

CNR-GTR-GWR.

JUNCTION CUT,  
HAMILTON  
JUNCTION.

OCTOBER <sup>17</sup>~~24~~, 1900.

SIP.

# ENGINEER

## WAS KILLED.

A Fatal Accident on G. T. R.  
at Midnight.

## A TRAIN WAS DERAILED.

Unfortunate Man Was Benj. Yapp  
and His Home was in Sarnia—It is  
Supposed He Ran by the Signals  
Which Were Set Against Him—  
An Inquest Opened.

There was a fatal accident on the G. T. R. at the C. P. R. crossing, near the Junction Cut, about midnight. Benjamin Yapp, an engineer, whose home was in Sarnia, being the unfortunate, and the railway authorities intimate that no person but himself was to blame for the accident. Yapp was at the throttle on the first engine of a double-header through freight train running from Chicago to New York. There were thirty-five full cars and five empties behind the two locomotives. The train dashed off the track at the derailing point, which is 400 yards from the crossing. The locomotives and fifteen cars left the track, and the engines toppled over on their sides and were badly wrecked. Only one car, the one nearest the engines, went over. It was almost full of bran, food for the cattle, pigs and sheep which were in twenty-nine cars.

As soon as the engines struck the

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C. Hamilton



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which were in twenty-nine cars.

As soon as the engines struck the  
ties, Yapp's fireman and the engineer  
and fireman of the second engine  
jumped and escaped with a few bruises.  
Yapp stuck to his post, and when the  
engine went over was crushed and  
scalded to death.

A wrecking train and crew were  
sent out at once, under Foreman P.  
Rogers. Mr. Eagan, Toronto, Su-  
perintendent of the middle division  
of the road, who happened to be at  
the station, went out on the wreck  
train and directed the work of  
clearing the line. The first work  
done was to jack up the engine and  
get out poor Yapp's body, which  
was badly crushed. It was taken to  
Blachford's morgue at once. A large  
force of men soon cleared the tracks  
and in less than two hours all the  
cars but one were being hurried on  
to New York. Two engines from the  
round-house here took the train to  
Niagara Falls, where the crews and  
engines on through trains are  
changed.

The locomotives were badly dam-  
aged. They will be brought to the  
repair shop this afternoon.

## How it Happened.

The crew of the train were reti-  
cent, and Engineer Phipps, Sarnia, of  
the second engine, declined to make  
a statement till called at the inquest.  
It is explained, however, that the  
signals were against the train, which  
the rules say must be absolutely un-  
der control for 200 yards from the  
crossing. The signals and the derail-  
ing switch were together, and when  
the switch is open the signal to stop  
shows. The object of the derailer is

to stop  
the train  
before it  
reaches  
the crossing

See  
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in  
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Mr.  
Yapp  
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the	repair shop this afternoon.	commen
him.	How it Happened.	ever in
mess	The crew of the train were reti-	the St
pan	coat, and Engineer Phipps, Sarula, of	route:
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8	It is explained, however, that the	act, et
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enter	to prevent trains colliding at the	the p
ured	crossing. It is 400 yards from the C.	No.
ular	P. R. tracks. As the night was damp	No.
for	it is thought the rails were slippery	No.
Post	and Yapp couldn't stop the heavy	Queen
ill be	train as quickly as he expected he	No.
hurch	could. The air brakes are controlled	No.
Rev.	by the first engineer, and Yapp prob-	No.
of the	ably lost his life by staying at	No.
will	his post to apply them and reverse	No.
cars.	his engine, to prevent the destruction	Botl
the	of property. Had he jumped like the	sentel
ra. E.	others did, he would no doubt have	lstrat
Wipe	have been alive to-day. J. Flach, Sar-	to pe
large	min, was the conductor on the train.	at t
has	An Inquest Opened.	Ball
office	At noon to-day Coroner Woolver-	trate
ears,	ton opened an inquest in Blackford's	to no
that	parlors, Constable Wm. Clark hav-	
This	ing summoned the following jurors:	The
veler	Geo. Boulter, Chas. H. Moyer, S. S.	publi
con-	King, Wm. Farrar, J. Jackson, Robt.	Gazet
inst-	Leask, E. Taylor, R. Edwards, J. H.	three
good	Babcock, J. Campbell, Wm. Connors,	and
well.	A. E. Clark, A. Robinson, Thos. Part-	at 20
	ridge, and Geo. Evans. Mr. King was	going
	chosen foreman.	three
	A brother of the deceased, Mr. Gen-	low
	Yapp, a C. T. R. engineer at Brant-	refer
	ford, who came here to look after	the y
	the body, was the only witness exam-	work
	ined. He testified the deceased was	ever
	41 years of age, and had been con-	The
Terms	connected with the road for 23 years.	tory
	For 17 years he was an engineer.	of 48
	He had a wife, but no children.	tion
meet-	After viewing the body the jury	will
last	decided to visit the scene of the ac-	than
an S.	cident, and meet on Monday evening	new
to the	at No. 3 Police Station.	free
n two	Dr. Mackelcan made an examina-	lives
he re-	tion of the body, and found that the	
Hee-	poor fellow's skull was fractured, and	W
the	his shoulder bone broken. The body	10.0
ardng.	was scalded from head to foot, and	Item
uld be	the skin peeled off in many places.	10.0
	The remains were taken to Sar-	shad
Works	nila on the 3.45 express, and were	A
ity of	in charge of a brother and sister.	
outan-	The brother, who is also an engineer,	
rompt-	figured in a fatal accident in Brant-	
event-	ford about five months ago. The de-	
on.	ceased was looked upon as one of	
	the most careful engineers on the	
	division.	
	Yapp was a Royal Arch Mason and	
	a Knights' Templar, a member of	



# ENGINEER KILLED

Fred Yapp, of Sarnia, Bravely Stuck to  
His Post and Lost His  
Life.

Accident on the Grand Trunk Rail. ay  
at the Hamilton Junction Last  
Night.

Two Locomotives and Several Cars of  
an East Bound Freight Train  
Derailed.

A fatal accident occurred on the Grand Trunk at the Hamilton Junction, two and a half miles west of the city, about 10:30 last night. Two engines and one freight car were totally destroyed, several cars were ditched and more or less damaged, and Fred Yapp, an engineer, whose home is in Sarnia, lost his life. The other members of the train crew saved their lives by jumping.

The scene of the accident is 400 yards west of the point where the C.P.R. connects with the G.T.R. At the C.P.R. junction there is a signal tower, and from it the signals and switches in the junction cut are operated. At the point where the accident happened there is a derailing switch, and further up the main line is the signal. When the

Hamilton  
Spectator

October

17

1900



junction cut are operated. At the point where the accident happened there is a derailing switch, and further up the main line is the signal. When the track is in use or a C.P.R. train is approaching the derailing switch is opened, the same lever operating the signal which must necessarily be against incoming trains when the derailer is open.

Last night the line was in use, and, knowing that there was a freight train due from the west about 10:30, Operator Cross at the tower opened the derailer and turned the signal against it. Either Engineer Yapp, who was on the freight, did not see the signal or lost control of his train, for he rushed right past it and in the open switch. The train was a heavy one, drawn by two engines, both of which were derailed. Eight cars were thrown off the track, but only one of them was overturned. Operator Cross, having fixed his signals, paid no further attention to the train, and was not aware that it had passed the signal and was running on to the open switch until he heard the crash, and, looking out, saw the engines and car piled in the ditch.

#### Did He Stay at His Post.

Whether or not Engineer Yapp knew that the signals were against him will probably never be known, but he stuck to his post and met his death. As soon as the first engine left the rails the rest of the crew felt the jolt and jumped in the nick of time, not one of them receiving as much as a scratch. After leaving the track the heavy locomotive



ity of the other cars being repaired.

#### Clearing the Tracks.

Word was at once sent to the Stuart street depot, and the wrecking crew, under P. Rodgers, car foreman, was on the scene before 11 o'clock. As soon as it was learned that one of the engineers had been killed all hands set to work to find his remains. It was some time before any trace of the body could be found, and when it was finally pulled out from beneath the heavy locomotive it could hardly be recognised. The body was mangled, and the great weight had imbedded the face in the ashes and cinders. The remains were placed on a stretcher and removed to the station, and afterwards to C. D. Blachford's private morgue.

The wrecking crew by this time had been augmented by the addition of a number of track hands, and the work of clearing the track was begun in earnest. In a very short time six of the cars were on the track again, but some difficulty was experienced in getting the seventh one out of the ditch, the trucks having been demolished. The car next to the engines was hoisted further up the bank, clear of the track, and the debris from the locomotives was removed. The rails were reset, and by daylight the line was clear and ready for use again. All day workmen have been busy removing the wreckage.

#### A Heavy Train.

The train consisted of 41 cars, and



have been busy removing the wreckage.

#### A Heavy Train.

The train consisted of 41 cars, and was drawn by two large locomotives. It was a through freight from Sarnia to New York, and was in charge of Conductor Finch. Thirty-five of the cars were loaded with live stock, but not a head was destroyed. Five other cars were empty, and the other one, the one that was wrecked, contained flour, bran and feed for the live stock. All the members of the crew, including the deceased engineer, came from Sarnia, their run being to Niagara Falls, where they are relieved.

Superintendent Egan and Trainmaster Wittenberger were on the scene shortly after the accident.

#### Inquest Opened.

Coroner Wolverton was notified of the accident at an early hour this morning, and it was decided to hold an inquest, which was opened at Blachford's undertaking establishment at noon to-day. The following jury was empanelled by Constable Wm. Clark: S. S. King (foreman), George Boulter, Charles Moyer, W. Farrar, John Jackson, Robert Leask, Enoch Taylor, R. Edwards, J. H. Babcock, John Campbell, Wm. Cannon, A. B. Clark, A. Robinson, Thomas Partridge and George Evans.

George Yapp, of Brantford, was present and identified the body as that of his brother Fred, who resided at



Evans.

George Yapp, of Brantford, was present and identified the body as that of his brother Fred, who resided at Sarnia. He said the deceased was about 41 years of age and had been an engineer for about 17 years.

After hearing his evidence the jury decided to visit the scene of the accident at 2 o'clock this afternoon, and the adjourned to meet at No. 3 police station next Monday night.

#### Will Be Sent to Sarnia.

Mr. Yapp was a married man, and leaves a widow, but no family, to mourn his loss. This afternoon Blachford & Son shipped the remains to Sarnia for interment. A number of the members of the Royal Arch Masons and Knights Templar accompanied them to the station. Besides these organisations, Mr. Yapp was connected with the A.O.F., S.O.E. and Locomotive Engineers.



# ENGINEER YAPP'S DEATH.

## Evidence Taken at the Inquest Last Night.

**Hamilton Orphan Asylum and Aged  
Women's Home — Beach Canal  
Piers Washed Away.**

(Special Despatch to The Globe.)

Hamilton, Oct. 22.—The inquiry into the death of Engineer Benjamin Yapp of Barnia, who was killed while in charge of a G.T.R. freight train, through a switch being open just beyond the city limits on Tuesday night last, was begun to-night at No. 3 police station before Coroner Woolverton. The evidence was not all taken, and the inquest was adjourned till to-morrow night. Mr. J. V. Testzel, Q.C., was present on behalf of the G.T.R. Company, and Mr. Geo. S. Lynch Staunton, Q.C., on behalf of Mrs. Yapp. Conductor French of the train that met with the accident, said he could not understand how the late engineer Yapp had failed to stop the train in time to avoid the accident the derailing switch being plainly open, as shown by signal. Mr. George Morris, signal man at the junction of the G.T.R. and C.P.R., testified that he had tried to set the switch, which had been against Conductor French's train, in order to protect a train that had passed over on the Toronto branch, in favor of the former, when he heard Engineer Yapp's whistle, but he could not, owing to the change in the weather having affected the derailing switch.

The fifty-fourth annual meeting of the Orphan Asylum and Aged Women's Home was held this afternoon at the institution, Wellington street south. Mrs. Edward Martin, the President, being in the chair. Mrs. N. D. Galbraith presented the Secretary's report, which showed that 35 aged people had been cared for in the past year, and there had been three deaths. The receipts were \$4,044.27 and a deficit of

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# THE YAPP

## INQUEST.

### A More Rigid Enforcement of Orders Recommended.

Mrs. Solomon of Hamilton Enters Two Actions Against Her Husband—Hamilton News.

(Special Despatch to The Globe.)

Hamilton, Oct. 22.—The inquest on the death of Engineer Benjamin Yapp of Barrie, who was killed in an accident on a G. T. R. freight train at the junction of the G. T. R. and C. P. R. tracks just beyond the city limits last Tuesday night, was concluded before Coroner Wolverton to-night. Fireman Knowles, who had seen the switch signal turned against the train in question, thought Engineer Yapp had not applied the air brake soon enough. General Agent Jos. Wallace said all engineers on eastbound trains had orders to stop at Dundas, and to have control of their engines when approaching the switch where the fatality occurred. The verdict was to the effect that insufficient pressure of the air brake accounted for the engineer not being able to stop his train in time to save derailment, and that the derailler could not be set in time to save his train because it was out of adjustment. The jury recommended that the order that trains stop at Dundas be more rigidly enforced, that the speed be lessened, and that trains stop at the distant semaphore.

Dr. Russell, Superintendent of the Hamilton Asylum, met the Fire and Water Committee in Engineer Harrow's office this morning, with regard to the request of the Ontario Government that the water rates of the asylum, 12½ cents a thousand gallons, be reduced, and the meter moved up to the top of the mountain. The committee discussed the matters at some length, it being thought that a transference of the meter to the mountain top would leave a considerable