PAGES

WEATHER: Probabilities—Cloudy with Rain

ESTIMATE FLOOD DAMAGE \$3,000,000 SOUTH LONDON IS CLOSED TO TRAFFIC

The Last of the Old London Rowing Clubhouse

LONDON
SOUTH
IS NOW
CUT OFF



Scores of Sick Taken
FLOOD WATERS
FOR MEDICINE

NORTH BRANCH OF THAMES SUBSIDES AS
RAGING WATERS PASS OREST IN LONDON'S
WORST CATASTROPHE OF THE CENTURY

Red Cross Appeals For Aid for Victims

An appeal for money, clothing, food and other necessities has been launched by the Red Cross Society. Capt. D. B. Weldon, Red Cross president, says donations should be sent to the society's headquarters in the Bank of Toronto building or to The London Free Press. "This appeals urgent," states Capt. Weldon. "The fund is to be administered by the Red Cross Society, which will add to its board Mayor Kingman and other representative citizens. This action was taken following a conference between the mayor, Red Cross officials and others engaged on flood relief work. Means are being sought to arrive at the armistice, an increasing number of private houses are being added to the list prepared to care for flood victims. Immenseable public institutions, such as hospitals, have offered their halls and other available space as a refuge. A special appeal for medicines, blankets, shoes, etc., is being made.

One Man Drowned—No Trapped Persons—Part of Flood New
Water Level 19 Feet Above Normal—No Trapped Persons
Volume of Water Greatly Increased
ONTARIO HEALTH DEPARTMENT OFFICIALS HIGH
AND TO TRAVEL ADVISES OF LONDON
Industrial Plants Closed to Commerce—Flooded Roads
Dangers of Flood Recalled and New Measures for Prevention
Quail, Pheasant, Waders, Wild Ducks, Geese, etc., Seen
Rising water of the Thames, which has been
erect thirty feet above normal, has inundated the
large majority of the houses in the area, and the
tail of the river, which is now a vast expanse of
In the wake of the flood, many of the houses
conservatively estimated to be in the area of
disease and death drawn to the attention of
South London completely isolated. The water
Ponding over both banks of the river, the
ground and the houses are threatened with
collapse throughout the city. The water is
of houses, which is a continuation of the
the advancing water, and the houses are
and the water is now a vast expanse of
and the water is now a vast expanse of

Two Trainmen Injured When Freights Collide Under Bay St. Bridge

A possible fractured spine and ankle were the extent of injuries received by two railroad men as the result of the head-on collision of two C.N.R. freight trains under Bay street bridge at 1.10 this morning. The main line was blocked for several hours.

The doctor treating the two men said at noon he had not received the X-ray reports as yet but said Fred T. Clarke, 296 Grey street, London, received an injured back with a suspected spine fracture; Leslie Stanhope, 121 Crocket avenue, Toronto, received an injured ankle with a possible fracture.

Clarke was the brakeman of the westbound freight which entered the switch to the siding in use by the eastbound freight. The actual cause of the accident is under investigation by railway officials, who declined to comment on the cause until complete details are available.

Damage to Engines

The westbound train, piloted by Engineer James Rainer and in charge of Conductor Frank Graham, both of London, suffered the heaviest damage to the front end of the boiler. All the wheels of this engine were off the track.

The eastbound train with Conductor T. Field and Engineer Bert Tuxford, also of London, suffered damage at the front end of the boiler.

Both Clarke and Stanhope are in Woodstock General hospital.

Auxiliary train crews from London and Hamilton succeeded in returning both locomotives to the tracks by 10 o'clock this morning. The crews used two huge cranes to remove the wreckage and lift the badly damaged westbound locomotive to the tracks.

No estimate of the damage caused could be given this morning. W. E. Tait, assistant superintendent for the district, said that both engines would go to the Stratford shops for inspection and repairs.

Couplings of the tender attached to the westbound had to be severed with a blow torch. Once free of the engine, the crane picked up the tender and swung it onto the tracks.

To get the smashed and twisted wheels and undercarriage from under the westbound, a crane slung a cable under the front of the boiler and lifted the engine up while the second crane pulled the set of front wheels and other equipment out of the way.

Wheels Twisted Under

So severe was the impact that the two sets of front wheels of the westbound were twisted back under the main wheels of the engine. The front of the boiler was completely caved in. The cab was also crushed as the tender had forced its way ahead when the crash occurred.

The eastbound locomotive was not as badly damaged. It was replaced on the track before 9 a.m. The front bumper and front of the boiler were caved in.

Except for the siding under the Bay street bridge where the crash took place, the rails were kept free this morning. An eastbound freight rolled through before 10 o'clock, and train 77 from Toronto arrived on schedule at 10.22.

More than 100 people gathered at one time to watch the work of the two auxiliary crews. H. Lam-crew from London. Mr. Dadswell crew from London. Mr. Dadswell had charge of the operations of the Hamilton crew. Onlookers gazed down from the bridge and lined the rails at the scene.

Except for a few smashed ties, the rail lines at the scene did not appear to be damaged. The westbound engine plowed a shallow 30 foot furrow with its wheels as it sidled off the tracks.

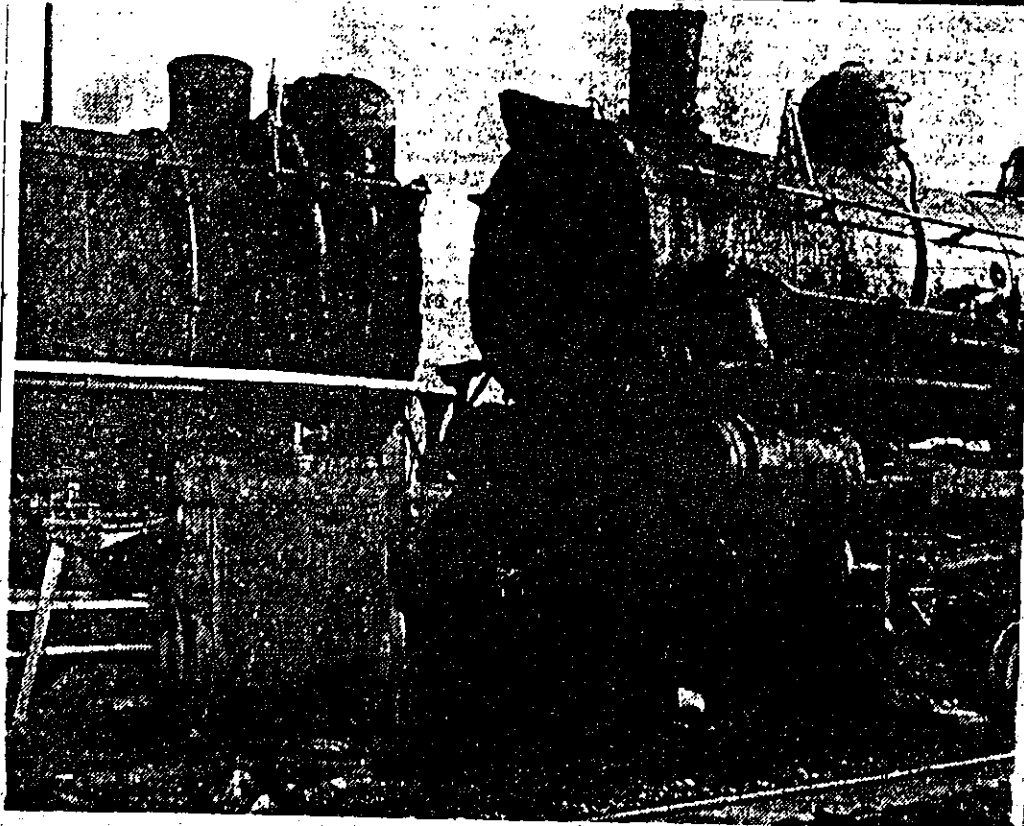
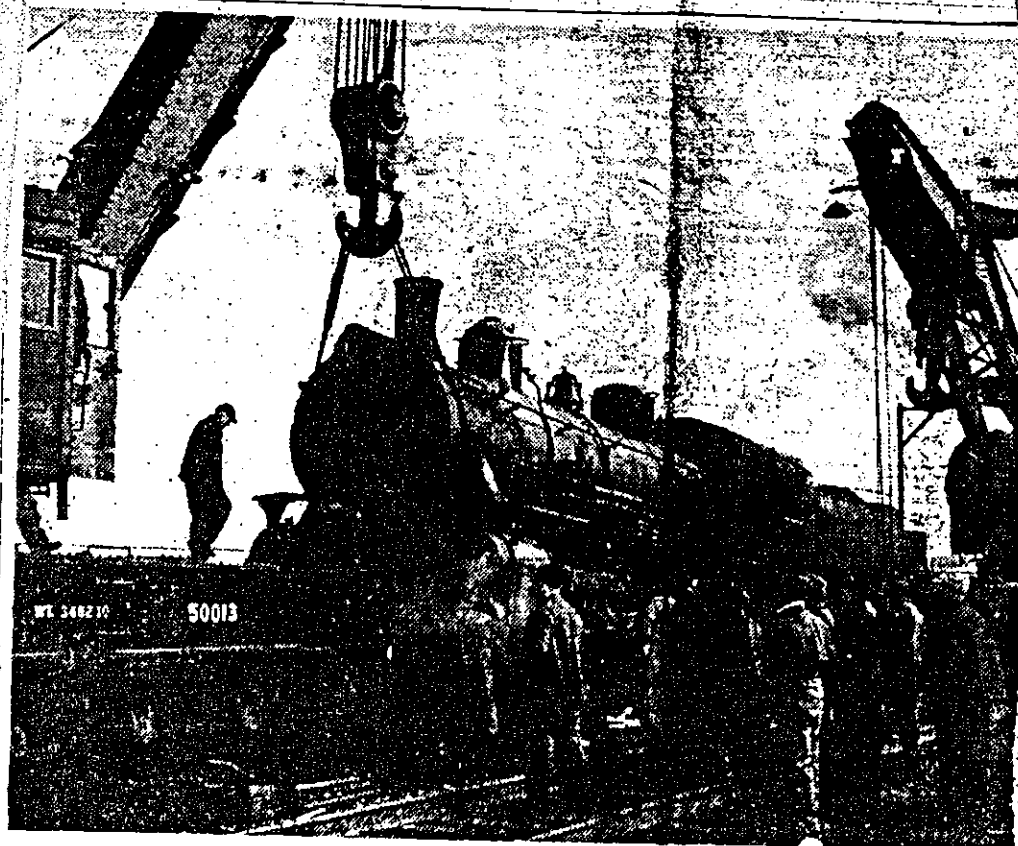
A new switch will be installed at the scene to replace the one smashed when the locomotives collided.

Woodstock

April 7

1949

Trains Collide



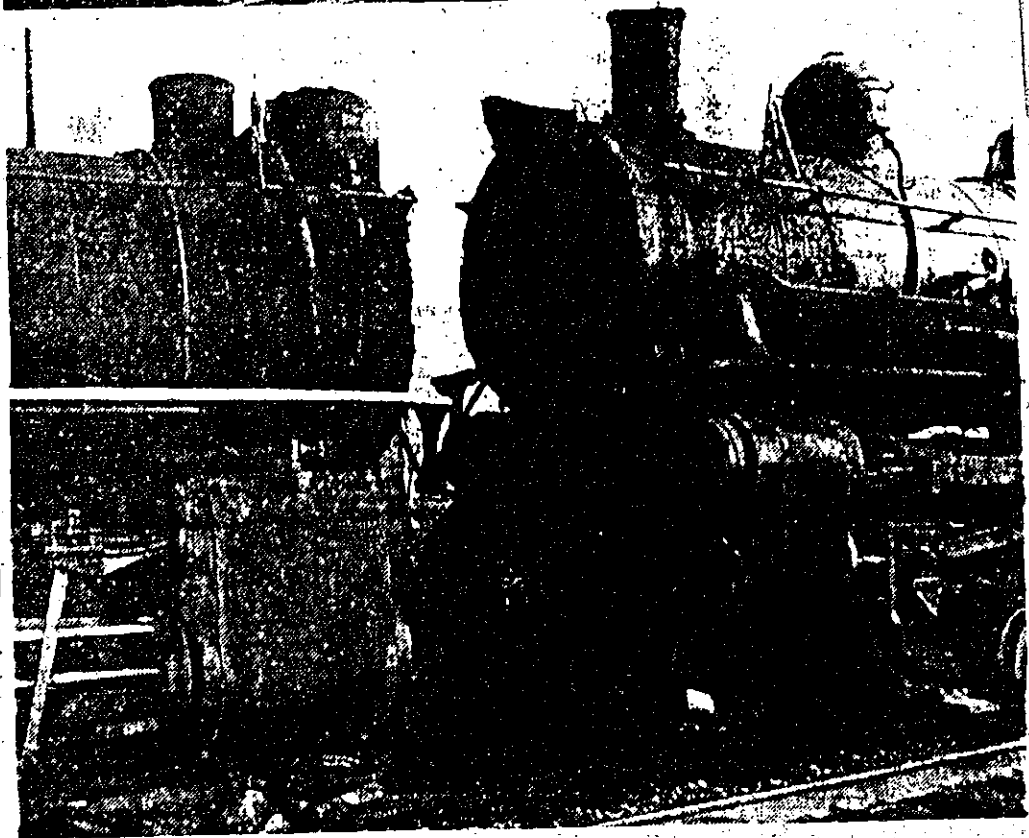
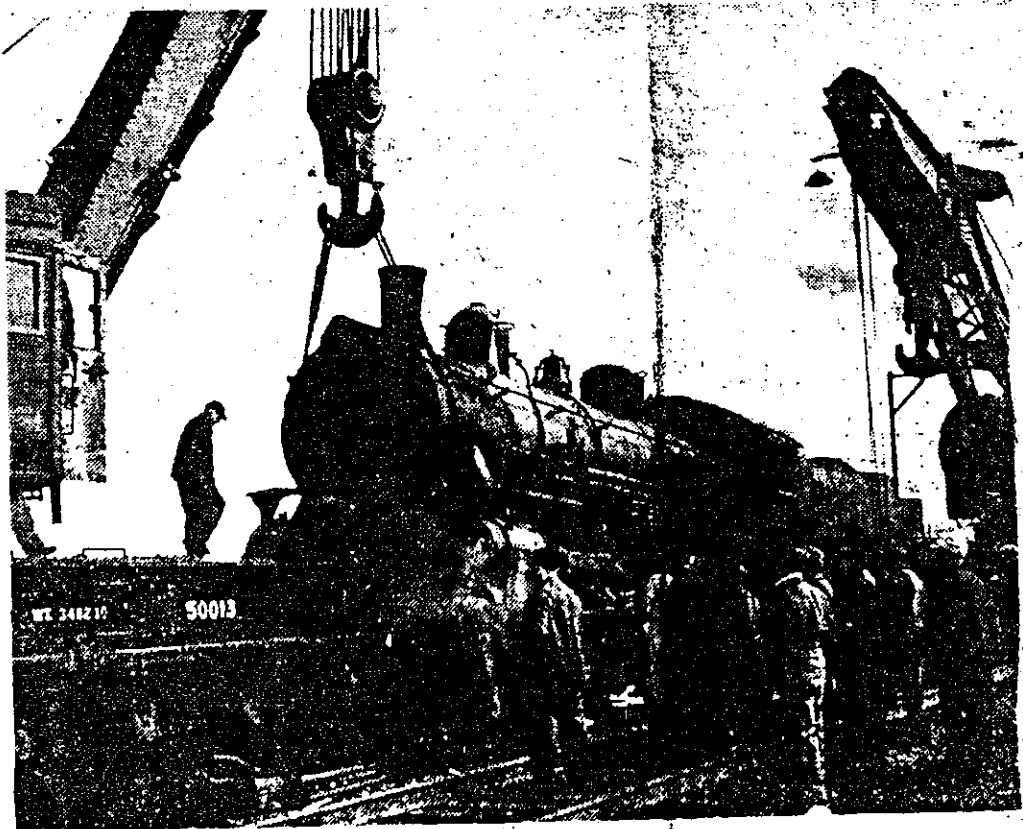
April 7
1949

C.N.R. FREIGHTS TANGLE Two freight trains met in head-on collision under Bay street bridge east of the C.N.R. station here, at 1.10 this morning, blocking the main line for several hours. The upper photo shows the westbound engine being hoisted back on the rails by wrecking crews and cranes. The lower photo is a close-up the damage done to the front ends of the two locomotives. Injured in the crash were Fred T. Clarke, London, brakeman on the westbound, who is believed to have a fractured spine, and Leslie Stanhope of Toronto, with a possible ankle fracture. Heavy railroad cranes were brought from Hamilton and London to clear the lines of the wrecks. --(Staff Photos).

Violent Revolution by Armed Bands

Trains Collide IN

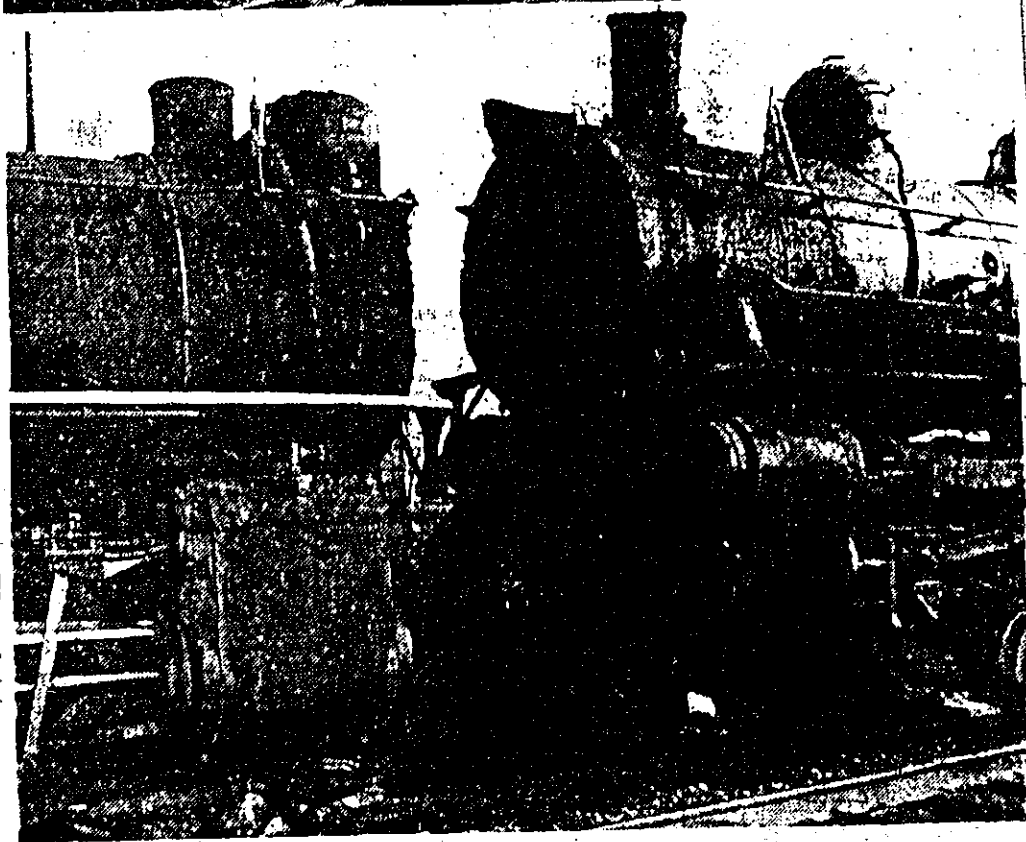
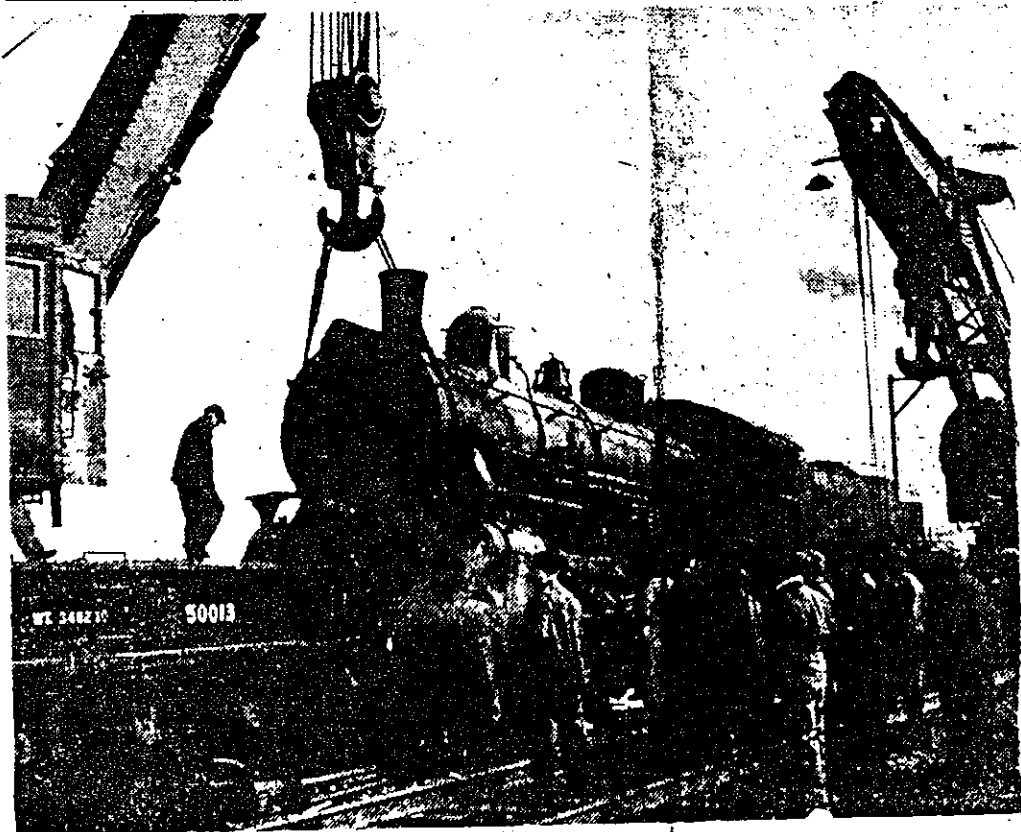
Engine
5564



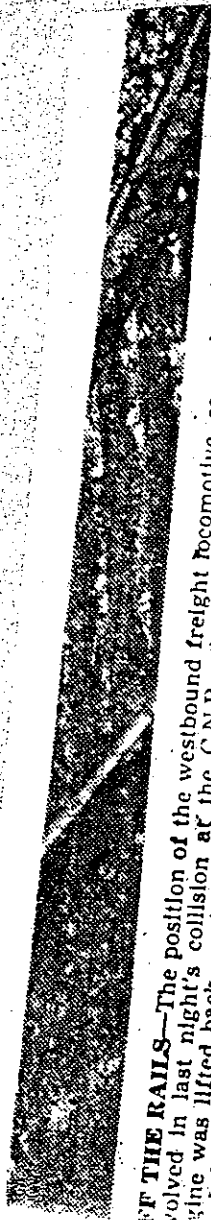
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FF THE RAILS—The position of the westbound freight locomotive involved in last night's collision at the C.N.R. station before the engine was lifted back on the rails is shown here. One of the forward drive wheels jumped the left rear pony wheels in front and came down between the small wheels of the westbound, Fred T. Clarke locomotive, with a possible spine fracture. —(S)



The Beachville station, a landmark for more than 100 years, closes today and the CNR has called for tenders for its sale and removal. (Photo by Williams)

Beachville train station to end operation today

March 13 - 1973
Free Press Woodstock Bureau

BEACHVILLE — A landmark familiar to Beachville and area residents since the Grand Trunk Railway went through the village in 1853 will be removed soon.

The Beachville station ceases operation today following approval by the Canadian Transport Commission for Canadian National Railways to close the agency and remove the building.

CNR has called for tenders for purchase and removal of the building not later than May 31. The station was once the centre of the area's grain and oatmeal industry and in

more recent years was the shipping point for the limestone industry.

CNR express will be transferred to Ingersoll soil.

*MARCH 13
1973*

*MARCH 13
1973*

10316



Mid St. at C.N.R. Bridge,
959.1.102

Our Railways: Steam and Electric

TODAY Woodstock is one of the leading railway centres of the Province. With thirty-three passenger trains daily passing through the city and hourly communication with the neighbor town of Ingersoll, by means of an electric railroad, it may well be called a railway centre; and it has additional right to this title in that two of the fastest trains on the continent number Woodstock among the extremely few stops they make on their flying journeys between Detroit and Montreal. The amount of traffic that is handled by the railways in this district would astonish an outsider, and under enterprising management it is increasing every month.

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Grand Trunk System

It was away back in 1845 that the first railroad line was built through Woodstock as part of the Great Western system. The Great Western was then under the presidency of Mr. Swinyard of Hamilton, and the late Mr. Brough-ton, whose family home was for many years near Eastwood, was the general manager. In 1881 the Great Western amalgamated with the Grand Trunk system, and traffic through the district became heavier. About the year 1866 the line running north and south, between Stratford and Port Dover, was built after a long agitation, and was subsequently extended to Warton and taken in by the G. T. R. as part of their system.

The Woodstock agency has always been regarded as a good appointment and the town has been fortunate in the men sent here. The last three agents were W. Hayden, who held the position for a great many years, W. D. Griggs, and J. H. Gordon, who is the local agent at the present time. The station is a roomy building of red brick, with comfortable waiting rooms, ticket offices and baggage department, and the platforms are exceptionally large. The approach to the station is by the Wellington street bridge, which is about to be replaced by a steel structure; the freight sheds are on the north side of the track. The railway yards are of considerable extent and the tracks everywhere for them is an immense amount of freight shifted here.

Over the G. T. R. there are seven passenger trains east and west every morning, and seven in the afternoon: two north and south in the morning and two in the afternoon, making eighteen in all. Special mention should be made of the International Limited that stops at Woodstock daily, going east at 6:47 p.m., and going west at 7:55 p.m. The trip between here and Toronto with only one stop, at Hamilton, is made in less than two hours, and the average speed of these trains approaches close to a mile a minute. They are beautifully fitted up, as are also the two early morning trains going east and west, between one and two o'clock.

The freight traffic under the recent management of Charles M. Hays, and the present general manager, Geo. B. Reeves, has grown to immense proportions and the average number of freight trains that pass through Woodstock daily is thirty.

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The G. T. R. has an uptown ticket office, opposite the new post office, and G. M. Gould is the enterprising agent of the company. He succeeded John A. McKenzie, who held the position for twenty years or more, and who is now in the Yukon.

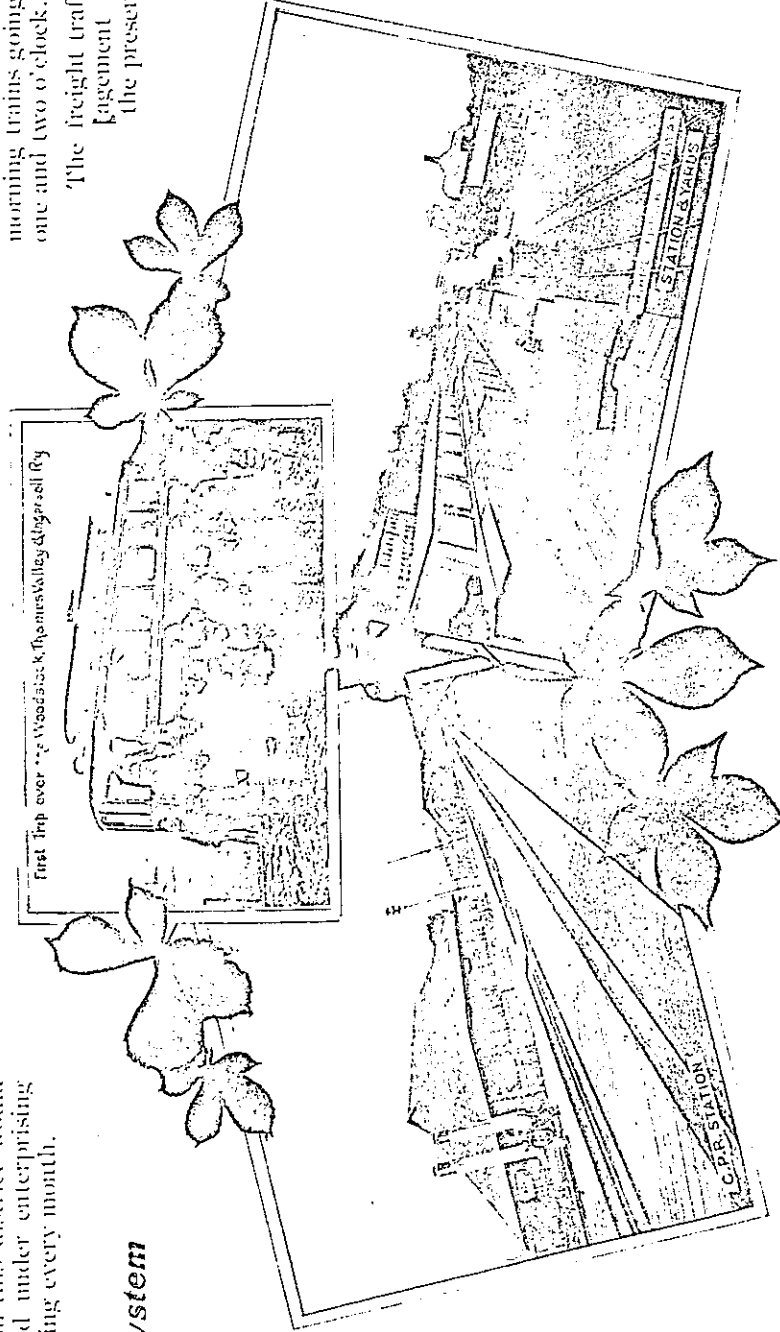
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Canadian Pacific Railway

At the end of Ingersoll Avenue, to the west of the town, is the C. P. R. station, a model of its kind, built in 1899. It is long and low, like the majority of the stations on this line, of red brick with slate roof, and is divided off into baggage rooms, general waiting rooms, ticket offices, and a ladies' waiting room, lavatories, etc. The appointments are exceptionally fine. The platforms could accommodate a very large crowd. To the south of the station are the freight sheds, part of which at one time constituted the old station building.

The line through Woodstock to St. Thomas was laid about twenty-three years ago, and was known as the Credit Valley, later being taken in as part of the Canadian Pacific system. About 15 years ago an extension of the line was

(Continued on page 25.)



"RAILWAYS PLAYED MAJOR ROLE IN WOODSTOCK'S EARLY GROWTH."

Today, a visitor to Woodstock would be impressed by the landmarks and industrial development, and for the most part would find that the city lives up to the motto of "The City Beautiful." But half a century ago, Woodstock would most likely be noted as one of the main railway centres in southwestern Ontario.

It all started in 1851, when Francis Hincks, who at that time was Oxford's MP, had an act passed through the Assembly which authorized the construction of a railway, from Burlington Bay to Detroit. The line, (called the Great Western Railway) was to run along the southern limits of Woodstock. By 1852, construction had started---after a series of legal and political complications. By December the first train had made the trip from Toronto to London, and in 1853, this line was opened for traffic.



The Honorable Francis Hincks, MP
(Illustration from the Oxford Gazette)

RAILWAYS---MAJOR ROLE...(Cont.)

Undaunted by the failure of the Woodstock and Lake Erie, a group of local businessmen again incorporated a north-south railway in 1872. They intended to build a line from Stratford to Port Dover---via Woodstock---making use of the partly constructed roadbed and residual assets of the Woodstock and Lake Erie. Unlike its predecessor, this new railway--(known as the Port Dover and Lake Huron) enjoyed financial success. In 1874 the Woodstock-Stratford section was completed. Since roads were few and quite inadequate for shipping large quantities of freight, many communities depended heavily on this railroad. One of the main reasons for the success of the PD and LH was its choice location. It crossed **five** east-west railroads and formed a main artery through the middle of southwest Ontario.

MANY STATIONS:-

Stations were built at Tavistock, Hickson, Curries, Burgessville, Norwich, Otterville, Waterford, Simcoe and Port Dover and, at Woodstock, it shared the Great Western (Grand Trunk) Station. It also was absorbed by the CNR in 1919. The line was in heavy use for many years until the development of the shipping lanes through the St. Clair River and Welland Canal made the overland route between Lakes Huron and Erie unnecessary. Bit by bit the line was torn up,---until all that is left, is a two-mile section through the middle of Woodstock, serving as a connection between the CNR and CPR mainlines.

Another railway that contributed largely to the early industrial development of Woodstock, was the Credit Valley Railroad which ran from Toronto to St. Thomas, through Woodstock and the Limestone Valley to Ingersoll, with connections to London and over the Michigan Central at St. Thomas, to the United States.

At Ingersoll, connection was made with the Tillsonburg, Lake Erie & the Pacific Railway, (which in spite of its grandiose title extended only to Port Burwell), and at Ingersoll Junction, it connected with the St. Mary's and Western Railway running through West Zorra and Embro.

In November of 1883, all these railways became a part of the Canadian Pacific system, and in 1887 the line was built from Woodstock (CPR) to London, and in 1888, extended to Windsor (with ferry connection to Detroit), becoming CPR's main line in Western Ontario.

Today, what was the Great Western, is the CNR's double track main line. The Credit Valley & its Woodstock-Windsor extension is now the CPR main line. The Port Dover and Lake Huron has gone; the Tillsonburg Lake Erie and Pacific, and the St. Marys and Western railways are still extant as CPR freight-only branches.

REMNANTS LEFT:-

Even today there are remnants of the heyday of railroad construction in south-western Ontario. On the site of the old Port Dover and Lake Huron railways, the Burgessville station still stands(albeit somewhat worse for wear; Curries station



Engine and crew at CNR station, date unknown.
Courtesy of Woodstock Museum

lative Council of the Province of Upper Canada from 1858 to Confederation. Prime Minister John A MacDonalld called him to the Senate in May 1873, but he did not attend regularly and the seat was declared vacant in 1891.

Back to the railroads. The line became part of the Canadian Pacific Railroad when it was incorporated in 1881. When Pittock Lake was created in 1965 the right-of-way was changed to the north side of the Thames, and the old route converted into a hiking path east from Roth Park.

Railroads were a boon to passenger and freight transportation, but they were far from safe; fifteen collisions took place in the first nine months of GTR operation. The most devastating of all for Woodstock happened about 30 miles away.

On 12 March 1857 Henry deBlacquiére and Sherriff Deedes missed the GWR train in Toronto. They were lucky. They could have added to the 60 killed when it went through the bridge over the Desjardins canal near Hamilton.

On 27 February 1889 the GTR's eastbound afternoon train, the St Louis Express known

locally as the 5:20 express, left the rails on a trestle a mile south of the village of St George. Reeve A W Francis, and three members of Woodstock city council, Joseph Peers, Dr Levi Hoyt Swan and Jonathan Martin were among the dozen people killed. Three other members, including Mayor D W Karn, were among the 30 injured. They were on the way to Toronto where the Electric Light Bill was coming before the Legislature the next day, and Woodstock was in the forefront of the changeover from gas to electric lighting.

A mile-and-a-half-long funeral procession on March 4 took more than an hour to pass along Dundas Street. An estimated 25,000 citizens watched what the *Sentinel-Review* that day called "the most imposing spectacle ever witnessed here."

Another CNR train crash on Christmas Day 1934, at Dundas, Ontario, took the life of 12-year-old Mary Parker. The Woodstock girl, a niece of former mayor C E Sutherland, was one of 15 dead; her mother, the former Hilda Smith, was among the 50 injured.

Another Accident on the Great Western Railway.

[From the London Daily Free Press, of Thursday.]

Yesterday morning another terrific collision took place on the Great Western at Ingersoll, which all but resulted in the wholesale slaughter of passengers. It appears that about 8.15 A.M. a heavy cattle train arrived from the West at Ingersoll, and was to remain on the siding to allow the Lightning Express from the East (due about 8.30 A.M.) to pass. The train had been shunted on a siding, when, by the alleged carelessness of a switchman in leaving the switch open, the engine ran off the track. The effect of this casualty was that only a portion of the cattle train was got on to the siding, some five or six cars remaining on the main track.

Matters were in this position, the people connected with the train endeavoring to get the engine on the siding again, and the six cattle cars remaining on the main track when up came the Lightning Express from the East, and smashed right into the cattle trucks. The immediate effect of the collision was to throw the engine, tender, and baggage car of Express train off the track, to force the tender into the baggage-car, and to utterly demolish some three or four cattle trucks, hurling the unfortunate hogs in all directions.

On our reporter's arriving at the scene of the accident, the line was found, as in the case of the late collision at London, strewn with the remains of the wreck. The engine "Hecle" was all but destroyed, the front part being entirely smashed in, and the underworks apparently hopelessly damaged. Under it lay the remains of a cattle truck, over which it had passed,—the wheels, axles, and woodwork, being entangled with the wheels and works of the engine. Behind the tender was the baggage car with the tender forced inside—a perfect wreck. Several of the cattle trucks were torn to splinters, and some 20 hogs killed and maimed. From information we received, we learn that the only effort made to arrest the approach of the Express train, on the break down of the cattle train on the line, was the turning on of the danger signal at the Ingersoll Station! No one seems to have been sent along the line with a signal lamp, though a thick fog and drizzly rain, added to a dark night, rendered this second precaution indispensable.

Fifteen minutes were to spare, but the line was meanwhile allowed to be blocked; the Lightning Express was permitted to come thundering along; a terrific collision was the consequence, and had it not happened that cattle instead of human beings occupied the cars, a terrible loss of life must have been the result. As it was, from an inspection of the debris of the train, and a careful weighing of the facts of the case, it appears perfectly miraculous how the passengers of the Lightning Express escaped with whole necks.

The train fortunately consisted of but three or four cars, which rebounded from the concussion. Had it been a heavy train of a dozen first class cars, who shall estimate the loss of life and suffering that might have ensued!

ANOTHER NARROW ESCAPE.

As the 10.30 A.M. train entered the Ingersoll station yesterday, an accident, apparently trivial, but which might have resulted in disastrous consequences, occurred. A large pile of sawn wood was lying close to the siding, when the vibration of the passing train loosened the stack, and down came hundreds of pieces among the wheels of the parriages. Fortunately the train was slackening speed, and entering the station at about five miles an hour, else the cars must have been precipitated from the track. The communication cord running along the roof of the cars was quickly pulled, the driver obeyed the signal, and sounded the break-whistle, and the train was brought to a stand. Had it been going at full speed the result might have been very different. It is highly reprehensible in those who have the arrangement of the wood supplies to allow the stack to be placed so near the

Hamilton
Spectator

October 24
1856

COLLISION ON THE GREAT WESTERN.

THE NEWSPAPER TRAIN, IN CLOSE QUARTERS WITH THE ACCOMMODATION—ONE OF THE TRAINS STARTS BACK TO HAMILTON—STOPPED BY A PASSENGER—THE DRIVERS JUMP—ONE OF THEM HAS HIS LEG BROKEN.

On Monday morning an accident of a serious character occurred on the Great Western Railway, but which was fortunately not so disastrous in its results as might have been anticipated under the circumstances. A new time table came into force that morning by which the newspaper train was to cross the morning accommodation at what is known as Dumfries crossing, midway between Paris and Harrisburg, and about three miles west of St. George. The Accommodation passed through Woodstock on time, and everything went well until the siding aforementioned was reached. Both trains arrived there at the same time. One of them should have switched off. This however, it seems, was not done and both kept the main line. The morning was somewhat foggy and the trains were almost together before the dangerous position of affairs was noticed. Both drivers whistled down brakes, reversed their engines, and as the trains were by this time almost together and the avoidance of a collision impossible, they then jumped off. The trains came together with great force, causing great consternation among the passengers. The engine belonging to the Accommodation was turned over on its side and very much disabled. The other engine, however, kept the track and did not fare so badly. But now another source of alarm arose. The driver of the "newspaper" train having reversed his engine before jumping, the train began to move backwards, and very soon was running in the direction of Harrisburg at a rapid rate. The baggage car of this train had been displaced from the

Woodstock
MARCH 30
1877

Daily News

CHATHAM, ONT. MONDAY, AUGUST 22, 1898

A RAILWAY ACCIDENT

At Ingersoll on the Grand Trunk Railway.
Several Passengers Injured.

E. L. GOULD OF BRANTFORD AND A. C. STEPHENSON AMONGST THE PASSENGERS.

A G. T. R. express train running at a high rate of speed close by the Ingersoll station a few minutes before six o'clock Saturday evening collided with the engine of a through freight loaded with Chicago beef. Outside of a considerable loss of rolling stock, was the breaking of a fireman's rib and the lives of both engineer and fireman would have been lost had they not jumped just before the crash came.

The Pacific express, due here at 6.15 o'clock, was about on time as it neared the Ingersoll station. Engineer Hans Glass, as he looked from his cab window, saw that a freight train was standing on the siding waiting for the express to go by. Another look startled the driver of the speedy express. The freight engine was foul of the main line. It was too late for Glass to stop the train. He called to his fireman to jump, and at the same moment applied the brakes. Then he also jumped. Fireman Robert Temple alighted on his

side against some obstacle, and one of his ribs was fractured, and he was otherwise shaken up. Engineer Glass rolled over and over and came to a full stop with no other harm done to himself than to have some skin peeled from his nose.

The express engine crashed into the freight engine with great force, and the two engines backed horns. Both were wrecked, but, strange to say, the cars of each train escaped. The passengerman, Alex. Canfield, of Long London, and Express Messenger George Wood remained in their car, and neither was hurt, although pieces of baggage and express boxes were blown in a very threatening way for a moment or two. Nothing in the car was seriously damaged.

Fireman Temple was removed to his home here, and Dr. Drake was called. He is not badly injured.

The passengers were taken by way of Brantford, and E. L. Gould and Mr. Stephenson did not reach Chatham until three p.m.

HOODOOD STILL! BLOOD MAY FLOW.

Chatham Loses Another Good Game to Hamilton.

The Boys are New Items and Will Endeavor to Retrieve Their Losses.

Hamilton, Ont., Aug. 20.—With only ten men on the team, and Van Gieson and Jones sick, Chatham had to sign a local player here to-day. They got a fielder named Howard, who got one of the seven hits of his side, and accepted the two fielding chances offered. Both sides fielded well, and Hamilton had only two more hits than Chatham, but got them in a bunch and made four runs in the third inning. The score as follows:

HAMILTON	A	B	R	H	P	O	A	E
Hagerty, 3b.....	4	0	1	0	4	1		
Shaw, 1b.....	2	1	0	14	0	1		
Congalton, cf.....	2	3	0	1	0	0		
Phillips.....	1	2	3	4	0			
Schrell, lf.....	4	1	2	0	1			
McKevitt, rf.....	4	0	0	1	0	0		
Dean, 2b.....	3	1	1	3	3	0		
Cornell, c.....	4	0	1	2	0	0		
Bradford, p.....	3	1	2	0	3	0		
McConn, 2b.....	0	0	0	1	0	0		

Total 30 6 0 27 14 3

CHATHAM	A	B	R	H	P	O	A	E
Lowrey, ss.....	4	1	1	4	1			
Gallagher, rf.....	3	0	0	0	1	1		
Sayler, 3b.....	4	0	2	2	3	1		
Twineham, 1b.....	3	0	1	13	0	0		
Howard, lf.....	4	0	1	2	0	0		
Cockitt, m.....	3	0	0	1	0	0		
Phelps, c.....	4	1	1	2	3	0		
Miles, 2b.....	4	0	1	2	3	0		
Barkshire, p.....	4	0	1	0	6	0		

Total 33 2 7 24 19 3

Hamilton 0 0 3 1 0 0 1 0 5-6

Chatham 0 0 0 0 0 0 1 1 0-2

Summary—Two base hits—Snyder 2; Hagerty, Schrell, Twineham, Phelps. First on base—by Bradford; 1; by Barkshire 2. Hit by pitcher by Barkshire 1. Struck out—by Bradford 1. Double plays—Lowrey to Miles to Twineham; Lowrey to Twineham. Wild pitch—McConn 1. Barkshire 1. Passed ball—Phelps. Umpire—Geo. F. Daley. Time 1:45.

Cuban Insurgents Likely to Fight Among Themselves.

Mazo and Garcia are Both Striving For the Presidency.

New York, Aug. 22.—The Red D line steamer Philadelphia, chartered by the New York & Cuba Mail Steamship Co. to carry a cargo to Santiago, Cuba, arrived here yesterday. R. Beaudoin-Bennett, a passenger on the Philadelphia from Nassau, had been in Cuba from the time the United States sent the first expedition to the relief of the Cubans from Tampa, on May 17 last. He was at Esperanza, the seat of the Cuban provincial government until last month. Of affairs there he said: "The Cuban government is delighted with the turn of affairs. Although it has been in regular communication with Gen. Gomez, it has not heard from Garcia since May last. Garcia is not on the best terms with the government. Gomez has already come out openly and announced that he will not permit his name to go before the people as a candidate for the presidency of the Cuban republic."

Gen. Garcia, on the contrary, has told his friends that he is a candidate for the presidency of the Cuban republic. Therefore, there will be two candidates, President Mazo and Gen. Garcia. Garcia will have little chance with the militia, but he stands high with the men in the army.

The Cuban constitution provided that only those persons who are in the army, or who have served in the army, can vote. Therefore a large number of years old will be allowed to vote for Garcia, whereas men who have not been in the army, but who prefer the conservatism of Mazo, cannot vote for him.

The next Cuban election will be held just as soon as the seat of government can get into town to conduct an election. The present Cuban government, according to the constitution, should be dissolved, upon the evacuation of the island by the government and a new election must be held to elect new officers. We will frame a new constitution.

There is no dissimulating the fact that

August
22
1898

You have tried almost

The Day's

MEAT TRAIN CRASHED INTO AN ORE FREIGHT

BEEF AND POPCORN SCATTERED
OVER THREE TRACKS.

Conductor Clement of Sarnia was in charge of the meat train known as the "Highball" and Fireman Ferguson and Engineer Lockhart were in the cab. Just before the crash came, all three jumped and thus avoided being hurt.

Caboose Of Ore Train Smashed And Burned.—Engineer And Fireman Had Miraculous Escape.—No one Was Injured.—Both Trains Were Hurrying.—Damage Estimated At \$2,000.

THE RAIL PRICES

Ingersoll, October 4.—13.
Beef, pop-corn, and smashed cars were liberally bestrewn over three Grand Trunk tracks this morning, about one hundred yards west of the station as a result of a bad rear-end collision about eleven o'clock last night. An Armour through meat train, en route for Buffalo, crashed into an ore train. The meat being shipped was due in Buffalo early in the morning and was travelling at about forty miles an hour when it overtook the ore train. The crash was a terrific one and was distinctly heard by several people throughout the town. The engine went through the caboose of the ore train as if it were so much paper, and struck one of the cars. Some idea of the momentum of the collision can be gathered from the fact that, after the caboose had been smashed into shivers, the ore car was completely doubled up by the engine when it hit. Pieces of the caboose were thrown many yards. Then fire started, and the caboose was burned. The fire brigade was called out, but little could be done. Hundreds of people gathered at the scene of the accident last night to watch the blaze and to see the men at work clearing away the debris.

Two cars of the beef train were also smashed to pieces. The first car was a pop-corn car, and many barrels of it were scattered all over the tracks. Piles of it were to be seen this morning and not a few boys carried away their winter supply. Many sides of beef were also hurled many yards and were subsequently gathered up and piled along the tracks. The beef car, along with the pop-corn car was smashed into a thousand pieces.

An auxiliary from London was immediately despatched here and the work of clearing the track started. Three tracks were entirely blocked by the wreck. The engine of the meat train was swung around on the second track and the track was cleared by

Woodstock

October

4

1913

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An auxiliary from London was immediately despatched here and the work of clearing the track started. Three tracks were entirely blocked by the wreck. The front end of the engine was swung around, on the second track and the back was jammed to the pop-corn car. At first, the sight of the wreck was very spectacular. The caboose was piled high in between the engine and the ore car, and when it began to burn it threw a splendid light over the whole scene of splintered cars and working men. The net results of the wreck were: 1. cars completely destroyed, the engine wrecked badly, and beef and pop-corn strewn for several yards around. The caboose was burned last night, and this morning the other cars were burned by the auxiliary men.

Fortunately no one was hurt. At the time of the collision, the caboose was empty, but had there been any one in it there would have been no escape from death. Except for a few pieces of beef meat, nothing was to be seen this morning of the caboose. It is rather remarkable that neither the fireman or the engineer was hurt. The engine passed right through the caboose, hitting the ore car with terrific force and other cars a bad shaking up, the two men were unharned.

The cause of the accident is hard to tell. The beef train had passed the semaphore before any signal could be given of the impending danger. Apparently both trains were trying to make speed and the ore train had slackened for some purpose. The damage done is estimated at \$2,000.

The scene of the wreck was witnessed this morning by many hundreds of people who came from miles around to see the smashed cars and the damaged contents. The location of the accident is almost identical with one that happened there about twelve years ago, when several sheep were killed in the wreck.

IN DRILLING MACHINE.

Benj. Crown was the victim of a serious and very painful accident at the piano factory yesterday at noon, the result of which is not yet known. He was operating a two and a half inch drilling machine when the block which he was drilling broke and his left hand was caught in the drill. The hand was badly lacerated on the palm, the little finger was nearly severed, the big finger had the artery torn out and the thumb was broken in two places. There is some doubt about the large finger being saved. Otherwise the wound is doing as well as could be expected.

October

4

1913

Woodstock

TRAINS COLLIDE

Hamilton Wrecking Crew Hurries to Ingersoll to Aid

Ald was sent from here this morning to Ingersoll, where a wreck between two eastbound freight trains completely blocked the Grand Trunk yards. The wreck was caused by a rear-end collision, fire breaking out almost immediately afterwards. As soon as J. N. Gordon, local superintendent, heard of the accident, he ordered out the wrecking derrick and the usual wrecking crew and sent them to the scene of the accident.

No one was injured the train crews jumping to safety just in time. The caboose of a heavy ore train was telescoped and reduced to cinders and had it been occupied at the time of the accident there would have been no escape from instant death for the occupants. The impact of the collision was heard all over the town of Ingersoll, and as soon as the accident was known in the broken neighborhood, a fire department was called out and the railroad closed service.

October 4

1913

LL. ONTARIO, THURSDAY, AUGUST 7, 1916.

FREIGHT TRAINS IN COLLISION

EARLY MORNING WRECK ON THE GRAND TRUNK AT OVER-HEAD BRIDGE, ONE MILE EAST OF TOWN, TIED UP TRAFFIC FOR SEVERAL HOURS—NO ONE WAS INJURED.

A rear-end collision between two west-bound Grand Trunk trains occurred at the over-head bridge, about a mile east of the town, shortly before seven o'clock this morning. No one was injured but several flat cars and a caboose were badly damaged. Three cars of the train that was crashed into were piled into a broken heap, another bearing an empty oil tank, was broken in half, and the trucks carried from under it. Part of the car was swung cross-wise the tracks, and the result generally made several hours' work for the London auxiliary. No one was injured although a Chronicle reporter was told that a man who was standing at the back of the caboose jumped just before the collision occurred. He had a narrow escape.

How Accident Happened.

So far as could be learned the accident happened when the one train slowed down at the over-head bridge evidently with the intention of taking a siding and allowing the train following it to pass. There was a slight fog at the time and it is said a fuzee was thrown from the rear of the train as it slackened its speed, but whether the signal was seen by the crew of the other train is not known. The impact was terrific and three of the flat cars could not have been piled up better had they been carefully placed in position. Both tracks were blocked by the accident and a call was at once sent to London for the auxiliary.

As a result of the accident trains from the west were sent around by Stratford.

Ingersoll

August 7

1916

LINE CLEARED

Wreck at Ingersoll Meanwhile Compelled All Trains to Come This Way

As a result of the Grand Trunk railway lines being tied up yesterday morning at Ingersoll, Ontario, by a wreck, all east bound trains had to be sent around through this city. A rear-end collision between two freights was the cause of the trouble. The first train slowed down near an overhead bridge, and a fuse was dropped as a signal to the other train. The warning, however, failed and the back train crashed into the other with terrific force, badly smashing four flat cars and a caboose. Fortunately no person was injured. The London auxiliary cleared the line.

NADUPAN FINE

Hamilton
Spectator

August 8
1916

Woodstock

MARCH 30

1877

ly not so disastrous in its results as might have been anticipated under the circumstances. A new time table came into force that morning by which the newspaper train was to cross the morning accommodation at what is known as Dumfries crossing, midway between Paris and Harrisburg, and about three miles west of St. George. The Accommodation passed through Woodstock on time, and every thing went well until the siding aforementioned was reached. Both trains arrived there at the same time. One of them should have switched off. This however, it seems, was not done and both kept the main line. The morning was somewhat foggy and the trains were almost together before the dangerous position of affairs was noticed. Both drivers whistled down brakes, reversed their engines, and as the trains were by this time almost together and the avoidance of a collision impossible, they then jumped off. The trains came together with great force, causing great consternation among the passengers. The engine belonging to the Accommodation was turned over on its side and very much disabled. The other engine, however, kept the track and did not fare so badly. But now another source of alarm arose. The driver of the "newspaper" train having reversed his engine before jumping, the train began to move backwards, and very soon was running in the direction of Harrisburg at a rapid rate. The baggage car of this train had been displaced from the rails but jumped on again at the switch. The position of affairs was now truly alarming. The train was running full tilt, there was no driver on the engine, and at any moment there was a danger of coming into collision with some other train that might be on the line. Very fortunately, providentially we might say, there happened to be an engine-driver in the passenger car who was on his way to London to take charge of a train. Realizing at once the desperate state of affairs he hastened to the front of the train and clambered over the tender to the engine, and succeeded in bringing her to a standstill, very much to the relief of the passengers on board. The train was then run slowly into Harrisburg station. The engine of this train was considerably battered up, so much so that it was not deemed advisable to proceed. The train was therefore cancelled for the day. The passengers by the Accommodation were taken up by the express which came along a couple of hours after. Trains were able to pass the scene of the wreck on the siding and thus traffic suffered very little thereby. One of the drivers broke his leg in jumping off. The passengers on either train did not suffer anything beyond a good shaking, and were all able to proceed on their journey.

Accident—Cars Damaged, But No Loss of Life.

On Sunday the St. Louis express going west, due here at 10:47 a.m., arrived one hour late. The east and west bound expresses were to pass each other at this point. The east bound arrived and was waiting on the main track. A freight was also waiting on the siding. The west bound came bounding along, and as it drew near the station the engineer applied the air brakes and attempted to check its speed. The brakes, however, for some reason as yet unexplained, refused to work and the train rushed at the rate of over fifteen miles an hour straight towards the freight, which was at a standstill on the same track.

The iron monsters met with terrific force, the express engine mounting and resting fairly and squarely on top of the other, several feet clear of the ground at its lowest point. Railway men state that it was one of the most extraordinary accidents they ever witnessed. The two engines piled one on the other certainly presented an appearance that would hardly credited did one not see it. The cars of the freight train became uncoupled and were sent back an eighth of a mile by the force of the collision, damaging them more or less. The tender of the express telescoped one of the baggage cars half way. Two passenger coaches were damaged at the ends and left the track.

The passengers in the Pullman coaches experienced only an easy lurch, and did not know a collision had taken place until told so. The train was not crowded and fortunately no one was standing on the platforms except Conductor John Turnbull, who had a very narrow escape. Hearing the danger signal, he rushed out on the platform of the baggage car to see what the matter was. Finding a collision inevitable, he barely had time to jump when the platform upon which he was standing was smashed into fragments. In jumping he received a number of bruises and cuts but no serious injury.

The engineers and firemen on both trains jumped, seeing that a collision was unavoidable, a few moments before the crash, thus saving their lives. Messrs. George Phipps and John Coveney were engineer and fireman of the express respectively, and Messrs. Alf. Crouch and Coaswell of the freight. They received no injuries.

It is the general opinion that the accident was caused by the air brakes being out of order, as the engine came flying into the station with its wheels reversed, being pushed ahead by the force of the cars behind. A passenger on the train said he heard a peculiar dragging noise beneath the car all the way from Woodstock. The brakes worked all right at Woodstock and at the C.P.R. crossing. The report of the switchman turning the switch in order to allow the train to run into the freight instead of the passenger is untrue. The intention was as soon as the east bound passenger drew out to switch the west bound on the same track, which was the main line, the switch being just ahead of the freight. The main track was soon cleared and no delays occurred except to the wrecked passenger train.

The news of the accident soon spread and thousands of people visited the scene during the day. Mr. J. L. Brouse was promptly on the scene and secured several excellent negatives. He took 50 orders from the passengers on the train on the spot.

Mr. A. Garner, of this town, was a passenger and was standing near the door of the third car with a satchel in his hand when the collision took place. He was pitched over half a dozen seats and sustained several bruises.

Ingersoll
Chronicle

March 20
1887