

SOMEBODY BLUNDERED

A DISASTROUS COLLISION ON THE TORONTO BRANCH.

The 1:55 Express Dashed Into a Special Freight—Two Men Killed and Three Injured—Original Negligence by the Freight Train Hands.

Shortly after 2 o'clock yesterday afternoon a special freight from Point Edward and No. 5 through passenger train of six coaches, from Toronto to Barrie, collided at the junction cut, not far from the Valley Inn. Thomas Hutchinson, engineer, and a fireman were seriously injured. There was a considerable wreck of cars and engines, and an auxiliary train has been sent out.

LATER—The collision occurred at the mouth of the cut. Both engines were wrecked. The baggage car was shot over the top of the engines down the embankment 50 feet below. Two or three of the freight cars were smashed. The express car was telescoped, and its wreck mingled with the ruins of the engines. It is a terrible scene.

THE KILLED.

ROBERT ARCHIBALD, fireman of the Toronto express.

THOMAS PEDEN, baggageman of the express.

Archibald and Peden are both Hamilton men. Archibald is a son of Robert Archibald, locomotive superintendent of the G. T. R. shops here. He was married to a daughter of John Hall, locomotive foreman, and lived at 226 Macnab street north. Peden was also married. His family live at 211 Bay street north.

THE INJURED.

ROBERT PEACOCK, brakeman on the freight train, very seriously injured about the head.

THOMAS HUTCHINSON, driver of the express, seriously injured about the head. None of the passengers were injured.

Later Particulars.

The news of the terrible accident reached the city about 2:05 p.m., and immediately a special train composed of a shunting engine, a baggage car and a passenger coach was drawn up at the depot to take medical and other assistance to the scene of the wreck. All was bustle and hurry as the heads of the departments mustered the army of workmen and engineers who constitute the crew of the wrecking train, which was itself speedily drawn up, equipped to receive them. A Rixson representative boarded the doctors' train as it was moving out of the yard at 2:25. In the car were Dr. Macleod, Dr. Cavillier, Chief MacKinnon and half a dozen railway officials. As the relief train swung out from behind the lines of freight cars at the west end of the yard and struck a gulf for the Desjardins bridge those on board could see a long freight train and part of a passenger train standing head to head on the Toronto branch, just at the point where the road emerges from the hills on the other side of the bay. There was nothing unusual in the appearance of the trains until, as they approached nearer, an ominous looking mound of wreck was observed between them, and a few dozen figures were seen working away upon it, and others were awaiting up the embankment towards a little farmhouse. Out upon the bay, towards the city, a long line of smoke and steam was coming over the ice at full gallop towards the Valley Inn. At the spot where the collision occurred, it could not have been seen from the Toronto track, and the accident was not known until the relief train had passed through the very deep cut where the collision occurred. When it turned abruptly to the south and emerged from the deep cut on a very high embankment. It was just here that the collision occurred, beneath an overhead bridge.

The doctors' train ran close to the rear of the collided freight, and the reporter stepped off and hurried forward towards

him when no one knows, but when the passengers came upon the scene he was lying on the top of one of the crushed freight cars, with part of a car roof upon him, while between him and the engines lay the wreck of the express car.

None of the passengers were injured to any extent, except Peter Clarke, of Buffalo. He was in the passage going into the smoking car when the collision occurred and was thrown against a window. The glass cut a deep gash in the back of his head. In the rear coaches the shock was hardly sufficient to throw a man down; in fact a lady said to a reporter that she thought the train had run into a snow bank and stopped. The passengers immediately hurried to the front of the train. Hutchinson could be heard faintly calling for help from the place where he was pinned under the debris. It took twenty men to raise the car roof off him, but his weight must have been supported by some object, because the lower part of his body, on which it lay, was not crushed much. His head and face were covered with blood when they took him out, and it was thought he was fatally hurt, but when carried up to the little house near the bridge he revived. His injuries consist of several bad cuts and abrasions on the forehead, nose and face, an injured shoulder and hip. The side of the baggage car had to be chopped out to get at poor Peden. He was dead when found. Archibald lay half-way down the embankment, also dead. It was terrible work getting Peacock and the bodies of the two dead men up to the track. Bell-ropes were tied under their arms and supported by kindly hands on either side they were hauled gently up to the top. Peacock and Hutchinson were carried into old Mrs. Fogarty's little house and there the good old soul did everything possible to make them comfortable. Later in the afternoon both were driven across the ice to the city, Hutchinson being taken to his house, 198 Hughson street north, and Peacock to the city hospital. The passengers were brought in to the city in farmers' sleighs and cabs.

WHO IS TO BLAME?

When a disaster occurs the first two questions asked are: How many are killed and who are they? The third question is: Who is to blame? In the present case it seems not difficult to locate the responsibility. The special freight arrived at the junction at 1:50 p.m., and Engineer Robinson uncoupled his engine and went round to the water tank on the other side of the Y. He returned in about five minutes and coupled on again, and it being then past the express scheduled time, he asked Conductor Vince, who was at the telegraph office there, if the passenger had gone by. Vince said it had and ordered him to go ahead, which he did, and the catastrophe quickly followed. This is Robinson's version of the affair and it seems plausible, especially in view of the fact that it is reported that Vince fled immediately after the accident and could not be found during yesterday afternoon or evening. Dr. A. Woolverton has directed that an inquest be opened on Saturday afternoon to inquire as to who is responsible, and rumors were rife last evening of arrests to be made, but no warrants have as yet been issued. "That someone has shown criminal negligence of the most flagrant description is quite apparent," said Dr. Woolverton to a reporter last night.

In this connection an interview with John Cooper Robinson, the driver of the special freight, will be of special interest. He is a short, spare Englishman, and was found wandering about the wreck shortly after the accident by a reporter. He spoke freely on the subject, and gave the following information: "I left Point Edward at 1:50 a.m. with a heavy train of twenty cars for Toronto, and arrived at the junction here at 1:50 p.m. We cut off the train and went back to the tank for water. When I got back I did not see the express anywhere, and thought she had gone past and reached the station. Just then Conductor Vince came out of the telegraph office with orders in his hand and gave me one. I asked him if No. 5 had gone past and he said yes. He handed me the order and told me to go ahead. The order read: 'When all trains due are in, run to Queen's wharf, avoiding regulars.' I have not got a copy of the order. It is in the wreck of the engine. I started ahead and had only gone about half a mile when I saw a train coming at us."

ten years on the road, twelve years on the Toronto run. There are two peculiar circumstances in connection with his death: Yesterday was the fourteenth anniversary of his wedding. On Jan. 31 he joined the newly-formed Excelsior lodge, A.O.U.W., and his widow will consequently receive the death benefit of \$2,000 attaching to such membership.

Robert Archibald was about 27 years of age, and lived at 226 Macnab street north. He was the son of Robert Archibald, locomotive superintendent of the Grand Trunk shops here. He leaves a widow and two young children. His wife is the daughter of John Hall, the well known and highly esteemed locomotive foreman.

HOW THE PASSENGERS FARED.

On the Toronto train there was an unusually large number of passengers, including about 150 members of the Moslem temple of Myrtle Masons of Detroit, who were returning from a visit to Toronto, accompanied by a number of Hamilton members. It was a matter of general remark among the passengers the slight shock felt in the rear coaches, notwithstanding the terrible concussion which naturally resulted from a fast express on a down grade colliding with a heavy freight on an up grade. Mr. Stiff, general superintendent of the Grand Trunk, explained the matter to a reporter as they stood together on the bridge over the scene of the accident: "You see the both engines stopped in a heap but the train spent its momentum in shooting that baggage car over the wreck and down the embankment. Then by the time it had forced the express car up on top of the wreck it had lost its headway. If, instead of jumping over the wreck the way it did, that baggage car had stopped dead the wreck would have been appalling. If, too, the collision had occurred out on the embankment instead of in the cutting, the result would have been much more disastrous." It was the general opinion that the collision had occurred under the most fortunate possible circumstances, and the escape from a wholesale wreck was a little short of miraculous.

An excellent and thoroughly characteristic description of the wreck from a passenger's point of view was obtained from a handsome young Englishman, who was among the passengers. He was traveling through Canada for pleasure, and was on his way from Montreal to Niagara. His name was A. L. Davis, of Leicester, England: "Yes," he said, "I was yawning in the coach just in front of the palace car, in the gang-way, y'know, when the shock occurred. The first intimation I had of it the floor of the car seemed to be sloping tip and you seemed to be walking up hill. That was the brakes being suddenly put on, I suppose. Then some buckets and things placed in the end of the car seemed to fly right out of their places towards me, and the next instant we stopped. Then the people jumped out and ran up the bank like blazes, and some of them were so frightened that they ran back up the line. Everyone was awfully excited."

"I suppose you immediately went forward to see what had happened," said the reporter in leading way.

"Aw, no," said the imperturbable young tourist with a look of mild surprise, "I went back into my own car to look after my luggage and arrange it, and then I went out to have a look at the smash-up. It took me some time to arrange my luggage, and then I went up on the bridge, and I tell you it was a fearful wreck down below. There was a man wrapt up in the wreck of the engine who was shouting for help, and the men were tearing away the timbers to get him out. Meanwhile a dozen or so of the passengers went down the hill after the luggage van, and they found a dead man in it, and they found another man dead, who must have jumped or something and been run down the hill by the same van. They fastened bell-ropes under the arms of the two men and helped pull them up the hill; also a wounded man."

NOTES.

The road had not been cleared up to 5 o'clock this morning.

The hackmen made quite a harvest in carrying people to the wreck and bringing back the passengers.

It is just about two years ago this month since the last collision occurred at almost exactly the same place.

Mrs. Fogarty, a very old Irish woman, whose house the wounded were taken, de-

ton has a good team, of a strength with the Torontos. Tets are very strong. London good young players on the list ager Phil Power may turn out team. Troy has a clever set Albany is an unknown quantity Pedestrianism.

New York, Feb. 16.—James last night that he had no twin had he a double in the race match. He will make the winners, the Omaha man, at once.

Closing Book Auction.

This and to-morrow evening of English books held by Mr. F. past two weeks, at 62 James close to-morrow (Saturday) evening fine books remain to be sold must be cleared off without reties wishing the best books for quarter their value should not send.

DURING the next few days ties reduced to 15 cents. Trei sale, corner of King and James.

TRADE AND COM.

Hamilton Grain Market.

Red winter wheat, 82; white 80 to 81. Barley, 50 to 72. to 68. Rye, 54 to 60. Oats 45 55 to 60. Buckwheat, 50 to 55.

Hamilton General Produce.

Beef, hind quarters, 5 50 to 6 50, 4 00 to 4 50; per side, per kid, per lb, per carcass, 6 1 per lb, per carcass, 9 1 to 10. Veal carcass, 6 to 6. Beef tongue, dressed, per lb, 12 to 13; should to 15. Lard, per lb, 10 to 11. 13 to 14. Butter, prints, per rolls, per lb, 22 to 24. Eggs, fresh 28 to 30. Cheese, dairy, per lb, 1 10 to 1 20 per bag. Cacao 22 to 25. Chickens, 45 to Apples, 50 to 75 cents per bag. 8 to 10; herring, per box, 8 to 10. No. 1, 5 00; No. 2, 4 50. mon, 21 to 22; Southdown, 23 per ten, 12 00 to 14 00; straw, 10 00. Wood, No. 1, per cord No. 2, per cord, 4 00 to 4 50; pi 5 50 to 6 00.

New York Market.

New York, Feb. 16.—Cotton lands, at 10 1/2; Orleans at steady; February at 10 55; 1st April at 10 65; May at 11 heavy receipts, 17,000 bbls; bbls; superfine state at 2 45; at 2 90 to 3 25. Rye flour 3 30 to 3 75. Wheat, shade his 1,000 bush; sales, 15,000 bush; March at 88 1/2 to 88 13 1/2; April at 87 1/2 to 88; 82 1/2; May at 90 1/2 to 90 13 1/2; 42 June at 90 1/2 to 90 13 1/2; 128,000 at 90 1/2; 216,000 bush for 10 to 93 1/2. Rye, dull. Barley, dull; mixed western at 58 to 58 to 60 1/2; receipts, 11,000 418,000 bush, including No. 58 to 58 1/2. Oats, heavy; state western at 38 to 42; receipts sales, 70,000 bush. Pork, du 15 50. Lard, weak, at 7 7 1/2; state at 17 to 20. Cheese, steady Sugar, quiet; crushed at 7 1/2; granulated at 4 1/2. Eggs at 10 1/2. Flour, moderate business receipts, 1,000 bush; exports, 50,000 3,978,000 bush; futures: 34 1/2 options advanced 1/2 to 1/2; red spring at 69; No. 1 red spring for February at 68 1/2; March at 69 to 69 1/2; April at 69 to 69 1/2; closing at 61. Barley, dull 11,000 bush; exports, 3,000 1,820,000 bush; futures: 109 1/2 options advanced 1/2 to 1/2; for February at 68 to 69; for 59; April at 59 to 59 1/2; May at 59 to 59 1/2; 57 1/2 to 57 13 1/2; May at 57 1/2 white for February at 59 1/2 to 59 1/2 to 59; March, firm; state cut loaf and crushed at 7 1/2; granulated at 6 1/2.

Chicago Market.

Chicago, Feb. 16.—U. S. Y receipts of hog, 22,000; cattle, receipts, 9,000; Estimated receipts of hogs, yesterday, 27,180; sales, 6 about 12,500; light at 4 60 packing at 5 05 to 5 40; 5 50 to 6 20; heavy shipping,

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THEY FIND A VERDICT

CONDUCTOR VINCE GUILTY OF NEGLECT AND DISOBEDIENCE.

Mr. Stiff Exonerates all the Other Employees
From Blame—Contradictory Evidence
Regarding the Time that the Accident
Occurred.

The adjourned inquest upon the cause of the collision between the special freight and the Toronto express on Feb. 16 was continued yesterday afternoon before Coroner A. Woolverton.

James Haugh, the fireman on the freight engine, was the first witness. Arrived at the junction at 1:30 p.m.; cut off the engine and went back for water, where considerable time was lost through the plug of the tank being frozen; came back in about ten minutes and coupled on to the train. Conductor Vince came along with the orders and handed them to Engineer Robinson, who asked him if No. 5 train was in, and Vince replied that she was and added "All right, go." The engineer read the orders and handed them to me. We started, Brakeman Peacock being on the engine also. Don't know what time it was when we started. Met the express about a quarter of a mile from the junction. She was about 100 yards off when I saw her, and I immediately jumped off. Did not see the semaphore go up after we started. When the engine started we were west of the telegraph office, but I did not notice anyone on the platform, as I was attending to my fires.

Jeremiah Griffin, brakeman on No. 5 Toronto express, said: Was on the parlor car, and felt the air brake go on and heard the engineer whistle. As soon as I could see the semaphore was up. It was about 200 or 250 yards east of the scene of the wreck.

John Edmondstone, conductor of the express, sworn: We left Waterdown about 1:40 or 1:41, being five minutes late, but am not sure of the time. Saw Conductor Vince after the accident and he said he thought our train was in. He said he had telegraphed Mr. Stiff about the accident having happened. Just before the collision I looked at my watch and

IT WAS 1:45.

A lady asked me the time and I told her it was 1:45 exactly and that we were five minutes late. Thought the rear of the freight train was six or seven car lengths from the switch when the collision occurred. I am positive it was 1:45 when I looked at my watch and I had just got it into my pocket when the collision occurred.

Daniel McDougall, parlor car conductor, said: We were from 250 to 275 yards from the semaphore when the collision occurred.

James Burns, express messenger on the Toronto Train, knew a collision occurred, but did not know anything else material to the case.

Miss Jennie Burns, a young girl who lives 75 yards from the scene of the collision, said: I was in the house when I heard the Toronto train whistle sharply and when I got outside the accident had occurred.

Thomas Hutchison, the engineer of No. 5 express who had such a miraculous escape, appeared in court looking very much used up with his arm in a sling and his face covered with sticking plaster. He said: I left Waterdown at 1:42 and the first information I had of danger ahead was from my fireman, Robert Archibald, who said: "There's an engine, Tom!" I put on the air brakes and I think I reversed the engine. I was just in the act of jumping when the collision occurred and was thrown out among the wreck. The semaphore

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ECHOES OF THE CRASH.

Further Notes in Connection With the Railway Disaster.

The work of clearing away the wreck was completed at 5 o'clock yesterday morning. It was an exceedingly difficult job owing to the nature of the locality and the jammed-up condition of the shattered rolling stock. About midnight, just when the express engine had been got upon a truck, it slid off, rolled into the ditch, and got up against the supports of the bridge. A word of praise is due to the wrecking crew. Under the leadership of James McClure, the car foreman, and Patrick Nelson, track inspector, the men worked splendidly, and much bravery was exhibited in their efforts to save the property while the fire was in progress. The loss is variously estimated at from \$15,000 to \$50,000, and consisted of two freight cars loaded with wheat, all completely lost, baggage and express cars, two engines and the smoker. Besides this many of the other cars were broken by the shock. In clearing the wreck away the men discovered that a freight car had been so completely demolished that no sign of it remained except a condensed heap of splinters, on one board among which was a number they had not seen before. The wreck has been placed on trucks, and is now side-tracked at the junction.

The injured men, Thomas Hutchinson and Robert Peacock, are both doing well. Dr. Beemer has strong hopes of Peacock's recovery. His brother-in-law arrived in the city yesterday morning to see him.

David Vince, the conductor is still missing and police officers in all parts of the province have been notified to arrest him. He has been in the employ of the road for about nine years, and is said to have borne the reputation of a sober, intelligent and careful man.

Fireman Haugh, of the freight engine, says that he thinks that Robert Peacock, the brakeman, ran back over the tender and tried to escape over the cars before the collision occurred, but had only got on the first car when the crash came.

The funerals of Robert Archibald and Thomas Peden will take place to-morrow afternoon.

It is said that there is a semaphore beyond the curve where the accident occurred.

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THE CORONER'S QUEST

INVESTIGATING THE CAUSE OF THE RAILWAY DISASTER.

Conductor Thought It Was In Vince Seems to Have Caused the Calamity—Why the Telegraph Operator Failed to Prevent the Train From Leaving.

The inquest into the cause of the recent collision at the junction cut on the Toronto branch commenced in the police court room on Saturday afternoon before Dr. A. Woolverton, coroner. There was quite a crowd present, most of them being witnesses. John Crerar watched the case for the crown, and J. V. Teetzel, barrister, was present on behalf of the Grand Trunk company. When the names of the jury were called Wm. Meledy failed to turn up, and kept the court waiting about half an hour. The names of the jury present were: John Smith, Dominion immigration agent, foreman; J. Pocock, H. Fairgrieve, P. H. Keller, F. Grainger, Wm. Larkin, W. Smith, John Forman, A. Coutts, W. A. Howell, R. Rissman, James Somers, W. F. Gilmore, J. S. Dunn.

As will be seen, by the evidence Conductor Vince acknowledged before several witnesses having been solely to blame for the disaster. During the progress of the examination much difficulty was experienced through the want of an accurate map of the locality. A map put in by Mr. Stiff showed the semaphore as being about 300 yards east of the scene of the accident, while two witnesses swore that it was much nearer. If the semaphore had been raised in time it would have been seen by the express driver before he arrived at the curve, and also by the freight engineer.

James Blair, train dispatcher on the Toronto branch, was the first witness. The collision occurred between the No. 5 express from Toronto and No. 254 special freight from Point Edward. He described the make-up of the two trains, and gave the names of their crews. The freight left the junction at 1:38 p.m. The order was sent at 1:32, but not completed then. He tele-

very fast, because it is a down grade there.

Q. Where was the conductor then? A. He was on the caboose.

Q. Did you not see him? A. He was inside and I did not see him until the caboose had reached the main line.

Q. When the caboose passed your door could you not have shouted to the conductor in the caboose? A. No. I went round to the other side of the platform and pulled up the semaphore, which I thought was the safer way.

Q. Even if you were dead sure the trains were going to collide, is there nothing else you could have done? A. No.

Examined by John Smith, foreman of the jury: Who is responsible for seeing that the express has gone past? A. Conductor Vince should have ascertained that No. 5 had passed. When he comes in for his orders he is supposed to look that all regular trains are booked in the office, or if not booked he is supposed to wait there until the regular trains are booked and he gets an order against them.

Charles Hall, the switchman at the junction who let the freight out on the Toronto branch, was the next witness: He did not know when he opened the switch that No. 5 had not passed because he had just come down from the other end of the cut. When he let her out the conductor either had orders against No. 5 or that she had passed. He did not ask the driver or anyone if No. 5 had passed. It was about a minute after the freight passed the switch the collision occurred. From the position he was in at the switch he could not see Waterman. Conductor Vince spoke to him after the accident and said: "My God, what have I done!" and he then ran towards the telegraph office. No other hands on the freight train spoke to him. He is instructed by the conductor when to open the switch, and he has no power to refuse him unless he knows a train due has not passed. He looked at his watch when he opened the switch, and by his watch if No. 5 was not late she would have passed. He went to the other end of the line to let the train in and had also to go back with the freight engine to get water. He rode both ways on the engine and both the engineer and fireman were on it. When he opened the switch it

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down to where the collision occurred, and it would take about three or four minutes coming to the point where the collision occurred. I should judge it would be more than 1:45—about 1:47 when it occurred.

Charles Stiff, superintendent of the Grand Trunk, swore: I have heard the evidence given. Before Conductor Vince left the Y he should have examined the register and discovered to a certainty whether No. 5 had passed, and it was his duty to do so. These instructions are printed on the time table. The express passes in view of the operator at the junction and he is not supposed to register its arrival until he sees it. I cannot see that there is anyone to blame except Vince. Do not think the operator was to blame as he had only about one minute in which to put the semaphore up before the express reached the semaphore from the time the freight passed the operator's office. If he had gone at once to the semaphore instead of spending any time in shouting he might have had ample time. It is 523 feet from the operator's office to the switch, and 1,283 feet to the place of the accident. The semaphore is 749 feet from the scene of the wreck. Having made a thorough investigation into the cause of the accident, we can find no fault with any of the employees connected with these trains with the exception of Conductor Vince. From the time the freight engine passed the operator to the time the collision occurred was about one minute, while the express would take seventeen seconds from the time she passed the semaphore until the two trains struck. "All due in" means that all trains due are in, and it is so understood by all trainmen. A case occurred some years ago in which a very much overdue train was overlooked by a conductor and an order was then made that this "all due in" should be given by the train dispatcher in order to notify the conductors that all trains due up to the time of the issuance of the order are in at the point from which the order emanated. If the accident occurred at 1:45 then the reports at Burlington and Waterdown were wrong.

James Blair, train dispatcher, was recalled: When I received the message announcing the collision, I looked at the clock, which was right in front of me, and made a mental calculation that the collision occurred at 1:43 or 1:44. I have no means of knowing what was the actual time at which my order was handed to Conductor Vince.

Dr. F. E. Woolverton gave evidence regarding the cause of death. Both men had their skulls broken.

Charles Stiff, recalled, said that Conductor Vince was not very well known to him personally. He was a good man, and though he had been in several accidents before no serious blame had ever been attached to him. On one of the occasions he was blamed for using poor judgment and on another occasion for not being sufficiently energetic in his efforts to avert an accident.

It was announced that the fireman, Robert Peacock, who was in the hospital, had been sent home to Point Edward. This closed the evidence and the jury then retired.

The jury, after being out about half an hour, returned the following verdict:

That the said Thomas Peden and Robert Archibald came to their death by the collision of two trains on the Toronto branch of the Grand Trunk railway on Feb. 16, 1898, the said collision having been caused by the neglect and disobedience of orders by Conductor David Vince, in running out of the junction cut on the main line of the Toronto branch without having first ascertained by the examination of the train register book showing whether the Toronto No. 5 train had passed the junction or not.