

train was too late 21/12/2003 MI
It was the foreman
low it to pull up and clear the Mar-
ket street crossing. He would then
stop the east bound train until en-
ough cars were taken off the west. He
had just put it on a switch when he
heard the danger whistles of the two
oncoming engines. Realizing that
something was wrong he ordered
Switchman Barche to immediately op-
en a switch and put her on a side
track as she came in. He first flag-
ged the west bound train, so that
it would not reach the switch
which he had to operate, but in
stopping it he left a part of the ca-
boose was left standing on the main
track. Barche turned the switch and
the incoming train came through at
an awful rate of speed, a speed
which surprised him, and as he left
the switch lever he looked back and
was worried to see that only half of
the train was in the yard and still
more horrified to hear a roaring
noise and see the remaining cars
coming down the track at the rate of
forty miles an hour. As soon as the
first half with the engines had been
safely placed, Switchman Barche
with great presence of mind, closed
the switch behind it, and opened an-
other siding. He still stuck to the
switch. On came the runaway half,
thundering and roaring so that it
would be heard for blocks around. It
went through the open switch like a
sky rocket, and shot onto the siding
and went through the yard at the
highest possible rate of speed. The
siding on which it was going is sit-
uated at the outside of the yard, and
as good luck would have it, it was
clear. Of course the switchman had
no time to look around and find out,
and he had to trust to luck. In fact
it was the only thing to do, and he
deserves the highest possible praise
for keeping his head, and carrying
matters through in such a capital
manner. The runaway half took the
siding without releasing the speed, on
it went, right on down through the
yard, until it came to the switch
where as mentioned before, a corner
of the caboose of the west bound
train was across the main line, into
it the runaway cars pitched with a
crash. Up to this time Conductor
Fitzgerald did not know that the last
half of his train was missing. Just
as he was passing the switch he
must be thought it was a runaway
and he saw that the runaway cars
were on the main line. He then
stopped the train and saw that the
last half of his train was missing
with the engines.

MARCH

24

1900

Windsor

TWO GRAND TRUNK ENGINES COLLIDE!

Fireman and Engineer Killed and Two
Others Fatally Injured.

• Battle Creek, Mich., Dec. 25.—In an engine collision at Benton, six miles west of this city. Engineer James Kerwin and Fireman Theodore Schubbats, of Grand Trunk train No. 1,122, were instantly killed and Engineer Brown and Fireman Burkhardt, of train No. 911, were fatally injured. The engines collided head-on while going at a speed of fifty miles an hour. No. 1,122 was an extra engine sent out from Battle Creek to meet 911 and help pull the latter which was a heavy freight to this city.

London F.P.
December 26
1902

RIGHT TRAIN CRASHES INTO TROLLEY CAR CONDUCTOR MOORE IS INSTANTLY KILLED PASSENGERS HAVE THRILLING EXPERIENCE

Watchman Admits Springbank
Car to Richmond Street
Crossing as Train Comes

DUCTOR IS CRUSHED BETWEEN ENGINE AND CAR

Light Strikes Comparatively
Light Blow or Result Would
Have Been Worse

Light train No. 215, on the Grand
Trunk, crashed broadside into a Spring-
bank electric railway car at the Rich-
mond street crossing at 7.50 o'clock
last night.

JOHN MOORE, 767 Dundas street,
conductor of the street car, was
instantly killed. His motorman,
EAST C. BRADT, 612 Dundas
street, was seriously injured.
Other passengers aboard the car were
slightly shaken up, but none was se-
riously hurt.

The force of the collision threw the
street car from its rails and turned it
over on its side. The occupants of
the car were hurled from their seats
and some were killed.

The cause of the accident appears to
be that the Grand Trunk employees, who
have been ordered, had this
point will be cleared up.

Protected by Deal.
The railway crossing is protected by
a small, but efficient, deal. The deal
operates only when the Grand
Trunk train is held for the crossing.
The deal and the
semaphores operate together. When the
deal is open the semaphores are closed,
and vice versa. The crossing watch-
man controls the semaphores and de-
als by means of levers.

That the deal was not able to gain
entrance to the crossing is evidence
that the deal was open to admit it.
The semaphores should have been
closed. The crossing watchman, En-
gineer Dunn, of the Grand Trunk,
was the only witness of the accident.
He saw the street car approaching
the crossing and saw the deal open.

How the Accident Happened.
The street car, which had just passed
into the yards from the west, followed
by a freight car, was crossing the
Grand Trunk tracks. The deal was
open to admit it. The semaphores
were closed. The crossing watchman,
Engineer Dunn, of the Grand Trunk,
was the only witness of the accident.
He saw the street car approaching
the crossing and saw the deal open.

Too Late to Stop.
The street car was too late for the
deal to stop it. The deal was open
to admit it. The semaphores were
closed. The crossing watchman,
Engineer Dunn, of the Grand Trunk,
was the only witness of the accident.

Crushed Between the Two.
The street car was crushed between
the engine and the car. The engine
was too large for the street car.
The street car was too small for
the engine. The engine was too
heavy for the street car. The street
car was too light for the engine.

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heavy for the street car. The street
car was too light for the engine.

DEATH TRAP

Last night's fatality, and as it is, might readily have been
attended with consequences yet more fearful.
The fate of every one of the hundreds of passengers who are
daily carried in street cars across this dangerous intersection of Great
Trunk—it may be a crossing watchman, wearing with much
ing, or an engineer engaged in the operation of his engine.
It is a situation that has already cost this city numbers of precious
lives.

How much longer shall this condition be permitted to continue?
Do the plans of the Grand Trunk Railway Company, which are
to be submitted to the City Council for consideration with three
weeks—do these plans provide a remedy?
Shall it be a subway or an overhead track?
It is up to the Mayor and the aldermen of London to settle for-
ever the question of level crossings in this city.

SOLUTION—ELEVATED TRACKS GRAND TRUNK TO BUILD THEM

Said to be Definitely Settled That Railway Will Have No
Level Crossings in This City

It is practically assured that when
the Grand Trunk Railway company
have completed their plans for the re-
modelling of their yards in this city
the level crossing will be a thing of the past.

Though a good deal of secrecy in
being observed with regard to the
plans of the company, the Free Press
is in a position to state, with some de-
gree of confidence, that the main
tracks of the company will pass
through the city at an elevated
level, greater than is the fact at
present.

The plan, as already intimated, is
to be carried out practically at de-
tail. The street grade in the "cut"
will be raised by elevating the road-
bed from its point well up in the "cut"
to another point close to the eastern
limit of the city.

As is well known, the city lies in a
valley, as it were, between these two
points. By elevating the tracks, the
roadbed will be virtually
wiped out.

So steep is the slope that two loca-
tions are constantly required to
draw the load of one. It is to overcome
this that the railway company are

MISUSE OF THE GATES

Ald. Gerry Was Nearly Dragged From
His Horse

Ald. Wm. Gerry, who has had an ex-
perience he recently had at the Richmond
street crossing of the Grand Trunk,
"I was driving," said the alderman
when the crossing watchman told
me to come ahead. I did so, and just
then he let down the gates. They
struck my horse in the middle of its
back, and I fell to the ground.

Mr. Dyer, of South London, while
driving with his wife, states that these
gates were let down on him, looking
him in the face. His horse was severely
injured from running against them.

WOODWARD'S EXPERIENCE

Young Wine Clerk Suffers Painful
Fall in Cut

"Kane" Woodward, the popular wine
clerk at the Royal Hotel, is in bed to-
day as a result of the shock he sus-
tained in the street car accident on
Thursday evening. Kane was on the
ill-fated car, and occupied a seat at
the end where Conductor Moore was
standing.

How he escaped with a serious in-
jury he does not know, and he
thinks makes him shudder. All he
remembers, as he lay on a bed of pain in
the hospital, was a severe blow in the
back that reminded him of needles.
Then came a blank and he remembers
nothing more until he was taken to the
hospital. Then he got up and walked
away in a dazed condition.

"It was simply a miracle that I was
not killed on the spot," said he.
The excitement of the event kept
Kane on his feet all evening, but to-
day the doctor ordered him to
remain in bed.

MOORE'S LAST TRANSFER

Harry Grenfell and Brother-in-law on
Ill-fated Car

Conductor Moore's last transferment
to Mr. Harry Grenfell, jeweler, of
Elmwood avenue.
Mr. Grenfell and his brother-in-law,
J. W. Grenfell, boarded the car "Vic-
toria" at the corner of Elmwood
avenue and Wexford street. Grenfell
wanted to catch the International
Express, and when the car stopped on
the south side of the crossing, the
two gentlemen got off and made a run
for the station. At the same time
the gates went up and Grenfell and
Waddell were along of the car.

Men Aboard Street Car Tell
Disaster, and Its Startling
Incidents

WOMEN THROWN TO FLOOR SUSTAIN PAINFUL HURT

Crossing Watchman Swears
Says He Was Not Responsi-
ble for Accident

Witnesses of last night's accident
at the Grand Trunk crossing express
amazement that there was no greater
loss of life.

The position of the street car when
the train had passed indicated the
force of the blow which had been
dealt it.

The trolley was the handsome "Vic-
toria" used for years for private
customers. The seats in this car were
placed along the sides, and the
fact perhaps is due to the fact that
the passengers were in the car at
the time of the accident.

All were precipitated in a moment
in the centre of the floor of the car,
where they found themselves spraw-
ling in an undignified way. Some-
times they were able to realize what had
happened.

Motorman Bradt was oblivious of
danger until the engine crashed into
the car.

"I did not hear or see anything
of the train until our car was struck,"
Bradt said in an interview. "I
scarcely know what happened then,
for I was thrown violently against the
controller of my car, and was rendered
in so that I had to have assistance.
I expected every moment that
another train would come and hit
me, and it seemed a long time before
anyone came to help me out."

Mr. Chris. Taylor, employed at John
Ferguson & Sons, was approaching
the crossing as the accident happened.
"I was hurrying to get over," he
said, "before the freight should block
my way. I heard the train approach-
ing and saw it was a freight train.
I will be hit if it don't hurry."
Just then the freight hit the car
and turned it half-way around. I
hurried over to the spot and picked
up Moore. The injured conductor
was still breathing, but died
as we laid him on the sidewalk."

George Minihoff was a passenger
on a rear car. This car was follow-
ing the ill-fated Victoria very closely,
and Mr. Minihoff says it was saved
from trouble by the prompt action of
the motorman in "cutting."

"I found the motorman wedged in
curly in the front of the car," said
Minihoff. "He was crying to know
what had happened to his conductor.
When I endeavored to take him out,
he struck me a violent blow on the
jaw."

PASSENGER'S NARROW ESCAPE.
Mr. Wm. Evans, of the
boiling room at D. & P. & Co.'s
factory, was an eye-witness of the
accident. He was standing on the
rear platform of the ill-fated car at
the time of the accident. He was in-
stantly after the accident, he said.

"I was coming up town on the 'Vic-
toria' (the Springbank car), when we
were stalled at the Grand Trunk cross-
ing by a freight going east. There
were three other fellows on the back
of the car at the time of the accident.
One of them said to the others, 'You
get off here and go up street.' This is
an awful long freight."

"Just after those two fellows got off
we started ahead. I presume the
watchman must have signalled the
motorman to come on; at any rate we
started slowly across the track. We
had no more than got on to the track
when I saw the engine of the Grand
Trunk freight creeping ahead on the
second track, around the front of the
express that was standing there. I
was standing about three feet from
the steps, leaning against the railing
of the car, and the conductor was
right opposite me, beside the door,
with his back to the front of the car.
The other fellows were leaning against
the back like I was."

"When I saw the freight creeping
and yelled and the next second the
smash came. The pilot of the freight
struck the car at the second win-
dow and slewed the car around.
The train pulled up in a few yards
and left me on the south side of the
cut. I didn't want to go around there,
because I thought those two fellows on
the back of the car were behind the
wheels of the freight, but I went
around and saw the engine striking
them apparently lifeless."

"I noticed when I came around the
front of the freight engine that the
light in the Grand Trunk yard was
on the corner where that great pit in
was not lit."

"I don't think the motorman could
have seen the freight coming. It was
too late, or he lost his bearings some-
thing, because if he had seen it when
I did he could have got his car ahead
of the freight without going into it.
I am quite sure that the motorman
did not see the train coming, because

ANOTHER CAR'S ESCAPE

Yesterday, Afternoon, Almost Witnessed
a Crossing Accident

A Bell Line car had a very close
call yesterday afternoon at the Grand
Trunk crossing.
One of the passengers, a South Lon-
don lady, states that both crossing
gates were up, and the car was pro-
ceeding over the "steam railway"
tracks; the motorman, unobserved,
that an engine was approaching from
either direction.

"The engine passed at a good speed
within a few feet of the rear of our
car," the woman declares.
This story was related to the Free
Press two hours before last night's
fatality.

BRADT WILL RECOVER

Motorman's Injuries Not So Serious—
Young Man Hurt

The injuries of Ernest C. Bradt, the
motorman in charge of the Spring-
bank car that was struck at the
T. R. crossing last night, are not
quite as serious as at first thought.
Dr. Wilson, one of the physicians at-
tending him, said to-day that if no
complications set in, he should re-
cover.

Besides the injuries to the back, he
must have fallen against some sharp
projection, as he has a puncture in
his left shoulder about a quarter of
an inch deep. The doctor did not
know if it had penetrated the lung,
or not, but Bradt complained of pain.
The hospital reported at two o'clock
that he was getting on as nicely as
could be expected.

A young man by the name of Mc-
Cullough, of 178 Horton street, was
standing on the back of the car at
the time of the accident. He sus-
tained a slight bruise on the hand.
Fred Simpson, of Byron, and
Stimpson, of Woodstock, were among
the passengers on the car.

ASYLUM APPOINTMENTS

Three Vacancies at London Institution
Are Filled.

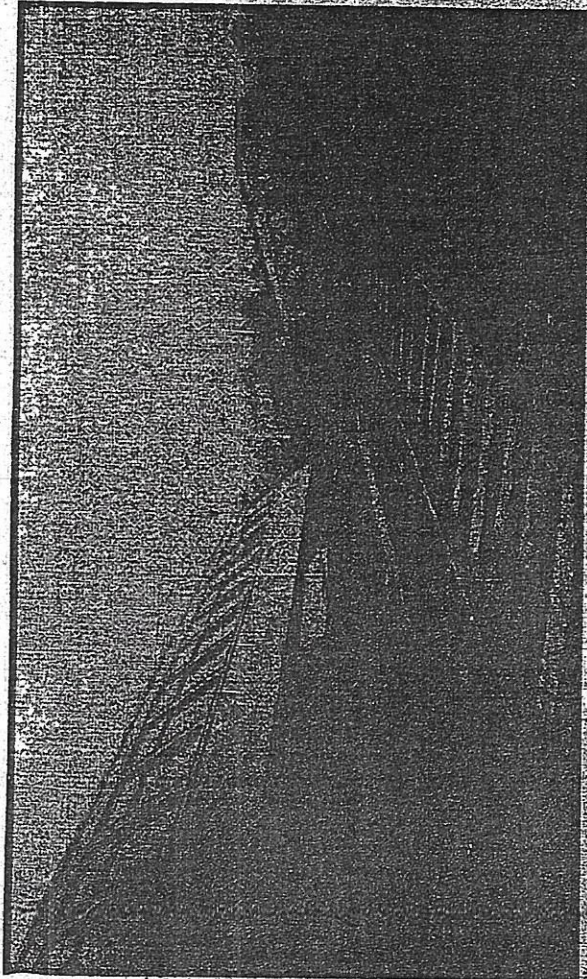
The following appointments have
been made to the London Asylum:
Richard W. Kingston, London, painter;
J. S. Moore, of London, tinsmith;
J. A. Arnes, of Moseley, assistant
mason.

THE DECEASED CONDUCTOR.

The late Conductor Moore was 22
years of age. He was born at Granby,
and came here from Granby seven
years ago. He leaves a widow and
four children. His mother, Mrs. Ful-

London
January 26
1906

SCENE AT WRECK OF THE NEW YORK EXPRESS AT WOODSTOCK



One of the Pullman coaches rests completely upon its side. Some of the passengers may be gained from the picture. A day coach is in the foreground, its front end crushed.

CITY NEWS

James Clarke's attack with an attack in the city.

Mr. Robert Watt arrived home from his trip to the city.

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CITY NEWS

There is bound to be an out-and-out political contest, if there is a fight for the mayor's chair, and the board has little hope of putting its plan through unless on the aldermanic state alone."

Dr. Daniel for another year.

The November quarterly meeting of the Coburn street Methodist church was held last evening.

by the Rev. J. A. Orr, Presbyterian minister, Dorchester Station. The bride, who was given away by her father, wore white organdy with lace trimmings, white gloves with trimmings of velvet, and carried the usual bouquet of white roses. The bride was attended by her sister, Miss Lillian May, who wore white organdy with lace trimmings. Little Nellie McMillen, the bride's niece, made a pretty little flower girl, also in white. Mr. Smith, of this city, attended the groom. They were married under an arch of evergreens and roses. Only the immediate families were present. After the ceremony the company adjourned to the Woodstock Hotel, where a reception was given. The bride and groom were surrounded by a large number of friends and relatives. The reception was a very pleasant one, and the bride and groom were very happy. The wedding was a very successful one, and the bride and groom were very happy.

"Purity"
Baking Powder

Is the favorite with all cooks. It succeeds in turning out the lightest, whitest, sweetest and most nutritious biscuit and cakes. It is the best. It never fails! Only per lb 20c.

Calvercross & Lawrence
110 Dundas Street, London, Ont.

THE QUEEN OF AUTUMN
CHRYSANTHEMUMS

J. GAMMAGE & SONS
172 Dundas St. West, Toronto

A Depository For Savings

November 17
1906

International Limited "Side-Swiped" By Freight Road Foreman Renton Crushed to Death 'neath Tender 400 Passengers Came Within Ace of Awful Death

VIEW SHOWING WRECKED ENGINE OF LIMITED
AFTER IT HAD BEEN LIFTED BY WRECKING CREW



The crew of the auxiliary have made splendid time in clearing up the debris of last night's wreck at William street.

Early this morning the tender was righted, and in a short time the rails were re-laid, and it was run off to the repair shops in the east end.

The task of replacing the engine of the Limited was more difficult and took several hours. Large crowds visited the scene all morning and watched the proceedings with the keenest interest. The big crane proved its value when it came to handling the locomotive. Gradually the monster was shifted from one position to another, and finally was got over near the track and placed on the rails. Then it was towed off to the car shops, where it will be repaired.

The line was in complete running order again shortly after noon.

Brakeman's Blunder Throws
Engine of 600 Class Across
Line of Fast Express and En-
gine of Latter is Turned Com-
pletely About—Engineer and
Fireman Caught Beneath En-
gine But Are Rescued

DEAD—Road Foreman George Ren-
ton, of King street.

INJURED—Engineer Hardman, of
East London, Fireman Baker, of Van
street.

SUPPOSED CAUSE—Blunder of
brakeman in turning switch.

The International Limited express, the
pride of the Grand Trunk system, was
bowling into London yards at a twenty-
five mile clip last night, a few minutes
late, when a huge mogul engine, No.
661, drawing a heavy freight train east-
ward, disputed the Limited's rail.

The 85-ton engine of the express side-
swiped the 150-ton mogul's front works,
jumped into the air, whirled completely
about like a maddened monster, and
turned over on its side some feet from
the rails upon which it had been travel-
ing, with its nose pointed to the rear
of its own train.

The freight locomotive was in the act
of crossing from the eastbound main
line to the westbound tracks, and had
all but entered upon the latter rails,
when the pitch-in occurred. So close did
the freight engine stand upon the switch,
leading to the westbound main line, the
express broke off its front beam within
a foot of the centre and carried away
nearly one-half of the pilot.

Result of Collision

The net result is the death of Road
Foreman (George Renton, of London, and
the injury, more or less serious, of En-
gineer Hardman and Fireman Baker, a
shock to four hundred passengers, com-
paratively slight damage to the rolling
stock and a roadbed torn up for a hun-
dred feet.

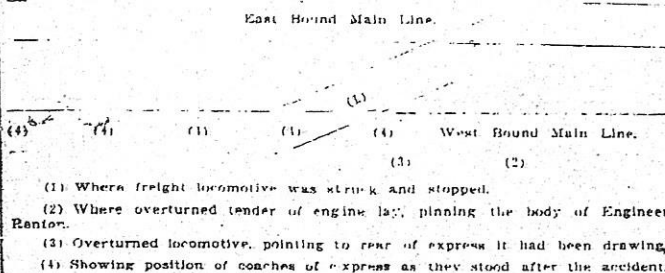
The escape of the passengers on the
Limited was marvelously close. A frac-
tion of a second more, and in place of
the side-swiping of the freight locomotive
by the express engine there would
have been a head-on collision. The freight
would have taken the westbound main
line, and would have met the express
fairly. A fraction of a second less and
the locomotive of the express would have
gone unscathed and the freight mogul
would have ploughed its way into the
flying coaches of the Limited, with re-
sults too horrible to contemplate.

Instead of either of these possibilities,
which must have exacted perhaps many
lives, the passengers felt no more than a
sudden lurch in their seats, and ex-
perienced only a grinding sensation, as
the emergency brakes gripped and tug-
ged at the wheels of the coaches, strug-
gling to halt them.

The accident was due to the unac-
countable turning of the switch ahead
of the moving freight, permitting it to
take the "cut-over" toward the Limited's
tracks. This is said to have been done
by Brakeman S. McDonald.

The crew of the freight train were
Conductor William Northey, Engineer
David Henderson and Brakeman C. Mc-
Donald and Fireman George Hoyle, all
of London. The freight had crossed
William street, and was steaming up
to pull out of the yard, preparing for a

DIAGRAM OF SCENE OF ACCIDENT



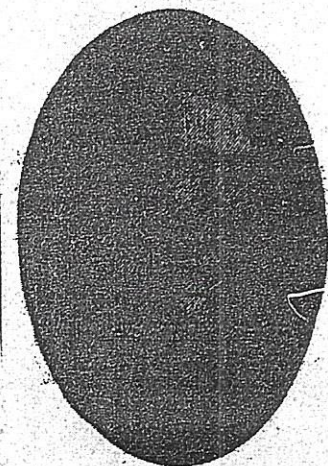
FATAL ERROR OF BRAKEMAN HELD BY SUPT. U. E. GILLEN TO BE CAUSE OF THE WRECK

Trainmen Appear Before Rail-
way Officials and Tell Story
Of Accident—Damage Will
Amount to Nearly \$10,000

An inquiry into the cause of last night's
wreck was commenced this morning by
Assistant Superintendent Gillen.

the Grand Trunk loses one of its best
and most trusted employees. He had
been with the company for over 22
years, and for six years was road fore-
man. The funeral will take place to-
morrow at Woodland cemetery on Friday afternoon,
and will be under Masonic auspices.
"The damage to engine 957, of the Limited,"
said Mr. Gillen, "will amount to
\$7,000, to the freight engine \$1,000, pas-
senger coaches \$400."

Inquest Commences.
The inquest into the cause of the
death of the late George Renton was



Late Road Foreman George Renton,
Victim of Last Night's Accident in
Yards at William Street.

**GREEN BRAKEMAN
TURNED THE SWITCH**

Said to Have Done So

February 20
1907

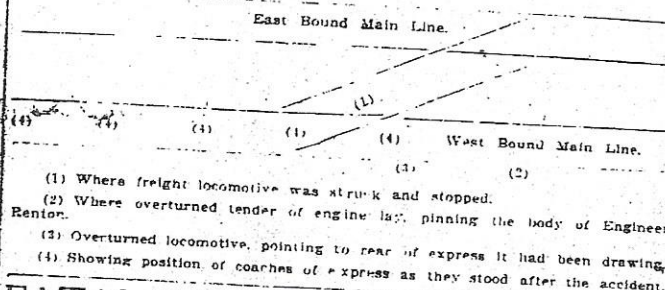
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the freight engine was stopped.

morning the tender was righted, and in a short time the rails were re-laid, and it was run off to the east end. Replacing the engine of the limited was more difficult, and took several hours. Large crowds visited the proceedings with the keenest interest. The big crane proved its value when the locomotive. Gradually the monster was shifted from one position to another, and finally on the track and placed on the rails. Then it was towed off to the car shops, where it will be re-

in complete running order again shortly after noon.

DIAGRAM OF SCENE OF ACCIDENT



FATAL ERROR OF BRAKEMAN HELD BY SUPT. U. E. GILLEN TO BE CAUSE OF THE WRECK

Trainmen Appear Before Railway Officials and Tell Story Of Accident—Damage Will Amount to Nearly \$10,000

An inquiry into the cause of last night's wreck was commenced this morning by Assistant Superintendent Gillen. Engineer James H. Henderson stated that he saw the switch thrown, and tried to stop the freight engine, but it was too late. Mr. Gillen stated in regard to Brakeman McDonald that he had been with the G. T. R. since January of this year. He came to the company well recommended, and had worked for five years previously in Dymont-Baker's. He had always been looked upon as a bright, intelligent young man, but made a fatal error in misplacing the switch. "In George Renton," said Mr. Gillen,

the Grand trunk loses one of its best and most trusted employees. He had been with the company for over 22 years, and for six years was road foreman. The funeral will take place to Woodland cemetery on Friday afternoon, and will be under Masonic auspices. "The damage to engine 367, of the Limited," said Mr. Gillen, will amount to \$7,000, to the freight engine \$1,000, passenger coaches \$100.

Inquest Commences. The inquest into the cause of the death of the late George Renton was commenced this afternoon, when the jury viewed the body at the undertaking rooms of Smith, Son & Clarke. Coroner MacLaren has charge of the inquest, and the jury, of which Robert Jones & J. Bell R. J. Adams, W. J. W. C. Maker, James Dean, M. Narrow, T. W. Johnston, W. McLeod, A. Evans, A. E. Linton, Alex. McRae, S. Hervey and R. Northgroves. After viewing the remains the jury adjourned until Tuesday evening, Feb. 26.

the freight engine stand upon the switch, leading to the westbound main line, the express broke off its front beam within a foot of the centre and carried away nearly one-half of the pilot.

Result of Collision

The net result is the death of Road Foreman George Renton, of London, and the injury, more or less serious, of Engineer Hardman and Fireman Baker, a shock to four hundred passengers, comparatively slight damage to the rolling stock and a roadbed torn up for a hundred feet.

The escape of the passengers on the Limited was marvelously close. A fraction of a second more, and in place of the side-swiping of the freight locomotive by the express engine there would have been a head-on collision. The freight would have taken the westbound main line, and would have met the express fairly. A fraction of a second less and the locomotive of the express would have gone unscathed and the freight mogul would have ploughed its way into the flying coaches of the Limited, with results too horrible to contemplate.

Instead of either of these possibilities, which must have exacted perhaps many lives, the passengers felt no more than a sudden lurch in their seats, and experienced only a grinding sensation, as the emergency brakes gripped and tug-ged at the wheels of the coaches, struggling to halt them.

The accident was due to the unaccountable turning of the switch ahead of the moving freight, permitting it to take the "cut-over" toward the Limited's tracks. This is said to have been done by Brakeman S. McDonald.

The crew of the freight train were Conductor William Northey, Engineer David Henderson and Brakeman C. McDonald and Fireman George Hoyle, all of London. The freight had crossed William street, and was steaming up to pull out of the yard, preparing for a rapid run. Just at this moment Engineer Henderson saw the limited express perhaps a block away.

Noticed Switch Turned

At the same instant he noticed that the switch, which is a hundred feet east of William street, had been turned so as to throw his train onto the tracks upon which the limited was coming in. It does not take these engineers long to act, and the air brakes were in a twinkling clenching and grinding at every wheel on the train. But it was too late to prevent an accident, and when Henderson and his fireman had done all they could to stop their train they jumped. As it happened, they would not have been injured beyond a severe jolting, in any event.

The freight train is regularly made up every afternoon at Waterloo street siding and is due to leave the yards at 8 o'clock, coming across to the east main line, which is the second track from the north, the one at the extreme north being the main line west, on which the express has right of way. The freight is known as the Toronto freight and is one of the heaviest which leaves the city. It is hauled by engine No. 671, which has a weight of 160 tons. The train leaves the yard practically at Maitland street. After it has passed that street it is in the hands of the conductor and the front-end brakeman, who in this case was H. MacDonald. The latter is assigned to the duty of putting the freight on the main line east after Maitland street has been passed.

A Brakeman's Blunder

Last night, according to the story told by Conductor Northey, MacDonald went ahead of the train at Maitland street to turn the switch by which the freight was to be let in from the third track from the north to the main line east. The brakeman accomplished this task and the freight went on the main line. Situated a hundred feet from Maitland street is a "cut-over" switch, which crosses from one track to another for shunting purposes. For some reason, or for complete lack of one, it is alleged that MacDonald went to this switch point and deliberately set it for the freight, thereby opening the main line west along which the express was coming.

The express, which is due at 7:40, was twenty minutes late last night, and although the speed was slackened considerably when the East London station

Continued on Page Five.

London
February 20
1907

ACCIDENT IN LONDON YARDS

International Limited Crashed
into Huge Mogul Engine—
One Man Killed.

DEAD.

George Renton, road foreman thrown
beneath tender and killed.

INJURED.

Engineer Hardman, jammed in cab of
his engine; condition not serious.
Fireman Baker, hands and face scald-
ed, also has scalp wounds.

London, Feb. 20. — The International
Limited express, the pride of the Grand
Trunk system, was bowling into Lon-
don yards at a twenty-five mile clip
last night, a few minutes late, when
a huge mogul engine, No. 667, draw-
ing a heavy freight train eastward,
disputed the limited's rail.

The 85-ton engine of the express
side-swiped the 150-ton mogul's front
works, jumped into the air, whirled
completely about like a maddened mon-
ster, and turned over on its side some
feet from the rails upon which it had
been travelling, with its nose pointed
to the rear of its own train.

The freight locomotive was in the act
of crossing from the eastbound main
line to the westbound tracks, and had
all but entered upon the latter rails,
when the pitch-in occurred. So close
did the freight engine stand upon the
switch, leading to the westbound main
line, the express broke off its front
beam within a foot of the centre and
carried away nearly one-half of the
pilot.

The net result is the death of Road
Foreman Geo. Renton, of London, and
the injury, more or less serious, of En-
gineer Hardman and Fireman Baker, a
shock to four hundred passengers, com-
paratively slight damage to the rolling
stock and a roadbed torn up for a hun-
dred feet.

The escape of the passengers on the
limited was marvelously close. A frac-
tion of a second more, and in place of
the side-swiping of the freight locomot-
ive by the express engine there would
have been a head-on collision. The
freight would have taken the west-
bound main line, and would have met
the express fairly. A fraction of a
second less and the locomotive of the
express would have gone unscathed and
the freight mogul would have ploughed
its way into the express coaches of
the limited, with results too horrible
to contemplate.

Instead of either these possibilities
which must have exacted perhaps many
lives, the passengers felt no more than
a sudden lurch in their seats and ex-
perienced only a grinding sensation, as
the emergency brakes gripped and tug-
ged at the wheels of the coaches,
struggling to halt them.

The accident was due to the unac-
countable turning of the switch ahead
of the moving freight, permitting it to
take the "cut-over" towards the limit-
ed's tracks. This is said to have been
done by Brakeman S. McDonald, who is
alleged to have disappeared.

February 20

1907

Windsor
E. R.

leson against the practically impregnable engine of the freight burst the boiler instantly, and the hiss of escaping steam drowned everything for a few minutes.

Caught by heavy twisted irons were the three men, who a moment before had been anticipating the end of a long, hard run. Two of them, Engineer Hardman and Fireman Baker, were caught in the cab of the engine, the latter on the left side, on which the engine lay, and the other caught in the top-side between the boiler and the side of the cab.

The third, Road Foreman Renton, lay beneath the back wheel of the tender. Whether he jumped or not no one knows. It is more likely that he was hurled from the door of the cab where he stood and thrown beneath the tender.

Freight Engine Escapes

Save for the cutting away of the underworks of the freight engine, the tearing away of the side of the baggage car, the tearing up of several pieces of tracks and the shattering of all the gearing of the two first cars of the train, the damage done was not great. The passengers, unable to account for the awful impact and their subsequent safety at the same time, made a combined bolt for the door. There were several hundred of them in the train altogether and they scrambled into the yard where the engine lay and wondered the next moment where they had been and what they had gone through.

"What a miraculous escape!" was the first thought that came to the minds of all. Had the express been the least part of a second later or the freight a few feet further on the switch, the trainmen in the engine would have made no sacrifice, but the lives of many of the passengers would have been the cost. The manner in which the baggage was torn to kindlingwood gave an inkling of the terrible fate that had been escaped. The baggage man was caught by several falling trunks but was not seriously hurt.

Bad Place for Wreck

If there can be any convenience in the place where wrecks occur, then the location of last night's was the worst possible. The locomotive of the express lay in the yard of a York street residence, and the impression one received was that it had curled itself around a telegraph pole which it had snapped from the ground in its strange actions following the crash.

When the alarm had been given, men with lights came and it was soon revealed that Road Foreman Renton was beneath the tender and impossible of rescue until a derrick had been secured. The engineer and fireman were captives in the cab of the engine. The former was first released without a great deal of difficulty and taken to the hospital. He suffers severe scalds and burns and has a serious wound in the abdomen.

Fireman Baker was caught by his legs and suffered greatly while being extricated. The tender was gradually "jacked" up and finally the fireman was taken out. He withstood the ordeal gamely and asked for his mates. His principal injuries consist of serious burns.

Death Relieves Sufferings

It was providential perhaps that death ended the sufferings of Road Foreman George Renton. Injured fatally he lay beneath the wheel of the heavy tender for half an hour, breathing, and at one time able to make a request to see his wife, he turned, pleading, his eyes to those who would have been his rescuers. The sight was too much for even some of the railroad men, and when next the torch was shown below the tender the eyes were staring and life had flown.

In an hour a derrick had been secured and backed along the track on which the wreck occurred, and the tender was lifted and the unfortunate man's remains removed.

Everyone's curiosity was turned to the cause of the accident, but it was not until late in the evening that anything definite could be arrived at. Then it was discovered that brakeman R. MacDonald, who is said to have turned the switch, was missing. According to the statement made by officials last night, he is the man who is blamed for the wreck, and where he has gone was a complete mystery to all members of the crew and the officials.

To Hold Inquest.

The facts of the accident were communicated to Coroner MacLaren, and he decided that a jury should be called at 1 o'clock to-day for the purpose of viewing the remains of the late Road Foreman Renton and holding an inquest.

The duties of the road foreman or traveling engineer are to inspect the various engines. Quite often Mr. Renton traveled on the express, and he was an expert engineer.

Experience of Passengers.

Wallace Melson, brother of Mr. William Melson, of Toronto, was a passenger on the train.

"We did not have much idea in the first-class passenger coach," he said, "that there had been anything serious. Some one came in and said we had struck a cow. Another that something was wrong with the mechanism, causing the air brakes to become set."

"We were thrown about some. I saw Mr. A. J. Small, the theatrical man, in

the parlor car with his lip cut. Nobody else that I saw had a scratch."

Greatly Respected Employee.

Mr. George Renton, of 587 King street, was killed in the wreck at the William street crossing last night, was one of the best known and most esteemed employees of the Grand Trunk in this city. He was engaged as road foreman at the time of his untimely death, and was regarded as one of the most amiable men on his road by his associates and all with whom he came in contact in the performance of his duties.

Mr. Renton was a member of the King Street Presbyterian church, and was an active worker, having been elected as manager of the board of trustees at the last meeting. He was a comparatively young man and leaves a widow and two boys, George and Harvey, to mourn his loss.

London
February 26
1907

TRAINMAN KILLED

Continued from Page One.

was passed, the train was coming along at a rate of speed estimated by trainmen at about thirty miles an hour. It is needless to dwell further on the question of relative positions. Hurting along came the last express, with nearly four hundred passengers in the coaches behind.

Freight Moved Slowly

The freight was not moving at a speed greater than six miles an hour, but, considering it from the viewpoint of a battle between mighty monsters, while the express was backed by the force of speed, the freight had a loaded train behind it, and in addition the advantage of nearly double tonnage. The engine which side-swipes another is invariably least hurt, and in this case the rule held good. It was not with a far-sounding crash that the trains met. So instantaneous was the shock that it came quickly and sharply and in the jumble of sounds there was but the one heavy impact and then a splintering and grinding. Strangely enough both engines put on the emergency, although they would have been instantly applied in any event, and there was a dead stop.

The ponderous freight engine literally took the lighter engine of the express and hurled it in the air.

Faced Right About

It rose like a huge broken-back thing, and after being turned completely around fell in a position facing east, directly opposite to the one in which it had been coming. The force of the blow did not demolish the freight engine to any great extent. The sudden force of the col-

FIREMAN FELL OFF HIS ENGINE

8/3/07

Londoner Had a Thrilling Experience and Narrowly Escaped Horrible Death.

Windsor

London, August 3.—J. D. Brown, a Grand Trunk fireman who resides here, had an experience this week that he will probably remember as long as he lives.

He was on a freight coming from Toronto to London, and Engineer McAtcer was working with Brown. Just after they left Lynden, and had struck the level grade, where time is usually made up, and the engineer pulls the throttle out just a notch or two more to "run her out a little," Brown walked out on the sideboard to give the cylinders a "straight shot"—that is, pour some graphite into the cylinders so that they will not get hot.

McAtcer shut off steam so that his fireman could see to do his work, but the momentum of the heavy train carried it along fully thirty miles an hour. Brown walked down the side till he came to the cylinder which was on his side of the engine. He placed one foot on the steam chest and leaned over to pour the graphite in.

Some way or other, he cannot explain how, he lost his balance and felt himself going. One lightning glance downward told him that if he did not fall far out a horrible death beneath the grinding drivers would be his fate.

With one quick muscular spring from the foot on the steam chest he shot out just clear of the train and dropped to the ground insensible, just fifty feet from an overhead bridge, where it would have meant a drop of fifty feet to death on the stones below.

Meanwhile his mate, McAtcer, was pounding his engine along and peacefully smoking his pipe, all unmindful of the fact that behind him Dave Brown was lying with his face turned up to the stars on the gravel grade. But as he sat there the thought came to him that it was nearly time that the fireman had crossed to his side of the engine to fix up that cylinder. He waited for a minute and then convinced that something must have gone wrong he crossed over and looked out.

The fireman was gone and his lantern with him. Thinking that perhaps he may have crossed the pilot while he himself was crossing in the cab, he went back to his own side and looked out.

"He's fallen off," was the first true flash of thought that came to the engineer and he immediately shut down, and summoning a brakeman they barked slowly up to where Brown was lying, and arrived at his side just as the unfortunate man was recovering consciousness.

They picked him up and placed him in the freight van, where they found that he was badly shaken up from the force of his fall, but otherwise was not seriously injured. The brakeman fired their run into London, and upon its arrival Dr. Saborne was called.

He had Mr. Brown removed to his home and it will probably be three or four weeks before he will be able to resume his duties again.

Windsor

August

3

1907

ENGINE BURSTS

Continued from Page One.

wreck. Only the trucks were left upon the ground, and the boiler and mechanism were strewn in all manner of shapes for a distance of several hundred feet.

The baggage coach was derailed, and hung upon the edge of an embankment, which went down a sheer twenty feet. It was not overturned, however, although the baggage was thrown into a confused heap. Baggageman McCallum and the conductor were in the car at the time, and both were thrown down violently, but not injured.

The discovery of the body of Engineer Rutherford was made within a short time. His body was mangled terribly, but he had not been thrown any great distance from the wreck. He had been instantly killed, it was apparent, and his death was, so far as it could be, a merciful one.

FIREMAN'S MARVELOUS ESCAPE.

The fireman, if he recovers, will be able to relate a most remarkable experience. He was thrown clear of the engine when the explosion occurred, and according to one of the passengers he was found at distance of two car lengths in the rear of the last coach, which would be over two hundred feet from the engine. From the location in which he was found it is believed that he was hurled lengthwise over the entire train.

Mr. Truman, a traveler for Gordon McKay & Co., and a local Salvation Army officer, found the injured man, and carried him into the car. His face was burned black, and he seemed to have been terribly scalded. He was delirious after he had been carried into the car.

"I'm cold! I'm cold!" he is said to have cried. "I want to get back and run that engine. Take me back to the engine."

The women who were in the train rendered what assistance they could to relieve his agony. A brakeman had been sent back to Newbury in the meantime, and the office at London was notified.

The details given were so meagre that Supt. Gillen decided to send a special hospital train to the scene immediately. He was notified of the accident at 11.04 and at 11.59 the train was on its way, carrying physicians, Drs. Drake and Seaborn.

LINE COMPLETELY BLOCKED.

It was found on arrival there that the line was completely blocked; the debris of the engine was strewn over both tracks, and the force of the explosion had literally torn off the fish-plates and ripped up the rails, for a distance, one passenger claims, of over 200 feet in front of the train. It was therefore impossible to take the train back to Newbury, and it was decided to leave the wreck, and take the passengers, the injured fireman and his silent mate to Glencoe, where arrangements for their care could be more conveniently made.

The railway commissioners, to whom the experience was a unique one, were taken to Glencoe.

It was about one o'clock when the train arrived there, and it was four-thirty when it came to the city. The passengers, of whom there were still thirteen, were suffering considerably from shock, but all took the matter philosophically, though expressing the deepest sympathy for the unfortunate victims.

Several had missed train connections through the accident, but all had secured their baggage intact. Those whose journey was not at an end were well taken care of by the railway.

The line was opened this morning after auxiliary crews had worked long and hard to put the roadbed in shape again.

The meagre details and the despatch of a special train to the scene of the wreck gave rise to more alarming reports last night.

FIRST REPORT SAID RUN-OFF.

At first Supt. Gillen was notified that the train had been run into the ditch through a broken rail, and that the engineer had been saved by jumping. It was said that the fireman had been internally injured. The passengers were all reported to be safe.

The correct version was forthcoming before long, however. Supt. Gillen was non-committal as to the cause of the accident.

One theory is that the boiler was suddenly filled with cold water after the steam had been allowed to go down. The friends of the unfortunate engineer say that it is improbable that this should have been done by a man so experienced as Rutherford, who has been on the road for thirty-five years, and was at one time travelling engineer or road foreman.

A railroad man stated this morning that if the flues of the engine had been burned out it would have caused the accident.

The officials hint at the other theory, but qualify anything they say by explaining that until an investigation is held it cannot be arrived at how the accident happened.

The late Engineer Rutherford was one of the oldest engineers on the Grand Trunk, and reputed to be one of the most efficient. He is survived by a widow and one daughter, Miss Kathleen, music teacher.

AN OLD ENGINEER'S THEORY.

The accident was the uppermost topic among local railway men to-day.

"The accident in my opinion was due entirely to the turning in of cold water into the boiler when it had been emptied of steam," said an old engineer. "Rutherford was too good an engineer to be the victim of his own neglect. It is undoubtedly a case where the water gauge has not worked properly. The water has been plugged, and remained in the gauge while all the time it was running short in the boiler. Possibly Rutherford noticed that the water in the gauge was not disappearing as rapidly as it should, and when he turned in the water the explosion occurred."

The fact that the engine was in motion of course proves that there had been water in the engine up to a short time before the accident.

The remains of the late Engineer Rutherford were brought to the city this morning and taken to the undertaking parlors of Smith, Son & Clarke.

No notice of an inquiry has yet been given, although an official enquiry will take place, Supt. Gillen has expounded.

Fireman Robertson was brought to the city this morning, and removed to Victoria Hospital. He is terribly scalded, and has but a slight chance for recovery.

BABY SLEPT

Continued from Page One.

...had just passed when the inde-

...of two and told them not to be alarmed.

Mrs. Scott was not injured, but received a severe shock. She thought the train had been wrecked when she felt the detonation.

The ladies in the wreck took each other's names and addresses while they were waiting for the relief train.

October
30
1907

LOCOMOTIVE "SKIDS" SMASHES INTO COACH

London Man Injured at Wyom-
ing in Collision Caused by

330 Slippery Rail 11/1/07

From Our Own Correspondent.

WYOMING, Oct. 31.—Engine No. 330 collided with two coaches standing on the tracks of the Petrolea division this morning at 9 o'clock and smashed the platform of the coach into a thousand pieces, crushed the thick iron smoke-box plate of the locomotive like so much paper, injured William Tackaberry, of the firm of Tackaberry & Co., harness makers, London, the 3-year-old daughter of L. D. Coldwell, of Watford, and hurled the passengers from one end of the car to the other as if shot from a catapult.

Mr. Tackaberry was standing near the stove in the second coach when the crash came.

He was thrown violently over the stove into the coal bin, his head striking the sharp iron corner of the bin, cutting a gash in the side of his head, from which the blood spurted in a stream down his face. His back was wrenched, shoulder bruised and hand slightly burned, and he was stunned for a minute or so, being assisted to his feet by a fellow-passenger. It was at first thought necessary to call a doctor, but after checking the flow of blood Mr. Tackaberry thought he would be all right in a short time.

The 3-year-old daughter of Mr. L. D. Coldwell, of Watford, was thrown against the corner of the seat, cutting a gash in her head which bled profusely.

The train consisted of two coaches, which were standing on the tracks awaiting the engine.

The engine was temporarily in charge of Fireman Charles O'Near and came down the slight grade at that point to make the coupling at a rate of speed faster than is generally considered safe for coupling purposes, and when a hundred feet away he applied the air brakes, but the wheels locked and skidded, and seeing a collision inevitable he applied the emergency brakes with no better success and the result was the collision.

An instant before the crash a boy had just stepped off the platform and would have undoubtedly been fatally injured had he remained a few seconds longer.

After considerable delay, in which it was found necessary to place canvas over the broken smoke-box plate, the train was backed slowly down to Petrolea.

November 1
1907

ESTABLISHED 1853

BRANTFORD

MIGHT HAVE BEEN RAILWAY CATASTROPHE

Cars Leave Tracks of Grand Trunk Line Near Princeton Early This Morning--
Damage to Cars--Passengers Escape Luckily--One Woman in Hospital.

What might have resulted in a frightful railway catastrophe in which scores of lives would have been lost, occurred shortly before 5 o'clock this morning on the main line tracks of the Grand Trunk railway at a point near Gobles station, two miles west of Princeton. The level nature of the double-tracked roadbed was apparently all that saved the lives of the many passengers on board the train, which jumped the track when it struck a broken rail, and for a couple of hundred yards tore up both tracks and left the ground plowed and furrowed with ties and heavy steel rails disjointed and strewn indiscriminately all around. Only one passenger sustained serious injury and she was conveyed to the Brantford hospital this morning, where she is now lying in an unconscious condition suffering more, it is said, from shock, than any direct injuries inflicted in the wreck. The train that figured in the accident was the Lehigh express, which was eastbound from Chicago to New York. The train was in charge of Conductor Vicary and Engineer McDougall, both men being well-known here. It was due in Brantford at 5.10, and was running in an effort to make up a half hour of over-time. It consisted of an engine, two baggage cars and several heavy Pullmans and carried a large number of through passengers.

The train was running along rapidly, possibly at 60 miles an hour on a level piece of roadbed, when the accident occurred. Every part of the heavy train left the track with the exception of the engine, the first truck of the baggage car and the rear truck on the last Pullman. The passengers and crew all received a severe shaking up. Sleepers were jammed from their berths and the scene was one of uproar for several minutes after the train hit the broken rail. Many of the passengers sustained minor hurts and cuts, including an old man whose name could not be learned, who was somewhat badly hurt about the head. Conductor Vicary received a bad smash on the head, leaving a lump as large as a man's fist. He continued his duty, however, and took a train on through here this morning.

That no one was killed seems a miracle. A passenger who was on the train stated to an Examiner man this morning that he never saw anything like the wreck in his life, and he had seen several including the Merittton one some time ago. The cars were jammed together and the scene where the train jumped the track of the destruction it left in its wake was a wonderful one. Had the accident occurred on a steep embankment at least 40 passengers would have been victims.

Traffic was blocked all morning on the main line, and at noon the wrecking crews were still busy. Eastbound trains went round via Tavistock Junction, and westbound via Stratford. All were late. A large number of men with clearing appliances were on the scene early. The train was a fine one, containing several excellently-equipped Pullmans, which will have to go to the repair shop. The floor in one of the coaches was torn up, otherwise the damage was exterior and easily repaired.

The Injured.

The injured woman, Eugene Ceuril, was on her way from Chicago to New York. She had just left a hospital at Chicago, where she underwent an operation, and she was taken from one of the coaches in an unconscious condition. She was reported still unconscious at the hospital at noon. Her condition is due to the severe shock experienced. Communication has been sent to her sister in New York.

Brantford Examiner

September 10

189 1908

GRAND TRUNK NEW YORK EXPRESS JUMPS THE TRACKS NEAR PRINCETON GOING AT SEVENTY MILES AN HOUR

Broken Rail Allows Eight Coaches to Leave the Rails—Passengers All Able to Proceed—Marvelous Escapes

Number of Londoners Aboard the Express, But None Are Reported Injured Beyond Severe Shaking Up

Official Report Lays Cause of Accident at Door of a Broken Rail—London Crew Were in Charge of the Train

THE INJURED

MRS. HARRY HOWARD, Alameda, Genesee Co., bodily shaken up.
H. A. SETHUPAD, 1737 Vankdale, Avenue, Chicago, Abrasion.
MRS. E. N. BENDURE, 408 Poul, Perry street, Geneva, N. Y., Hand injured.
W. E. BURTON, Battle Creek, Mich., Ankle sprained.
HENRY BURTON, Woodstock, Ont., Cut on left eye.
G. B. DANIELS, Avid, Mich., Knee sprained.
MRS. EUGENE CRUEL, 321 East 57th street, New York, Internal injuries.

Special to the Free Press.
PRINCETON, Sept. 13.—The Grand trunk fast express for New York jumped the rails three miles west of here this morning at daylight. Every coach and car left the track, but the locomotive alone retained its position. The train was carrying eight coaches and two baggage cars. The passengers were all able to proceed, but the train was severely shaken up. The cause of the accident is believed to have been a broken rail.

Express Was Going At Very High Speed

PRINCETON, Sept. 13.—Later.—The derailment of the fast Grand Trunk New York express here this morning is thought to have been due to the high speed of the train. The express was running half an hour late and was making up time on the last day down grade here. It was a heavy train of eight coaches, four Pullman sleepers, two baggage cars and two baggage cars. Every car was filled to capacity. As the train struck the down grade, the engineer is believed to have mistaken the signal for a stop. The passengers who were aboard the train were all able to proceed, but the train was severely shaken up. The cause of the accident is believed to have been a broken rail.

SAFER

Modern travel, if faster, seems also to be safer. Two instances of this have lately occurred in Ontario. A few weeks ago a whole train bearing several hundred passengers was derailed near Tottenham, on the C. P. R. The passengers escaped without serious hurt in any instance, and the coaches withstood the strain without breaking more than a few panes of glass. Now the Grand Trunk has had a like experience and shows its stability as a public carrier by the splendid manner in which its coaches came through a mishap that under ordinary circumstances might have resulted in great loss of life. The explanation appears to rest largely in the strength which is now added to the passenger coach in construction.

DARING THEFT IN A DOWNTOWN STORE

Thief Enters Cowan's Hardware By Way of Basement from Dundas Street

BREAKS OPEN CASE AND EXTRACTS KNIVES

Times Entry So That He is Not Noticed by Policeman on Beat

Cowan's hardware store, Dundas street, near the Market Lane, was entered during the early hours of to-day and knives and mechanical tools to the value of \$100 stolen. Entrance was made through the back.

September 13
1908

LOCAL RAILROADER BADLY CRUSHED BETWEEN ENGINES NOW LIES AT DEATH'S DOOR

DOUBLE FUNERAL OF VICTIMS OF WRECK

Remains of Late Frank Fralick
and Cecil Burchell
Laid at Rest

The funerals of Engineer Frank Fralick and Fireman Cecil Burchell, who met death in Tuesday's wreck on the G. T. R., near Brantford, were held this afternoon.

At 2.30 this afternoon Rev. G. B. Sage conducted the services at the home of the dead engineer, 550 Horton street. The procession left the home at 4 o'clock and was joined at the corner of King and Talbot streets by the funeral cortege of Fireman Burchell. Services were conducted at Smith, Son & Clarke's undertaking parlors.

A large number of the members of the Brotherhood of Railway Trainmen attended the funeral; the pall-bearers in each case being chosen from their numbers.

The floral tributes were many and of beautiful design, coming from relatives, friends and members of the railway brotherhood. Interment in each case took place in Woodland cemetery.

Fireman Frederick Ryan Victim
of Accidental Collision in
Grand Trunk Yards
Last Night

TAKEN TO HOSPITAL IN DYING CONDITION

Victim Was Well-Known Young
Man, and Son of Mr. Ed-
ward Ryan Miller, of
Komoka

A collision took place last evening about 5.15 on the Grand Trunk tracks at the corner of Hurwell street between a yard engine and one of the large freight engines in which Fireman Ryan, fireman of the yard engine, was perhaps fatally injured and taken to the Victoria Hospital in a precarious condition. Both engines were badly damaged. Yard engine No. 43, in charge of Engineer McClell, and Fireman Ryan, was coming out of a switch onto the east-bound main line just as engine No. 10, in charge of Engineer Shumway, was proceeding along the same track at the junction of the switch. Both engines were going at a fair rate of speed when the accident occurred. Fireman Ryan was walking on the footboard on the outside of his engine at the time of the collision, having just finished lighting the head lamp. He was standing on the side of the railings when the engines came in contact, and was just above the knees of the other engine when the collision took place, the lower portion of his body being most dangerously injured.

When taken to hospital, Ryan was in a very bad condition, and much suffering on the part of the unfortunate man. He was quickly released from his painful position and immediately taken to the Victoria Hospital for treatment.

In the meantime Dr. Drake was summoned and was in attendance upon the victim of the accident. When he arrived at the hospital it was found that the lower portion of Ryan's body, especially his legs, were in a terribly mangled condition, and both the physicians on duty and the hospital officials have but small hope for his ultimate recovery. At 6 o'clock this morning he was still alive and conscious.

The injured man is the son of Mr. Edward Ryan, the proprietor of a grocery at Komoka, and while in this city he has boarded at the corner of Hurwell and Lytle streets with Mrs. W. H. Ryan. Most unfortunately none of the other railroaders in the accident were hurt, at the least, but both the locomotives were badly damaged. One of the wheels was thrown about 150 feet on the track as a result of the collision. The exact cause of the accident is not known as yet, but an official investigation is expected to be held to-day.

TO ST. PETER'S CEMETERY
The funeral of the late William Ryan, who died as the result of injuries sustained at Cutchy, took place this morning from Smith, Son & Clarke's undertaking parlors to St. Peter's Catholic Church. Interment took place in St. Peter's cemetery.

October 7
1908

TRAINS COLLIDE IN G. T. R. YARDS ONE PROBABLY FATALY INJURED BAGGAGEMAN IS HURT INTERNALLY

**W. Barnett, of 504 Horton Street,
Has Both Legs Out Off and May
Not Recover From His Injuries.**

**F. Feely, of Walkerville, Crushed
About the Chest—Hopes Are
Held Out for His Recovery.**

**Pere Marquette Train Backed
Into G. T. R. Train, Which Was
Foul of Their Main Line.**

INJURED.

W. BARNETT, London, both legs off;
may die.

F. FEELY, Walkerville, hurt inter-
nally; hope held out for his recovery.

As the result of a Pere Marquette train
backing into the rear of a G. T. R. train,
which was foul of their main line, **W. Barnett**, of 504 Horton street, and **F. Feely**, of Walkerville, a Pere Marquette
baggage man, are in Victoria Hospital,
seriously injured.



W. BARNETT, who had both legs cut off in last
night's collision, has both legs off and may die.
Feely is badly injured about the chest
and internally, but hopes are held out
for his recovery.

Yard engine No. 48 of the G. T. R. in
charge of Engineer A. Bowles, Yard
Foreman J. McCarty and Albert T. Hall,
making up No. 418 on old Port Stanley siding, backed the rear
across Waterloo street and foul of the Pere Marquette main line. The last
coach of the P. M. train was riding on the steps of the coach. Brakeman
Walter Cole and Baggage man F. Feely were also on the platform. Barnett
had both of his legs taken off, and Feely was badly injured, and sent to the
hospital. The auxiliary crew was ordered at once, and is clearing the
track.

On the rear platform Brakeman W.
Cole was standing with a whistle, and
barnet him Baggage man Feely.
BARNETT ON STEPS
Barnett was standing on the lower
step on the north side of the Pere Mar-
quette coach, looking out over the side
platform. Feely stood on the opposite side
and Cole in the middle of the platform.
It appears that Cole or the men saw
that the rear of the train was any way
foul of the main line or that there was
any engine coming ahead. If so, they
paid no attention to it.

Just as the train was within a few
feet of being opposite or passing the
rear of the freight train the cars started

The G. T. R. Official Statement

The official statement issued by the Grand Trunk reads
"Pere Marquette engine, No. 18, hauling empty coaches of P. M. passen-
ger train, No. 4, in charge of Conductor L. Sigler, was backing into their
yard at 10 o'clock, and was crossing Waterloo street, when Grand Trunk yard
engine, No. 48, Engineer A. Bowles, Yard Foreman Jack McCarty and Albert
T. Hall, making up No. 418 on old Port Stanley siding, backed the rear
across Waterloo street and foul of the Pere Marquette main line. The last
coach of the P. M. train was riding on the steps of the coach. Brakeman
Walter Cole and Baggage man F. Feely were also on the platform. Barnett
had both of his legs taken off, and Feely was badly injured, and sent to the
hospital. The auxiliary crew was ordered at once, and is clearing the
track."

YOUNG RUNAWAY ON STEPS OF AN ENGINE

**New Yorker's Son Took Per-
ilous Ride Through Night
to Woodstock.**

**WAS CAUGHT THERE
AND BROUGHT BACK.**

**Father Offered Reward of \$50 and
Night Operator at Wood-
stock Gets It.**

Night operator Woods, of the G. T. R.
at Woodstock, caught a young fellow who
was running away from his parents who
are visiting in London and brought him
back to the city this morning. For his
trouble the operator received \$50 from the
father of the boy.

The boy is the young son of Mr. W. J.
Bryan, of New York, and with his parents
has been visiting in the city. It appears
that the boy stated his intentions of run-
ning away and at once put his plans into
action.

It was midnight when he arrived at the
G. T. R. depot. The fast express, No. 9,
was just pulling out and he boarded it.

Father Offers Reward.

The matter was reported to the G. T. R.
people and the father told the officials at
the station that he would give \$50 to the
man who caught his son and brought him
back safely.

The boy is about 8 years of age and he
was just in time to catch the back step
of the engine as the train was pulling out
for the east.

How he managed to hang on to the side
step on the fast moving train and at the
same time miss being struck by the
various switches is a mystery.

Saw Boy Hanging to Steps.

When the train passed the east end sta-
tion the night crossing man saw the boy
hanging on to the step of the engine and
a couple of minutes later he received a
query from the downtown station asking
him to be on the lookout for the boy. He
at once communicated with the operator
at Woodstock, telling him of the reward.

From London to Woodstock the fast ex-
press travelled at the rate of a mile per
minute and how the boy was able to hang
on to the narrow step is considered won-
derful by the railroad men. As the train
pulled into the station the night operator
was standing just where the engine
would stop and as it pulled in he discov-
ered the much-wanted boy.

Took Runaway in Charge.

He at once took him in charge and kept
him at the station over night, wiring to
Dorham that he had the boy and that he
would bring him to the city in the morn-
ing.

This morning the anxious parents were
awaiting at the station and when the
Woodstock train arrived and the boy
stepped the operator with the runaway
boy beside him.

Father Hugged the Boy.

The father at once rushed and embraced
his son, so pleased was he to see him
again alive after hearing of the perilous
ride that he had taken. True to his word,
as soon as the greeting was over, he
handed the operator the \$50 and thanked
him much for the kindness he had done
in bringing the boy back safe.
For the part that the night operator
had taken in the apprehension of the boy
he received \$5 and W. Galbraith, the
crossing man who saw the boy on the
train and reported it to the operator, re-
ceived \$5. Car Checker McCreedy also
received \$3 for the part that he played in
rescuing and returning the boy.

August 24
1909

09/23/199

W. BARNETT, Who Had Both Legs Cut Off in Last Night's Collision.

Barnett has both legs cut off and may die
feely is badly injured about the chest
and internally, but hopes are held out
for his recovery.

Card engine No. 18 of the G. T. R. in
charge of Engineer A. Bowles, Train
Foreman J. McCarty and Assistant Al
bert Hall were taking some cars out
of the old Port Stanley siding and
shunted them onto the head end of tra
No. 113, which goes east at 10:40.

When the shunt was made the
front of the train back a few feet foul
the Pere Marquette main line.

Pere Marquette train No. 4 had arri
and went down to the station some
minutes earlier and after leaving its pa
senger at the station started to back u

It was pulled by engine No. 18 and
made up of three coaches and a baggage
car and was in charge of Conductor I

Sigaur, with Baggage George Guff.
On the rear platform Brakeman W.
Cole was standing with a whistle, and
beside him Baggageman Feely.

BARNETT ON STEPS.

Barnett was standing on the lower
step on the north side of the Pere Mar
quette coach, evidently taking a ride
home. Feely stood on the opposite side
and Cole in the middle of the platform.

It appears that none of the men saw
that the rear of the train was any way
foul of the main line or that there was
any engine shunting ahead; if so, they
paid no attention to it.

Just as the train was within a few
feet of being opposite or passing the
rear of the freight train the cars started
back with a quick jar, and neither of
the men had time to move or jump.

The Pere Marquette train was backing
slowly, but the freight train started back
with such a quick jar that the jar lifted
the heavy coach clean off its front trucks
and laid it over partly on its side. The
caboose of the train did not leave the
rails.

Barnett was standing right in the path
way of the trains when they came to
gether and he received the full force of
the blow. His legs were caught between
the platform of the two coaches and one
leg was completely severed just below
the knee. His left foot was also badly
jammed and smashed.

He was pinned in by a lot of the beams
and parts of the wreck.

Willing hands at once ran to his as
sistance and with difficulty the timbers
and pieces of the wreckage which was
holding him down were taken away and
he was carried out and placed on the
grass.

FEELY THROWN.

Feely, who was standing on the othe
side, was not caught in the wreckage
but he was thrown by the force of the
impact a distance of about twenty feet
and was picked up in a semi-conscious
condition.

The escape of Brakeman Cole, who
was standing on the rear of the coach
with the two men, was a wonderful one.
The other two men were badly injured,
but he escaped without even a scratch.

Mr. Jack Flynn, head of the car clean
ing department, arrived on the scene a
few moments after the accident, and he
superintended the removing of Barnett
from the wreckage.

"It was one of the worst sights I ha
I have seen in a long time," said Mr.
Continued on Page Two

LATEST WORD OF INJURED.

Walter Barnett, the man who had his
two legs taken off in last night's acci
dent, is reported this afternoon to be
resting easily. There are slight hopes for
his recovery now, according to Dr. Ste
nson, who is attending him, although
the man is suffering great pain. Baggage
man Feely has not as yet completely re
covered consciousness, although the doc
tor reports that he seems to be resting
easily. Just what internal injuries he
suffered the doctors are as yet unable to

August
24
1909

Brakeman Has Ankle Broken Caboose Totally Destroyed By Collision in East End

Steam From Engines Thought to
Have Obscured Vision and
Freight From Stratford Backed
Down Upon Engine

While backing into the race course near Egerton street, this morning, a G. T. R. freight train from Stratford collided with heavy freight engine No. 223, smashing two cars and the engine, and injuring Brakeman Close, of Stratford.

The Stratford train was in charge of Conductor Bryant. Brakemen Close and Henry and Engineer E. Hutchinson with engine 524, all of Stratford. Engine 723 was in charge of Engineer Butler, of Saranac tunnel.

When the two met the freight train was backing at a good rate of speed, but the freight engine was stopped, as the crew had seen the train just as it was upon them but had not time to get out of the way.

The pilot and cylinder of the freight engine was badly smashed, as was also the steam pipes in the caboose.

Van Was Telescoped

The freight train fared much worse. Next to the van was a large Grand Trunk Pacific box car and when the van struck

the engine the force of the impact caused the large box car to telescope the van which tipped over the stove setting fire to the debris.

Brakeman Close was on top of the van and when the collision occurred he was either thrown to the ground or jumped from which he broke his left ankle.

Taken to Hospital

The ambulance was called and he was at once taken to Victoria Hospital.

In the meantime the fire caused from the stove in the caboose had gained much headway. The whole caboose was a mass of flames and the end of the large box car, which was badly broken, was also in flames. The pilot of the large engine also took fire and the flames from this caught into the run of the coal chutes and for a time it was thought that the whole chutes would go.

The firemen were called and also the men in the yards and after much hard work the fire was put out and the burning cars pulled away from the chutes.

Caboose Was Burned

The caboose continued to burn and it was dumped clear of the tracks and left to burn out.

The exact cause of the accident is not known, but railroad men stated that it was due to the steam from the engine which obscured the view of the different crews.

Assistant Superintendent Nixon and the road foreman are conducting an investigation.

September 9 1909