

# THE WELLAND RAILWAY DIARY

C. RIFF

# WELLAND RAILWAY

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Welland Railway.—The Welland Railway Company, in anticipation of a heavy Fall business on opening up the line, have procured from Boston another first-class 30 ton locomotive, and some twenty-five or thirty freight cars. It is said that the whole route, from Port Dillville to Port Colborne, will be open for traffic early in September.

LONDON FREE  
PRESS  
August 20, 1858

## Welland Railway.

The following is the report submitted at the meeting of the Directors of the above railway to London, and to which reference was made in the synopsis of the meeting published by us a week or two ago:—

The following interesting document, which had just come to hand, from the company's recently appointed manager, Mr. Snow, and addressed to the directors, was read:—

Having been appointed the general manager of your railway on the 14th of September last I have the honor to submit the following report for the information of the stockholders:—

In order to afford a full explanation of the existing state of affairs it will be necessary to divide the subject into three parts, viz., the past difficulties of the company, its present condition, and its future prospects.

The great majority of the stockholders are aware of the general pressure as to money matters which ruled during the construction of the road, a circumstance which operated strongly against its successful opening, not only by encumbering the amount of its rolling stock, but its quality also, and by preventing certain buildings necessary for the economical conduct of the business being of a proper character.

"I will pass over this portion of the subject without further comment, merely remarking that the difficulties contended against, and, as the result proves, successfully contended against, were of no ordinary description; and the wonder is that, without sufficient funds, without credit, and without any system of management, the Welland Railway should have contrived not only to continue open, but to operate so actively as to convey during the present season an amount of grain not equalled by any railway in the world.

"Before quitting the subject, however, I may, perhaps, be permitted to say a few words respecting the main spring of the works in Canada. The company have been peculiarly fortunate in being associated with a gentleman whose name and reputation has materially tended to keep the machinery in motion; and it is impossible to speak too highly of the zeal, the energy, and the indomitable perseverance with which the interests of the company have been forwarded by the Hon. Mr. Merritt, who has devoted his time, his great and valuable public and private influence, and his money likewise to the service of the concern. The stockholders never can and never will know the material sacrifice he has made on their behalf, and I heartily congratulate the company and Mr. Merritt upon what may be now considered the triumphant proof of the truth of his anticipations and the policy of his plans.

With regard to the present condition of the company, I found the road from Port Colborne to the crossing of the Great Western Railway

engineer, therefore, must always be employed, ought never to be out of repair, and can only be cleaned and washed out on the Sabbath-day, and I therefore recommend the addition of two locomotives and 100 grain cars, the latter to discharge themselves freely, save the labour and delay of shovelling, and replace the other 75; and although their capacity will be only equal to 50 of the others, the quickness of unloading them will allow of two extra trips. Indeed, with such an addition I am certain we could convey an average quantity of 50,000 bushels of grain per diem throughout the season, which is as much as your present elevators can accomplish.

"Now, as to our future prospects. By the time you receive this report the total number of bushels of grain carried over the line since the 26th of April, will exceed 3,000,000.

"I am sorry to say the results in a pecuniary point of view are not satisfactory. Your expenses have been very heavy. The cost of procuring trade, the cost of conveying it over your road, and the expense of dispatching it from Port Dalhousie to the port of consignment have been excessive. Another season, I feel perfectly convinced, from my experience in traffic affairs, I can effect a saving of some thousand dollars in commission and traffic agencies alone.

"As to the ultimate success of the Welland Railway, I am very sanguine. It must prove eventually, and at no very distant date, a highly remunerative investment.

"The yearly increase of settlement in the Western districts of the United States, and the improvements in the system of agriculture, renders it a certainty that year by year we shall have an increase in the number of acres brought under the plough, and a consequent increase in the number of bushels of wheat and corn. So long as grain is grown it must come forward to the sea coast, and as coming forward the Welland Railway must carry its full share of the trade. It is a fixed fact that large vessels pay better than those of a smaller size. A very few years ago a capacity of 10,000 bushels was considered a maximum class. Now 20,000 bushel vessels are common, and such are from their size incapacitated from passing through the Welland Canal, and must be confined to Lakes Michigan, Huron, and Erie on one side, and to Lake Ontario and the river St. Lawrence on the other.

"If such vessels are employed in the grain trade with Lake Ontario, or with Montreal and Quebec, their cargo must pass over some railway, and no other can offer such decided advantages as the Welland.

"Water conveyance is cheaper than railway transit, and the carriage of grain over a railway, by its elevation at both ends, improves the sample, stirring up and mixing the cargo, clearing it of dust, and polishing the

Mr. Merritt, who may be now considered the triumphant proof of the truth of his anticipations and the policy of his plans.

With regard to the present condition of the company, I found the road from Port Colborne to the crossing of the Great Western Railway at Thorold, a distance of 19 miles, generally in good repair. The sidings at Port Robinson and Thorold stations require extension, and I recommend these necessary works to be completed as soon as the finances of the company will allow the outlay. Seventy-five pairs of rails, 21 feet in length, will be required for these extensions. From the Great Western crossing to Port Dalhousie, six miles, being that portion of the road first opened, the rails were partially worn, and, as the line was becoming dangerous, I had it attended to immediately. The new rails required have been purchased, paid for, and laid.

On this length we need 75 pairs of rail for the alteration of track and a new siding at Port Dalhousie, which I also recommended to be proceeded with at the same time as the other work. Altogether we shall require (say) 65 tons of rails.

The condition of your roadway at the present time will compare favourably with that of any railway in Canada.

I found your rolling-stock to consist of four locomotive engines and 137 cars. One of the engines, the Ontario, is a good passenger-train engine, but not at all calculated for heavy freight. At present she is running with our ordinary trains, which take both passengers and freight. Another, the Amazon, is a freight engine, but wanting in power to work such a train as we have even at present. I rate her capacity a trifle lower than the Ontario. The remaining two, namely, the Grantham and the Chippawa, are well suited to the services they are performing—that is, shunting trains at Port Dalhousie and Port Colborne.

You certainly require two new locomotive engines of great power, so as to convey a full load of empty cars up the grade. It would be next to impossible to overlook such engines, from Lake Erie to Lake Ontario, the grade running down with the freight. I recommend the addition to the rolling-stock, and also the erection of a brick or stone engine-house at Port Dalhousie, together with the shops, &c., necessary for repairs.

The present woodshed at St. Catharines is a make-shift, nearly worn out, and very ill adapted for the purpose to which it is applied, entailing a great annual loss, by the inefficiency of the protection to the engines in winter; and besides, it is entirely unprovided with any machinery, so that repairs, excepting those of the most ordinary character, are obliged to be sent to a machinist in St. Catharines, and our locomotive expenses greatly enlarged in consequence.

Of the 137 cars 12 are flat, used for wood, stone, gravel, &c.; 75 are box, employed in carrying freight and grain; 40 have been altered into double hoppers, carrying grain exclusively. These cars only cost

Water conveyance is cheaper than any other way, and the carriage of grain over a railway, by the elevation at both ends, improves the sample, stirring up and mixing the cargo, clearing it of dust, and polishing the grain. It is evident, therefore, that the railway which performs these operations at the cheapest rate will carry the bulk of the trade, and the Welland Railway, owing to its short length, can find no competitor.

This advantage, however great in procuring us trade, has hitherto had its drawback in limiting our charges, which are based upon *pro-rata* principles. It is, therefore, to our interest to increase our mileage, if possible, and this can easily be effected, and in the cheapest manner, by having propellers under our own control; thus stocking Lake Ontario with motive power at a much less cost than we could form shanty extension by land.

Being in possession of such vessels we could dictate terms to the shipping trade, instead of being subjected, as we are at present, to their exorbitant charges for the delivery of our grain, and in place of paying over 5 pence out of 7, between Port Dalhousie and Oswego, for instance, we should retain the whole amount for distribution amongst our stockholders.

Upon this point I cannot do better than to refer the board of directors to the able exposition of the plan proposed by Mr. Merritt, and to urge, as strongly as possible, the adoption of the course recommended by that gentleman, which will insure our ultimate prosperity.

The Welland Railway, owing to its grade descending with the freight, offers advantages possessed by no other railway, and it is my deliberate and firm opinion it can be worked cheaper than any other line on this continent, and I shall never be contented until it is so. Another and most important element towards its success is that charging, as we do, 1 of a cent for elevating every bushel of grain at Port Colborne, and which sum is paid by the vessel delivering at that place, we are actually in possession of an amount towards paying our expenses before we turn a wheel upon the line, which will more than reimburse us for the total cost of the handling and haulage of the grain.

Out of 2,000,000 bushels of grain conveyed above 50,000 have been "lighterage." Vessels finding themselves, upon arrival at Port Colborne, too deeply laden to pass through the Welland Canal without touching the ground, transfer to us 1000 or 2000 bushels to be carried over the line, receiving it again upon arrival at Port Dalhousie. We receive for such service 31 cents per bushel. This is the most profitable part of our business, and it is one which will annually increase.

As wood is not of first-class quality in this neighbourhood, and is becoming more expensive every succeeding year, I propose to adopt the use of coal, both for our locomotive and stationary engines. Port Colborne is very ad-

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It is a make-shift, nearly worn out, and very ill adapted for the purpose to which it is applied, entailing a great annual loss, by the inefficiency of the protection to the engines in winter; and besides, it is entirely unprovided with any machinery, so that repairs, excepting those of the most ordinary character, are obliged to be sent to a machinist in St. Catharines, and our locomotive expenses greatly enhanced in consequence.

Of the 137 cars 12 are flat, used for wood, stone, gravel, &c.; 75 are box, employed in carrying freight and grain; 40 have been altered into double hoppers, carrying grain exclusively. These cars only partially deliver into the elevator pits, requiring men to shovel and sweep out say half the contents. The alteration of these cars has been a mistake; they ought to have been sold, and the proceeds invested in the purchase of the build- ing of perfect grain cars, requiring neither shoveling nor sweeping, but clearing them- selves entirely. As it is, their employment entails a certain expense, which ought to be avoided. These double hoppers have capacity for 400 bushels of grain, but it is not safe to load them with more than 350. The remainder of the 75 cars—namely, 35—are box, un- altered, requiring men to shovel out the whole of their contents in operation not easily per- formed by four men in twenty minutes. The use of these cars of course entails very great expense and delay, but we are obliged to use them too, but as they are, they are better than nothing. Both descriptions should be replaced by orders of a perfect kind as soon as possible. The box-cars will be useful to us for ordinary freight and the double hoppers could be sold, or leased advantageously to a neighboring railway company, who are much in want of rolling stock to carry grain. The 35 box cars carry the same number of bushels of grain as the 40 above enumerated, and allowing for five hundred repairs you have 24,500 bushels each—24,500 bushels. You have also 30 double hoppers, newly made and put to work. These are only one-half the capacity of the others, but require no shoveling out of the grain, delivering themselves clearly in about one minute, and answer the purpose well. Deduct four for repairs, and you have 46, equal to 23 at 350 bushels, giving 8050 bushels, altogether with 24,500 above, gives a total of 32,550 bushels, which might be pushed 40,000 bushels. In order to maintain this quantity of grain per diem your four locomotive engines must be regularly at work—one with a mixed train conveying passengers, and 2 in freight cars, two trips each way, and another freight train, conveying 25 cars of 350 bushels each, or cars equal to convey that amount three trips each way per diem; the 4 engines running at Port Colborne and Port Dalhousie. Your present stock of

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As wood is not of first-class quality in this neighborhood, and is becoming more expensive every succeeding year, I propose to adopt the use of coal, both for our locomotives and stationary engines. Port Colborne is very advantageously situated for its importation, both from Erie in Pennsylvania, and Cleveland in Ohio. The economic use of coal is becoming more apparent every day in the United States and Canada. The saving effected is a clear 25 per cent., and I very urgently advise that our new locomotives should be coal burners. Our present stock of engines could not be altered to burn coal altogether without incurring too great an outlay; but a very telling sum would enable them to burn coal mixed with wood. — There is no doubt but that the Peninsula com- manding Lakes Erie and Ontario will become the manufacturing district of Canada.

A large cotton mill is now in course of erection at Thorold, upon the line of the Welland Railway, and public attention is fully awake to the importance of the district. Next year we shall have a steam vessel running reg- ularly between Port Colborne and Port Stanley, calling at intermediate ports. This will open an entire new communication.

With the advantages enumerated and a quick observation of a rigid system of econo- my as can be carried out without impairing the efficient working of the line, I have no fear as to the result of my management, and, in con- clusion, I beg to assure the board that no ef- forts shall be wanting on my part to bring about a state of affairs perfectly satisfactory to all parties concerned.

“CORNELIUS STOVIS, General Manager.”

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# COLLISION ON THE WELAND RAILWAY

From the St Catharines Constitutional yesterday.

About 11 o'clock on Saturday night a terrible collision occurred on the Welland Railway, near Allanburgh, by which three men—William Stoker, conductor, Thomas Harrington, fireman, and Henry Burrows, passenger—were hurried into eternity without a moment's warning. During the evening, it appears the locomotives "Grantham" and "Obippawa" were detailed at Port Colborne to bring down to Port Dalhousie 17 cars laden with wheat. They started about ten o'clock, supposing, of course, that the track was clear through, and no up train on the way. At the same time orders were given at this station by a young man named Braund—who holds a sort of Deputy Superintendent's position—to the conductor in charge of the locomotive "Ontario" to proceed to Port Dalhousie and bring up sixteen or more empty wheat cars that had accumulated there, to be ready for Monday's business. On returning to this station with these cars, the conductor stated to Braund that he had orders from Mr. Stovin, the chief manager, not to leave till the down train arrived, whereupon Braund replied that he had later orders from Mr. Stovin's son to go on, which he showed in writing, and urged the conductor forward, who reluctantly complied. When near Allanburgh, the down train was discovered by the signal light to be about 10 car lengths ahead, which came thundering along on a down grade at a speed of 15 or 20 miles an hour. The "Ontario" engine was at once reversed and a continuous whistle applied, and when the collision took place this locomotive was backing down. But the "Obippawa" which was leading the "Grantham," never gave any alarm, nor did the driver—a brother of the Braund who started the fatal train—do anything to avert the catastrophe.

Indeed, instead of doing this, he seems to have been quite paralyzed, and had only presence of mind enough to jump off and save himself unhurt, the fireman and Thorold Station Master, who was on the tender, following his example. This exposed the four persons on the "Grantham" to the full force of the shock, without the slightest knowledge of their approaching danger, and, horrible to relate, when the trains struck, the driver (Keenan) was pitched through the cab window to a distance of about twenty feet, breaking a couple of his ribs, but not doing further harm; the fireman (Harrington) was thrown on the side of the track, and was so badly injured, internally, that he died within an hour after; the conductor (Stoker) was at the time sitting on the tender, talking to Burrows, who sat beside him, and both were thrown violently beneath the tender, by the broken portions of which they were mangled so frightfully, that they died almost immediately afterwards. Poor Stoker received a terrible wound on the left thigh near the groin and was otherwise severely bruised about the body. While Burrows had his right leg nearly severed at the thigh, the flesh being horribly torn, and the bone smashed to splinters, indeed, death with him must have been almost instantaneous, though he is said to have spoken two or three times before breathing his last. The "Grantham" and "Obippawa" are both shattered to atoms, but the "Ontario" may be repaired at a cost of \$2,000 or \$3,000.

What adds more to the poignancy of this calamity is the fact that Stoker leaves a wife and two helpless children, Burrows, a wife and five young children, and Harrington, an aged mother and two children, comparatively unprovided for, who must, unless the Company indemnify them as far as pecuniary compensation can make good their irreparable loss, become dependent upon their own feeble exertions for a livelihood, or be thrown upon the generosity of relations or sympathetic friends.

HAMILTON  
SPECTATOR

MAY 21, 1861

ST. CATHARINES, MONDAY, MAY 22.

## Fearful Accident on the Welland Railway.

### COLLISION OF TWO TRAINS?

#### Three Men Killed—Miraculous Escape of Several Others.

One of the most serious, and in fact the first collision that has occurred on the Welland Railway took place at the "Black Horse crossing" at Allenburg on Saturday night, by which three men, well-known in this town, and greatly respected by all classes, have lost their lives. The collision took place between a heavily-laden train, coming down from Port Colborne, and a special going up with empty cars to the same place. In the down train there were some thirteen cars, drawn by two locomotives, the "Chippawa" and "Grantham," and the up train was composed of seven empty cars, and drawn by the locomotive "Dunkirk." The accident appears to have been the result not only of gross carelessness and neglect, but a positive contravention of orders, the particulars of which we refrain from giving, as they will be fully elicited in the investigation which is now going on. We will, for the present, content ourselves by merely relating the incidents that occurred at the time of the collision, giving the names of the killed, and those on the trains, and the evidence as far as has been taken. The collision is represented as having been of the most fearful description, and it is considered almost miraculous that any one escaped with life on the Grantham locomotive. The names of those on the down train were—William Sinker, conductor; Joseph Jewry, and Samuel Buchanan, brakemen; the engine driver on the "Chippawa," (the leading engine), Harry Braund; David Clark, fireman. On the Grantham, Hugh Keenan, engine driver; Thos. Harrington, fireman, Capt. Henry Burrows, a passenger, and two wood cutters, names unknown. On the up train there were—Augustus Wilson, conductor; John McDermott, engine driver; William Smith, fireman; and Thos. Braund, clerk in locomotive department, the person charged with being the cause of the accident, and who was taken into custody and placed in the lock-up here by Chief Montgomery yesterday morning.

Those who are killed were all on the engine "Grantham," and it would seem, from the information that we have been able to gather, were not aware of any danger until thrown out on the side of the train, and probably they did not even then comprehend the manner in which they had received their injuries. Their names were

William Sinker, Conductor, Thos. Harrington, Fireman, Capt. Henry Burrows, a passenger.

The men on the "Chippawa" saw the up train some two minutes before the collision, and Braund, the driver, states that he endeavored both to reverse the engine and to sound the whistle, so as to warn those on the next engine of the danger, but could not find the instrument necessary to blow the whistle, and that he reversed his engine two or three times, but on each occasion it went back. Had he succeeded in giving the alarm to those behind, there can scarcely be a doubt but that the lives of those killed would have been spared, and possibly the trains prevented from colliding. Finding that he could not do anything to stop the train and the fireman jumped off, and thus saved their lives.

After the death the three mentioned, an order was obtained from Coroner Rennie at Allenburg to remove the bodies to this town, and those of Sinker and Harrington were taken to their houses, while the masonic fraternity took charge of that of Burrows, and telegraphed to his friends. Young Harrington was buried this afternoon by the German, of which body he was a member, and Mr. Sinker will be buried to-morrow by the Masons.

Thomas Braund, upon whom it is charged the whole blame for this melancholy accident rests, was arrested, and this morning Mr. Stovin preferred the following charge against him:

"I charge Thomas Braund with having succeeded—by fraud and falsehood—in starting a train in direct violation of my positive and personal orders, which, if adhered to, would have rendered it absolutely impossible for the fatal accident to have occurred."

The following is the evidence taken at the investigation at the Police Office, before Mayor Currier:

CORNELIUS SWYIN, sworn.—I am General Manager of the Welland Railway. It was absolutely necessary on Saturday evening to get a certain cargo of grain down from Port Colborne, and I gave Wm. Sinker, conductor of the freight train leaving Port Dalhousie at 4.30, instructions to return with that grain on reaching Port Colborne. I also told him that, in consequence of the extra duty imposed upon him, that he should not go to Port Colborne again that night; but if it was necessary to send up another train, I would appoint another man in his place, and that he might remain in town and spend Sunday with his family. He was to have informed me on his arrival here if it would have been necessary to send a special train to Port Colborne. I gave Augustus Wilson, a special conductor on freight trains, orders to take the train up, and told him that it was uncertain when Mr. Sinker would be down, early or late; "and mark you," I said, "upon no account whatever is anything to leave this end until all the engines are at this end; and if any engine is left at Port Colborne, you are not to start from here until you know that that engine is out of steam." These were instructions which I expected would have been acted on, and if they had, no accident could have occurred. Augustus Wilson was the only person authorized to start that particular train, and the only one necessary to conduct it.

Cross-Examined by Thomas Braund.—I am aware of the situation you hold on the Welland R. R. You are Clerk, or "time-keeper" in the locomotive department. I do not know that you are in the habit of obeying my son's orders. Gave Sinker orders to return from Port Colborne. I am aware that Mr. Braund brought the train from Port Dalhousie. Gave Sinker his orders at the St. Catharines Station. I am aware you have no authority to give orders either for the departure or arrival of trains.

AUGUSTUS WILSON, sworn.—I am a special freight conductor on the Welland Railway. Was on board of the up train on Saturday night when the collision occurred. I was down at the station here when the 4.50 passenger train was going to Port Dalhousie. I saw young Mr. Stovin at the station, and asked him if a special train was going up that night. He said he didn't know, but told me to go up to the house and see the "old gentleman." We went in company to Mr. Stovin's house, and he told me not to move out until I was sure that all engines were down, or the steam out of them; if any were left. (The witness corroborated Mr. Stovin's evidence in reference to the instructions given.) I then went to the station, and from there went home and got tea. I knew at this time that the "Grantham" was not down. I then went back to the station and while talking to Mr. Morrison and another man, Braund came out of the locomotive shop and said "Hello Johnny, is that you? you are just the man I want to see," and told me that I had to take a special train to Port Colborne. I asked him if the "Grantham" had gone down. He answered "no." I then told him what Mr. Stovin had said, but he said he had

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## COLLISION ON THE WELLAND R. R.

THREE MEN KILLED—MIRACULOUS ESCAPE OF SEVERAL OTHERS

(From the St. Catharines Journal.)

One of the most serious, and in fact the first collision that has occurred on the Welland Railway, took place at the "Black Horse crossing" at Allanburg on Saturday night, by which three men, well-known in this town, and greatly respected by all classes, have lost their lives. The collision took place between a heavily grain-loaded train coming down from Port Colborne, and a special train going up with empty cars to the same place. In the down train there were some thirteen cars, drawn by two locomotives, the "Chippawa" and "Grantham," and the up train was composed of seventeen cars, and drawn by the locomotive "Ontario." The accident appears to have been the result of gross carelessness and neglect. When the trains came in contact, the up train was shoved down the track, while the locomotive "Chippawa," the pilot, was thrown partially off the track, the driving wheels remaining on the rails. The tender of the "Grantham" was thrown over the "Chippawa" on the side of the embankment, while the engine itself—in which were Messrs. Stoker, Keenan and Burrows, sitting on the inside, and Harrington outside on the frame, having just been out to oil the machinery—was thrown to the side of the track, turning partially over, and falling on

MONTREAL GAZETTE  
MAY 21, 1861

which they had received their injuries. Their names were

William Stoker, Conductor, Thos. Harrington, Fireman, Capt. Henry Burrows, a passenger.

The men on the "Chippawa" saw the up train some two minutes before the collision, and Braund, the driver, states that he endeavored both to reverse the engine and to sound the whistle, so as to warn those on the next engine of the danger, but could not find the instrument necessary to blow the whistle, and that he reversed his engine two or three times, but on each occasion it went back. Had he succeeded in giving the alarm to those behind, there can scarcely be a doubt but that the lives of those killed would have been spared, and probably the trains prevented from colliding. Finding that he could not do anything to stop the train him and the fireman jumped off, and this saved their lives.

When the trains came in contact, the up train was shoved down the track while the locomotive "Chippawa," the pilot, was thrown partially off the track, the driving wheels remaining on the rails. The tender of the "Grantham" was thrown over the "Chippawa," on the side of the embankment, while the engine itself—in which were Messrs. Stoker, Keenan and Burrows, sitting on the inside, and Harrington outside on the frame, having just been out to oil the machinery—was thrown to the side of the track, turning partially over, and falling on its side. Stoker and Burrows, the first of whom had his leg broken, and a fearful contusion on the groin. He lived about half an hour after, but although apparently conscious, was unable to speak, notwithstanding his frequent efforts to do so. He lived in this town, and leaves a wife and two children, and a brother, Mr. Geo. Stoker. Mr. Burrows was thrown about the same distance as the conductor. One of his legs was fearfully smashed, the bone protruding several inches. He lived about an hour and a half after the accident, and talked to those around him. He formerly resided in this town, but lately removed to Ottawa, where he leaves a wife and several children, totally unprotected for. He was agent for a line of propellers running to Port Colborne, on which he arrived just before the fatal train started, and being acquainted with Mr. Stoker, it is supposed that he requested to ride down with him for the purpose of spending Sunday in this town. Thomas Harrington, the fireman, was thrown 25 or 30 feet, had an arm broken, a severe and fatal injury in the lower part of the abdomen, and, we believe, the spine was also injured. He lived some two hours and twenty minutes after the accident. He conversed with his friends around. He lived here, where he has a mother and sisters. Hugh Keenan, the engine driver, does not know how he got out of the engine, but is of opinion that he was either thrown through the top or the window. He was pitched some 18 or 20 feet, and knocked insensible. When he got up he stumbled over poor young Harrington, and then proceeded to the house of Mr. Upper, close by, obtained assistance, and succeeded in helping to convey the injured men there, when he became too weak to do more, and found that he had two ribs broken, and some other slight injuries. Medical attendance was immediately sent for, but of course the three who are dead were beyond all possibility of relief. The two pool-cutters were sitting in the tender of the Grantham, and escaped without sustaining injury, the tender being turned over them, and when they crawled out from under it, one of them shook himself, and then observed very coolly that he must go to St. Catharines for his horse, and walked off, followed by his companion.

Was on board of the up train on Saturday night when the collision occurred. I was down at the station here when the 4:30 passenger train was going to Port Dalhousie. I saw young Mr. Stovin at the station, and asked him if a special train was going up that night. He said he didn't know, but told me to go up to the house and see the "old gentleman." We went in company to Mr. Stovin's house, and he told me not to move out until I was sure that all engines were down, or the steam cut off them, if any were left. (The witness corroborated Mr. Stovin's evidence in reference to the instructions given.) I then went to the station, and from there went home and got tea. I knew at this time that the "Grantham" was not down. I then went back to the station and while talking to Mr. Morrison and another man, Braund came out of the locomotive shop and said "Hello Johnny, is that you? you are just the man I want to see," and told me that I had to take a special train to Port Colborne. I asked him if the "Grantham" had gone down. He answered "no." I then told him what Mr. Stovin had said, but he said he had seen him since I had; and that he had a written order to go up with the special, exhibiting the order to me. He also told me I should have to take the train to Port Dalhousie by some empty cars. The contents of the order, as near as I can recollect, were to the effect that the "Ontario" engine should take a "special" of "empties" to Port Colborne that night. I told Braund I should not go to Port Dalhousie, as I had to see Mr. Booth. He said he would go and fetch the train up this far. I then went round to Mr. Booth's house. He was not at home, and his wife sent the boys in town to find him. I left word with Mrs. B. that I should keep the train till he came down. Then went to the station and told Mr. Morrison, the night watchman, to put out a red light and stop the train when it came up. He did so. Braund had charge of the train. He was told me to start the train but I told him I did not want to go until I had seen Mr. Booth, who I expected would be down in a few minutes. I then went to the back of the train to fasten a lamp there, and while there, the train was started. I was on top of the cars at the time. They were all large box cars. I went up in the train. Nothing further happened until we got to the curve at Allanburg, and when the engine had got over the crossing there, we saw the other train coming down. McDermott and I saw it at about the same time. We were not going fast, probably 6 or 8 miles an hour. McDermott whistled "Breaks down," and reversed his engine. Braund and I put the breaks on. We were all on the engine when we first saw the other train. We stopped the train, the engine was reversed, and under way coming back when we struck. I was on top of the cars when the collision occurred, and was thrown about a car length and a half on top of the train on my knees. I did not hear the other train whistle, but heard the bell ring at the crossing, and knew from this that they had not seen us. McDermott was still whistling when the collision occurred.

CROSS-EXAMINED, by Braund—I said I wanted to wait until Mr. Booth came when you told me to start the train. Couldn't say how long it was after I got on the train that it started. It was understood that the train was under my charge. (The order given for the train was here shown to witness, and he identified it as the same shown him by Braund.) I thought that order countermanded the previous one from Mr. Stovin. I think the writing is that of Mr. Neil Stovin. I have received orders from Mr. Neil Stovin, and have acted on them. I think he never gave me an order without first consulting the "old gentleman." On Saturday evening he wouldn't give one until he had seen him. I understand the order to be, to send a train up. Mr. Dean has charge of the locomotive department, and a train cannot start without his orders.

The Mayor here announced that the investigation would be adjourned until to-morrow morning at 10 o'clock, as the Coroner's jury had been empanelled, and were now here examining the bodies, and would require the witnesses at Allanburg at the earliest this afternoon.

ST CATHARINES  
JOURNAL

MAY 22,  
1861

The *St. Catharines Journal* says:—The business of the Welland Railway has increased at a wonderful rate this season. The employees and rolling stock are kept going day and night, and still it is found impossible to keep up with the arrivals. The basin at Port Colborne has been filled with vessels for four or five weeks, as fast as one is discharged another arriving. So great has been the pressure, the management has been compelled to charter some locomotives and cars from the Grand Trunk.

TORONTO GLOBE  
JUNE 2 1871

W. R. AND RAILWAY.—We believe it is the intention of this company to narrow the whole track from end to end to the four feet eight inch gauge, about April 1st. A number of men are hard at work narrowing the freight cars to this gauge, and three narrow gauge engines are to be put on the road, the old ones being about to be sold to private parties or changed to stationary engines.

MARCH 13 1873

ST CATHARINES WEEKLY NEWS

MARCH 13, 1873

# WEEKLY NEWS.

## TOWN AND COUNTRY.

It is reported that the old broad gauge locomotives formerly used on the Welland Railway have been sold to Mr. John Brown, contractor.

ST CATHARINES WEEKLY NEWS

MAY 29, 1873

Toronto Globe July 5 1873  
July 4 1873

Two of the Welland Railway  
locomotives collected in the  
yard at Port Colborne  
yesterday smashing one of them  
so badly that it will be taken  
up for some time

## ACCIDENT ON THE G. W. R.

### ST. CATHARINES.

Aug. 19.—The No. 10 express train on the G. W. R., which passed here at 7:30 this a. m., met with a serious accident at Merriton, by mistaking the lights on the canal bridge, which was open to admit a passing vessel. The engine, tender, and baggage car went into the canal with a terrible crash. Providentially the baggage car fell longitudinally in the chasm and stopped the rest of the train, which contained about 200 passengers, otherwise the loss of life would have been frightful. It was found that though a very serious affair had occurred no lives had been lost, as the engineer escaped by jumping into the canal, and the fireman although he sunk with the engine in 12 feet of water escaped all safe. The loss in baggage will be heavy, and it is likely navigation will be suspended for a day or two. We have been unable to find out who is responsible for the accident as every thing is in confusion.

[The following later report will explain the foregoing.—Ed.]

When the New York express about 3:40 o'clock this morning was approaching the Welland Canal Swing Bridge, the water gauge glass on front of the fire box burst, instantly filling the cab with steam and boiling water, so alarming the engineer that he jumped before bringing his engine quite to a stand, as the law requires, before crossing the bridge. The bridge being open the consequence was the engine and baggage car tipped forward into the canal opening. No one hurt nor trains delayed, except the morning express west, which was made two hours late.

**ALLANBURGH AND CLIFTON BRANCH G. W. R.**  
—We learn that the contract for building the Allanburgh and Clifton branch of the Great Western railway has been awarded to Mr. Hendrie of this city, who commenced the work this morning. This branch will connect the Air Line with the Niagara and Suspension Bridge line of railways. The contract stipulates that the branch must be constructed by the 18th of October. Mr. Hendrie is just the man to do the work substantially and expeditiously.

HAMILTON SPECTATOR

August 19, 1873

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BRIDGE REPAIRING.—The Welland Railway bridge spanning the Chippawa Creek between Welland and Port Robinson is being thoroughly overhauled by the Great Western Company. On Friday directly after the 8.05 a. m., train for Welland had passed over the bridge, the old timber arches were cut loose, and new iron girders were substituted therefore, the ends of each resting on the stone abutments. The task was completed, timbers, sleepers, track and all being laid by 11.30 a. m., the up train passing over with all safety.

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TIMES  
September 12 1873



**RAILWAY OPENING.**—The new branch line of railway from the Welland Railway at Allanburgh, to the Great Western at Clifton was opened, and the first train run over it yesterday. This road is at present known as the Allanburgh Branch of the Welland Railway, having been built by the Great Western on the Charter of the Welland Railway. The Great Western are applying for a Charter of their own during the present session of Parliament.

**THE INTERNATIONAL BRIDGE.**—On Sunday morning about seven o'clock, the last rail was laid on the International bridge between Fort Erie and Black Rock. Almost immediately afterwards a special train having on board Mr Gzowski, the contractor, Mr C. J. Brydges, and other officials of the Grand Trunk, crossed over to Black Rock, and was received with cheers by a large crowd which was assembled on the Amercian side. Mr Wellington Smith had the honor of officiating as conductor on the occasion and the engine, No. 361, was driven by Mr Peter Schryer. On Monday at one o'clock the bridge was formally opened, and a special train containing the directors of the bridge, and a few invited guests passing over the structure, and immediately returning. The regular passenger trains followed directly, and the bridge was declared open for regular traffic. No demonstration of any kind took place, the directors, wisely no doubt, having come to the conclusion that the work would show for itself, and that in face of the unprecedented difficulties that had attended its construction, any parade or glorification would be at once unnecessary, and entirely out of place.

GALT

NOVEMBER 7, 1873

## Welland R'y Time-Table.

### GOING NORTH.

	A.M.	P.M.
Port Colborne.....	6 30	2 27
Humberstone.....	6 34	2 32
Air Line Junction.....	6 43	2 42
C. S. R. Junction....	6 49	2 50
Welland.....	6 53	3 00
Port Robinson.....	7 04	3 13
Allanburgh Junction.....	7 09	3 18
Allanburgh.....	7 13	3 23
Thorold.....	7 23	3 35
Merritton.....	7 34	3 50
St. Catharines.....	7 45	4 00
Port Dalhousie.....	7 55	4 10
Toronto, via G. W. R.....	10 20	6 45
Toronto, via Steamer Picton....	10 40	

### GOING SOUTH.

Toronto, via Steamer Picton...	2 45
Toronto, via G. W. R.....	7 10 3 30
Port Dalhousie.....	9 55 5 40
St. Catharines.....	10 15 6 00
Merritton.....	10 27 6 11
Thorold.....	10 40 6 21
Allanburgh.....	10 53 6 30
Allanburgh Junction.....	10 58 6 35
Port Robinson.....	11 03 6 39
Welland.....	11 10 6 50
C. S. R. Junction.....	11 23 6 54
Air Line Junction.....	11 35 7 00
Humberstone.....	11 45 7 08
Port Colborne.....	11 50 7 13

P.M.

Buffalo, (Via Air Line)..... 1 05

G. W. R. trains leave Merritton, going  
 East, 10.27 a.m., 6.11 p.m., 10.24 p.m.  
 Going West, 7.39 a.m., 10.27 a.m., 3.50  
 p.m., 1.44 p.m., 10.24 p.m.

THOROLD POST  
 November 4, 1881

## Welland Railway Time Table.

### GOING NORTH.

	A.M.	P.M.	P.M.	A.M.
Port Colborne.....	6 45	2 55	5 50	9 05
Humberstone.....	6 49	3 00	6 53	9 11
C. S. R. Junction ....	7 00	3 14	6 02	9 23
Welland.....	7 09	3 25	6 10	9 36
Port Robinson.....	7 20	3 40	6 21	9 52
Allanburgh June ....	7 25	3 44	6 25	9 57
Allanburgh.....	7 28	3 47	6 28	10 01
Thorold.....	7 40	4 00	6 40	10 15
Merritton.....	7 46	4 10	6 46	10 38
St. Catharines.....	7 58	4 22	6 55	10 50
Port Dalhousie.....	8 15	4 35	7 05	

### GOING SOUTH.

	A.M.	A.M.	P.M.
Port Dalhousie.....	7 25	10 05	6 20
St. Catharines.....	7 35	10 25	6 30
Merritton.....	7 46	10 38	6 45
Thorold.....	7 51	10 46	6 55
Allanburgh.....	8 07	11 00	7 05
Allanburgh June ....	8 11	11 04	7 08
Port Robinson.....	8 16	11 08	7 12
Welland.....	8 30	11 17	7 22
C. S. R. Junction ....	8 39	11 27	7 32
Humberstone.....	8 51	11 36	7 41
Port Colborne.....	8 55	11 40	7 45

G. W. R. trains leave Merritton, going east, 10:38 a.m., 6:46 p.m.; going west, 1:50 a.m., 7:46 a.m., 1:50 p.m., 4:10 p.m., 8:25 p.m.

## Post-Office Time Table.

### MAILS CLOSE.

	A.M.	P.M.
Welland railway, going north	7 00	3 20
going south	10 20	6 20
G. W. R., going west	7 00	3 20
G. W. R., going east	10 00	6 00

### ARRIVALS.

Welland railway, from north..	11 05	7 15
from south..	7 55	4 25
G. W. R., from west .....	11 30	7 30
G. W. R., from east.....	8 20	4 40

The post-office is opened daily (Sundays excepted) from 8 a.m. to 7:30 p.m.

THOROLD POST

February 5

1886

Railway accidents in or about Thorold for the past year may reasonably be classed as rarities. But at length the spell has been ruthlessly broken, and Thorold has been chosen as the scene for the semi-occasional wreck. It happened on Monday. The Welland mail train, due to leave Thorold at 10:45 a.m., had left the station, and was proceeding at a good rate of speed towards Allanburgh. The direct cause of the accident it is likely will ever remain a mystery; at least, no one now can give anything like a plausible theory. Certainly, however, when the train was rounding the curve, near the crossing at the Allanburgh road, the rear portion of the engine tender jumped the track, and, in less time than it takes to write, the baggage car, smoker and coach that composed the train were hurled from the rails, and lay a wrecked and broken mass in the ditch along the track. The engine did not leave the rails. The three cars were all on the east side. Naturally the express and baggage car was the most badly smashed. It lay ~~some distance from the track~~ ~~entirely over, lying bottom upwards.~~ The trucks were torn off, and lay scattered about. The second and last cars lay together, nearly parallel to the track, the second car turned completely about, the rear end being foremost, it being carried forward, and the car turned around by the impetus of the last car. Both were lying on their sides, and were badly smashed. Here, ~~there~~ and everywhere were bolts, bars of iron, wheels and timbers, they with the cars forming a sorry sight indeed. It is a wonder that many of the passengers were not killed outright; as it is, several were severely hurt. Mr. Phil. Grobb of St. Catharines, express messenger, had his face and hands badly cut, besides being badly shaken. It was feared at first that he was internally injured, but such is not the case, and he is recovering nicely. Mr. Jas. Walker of Thorold had a rib broken, and his hip sprained, and is also progressing nicely. The devastator's auctioneer, Mr. Wm. Stuart, had his back strained by being knocked against a seat. He also received a blow on the head from a piece of falling debris. He is about again, and will soon be as well as ever. Besides these, there were several Thoroldites on board, who sustained only a big shaking up, among whom were Judge Baxter, Miss Abell, Mrs. Jamieson, Mrs. J. A. Thompson and Mr. A. Garner.

The only reason that can be ascribed for the accident is the spreading of the rails.

The stoves, which were bolted to the floor, kept their places. The one in the express car hung down from the floor of the overturned car, held its fire, and kept the car warm for three hours, making a comfortable room in which the injured messenger was left until two o'clock, when an auxiliary arrived and took him to St. Catharines.

The ballasting at the side of the track was torn as though an immense plough had furrowed it.

A big gang of workmen were quickly on the spot, and first got the tender railed, while others were repairing the track; then the broken cars were shoved clear of the track, and traffic was soon resumed.

This part of the road was all thoroughly overhauled, reballasted, and put in splendid condition, only one or two summers back.

Stewart, the auctioneer, had been through two previous railroad accidents, at one time being on a train which had to rush through a bush fire, in which he had every hair burned from his hands and face.

Had the stove in the express car broken, Grobb must certainly have been burned to death, as he thinks he

THOROLD  
JANUARY 23  
1891

# Grand Trunk Railway.

Trains leave Welland daily except Sundays  
and:

4.25 a. m. Express for Port Dalhousie, Hamilton, Toronto, Woodstock, London, St. Thomas, Detroit, Port Huron, Milwaukee, Chicago and points west.

7.20 a. m. Accommodation for Port Colborne and stations west on Loop Line and Buffalo and Goderich Branch.

8.30 a. m. Mixed for Suspension Bridge, Buffalo, New York, Boston, Hamilton, Toronto, Woodstock, London, St. Thomas, Detroit, Port Huron, Chicago and points west.

11.15 a. m., Mail for Port Colborne, Port Erie and Buffalo.

2.25 p. m., Accommodation for Port Colborne, connecting for Dunnville, Brantford, Stratford and points west.

6.44 p. m., Mail for Hamilton, Woodstock, London, Toronto, Kingston, Montreal, Quebec, Portland and other eastern points.

6.00 p. m., Accommodation for Port Dalhousie, Hamilton, Suspension Bridge, Buffalo, New York, Boston, etc.

7.34 p. m., Express for Port Colborne, Port Erie and Buffalo.

For through tickets, time tables and any further information as to through coaches, sleeping cars, etc., apply to O. H. GANNA, Town Ticket Agent, Orient Block, Welland, Ont. I am in my office at six a. m., in time for morning trains. Call for tickets.

R. E. WAUGH,

Station Agent.

L. J. SEARGEANT,

Gen'l Manager.

W. EDGAR,

Gen'l Pass. & F.

WELAND

July 1892.

# A FRIGHTFUL ACCIDENT.

Trains on the Grand Trunk  
Crash Into Each Other

NEAR ST. CATHARINES

Three Men Lose Their  
Lives.

INDESCRIBABLE WRECK.

A Number of Hairbreadth Es-  
capes.

A TORONTO MAN'S NARRATIVE—LIST OF THE  
DEAD AND INJURED—A CONDUCTOR  
DISOBEYED ORDERS.

St. Catharines, July 18.—(Special.)—A terrible accident occurred about 10.30 this morning on the Welland division of the Grand Trunk about two and a half miles from here, and between this city and Merritt. The accident was at the point where the line crosses the railway from the Lincoln Paper Mills near the "phonograph" road leading from the mills to the Merritt road. The train coming from Buffalo in charge of Conductor John Peckham of Niagara Falls to connect with the steamer Empress of India at Port Dalhousie met the mail train from the latter place in charge of Conductor James Doyle of Port Colborne. The collision resulted in the death of three men and the serious injury of a number of others. The trains were each running fast, but owing to a curve in the road the engines did not see each other until they were but a short distance apart. One of the trains whistled down brakes, but the speed was not even reduced. The shock was terrific. The boat train from Buffalo consisted of an engine, a baggage car, a smoking car and a passenger coach, and the other of an engine, mail car and passenger coach. Both trains were heavily loaded to pieces. The baggage lay all over the place, and the mail car, a passenger car in splinters lay beside them. The coach of the boat train shot over the bank, leaving the trucks on the rails. The smoke of this train was buried into the mill race beside down. The cars are perfect wrecks. As soon as possible.

THE WORK OF A BUSY  
was begun. Dr. Merritt, Father Allain, Capt. William McAvoy and Mr. P. H. McNamara were among the first from this city to arrive at the wreck and they worked like Trojans. The special from Niagara Falls brought Dr. Reid, the company's surgeon, and Dr. Campbell. The employees of the paper mills, spoke factory and other establishments also turned out in full force. Mr. Bull, division superintendent of the G. T. R., arrived from Hamilton about 2 o'clock. Auxiliary trains from the bridge arrived about 1. Mr. D. Morris, assistant superintendent, arrived from London about 7 in the evening. The water was let out of the race-way in order that the snaker might be reached. It is little short of a miracle that any of the passengers in it escaped alive. Thomas Bradford, Merritt, master of the boat

and then kindling wood, cushions, seats and everything else flying through the car.

Brakeman James Grooms of the boat train jumped through the door of the baggage car and escaped unhurt.

Mr. W. Jackson of Rockdale, Eng., one of the passengers on the train from the Falls, said: "How I escaped, I do not know. We had just left Merritt, and were proceeding at a speed I should say of not less than 30 miles an hour. I happened to look toward the end of the car when I saw the brakeman and another man suddenly spring for life. Then both jumped, and as they did so I heard a crash, and immediately a mass of wood and stuff came rushing through the cars, glass cracked and flew around and then came terrible darkness. The car seemed to turn over twice, then stopped, and I felt the water pouring on to me. In falling the car formed a kind of archway through which I crawled, then climbed on to the outside and to dry ground. God only knows how I escaped death. I do not. We started from the Falls about 12 minutes late, and I heard the driver say that the air brakes would not work. I escaped with a slight scratch wound."

Conductor Doyle was seen at the residence of Mr. Smyth, where he was lying on a lounge with his head bandaged up. He said: "I was on the platform taking a drink of water. When I heard the air brakes I looked out to see what was the matter, and then I was pitched out on my head and knees, and when I recovered most of the people were out of the wreck. He would say nothing more. He has since been removed to his home in Port Colborne."

A man named Farrow, who was in the number of the boat train, had to crawl out into the mill race to get from the wreck.

Thomas Allen of Louth, with his wife and four children, were on the boat train, but beyond a severe fright and shaking they escaped without injury, although the car in which they were left the trucks, and one end rested on the cars in the mill race.

Mrs. Stephen Bradley was going to her field close by the collision. A piece of the wreck flew around her in all directions, but she escaped unhurt. The next thing she saw was the two trains piled up in a heap.

Charles Phomister, Niagara Falls, was sitting in the baggage car of the boat train near David Hunt when the accident occurred. Hunt was instantly killed, but Phomister escaped with a bruised back.

CAUSE OF THE DISASTER.

The cause of the disaster has not been fully ascertained yet. So far as the evidence taken at the inquest goes it would seem that Conductor Peckham was to blame. According to the evidence of Henry Davis, station master at Merritt, Conductor Peckham's train was late in arriving there, and therefore lost the duty of way, and could not cross Conductor Doyle's train anywhere else without orders. Davis says that the operator at Merritt told him Peckham left that station without orders. The operator's own testimony will be heard to-morrow, and if the statement is correct then Peckham was to blame. Peckham had the privilege of leaving Merritt without orders if he could reach St. Catharines by 11.25, but as a matter of fact it was after that hour before he reached Merritt. Strange to say all the officials on Peckham's boat train except Watch, checkman, who had little to do with it, left the scene of the wreck immediately for Niagara Falls, and did not wait for the inquest.

CONDUCTOR DOYLE.

Conductor Peckham is one of the oldest on the line, and has always been regarded as a reliable man, though a little audacious. The railway company will be represented by counsel at the inquest to-morrow.

Conductor Doyle and Express Messenger Groat were in an accident about a year ago, and Groat was laid up for some weeks.

Richard Walters, operator at Merritt, was unable to leave the station to-day, but will attend the inquest to-morrow, and say whether Conductor Peckham had orders to leave there.

The loss to the company will be about \$150,000.

The wreck was cleared at 10 p.m. Conductor Peckham's train was on the way to Port Dalhousie to meet full excursionists on the Empress of India. Fortunately these excursionists were not on the train at the time of the accident, or the catastrophe would have been much more serious. The Grand Trunk applied to the Niagara Central Railway for permission to use the latter's track between St. Catharines and the bridge. This was cheerfully granted, and the excursionists went on their way.

One of the most remarkable escapes was that of Conductor Doyle's son. An hour after the wreck he was out of one of the cars alive and well, with the exception of a few bruises.

Thomas Bradshaw and his wife

TORONTO  
GLOBE

JULY 19,  
1892

Henry Davis, station master, G.T.F. at Merritt, said:—I was instructed to send a pilot engine to Port Dalhousie at 10.30 or 10.45 a.m. The pilot engine passed me in the p.m. at that time. Conductor Peckham asked me to stop the driver of the pilot engine to be a useful approacher. Port Dalhousie, I was told, train. Conductor Peckham, in going to cross Conductor Erb's train at Port Dalhousie at 10.25 a.m., provided the pilot engine on time. But Conductor

TORONTO  
GLOBE  
JULY 19  
1892

fire, and death followed. The engine of the Erie remained stable, the track, but the coaches were hurled down a steep bank to the mill race below, a distance of 20 or 25 feet. Conductor Doyle's train was not so badly wrecked as the other, nor were the fatalities so great. The injured appeared at Merrittton. Cyrus Chapman, engine driver of Doyle's train, and David Hunt, baggage man on the Erie, are among the dead. A mail evidently from Buffalo and whose papers indicated that he was connected with a firm there, is also dead. No one can fix the responsibility of the accident as yet, but it is said that Preckman's train was late. The usual schedule is for the train from Buffalo to get to Port Dalhousie before the steamer's passengers leave by train at 10:35 a.m. for the bridge. Sometimes they cross at St. Catharines, but to-day they met between the latter place and Merrittton. Conductor Doyle and his son, who is mail clerk of his train, are injured, but not seriously. The express messenger, P. A. Gribb, on the same train is badly cut and skinned up. Our correspondent interviewed News Agent Wolfe of the Erie train. He is at the hospital badly hurt. He is the sole support of his mother and sister, who live at London, and the poor lad's affliction was far greater for them than for himself, though suffering intensely. Peter Walsh of Port Colborne, baggage man on the Erie, went down with the smoker, but escaped with slight bruises. One man was drowned when the rescuers were just wearing him, as he lay pinned in the wreck of the smoker. His head sank as the waters raised about him and the voice that had directed the workers was silenced in death. Mr. Thomas Hastings of this city was coming down in the smoking car that plunged upside down into the mill race. He says there were probably twelve people in the car. He hardly knows how he escaped, but he was standing on the bank without a scratch. He had kicked out a window and got out some way. Strange to say, his son Hugh was coming up on Doyle's train and he also escaped without injury. Mr. Hastings says all he can remember is the shock of the collision and then seeing kindling wood, cushions, seats and everything else flying through the car. The Grand Trunk trains are running via the Niagara Central until the track is cleared.

#### TORONTO MEN'S ESCAPE.

NARRATIVE OF ONE OF THE ESCAPERS FROM PORT DALHOUSIE—THE SCENE OF DESTRUCTION.

Dr. R. J. Wilson, one of the passengers on the local train, was seen at his residence, 8 Yorkville avenue, Toronto, to evening, and gave a graphic account of his experiences. He crossed to Dalhousie on the Garden City yesterday morning, and there took the ill-fated train, in company with Mr. W. L. Huddart, contractor, of Ketchum avenue, and Mr. Thos. Gilroy, butcher, Na. er street, as they were sitting in the smoker chatting when they heard the air brakes applied and the car slowed up with a sudden jar. "That's a very queer stop, do you?" remarked Mr. Huddart, but before any reply could be made the crash came.

Instantly continued the doctor, "glance seats and portions of the car were flying in every direction, but neither Mr. Huddart nor I were injured in the slightest, and Mr. Gilroy escaped with a slight flesh wound on the face, either from the flying glass or through striking the door in getting out. We were the only occupants of the car. We at once rushed out of the car, and on getting upon the track found a very comfortable water off-distribution. The baggage car of the Erie train was lying partially in the mill-race to the south; north of the track lay the debris of the two locomotives smashed out of all shape. I never saw such an absolute wreck, while the coaches of each train were piled alongside almost as badly broken up. The mail and baggage car of the Erie train was very much injured also. Beside the wreck lay the bodies of our driver and a passenger from Buffalo, both dead.

#### THE MEN'S EXPERIENCE.

"We set to work at once to assist our less fortunate fellow-passengers. Mr. Huddart took charge of the operations, working himself indefatigably. After a hour's hard killing labour, the baggage car was cut out of the baggage car, and then we heard a voice from the de-

bris that the men among whom had set fire to almost numberless dwellings and houses. So it proved. Your correspondent found no less than eight places on fire, but the conflagration had resulted in such an excitement that not a house or shed within a half a mile's radius was left unprotected. Water was freely used everywhere, and though many places were saved within the minute, fully a dozen were badly scorched. The fire was at its height when a large flying column entered the bay where boats of Brownson & Marceau. In a moment it was seen that

#### ANOTHER IMMENSE BLAZE.

was inevitable, and so it proved. This building was owned by the Allan estate and was capable of storing fully 3,000 tons of hay. It was completely filled, and as the inflammable material caught the blaze it burned as only such can. Over the river portion of the city and away over the southern districts the thick, black smoke rolled. Up town it seemed that the city was doomed. The population turned out by thousands and the excitement grew. Roads rushed through the city for more hose, hospital ambulances carried messages from chief to subchief, and amid the clanging of engine bells and cries of alarm as the flames sped upwards, such a scene was witnessed as never more will again, it may be expected in this city. The result of the second fire was a total loss, as Brownson & Marceau had but little insurance. Not less than \$20,000 will cover the loss of which the Allan estate will contribute about \$10,000 for the building. For hours the conflagration burned for city in the premises of Ramsey & Glendonish and the timely arrival of outlying district fire brigades did much towards relieving the labor of the city brigades, as they gallantly fought the flames. The entire reserve of the police force were sent to the scene, as the crowd had become so great that they impeded the work of the firemen. Towards 8 o'clock it was seen that the conflagration was under control and about the same hour the "all out" was struck for the Allan building fire. Surrounding the burned district were a number of dwellings, several of which were destroyed. These included the houses of Wm. Grosvenor, M. Maloney and Z. Verault and an English family, whose names are not known. In each of these cases the entire houses were destroyed and there is not a cent of insurance. During the progress of this fire three other alarms were struck from various portions of the city, and this fact owing to the necessary absence of part of the brigade considerably weakened the force of the great majority. The City Council turned out in great numbers, and it is more than probable that at the next meeting a sum of money will be voted to the fare of the steamship Tyndal.

#### INSURANCE.

The insurance on both fires reaches the figure of \$137,500, and was placed by Messrs. G. R. Robertson & Son. That of Messrs. Ramsey & Son had been in the hands of a New York company, but was transferred as recently as January last into the charge of the above firm. A complete list of the insurance and the companies involved is as follows:—

Messrs. Ramsey & Son, North British, \$10,000; London Corporation, \$10,000; Western, \$10,000; Royal, \$10,000; North American, \$10,000; Liverpool, London & Globe, \$10,000; Commercial Union, \$10,000; Scotland Union, \$10,000; Quebec, \$10,000; Atlas, \$10,000; Calcutta, \$2,500; total, \$102,500.

W. Glendonish & Son, Scotland Union, \$10,000; North British, \$10,000; London Corporation, \$10,000; Alliance, \$10,000; Commercial Union, \$10,000; Atlas, \$12,500; Lancashire, \$10,000; Royal, \$20,000; Western, \$10,000; North American, \$10,000; Quebec, \$10,000; North Union, \$10,000; Calcutta, \$10,000; Sun, \$2,500; City of London, \$2,500; Commercial, \$2,500.

#### TWO LIVES LOST.

12:30 p.m.—The walls of the building at the corner of Grey and Wellington streets have been blown down. A woman named Samuel King has been badly injured, and two others have been killed. One of the latter is still under the mass of debris, but cannot be searched for as the other part of the building is expected to fall at any moment.

#### GENERAL MONTREAL NEWS.

The N. A. U. C. A. Calcutta Convention delegates have returned. One of them in conversation with The Globe correspondent said that while in Buffalo he learned that a number of Montreale-

TORONTO  
GLOBE

JULY 19  
1892



Peckham registered in having arrived at Merritt on 10.27 a.m. Her time to leave Merritt for Port Dalhousie is 10.07 a.m. The boat train being late, had lost her rights, as does Hoyle's train anywhere on the line without orders. Conductor Peckham had no right to leave Merritt station without orders. When I got to the station the operator asked me had the boat train left. I said "Yes." I asked the operator if Conductor Peckham's train (the boat train) got orders. The operator first said "Yes," and then said that he misunderstood—that Peckham had no orders. The operator told the despatcher at Allanburgh that the boat train had left Merritt, and I understood that the despatcher tried to stop Hoyle's train at St. Catharines to hold it there till Peckham's train arrived. It was too late; Hoyle had left. Peckham had the privilege of leaving the Merritt station without orders if he could make St. Catharines by 10.25 a.m., but he did not register at Merritt until 10.27. He could not leave Merritt without orders, as Hoyle's train leaves St. Catharines at 10.28 a.m. Conductor Peckham failed to observe the regulations laid down for his guidance, provided he got no orders. Conductor Hoyle has the right of way and does not require and as held.

COLEMAN VICTIM.

Wm. Jackson, a chemical manufacturer, of Rochdale, Lancashire, England, said:—I was on the boat train coming from the bridge. I thought it was late. I never heard any alarm, and thought we were going very fast. I thought about 24 miles an hour. When the collision occurred I was in the smoking apartment. My head and arm were slightly injured and also my side. The car I was in was thrown into the water. The officials showed no courtesy, and gave no information or assistance. A man (David Hunt) who sat on the opposite side of the car from me was killed. I saw the brakemen put hooks on wheels all their right there or four minutes before the accident. We then went forward every until the accident occurred. The inquest was then adjourned until 2 to-morrow afternoon.

terior of the wrecked car exclaimed, "Don't leave me here." This was Hoyle, the mail clerk, and son of the conductor, and him we also released after some further effort. Neither of these men were seriously hurt, though how they escaped is a mystery.

Dr. Youmans of St. Catharines and myself were the only physicians on board, and we did all we could to temporarily relieve the sufferings of the injured. Conveyances from St. Catharines were on hand in an incredibly short space of time, and in those the wounded were conveyed to the hospital in St. Catharines.

In the Erie baggage car, which had tumbled over into the mill-race, we found a small boy of about twelve years. Fortunately he was caught in the upper end of the car, and we got him out without injury. We went through the car, but could find no others, and I do not believe any bodies will be found under that car. There was a passenger car on our train behind the smoker I was in, with possibly twenty passengers in it, but none of these sustained any injury. Of course I am unable to say who is to blame for the disaster, but I would like to add that the train hands who were not injured and the other railway employees did everything in their power to help the unfortunate wounded and alleviate their sufferings. I returned to Toronto on the afternoon train, and Mr. Gilroy came back on the Garden City at night.

TORONTO  
GLOBE

July 19,  
1892.

#### ANOTHER ACCOUNT.

INTERESTING INCIDENT IN ST. CATHARINES—  
INTERVIEWS WITH THE WOUNDED—SOME  
THRILLING SCENES.

St. Catharines, July 18. (Special.)—The most intense excitement was felt throughout the city today when vague rumors came that a "terrible" and fatal collision had occurred near Merritt. The wildest statements found ready credence, but fortunately the first statements of eighteen or twenty killed have to be materially discounted. But the truth is bad enough. Your correspondent at once drove to the place of the accident, where an indescribable scene was presented. The engines of two trains on the Welland division of the Grand Trunk and their full make-up of passenger coaches, etc., were piled up in wildest confusion. The engines were locked in a destructive embrace. Baggage cars and tenders were piled on top and in the ravine lay the ruins of the coaches, cut and hacked in order to rescue the ill-fated occupants. As usual the employees of the railway were dumb as to giving information and it had to be gleaned under great difficulties. It seems that the Erie train, in charge of Conductor Peckham, and the train from Port Dalhousie, in charge of Conductor Hoyle, carrying passengers from the steamer Empress of Hull, met at a curve near Merritt. Not only is there a sharp curve at this point, but the view is further obscured by a house, barn and some scattering trees. The impact must have been one of terrible force. Fire, ruin and death followed. The engine of the Erie remained whole on the track, but the coaches were hurled down a steep bank to the mill race below, a distance of 20 or 25 feet. Conductor Hoyle's train was not so badly wrecked as the other, nor were the fatalities so great. The inquest opened at Merritt, Cyrus Chapman, engine driver of Hoyle's train, and David Hunt, baggage man on the Erie, are among the dead. A man evidently from Buffalo and whose papers indicated that he was connected with a firm there, is also dead. No one can fix the responsibility of the accident as yet, but it is said that Peckham's train was late. The usual schedule is for the train from Buffalo to cut to Port Dal-

# THE COLLISION

## TERRIBLE WRECK AND SAD RESULTS.

hope of recovery was abandoned long before final dissolution. Deceased leaves a widow (daughter of Mr. Edwin Smith) and one son. The funeral took place on Sunday, and the remains were interred at Doan's Ridge, the Rev. J. J. Morton conducting the services, assisted by the Order of Chosen Friends, of which organization the deceased was a member.

The news of the railway accident on Monday caused almost a panic, the vagueness and exaggeration of reports causing the greatest suspense among the families of the trainmen. The first news was a telephone message from Conductor Boyle to his wife stating that he was not seriously hurt, and that poor Chapman was killed, but it was not until late in the afternoon that any accurate details could be obtained. The news was imparted to Mrs. Chapman as gently as possible, but when the dreadful reality dawned upon her, that the husband who had left her but a few hours before was in the cold embrace of death, her grief was heartrending. Poor Chapman died at his post and fills a hero's grave, for had he not manfully remained until he had reversed his engine and applied the air brakes, the loss of life would have been appalling, but like the hero that he was, he would not jump until he had done his utmost to save his passengers. The deceased was very popular all over the county, and a man whom everyone honored and respected. He was the only son of Mr. Amos Chapman, of South Palham, and had been connected with the railway for about 18 years, commencing as a brakeman on Boyle's train; afterwards he worked in the yards, and being ambitious to become an engineer commenced firing for Joseph Smith who was then running Boyle's train. His first work as an engineer was on Powell's train where he remained until Smith left the road, and was then put on the Boyle train, where he lost his life. He was one of the most careful men on the road and looked to as one of exemplary character both in business and private life. A little over eight years ago he married a daughter of Mr. Andrew Melick, of Wainfleet, who is left a widow with two small children, 5 and 3 years of age. The remains were brought here on Tuesday and the scene at the home was heartrending. The funeral took place on Wednesday, and the remains were interred at Friend's White Church burying ground, Rev. Mr. Morton officiating. The injured men are getting along well. Mail Clerk Boyle, Fireman Spratt and Expressman Grobb are out again. Conductor Boyle and brakeman Welch are still confined to the house, but progressing nicely. Baggage man Spratt, who lost his leg is at the residence of his sister at St. Catharines and progressing favorably.

Boyle's Mail Train and the Erie Boat Train collided near Merrittion with Fatal Effect. Killed: Sayers Chapman, of Port Colborne, and David Hunt, of Niagara Falls, Killed. All the Train Hands More or Less Injured.

The terrible disaster which occurred near Merrittion on Monday morning is still the absorbing topic of conversation, and the horror and sadness of the catastrophe will linger long in memory. When the news reached Welland the report was greatly exaggerated, as the fact that 8 or 9 had been killed and that several Welland people were among the injured. By anxious telegraph offices were besieged and not until people eager for news, but it was with the special, which had been dispatched at 12.30, that the facts of the case became known.

Briefly the following is an accurate description of the disaster: The accident occurred about 10.40, just a little north of Merrittion between the regular mail train on the Welland division from Port Dalhousie in charge of Conductor Boyle and a special in charge of Conductor Peckham, running to Port Dalhousie to convey the passengers on the Empress of India, St. Vincent de Paul Society picnic, from Toronto to Niagara Falls. Both trains were fortunately running light.

The collision occurred near what is known as the Black Bridge, crossing the raceway, near the concession leading from the Lincoln Pulp Mills to the Hartzel road, and just outside the city limits of St. Catharines. A short wooden bridge crosses the waterworks raceway, and the engine on the boat train had just crossed it when the trains met.

Conductor Boyle's train left the St. Catharines station on its regular time. The boat train, which was late, should have waited at Merrittion until Boyle's train arrived, but instead of doing so Conductor Peckham started down to Port Dalhousie. At the spot where the collision occurred there is a slight bend in the road, and when the engineers saw each other it was impossible to stop the trains. The motors came together with a terrible crash. They were completely demolished and thrown over on the north bank. The smoking car of the boat train turned upside down and alighted on the bottom of the roadway, while the coach next to the smoker shot over the bank without its trucks and hung there suspended in midair. No one was seriously hurt in this car.

The news of the wreck soon spread and the hands from the Lincoln paper mill, spoke factory and other establishments flocked to the scene. All went to work with a will. It was thought at first that some passengers had been carried down with the smoker and were buried under the wreck, but when the water was run out of the raceway and the car raised no bodies were found. The complete list of dead and injured are as follows:

### THE DEAD.

Sayers Chapman of Port Colborne, engineer of the mail train, head smashed; instantly killed.

David Hunt of Niagara Falls, Fireman of the boat train, head smashed.

A. H. Van Slyke, employed in King's Iron Works, Buffalo, a passenger on the mail train, body recovered from water terribly mangled, the right leg and arm being torn from body.

### SERIOUSLY INJURED.

William Spratt, baggage man, leg smashed; had limb amputated; will recover.

News agent Wolfe of the Buffalo train, badly cut about the body; in St. Catharines

an order to hold him. Had no order to hold Boyle's train on Monday.

Other witnesses were examined but nothing with further bearing on the case was elicited and the inquest was adjourned until next Tuesday.

It is understood that Conductor Peckham and Engineer Hiltrop claim that they had five minutes to make St. Catharines, according to their watches.

### WAINFLEET.

Service in Morgan's Point church next Sunday afternoon at 3 o'clock. Subject, "Cheerfulness." Come and bring your friends.

THE WELLAND TELEGRAPH

JULY 22, 1892

## THE MERRITTON ACCIDENT.

The Coroner's Jury Censures the Railroad Company—No Blame Attached the Crew of Either Train.

The adjourned inquest on the recent Merritton railway disaster was resumed on Tuesday afternoon, when additional evidence was adduced from Mr. James Boyle, conductor; Jas. Lynch, train-despatcher, of Allanburg; Jas. Blair, station master at Port Dalhousie; Geo. D. Deneb, station master, at Niagara Falls; Theo. Hiestrop, engineer of the boat train; Peter Walsh, brakeman of Boyle's train; Conductor Peckham, of the boat train; and Telegraph Operator Christie, of St. Catharines. The evidence is too voluminous for space here, but it indicated a discrepancy in the time of the Merritton station clock and the conductors' watches. Mr. Peckham's evidence detailed his objections to leaving Niagara with an engine unsupplied with air brakes, and his satisfaction that everything was all right on leaving Merritton.

The jury, after some deliberation, returned the following verdict:

"That Hayer Chapman, David Hunt and A. H. Van Slyke came to their death by being killed in a collision between train No. 62 and train No. 63 on the Welland branch of the Grand Trunk Railway near the boundary line between the municipalities of St. Catharines and Merritton on the morning of July 18th, 1892, and further, this jury finds that the authorities of the G. T. R. are culpably and criminally negligent in not having attached air brakes to train 62, and allowing excursion train to be run without air brakes to the imminent peril of human life. Further, the jury do censure the G. T. R. authorities for permitting such dangerous discrepancy to exist in the timepieces in the several stations, whereby this deplorable accident was rendered possible. The jury further find that the operators should not be called upon to discharge any duty except that to which they should be compelled to exclusively devote themselves."

The railway investigation commenced at Hamilton yesterday, when it is probable that particulars were enquired into more minutely than by the coroner, but which will be carefully concealed from the public.

General opinion, however, is not favorable to the company, and the common sense view, after hearing the evidence at the inquest, exonerates Conductor Peckham, who was at first regarded as in a slight measure responsible.

July 29  
1892

When the news of the terrible collision at Merilton reached here on Monday morning its exaggerated details created the most intense excitement, and the friends of those on board the unfortunate train thronged the Grand Trunk station, eager for further intelligence, yet fearing to hear it, and until accurate reports were received suspense was at a high tension. The auxiliary was quickly despatched and was at the wreck 45 minutes after the disaster. For the family of David Hunt, the greatest sympathy prevails, and a wife and five children mourn with a grief that nothing can assuage. For hours the bereaved widow went from one fit of grief to another, and words of sympathy and comfort had no effect. During the past year five children died from diphtheria, and the hand of misfortune seems heavily laid upon the suffering family. Mr. C. Phemister, who was severely injured about the back, is still in Merilton, nursed by his mother, and is progressing favorably. His escape from instant death was miraculous. All the boat train hands belonged here, besides the following passengers: Collector of customs P. Flynn, Miss S. Flynn, Miss Mara, Mr. and Mrs. Thomas Mitchell, Mrs. A. Shevelock and Mrs. Geo. Shaw, of Buffalo, sister of baggage checker Jas. Walsh, all of whom received a severe shaking up and nervous shock, and who now are filled with wonder at the marvellousness of their escape. The remains of baggage-man Hunt were brought home on Monday evening and the funeral took place on Wednesday morning. Conductor Peckham, of the boat train has, ever since the accident been almost beside himself with grief. When he discovered that the engine was not supplied with the air brake he refused to take the train until furnished with two extra brakemen, and then he went under protest.

THE WELLAND TELEGRAPH

JULY 22, 1892.

Work of remodelling the G. T. R. yards here was commenced last week. About 60 men are employed, and about 40 of these are Italians. There will be another siding built, and the station will be removed to where the old tank formerly was. This will do away with having the Welland railway trains back down to the station, and will also enlarge the yard room. It is expected that the work will be finished by Christmas.

THOROLD

November 5, 1897

#### FATAL RAILWAY SMASH

A bad railway smash took place in the G. T. yards here between 12 and 1 o'clock Wednesday morning. A freight-train of 51 cars mostly coal, coming down the Welland line broke a coupling, leaving 25 cars behind. The entire train crew consisted of only five men—the engineer, fireman, conductor and two brakemen. The escaped section was manned only by the conductor, and it seems that the condition of affairs was well understood, even by the switchman, who ran the front section on a siding, and the runaways on the main line, which would give the conductor searoom and an opportunity to bring his cars to a standstill on the level beyond the old station. This plan would have been successful but for the fact that the engine, under the speed necessary to keep away from the runaway cars, ran too far and came out again on the main line beyond the siding, and the runaways crashed in a sidling way into the train, half a dozen or more cars behind the engine. The result was a terrific crash. All the cars beyond the point of contact were piled into an indescribable mass. The tender was smashed up as though it were a tin boiler. The engineer jumped and saved himself, but the fireman was not quick enough, and was caught between the tender and engine, and his life crushed out, death being instantaneous. His name was G. W. Atkinson, and he was a son of Mrs. Geo. Toyne, 40 Tecumseh street, Toronto. The remains were forwarded by the 9:24 train. An auxiliary and gang from the Falls had the wreck pretty well cleared away by night.

THOROLD

JUNE 1

1900

The Holland branch of the G. T. R. is pretty thoroughly renovated—gone house-cleaning time. The old rails are being replaced with heavy ones the same as those in use on the main line. This has been rendered necessary by the increasing traffic over the road. The road is also now practically double-tracked from Thorold to Hamilton, a new track having been laid south of the main line. All heavy traffic, such as coal-trains, etc., is to go over the new route, only the lighter passenger and freight-trains to continue over the old bridge, which crosses the river and thence down to Merrittville, north of the main line.

THOROLD

April 3 1903

An accident occurred at the G. T. R. station here last Friday night which caused much excitement. Passenger train No. 17, due about seven o'clock, had pulled in for the west, and the dining-car was taken off and run on the Welland division siding to await the arrival of the 11:47 train west. When Baggage-man Bradley undertook to bring the car to a standstill he found the brakes would not work, and the car slowly but surely gained speed. Mr. Bradley worked heroically until the car reached the Lincoln paper-mills, when he jumped and allowed the car to go. Aboard the car were five colored waiters, and as it passed the Geneva-street station at St. Catharines two of them jumped off safely. The car had gained sufficient speed to carry it up the grade to the canal crossing and over the bridge. Here the remaining occupants managed to jump off. The car continued its career until it reached Port Dalhousie. In the meantime a despatch was sent to Port that the car was coming. The Port agent opened the switch and turned the run-away into the siding, that it might not crash into a number of passenger and freight cars standing there. On went the car, until the stop-block was reached. This gave way and allowed the car to run off the tracks into the marsh, where it lay in about six feet of mud and water. As

THOROLD  
August 28  
1903



#### Fireman Killed.

A Wabash fireman named Yates was fatally injured in a collision in the Grand Trunk yards here at three o'clock on Saturday afternoon, and died at the General Hospital in the evening. A Wabash freight of eighteen cars came into the yards from the west at considerable speed. It was in charge of Conductor Donnelly, Engineer Taylor and Fireman Yates. As it reached No. 11 siding it struck Grand Trunk yard engine 634 in charge of Engineer Louis Goodes and Fireman Bates. The G.T.R. engine was thrown across the track. Engineer Taylor jumped and escaped unhurt, but Fireman Yates was caught by the corner of the tender jamming into the cab. It took a long time to chop him loose from the wreck, and his condition was hopeless when he was received at the hospital. Coroner Kellam ordered an inquest. Yates leaves a widow and five children in St. Thomas. He went on the Wabash only six weeks ago, and was formerly a Canadian Pacific employee at Courtwright. The yard engine caused the wreck. Engineer Goodes says he got a signal from a switchman to go ahead, but the switchman denies this. The air brakes are said to have failed at the last moment. A number of men saw the impending disaster and shouted warnings, but were powerless to prevent it. The Grand Trunk engine rolled slowly along till it was foul of the other track, and the Wabash train crashed into it a moment later. The fact will not be known till the inquest.

WELLAND  
TELEGRAPH

MAY 17 1907

## SMASHUP ON G.T.R.

At seven o'clock Sunday morning a smash-up occurred on the Welland division of the G.T.R., a short distance south of Humberstone station. A freight train bound south was held up at the "Y" and engine No. 37, with only a baggage car, which was following the freight, crashed into the rear end of the freight. The caboose was pretty badly demolished, and the front part of the locomotive wrecked. Fortunately no one was in the wrecked van of the freight, and the crew of the locomotive were not injured. The wreck apparently happened from unavoidable causes. There is a curve at Humberstone which prevented the driver of No. 37 from seeing the freight ahead until too late to stop, while No. 37 was following the freight so closely, that the crew were unable to warn the engineer in time. It required all day for the Niagara Falls auxiliary to clear the track. This is the second wreck at Port Colborne within a few weeks.

WELLAND

MARCH 17, 1908

# WRECK AT WELLAND.

GRAND TRUNK EXPRESS RUNS IN-  
TO A FREIGHT.

Caboose Driven on Top of Flatcar,  
and Two Cars, With Their Con-  
tents Burned—Tracks Destroyed,  
but No One Hurt.

(Special Despatch to The Globe.)

Welland, Sept. 23.—Soon after 7 o'clock this morning, Grand Trunk passenger train No. 51. Conductor Havers, from Port Dalhousie to Port Colborne, collided with the rear end of a Grand Trunk freight. Conductor Crowe, just south of Welland. The freight had been stopped for the Michigan Central crossing, and a heavy fog prevented the engineer of the passenger train from seeing it in time to prevent a collision. Fortunately the train had just left the depot and was running slow, and no one was hurt.

The caboose was driven on top of a flat car loaded with contractors' plant, and fire from the stove in the caboose entirely consumed two cars and their contents. Both tracks were blocked with wreckage, and the heat from the fire warped the rails of both tracks. Fortunately the siding to the Plymouth Cordage Company and the Ontario Steel Company was not blocked, and all other trains passed on it. Engine No. 329 of the passenger train was badly wrecked, the front part being thrown off the tracks. The Niagara Falls auxiliary is now clearing the wreck.

TORONTO  
GLOBE

September 24  
1908

# WRECK AT WELLAND.

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TORONTO  
GLOBE

September 24  
1908

ENGINE  
329

# WELLAND TRIBUNE

10th Year. Whole Number, 2532

WELLAND, ONTARIO, FRIDAY, SEPTEMBER 25, 1908.

## Trains Crash on Welland Road.

Heavy Property Damage—No One  
Injured.

A serious collision occurred on the Welland division of the G.T.R. at 7.29 Wednesday morning. A dense fog prevailed and without a moment's warning the passenger train going south from Welland at 7.25 crashed into the rear end of a freight train that had broken down and was standing on the track about half a mile south of Welland depot. The caboose was telescoped, and the next car in line, a flat car, turned upside down on top of the caboose. The third car of the freight train was crushed. The wrecked cars which were piled up over the pilot of the engine immediately took fire and two cars, with their contents, were completely burned. The passenger train consisted of locomotive, baggage car and passenger coach. The front part of the locomotive was badly wrecked, and the trucks knocked flat underneath it. The baggage car and coach kept the rails and were not damaged, but the occupants received a severe shaking up. Every passenger struck the seat ahead, hats flew off and valises and bundles were thrown promiscuously around. The conductor, who was standing in the aisle, was thrown violently to the floor. Mr. Cook, formerly of the Imperial Bank staff, Ridgeway, was standing on the rear platform. He was thrown head first over the rear rail of the coach, landing on the track. His head was slightly cut. A commercial traveler named Wickett was sitting in the baggage car. He was thrown half the length of the car against the end. His nose was cut and he was otherwise bruised.

The passenger train was making about twenty miles an hour when the crash occurred. Had it not been for the easy matter in which the two rear cars of the freight train collapsed the damage to the passenger train would have been greater. Fortunately there was no one in the caboose of the freight train, as there would have been no possibility of escape.

The blame for the accident rests, apparently, on the flagman of the freight train in not getting a torpedo on the track to warn any trains following. Torpedoes are used in foggy weather to stop a train. But it is extremely bad management to send out a heavy freight drag like this one just ahead of a passenger train, especially in foggy weather. Accidents have become alarmingly frequent on the Welland road of late.

Conductor Havers and Engineer W. Latham of Port Dalhousie were in charge of the passenger train. There was not a lady on the train. About half the passengers were Wellanders.

The Niagara Falls auxiliary had the track cleared about 5 p.m. Wednesday, but traffic was maintained by using the Cordage siding to pass the wreck.

WELLAND  
TRIBUNE

September 25  
1908

## 11/2 COSTLY WRECK

Rolling Stock and Tracks Damaged,  
1914 But No One Hurt

A freight wreck occurred at 5.40 o'clock last night on the Grand Trunk at Allenburg, a wayside station near Thorold. The wrecked train, which was in charge of Conductor Wilcox and Engineer Pierce, of this city, contained 61 cars, and was en route from Fort Erie to Hamilton. When near Allenburg, and while running at a good rate of speed, the derailment suddenly occurred. Twenty-four cars, many of them loaded with coal, were thrown in all directions, and piled up in such a mass of wreckage as to completely block traffic on the Allenburg division until nearly noon to-day, before the wrecking crew from this city succeeded in getting it cleared. The road bed was badly torn up for a considerable distance, and the damage to rolling stock and tracks will amount to many thousands of dollars. Fortunately for the company, the only passenger train which runs on this division is a local in and out of Port Colborne, thus preventing any delay to regular main line passenger trains. The Port Colborne train was sent around via Niagara Falls and was delayed only an hour. The cause of the wreck is unknown, but it was stated by local officials this morning that it was supposed to have been a broken or spreading rail. No one was injured, and freight traffic was resumed over the division about noon to-day.

Hamilton  
Spectator

January 12

1914

## COLLISION ON GRAND TRUNK.

Several Injured When North-Bound and South-Bound Trains Crash at Merritton.

An accident which might have entailed the loss of several lives, occurred on the Welland division of the Grand Trunk Railway at Merritton shortly after six o'clock Tuesday morning when two passenger trains collided head-on, in rear of the station. The only two persons to receive injuries were Conductor John Powell, who sustained a cracked rib, and a brakeman named Baker, both of Port Dalhousie. The latter had a shoulder dislocated.

The collision occurred in a most peculiar manner and the fact that there was not a list of casualties is wonderful. The train from Port Colborne, bound for Port Dalhousie, drew up behind the station and came to a standstill alongside the platform. It consisted of engine No. 2160, a mail car and one passenger coach. While it was motionless the train from Port Dalhousie, consisting of a baggage and passenger coach, and drawn by engine No. 2083, suddenly shot around the bend and launched itself into the engine of the standing train. The impact was so severe, although the train was moving at a fairly low rate of speed, that the fenders and fronts of both engines were torn off and engine No. 2160 was fairly lifted off the rails.

The engineer and fireman of the Port Dalhousie train were given a shaking up, but the force of the jar threw Conductor Powell and Brakeman Baker against the side and end of their cars and inflicted their injuries.

Just how the crew of the moving train failed to see the other train on the same track in time to prevent the crash is not known, but it was stated after the accident that a new water glass was being put in and the crew of the southbound train, not expecting the presence of the other train, was proceeding at the usual rate. There is a slight curve at the point where the collision occurred, and it is possible that the train standing on the track could not be observed until within a short distance.

The No. 7 wrecking auxiliary was hurriedly summoned from Niagara Falls, and after three hours' work cleared the track for traffic. The disabled engines were taken to Hamilton for repairs and two engines dispatched from London took their place on the Welland division.

WELLAND  
TELEGRAPH

MARCH 26  
1912.

### Merritton-Port Colborne Train Service.

The Canadian National Ry. line between Merritton and Port Colborne, Ont., 19.26 miles, on the London Division, Southern Ontario District, has, for some time, been meeting with severe competition, as concerns passenger traffic, from buses and automobiles. The Niagara, St. Catharines and Toronto Ry., a C.N.R. electric subsidiary, operates between Merritton and Port Colborne, the steam and electric railway tracks paralleling each other fairly closely, except that at Allanburg and Port Robinson, on the steam railway line, the electric railway line swings quite a distance to the west, and does not get back to near the steam railway line until they get about as far south as Welland.

The C.N.R. management plans to discontinue the passenger service on the steam line, and in this connection we are advised officially as follows:—"We are now operating 3 round trips of a steam passenger train daily, except Sunday, between Merritton and Port Colborne. Owing to the fact that the territory served by these trains is provided with excellent highways, is with two exceptions" (presumably Allanburg and Port Robinson), "served by the N., St. C. and T. Ry., and that there are numerous bus routes throughout the territory, the trains have been run at a loss. We have, therefore, requested permission of the Board of Railway Commissioners to discontinue the steam train service on condition that we provide a special service on the N., St. C. and T. Ry. to adequately protect the passenger, mail and express, and as soon as permission is received and equipment provided, it is our intention to discontinue the steam passenger service between Merritton and Port Colborne."

April 1927



### Merritton-Port Colborne Train Service.

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April 1927

1927 June.

Canadian grain at Duluth, Minn., and Superior  
9 months ended April 30:

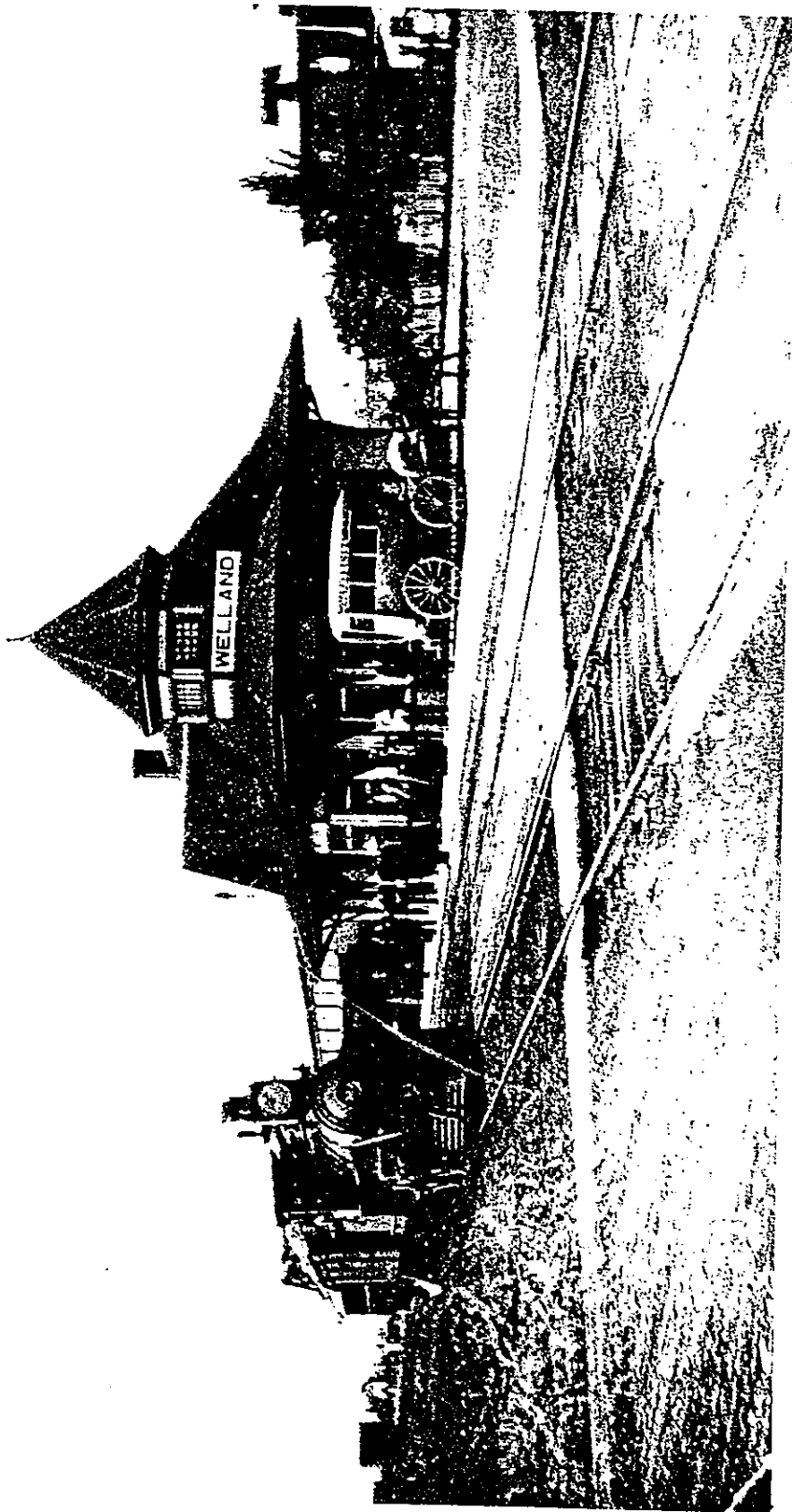
	Receipts	Shipments
Wheat.....	1,193,924 bush.	1,075,85
Oats.....	73,847 "	95,02
Barley.....	716,000 "	676,19
Flaxseed.....	63,082 "	47,34
Rye.....	85,844 "	82,87

### Merritton-Port Colborne Tra Service.

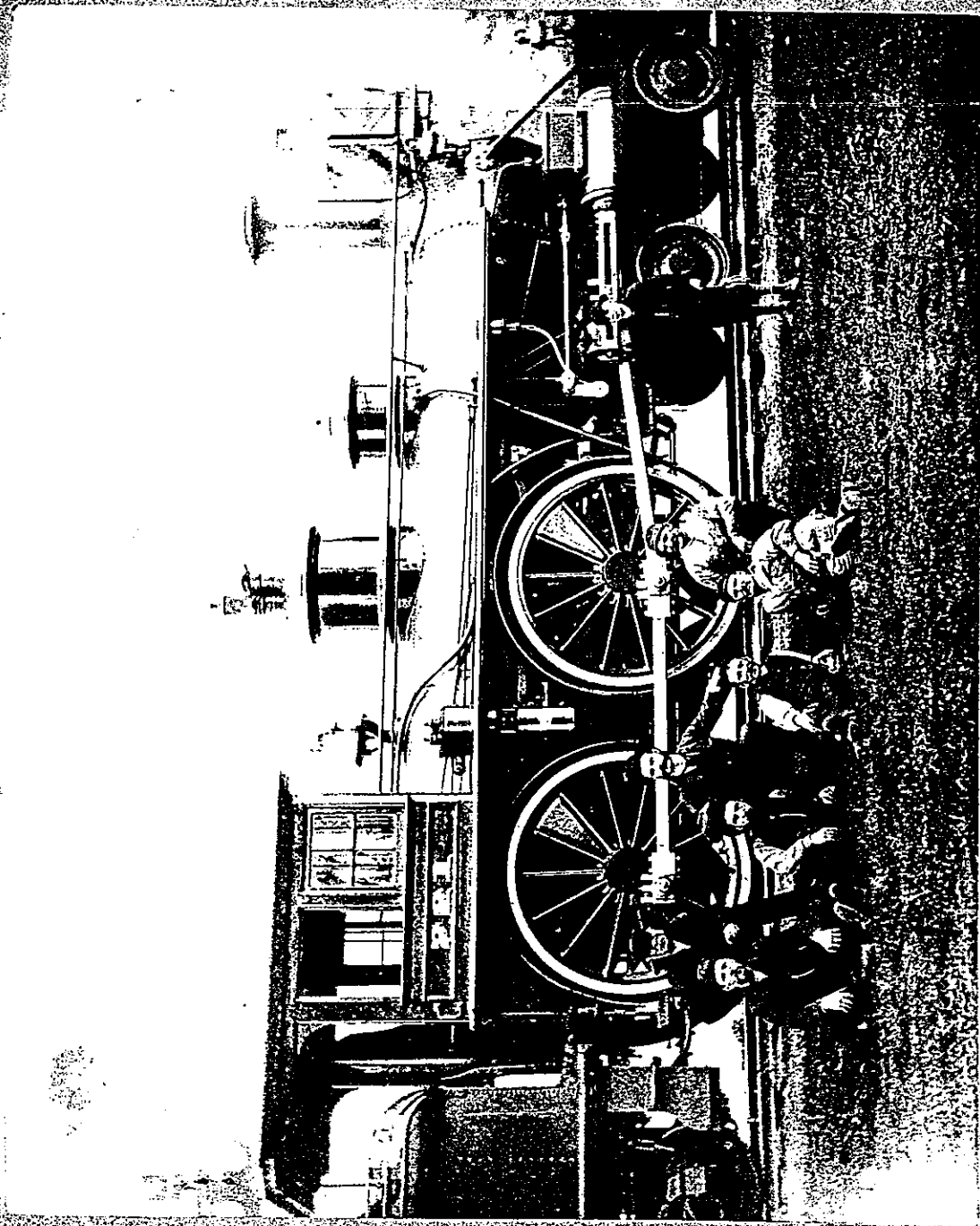
The Canadian National Ry. management's intention to discontinue passenger train service on the Le Division, Southern Ontario District, Central Region, between Merritton and Port Colborne, 19.26 miles, was dealt with in the Canadian Railway and Marine World, April, on pg. 202, where it was explained that the decision was arrived at because of the Niagara, St. Catharines and Toronto Ry. paralleling the steam road between the two points named, creating an unnecessary duplication of service, and because of motor vehicle competition. The passenger traffic on the steam line has been unprofitable for a long time.

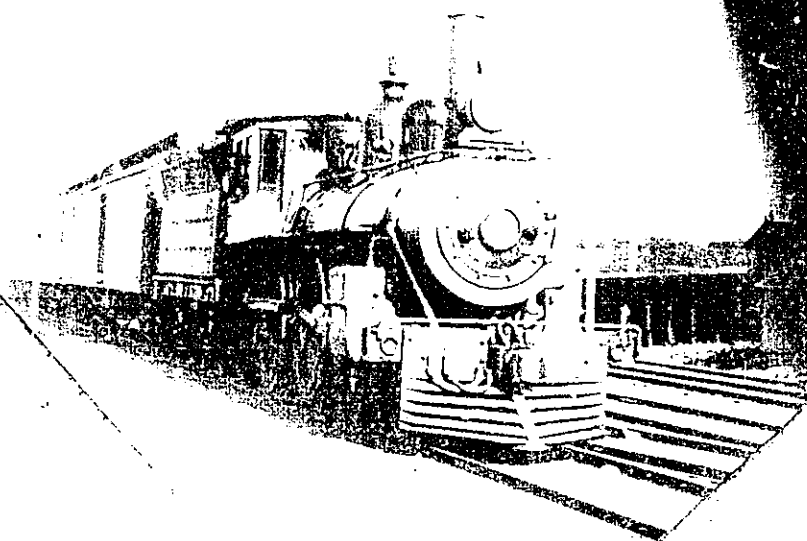
The steam passenger train service was discontinued on May 1, when additional service on the N.St.C. and T. electric line was started to replace it. The new service involves the operation of a passenger and express car, coupled together, between the steam railway station in Merritton and Port Colborne, three round trips daily, connection being made with the through passenger trains at Merritton. This service is in addition to the regular service on the electric road between Thorold and Port Colborne, in which a car is operated every hour during the day. As explained in our April issue, the steam and electric roads parallel each other closely between Merritton and Port Colborne, except at Allanburg and Port Robinson, on the steam road, the electric railway line swings quite a distance to the west, and does not get back to near the steam railway until they get about as far south as Welland. The result of this is that the additional service on the electric line does not adequately replace, so far as Allanburg and Port Robinson are concerned, the discontinued steam line service, but the residents of those places are served by a privately owned bus line running into Niagara Falls. As was to be expected, when management announced its intention to abandon the steam passenger service, there was some objection raised, but as there was a clearly unnecessary duplication of service being operated at a loss, the abandonment was justified, and the substituted service on the electric line is working satisfactorily. No change has been made in freight service between Merritton and Port Colborne.

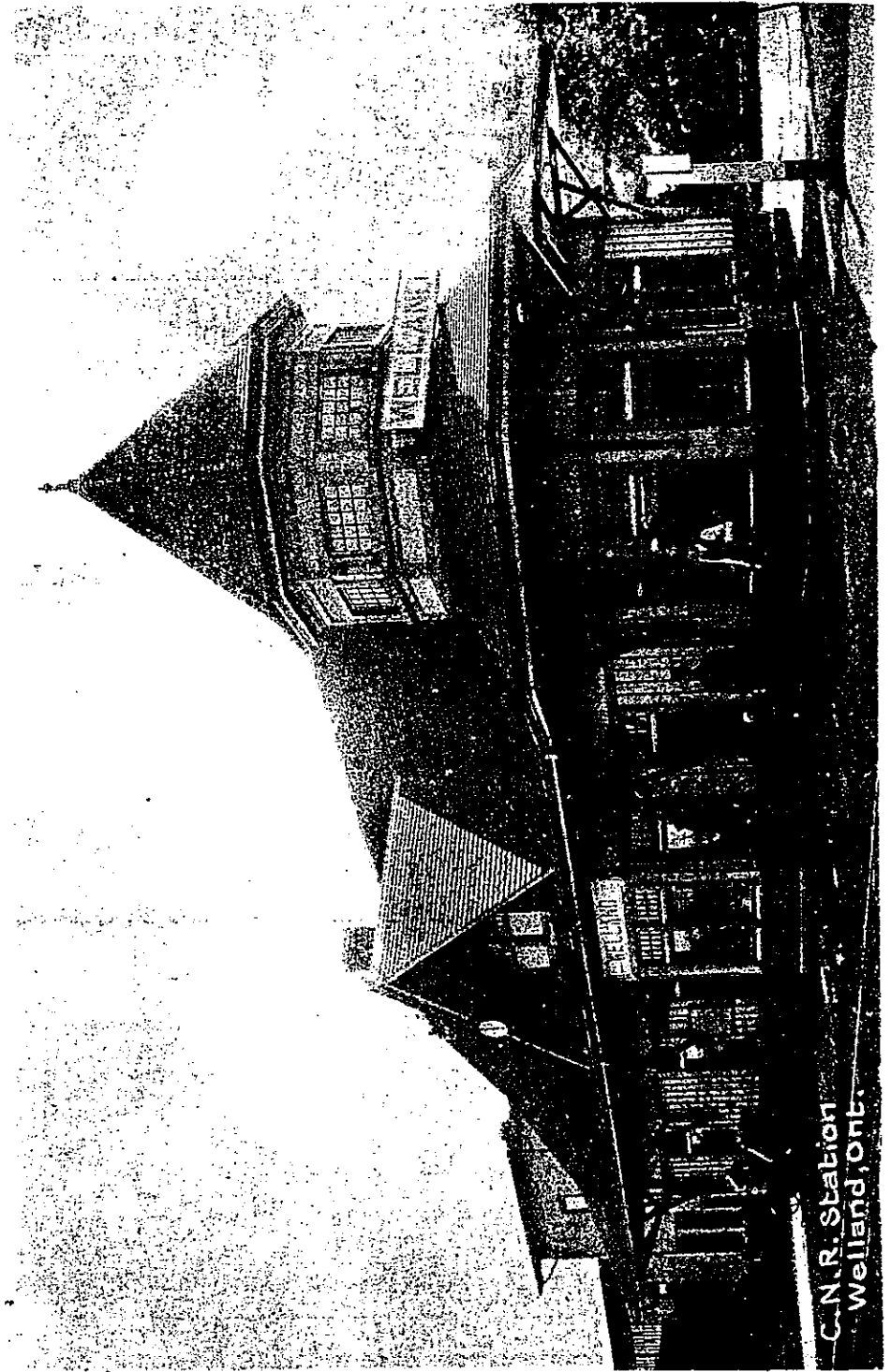
JUNE 1927



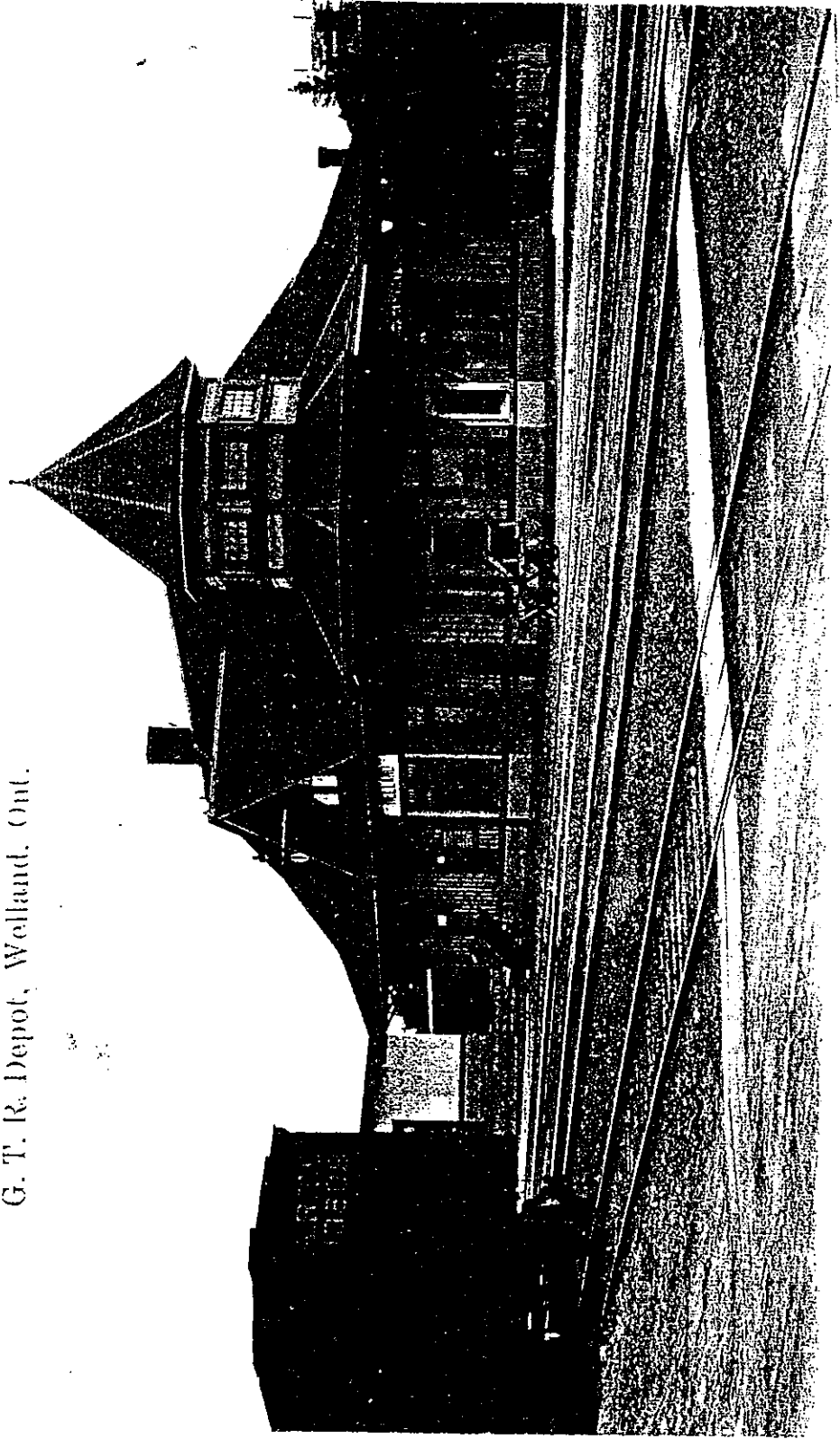








G. T. R. Depot, Welland, Ont.

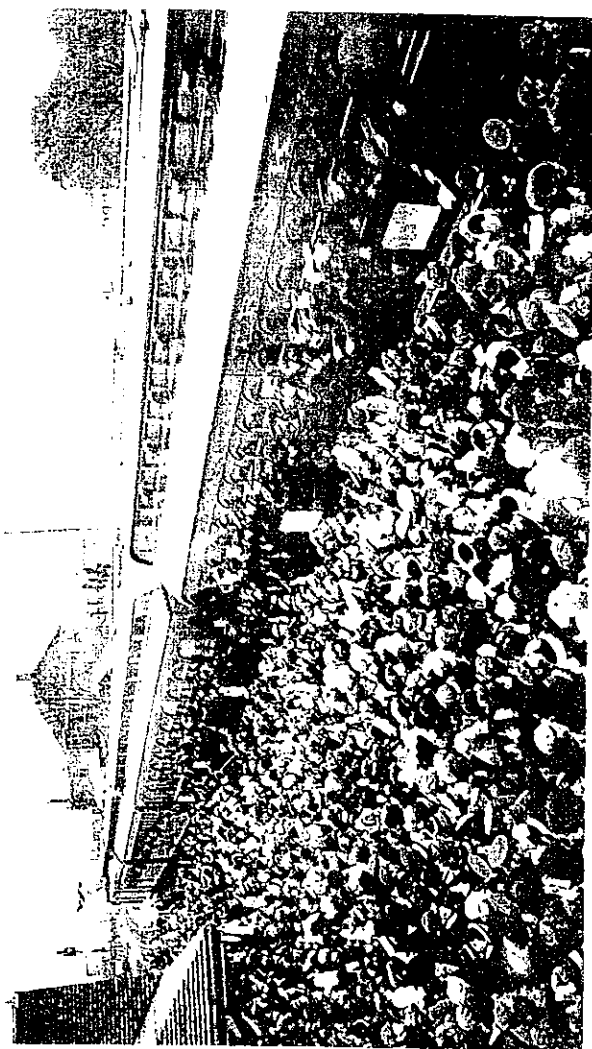
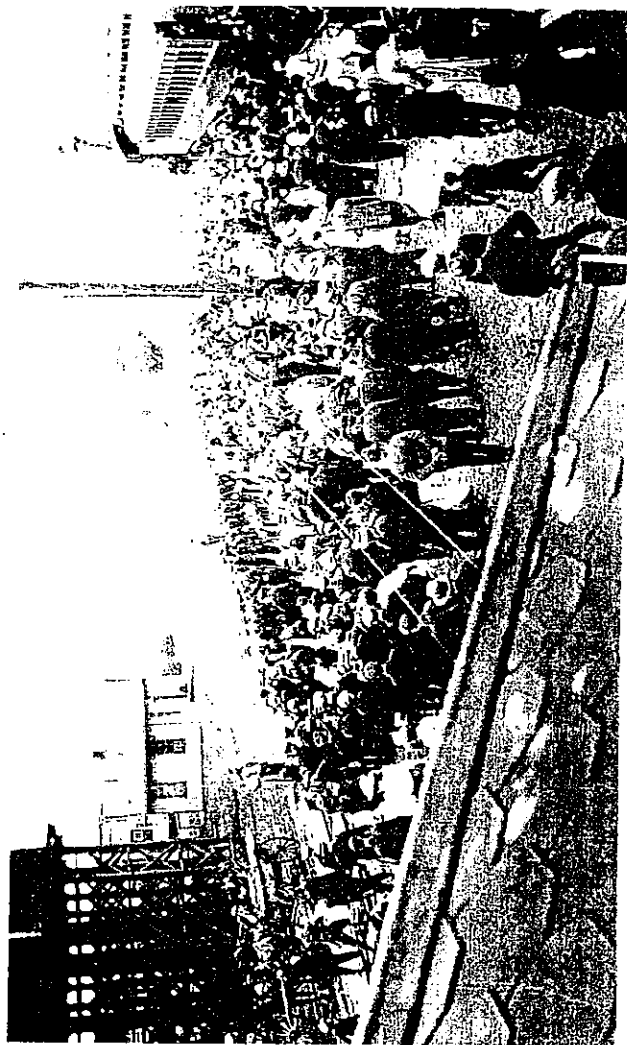
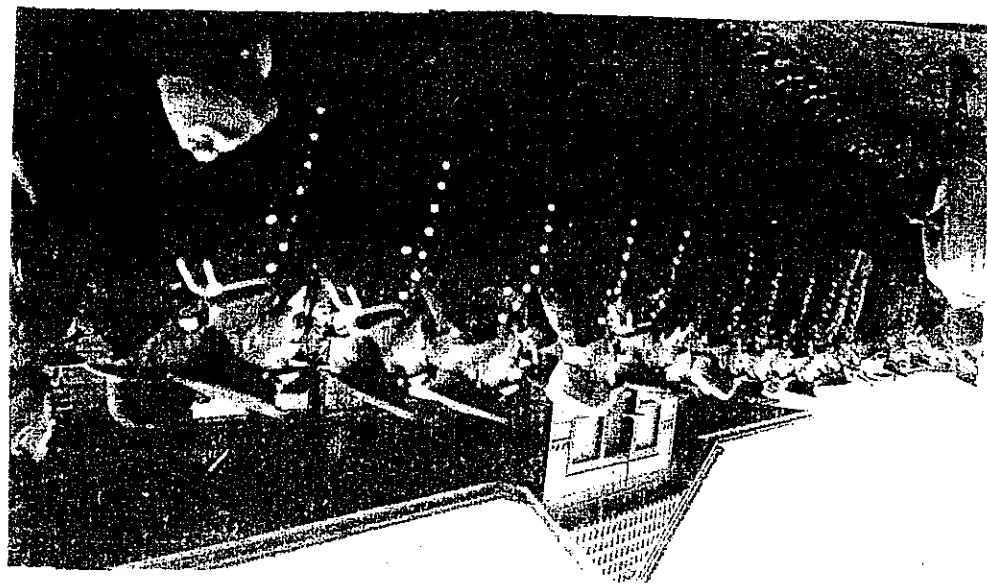


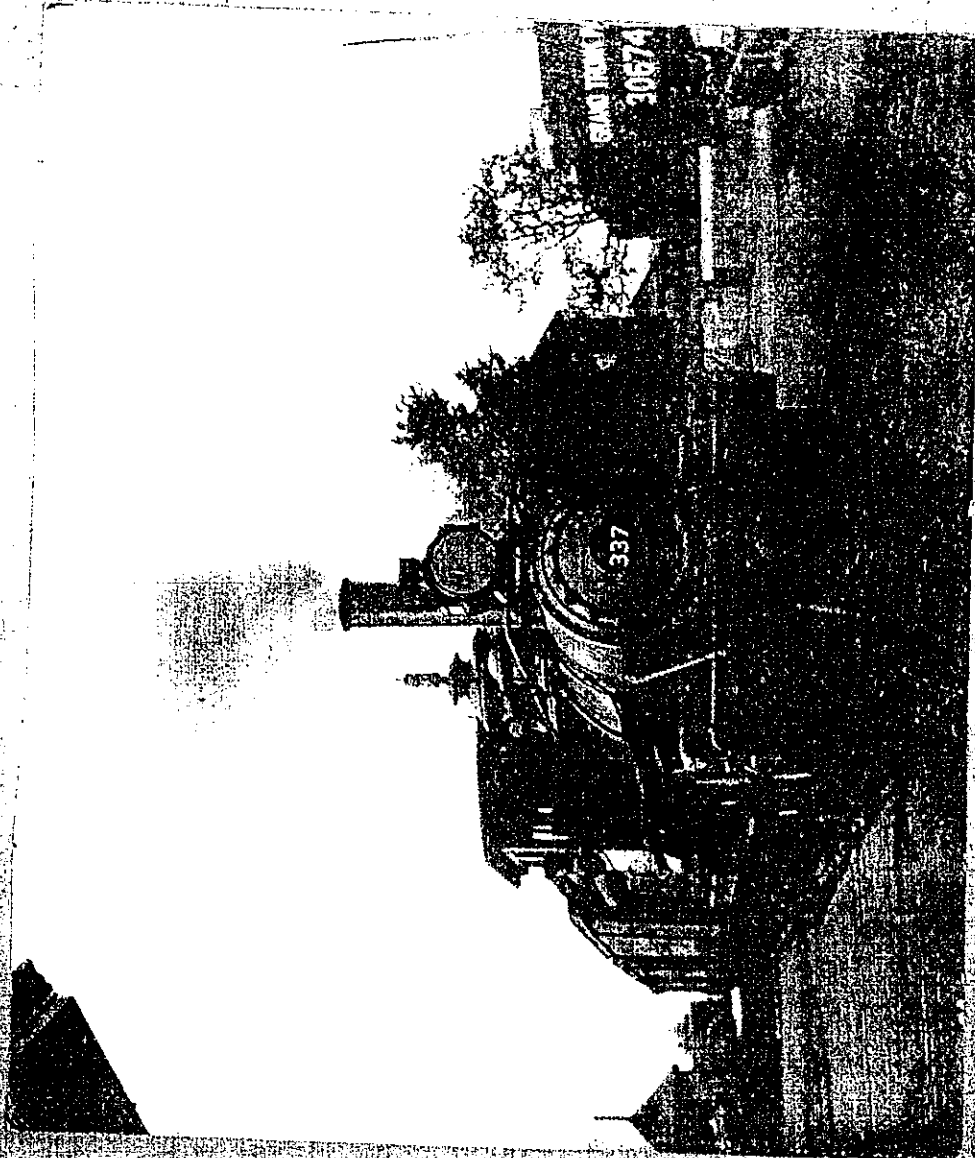


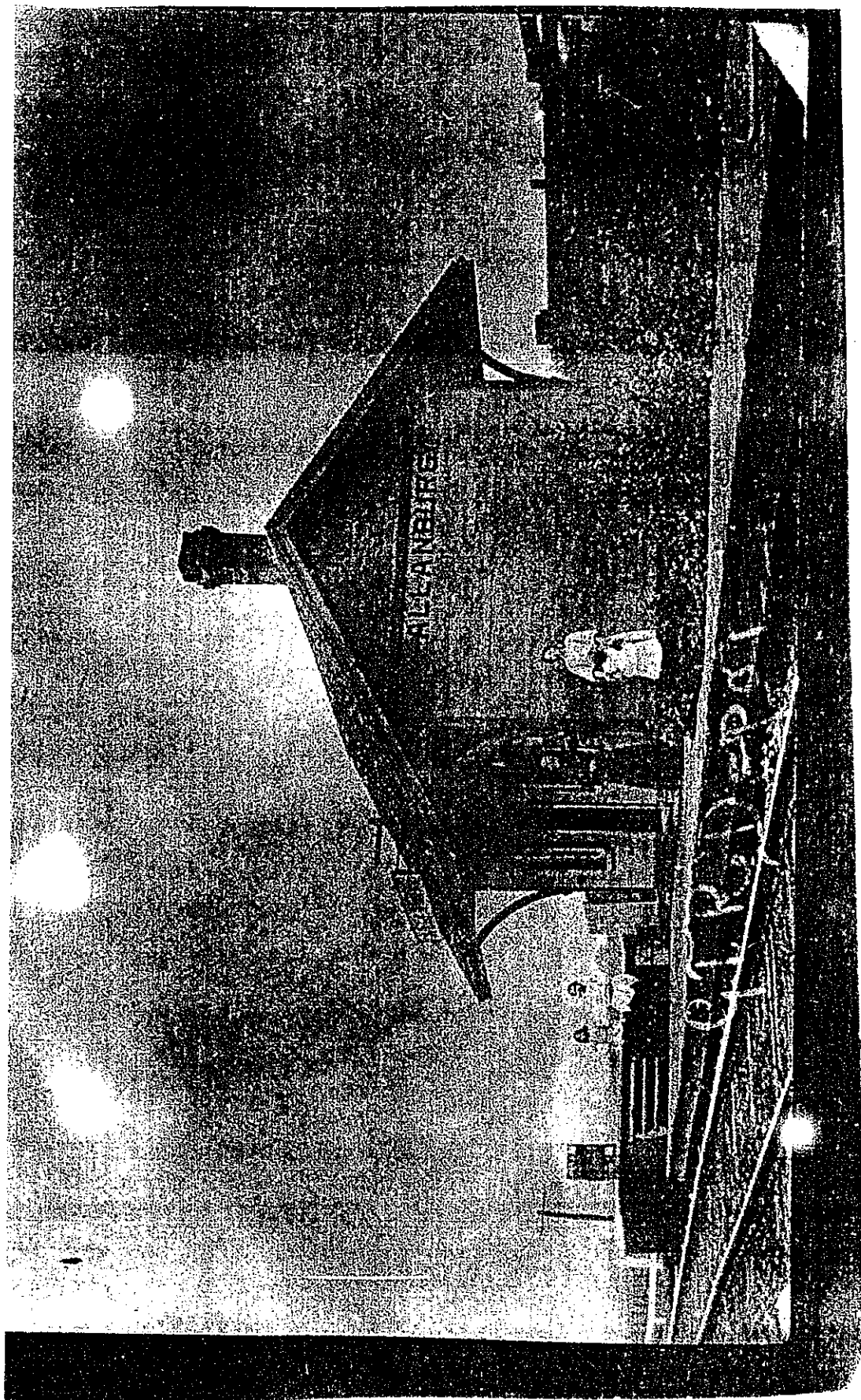


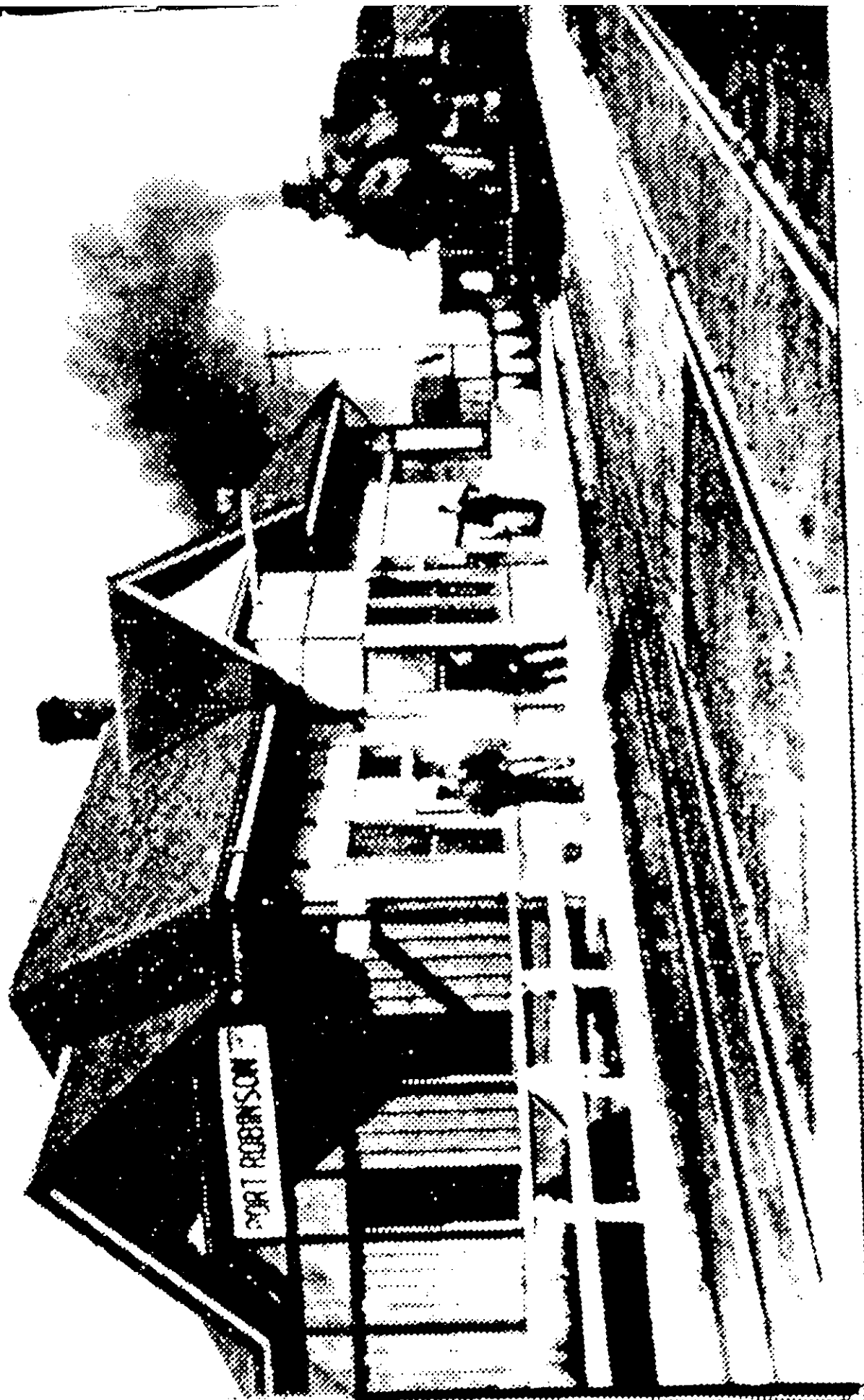
(Captioned as "Troop Departures from Station during Great War, 1914-18")

46

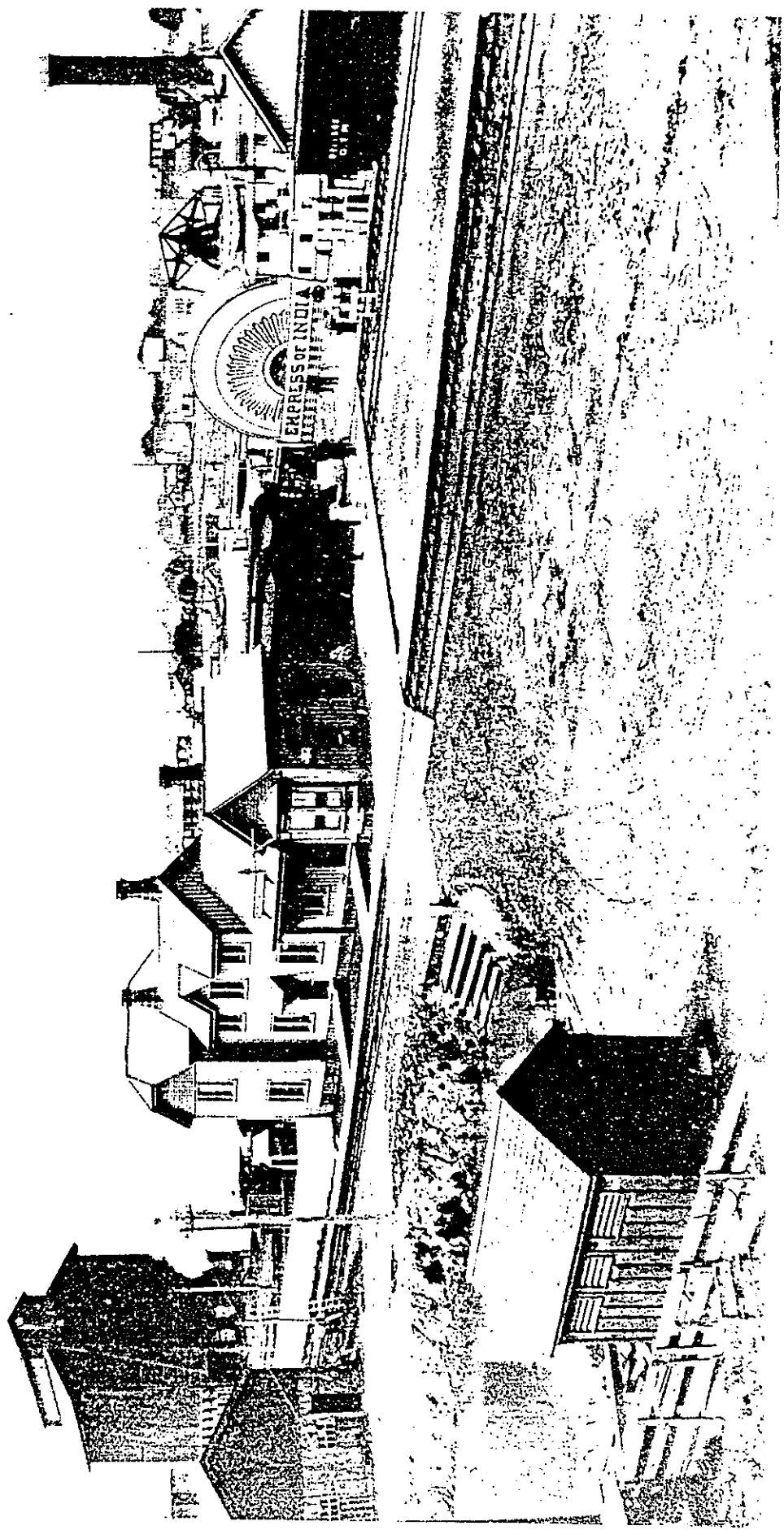




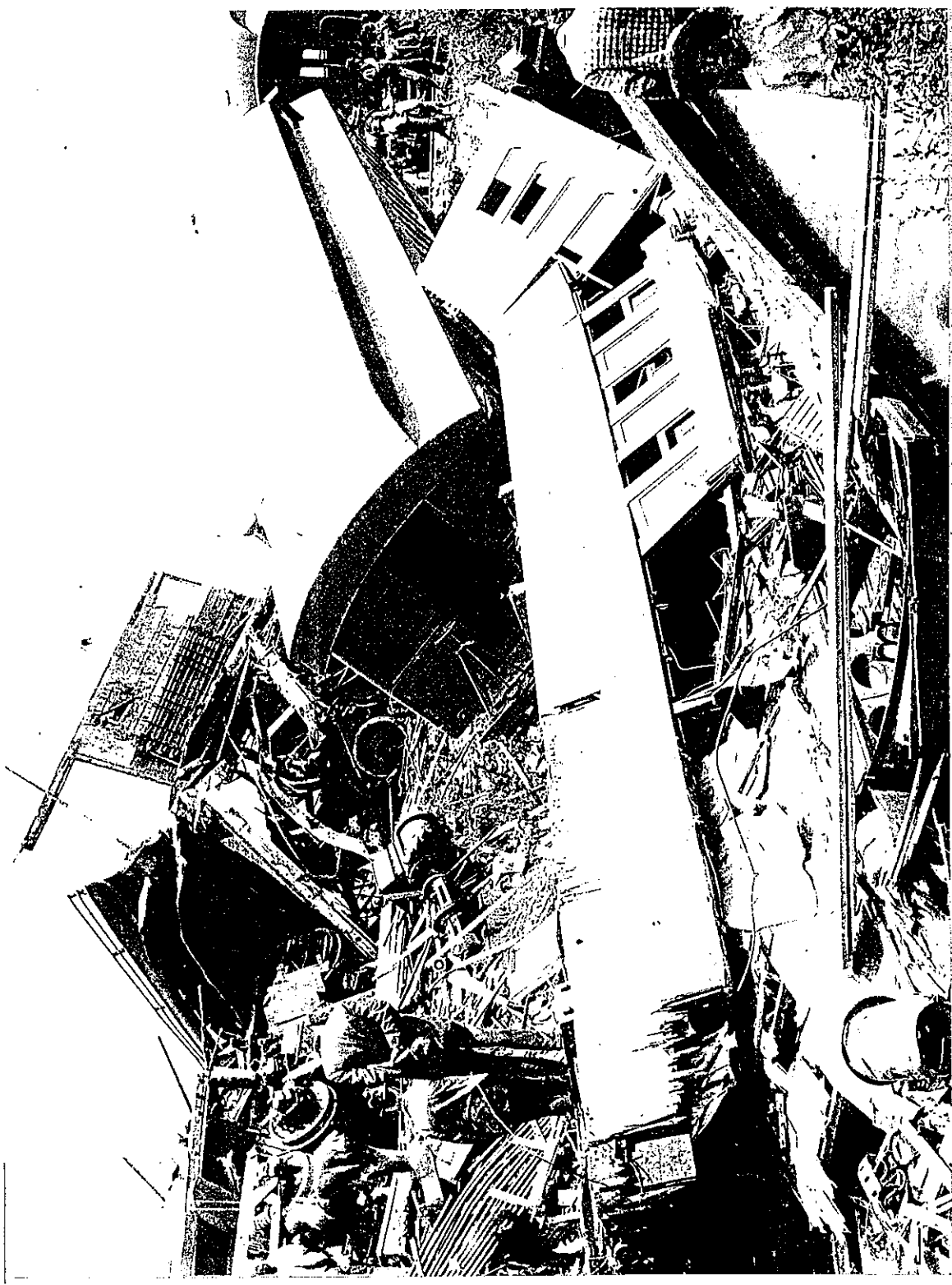




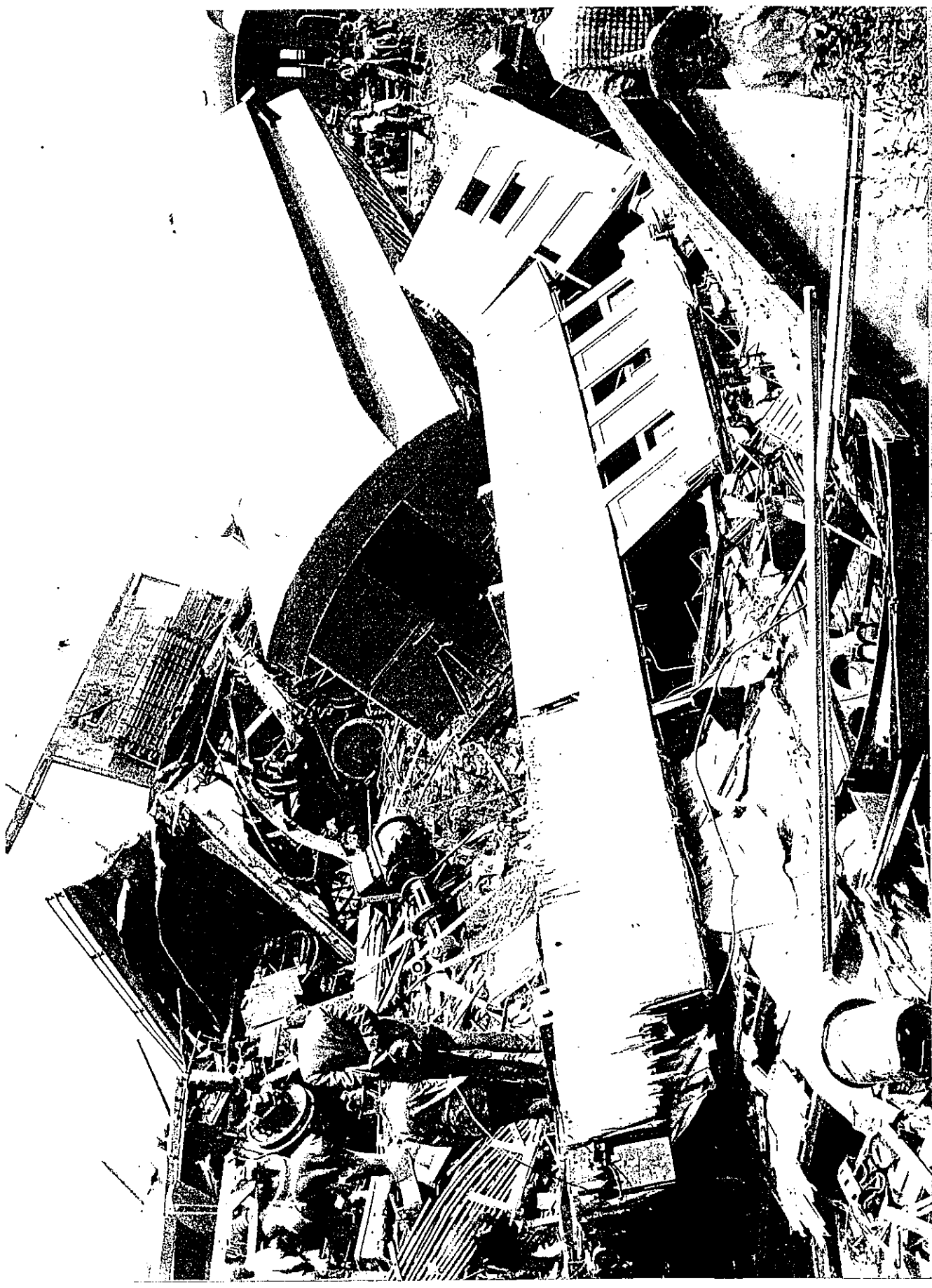
N158







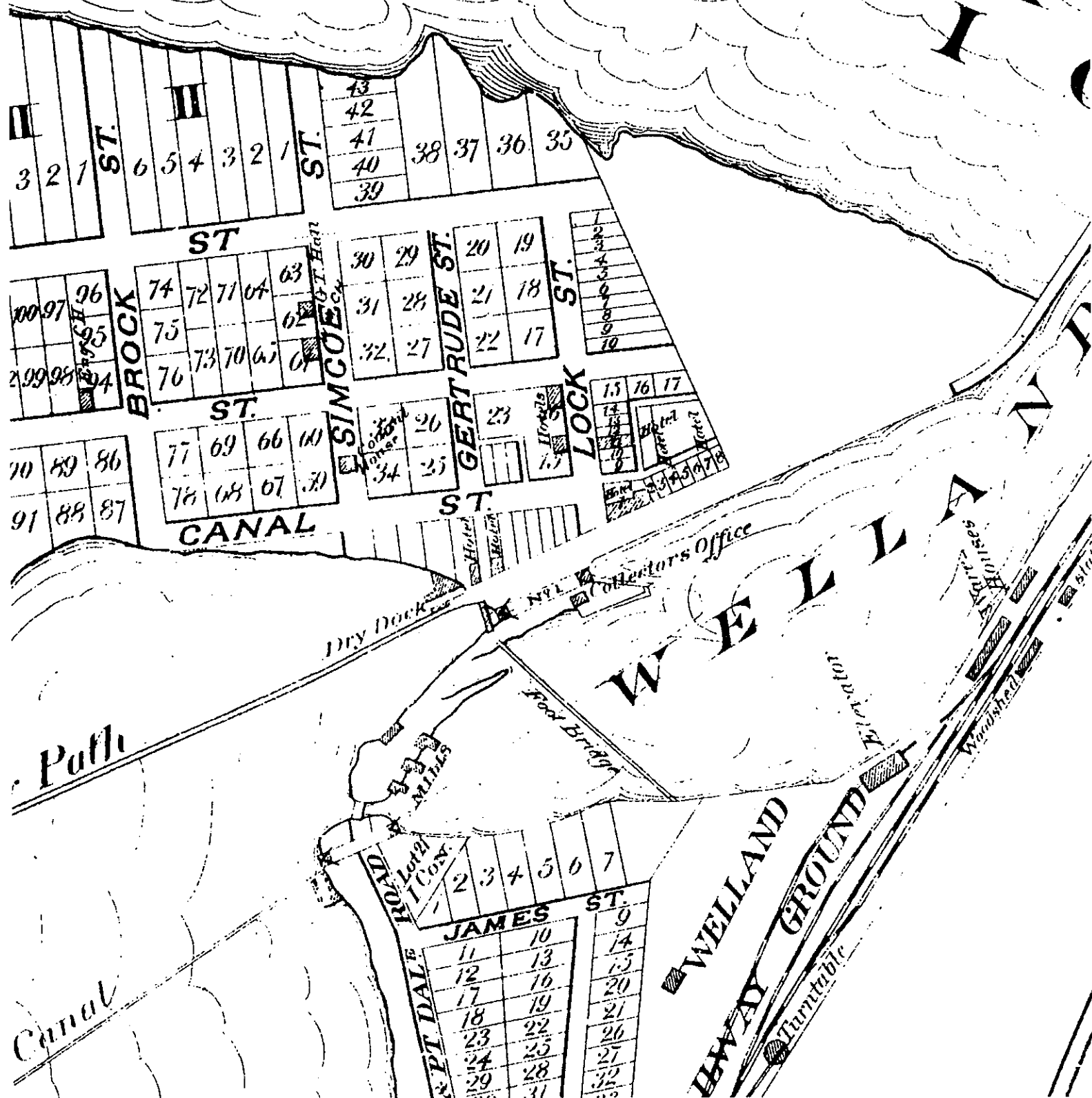
The Wreck on the "Grand Trunk Railroad near Meppitton" July 1892  
 The Killed were: Sayer's Chapman Engineer - (FATHER OF JASMINE SUTHERLAND - MILDRED CHAPMAN)  
 Dave Hunt - Passenger of Buffalo, N.Y.  
 Van Slyke - Passenger  
 The Injured were: Mrs Spratt - Conductor  
 James Boyle - Foot taken off  
 Harry Spratt - Peter Welsh - Recovered also  
 Phil Clark - Brakenmen  
 F. V. Noe - and



The wreck on the "Grand Trunk Railroad near Meppitton" July 1892  
The killed were Sayer's Chapman Engineer (FATHER OF JASMINE SUTHERLAND & MILDRED CHIL-  
Dave Hunt - Baggage Man of Buffalo, N.Y.  
Van Slyke - Passenger  
The injured were Mrs. Spratt - Foot taken off  
James Boyle - Conductor Recovered  
Happy Spratt Driver Watch



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This is a detailed plat map of a section of the City of Chicago, showing streets, lots, and building footprints. The map includes streets such as Russell, Wolseley, Woodland, Geneva, Ottawa, Dagotah, Maple, Balfour, Welland, Church, Niagara, Queenston, and Page. Lots are numbered, and various buildings are depicted, including a 'Welland R. Depot' and a 'Phoebe Cooper' building. A compass rose is located in the upper right corner.

# PORT DALHOUSIE AND PORT COLBORNE

TABLE No. 29  
Eastern Time

139	137	361	359	Miles	Leave	Arrive	130	132	134	136
P.M.	P.M.	A.M.	A.M.				A.M.	A.M.	P.M.	P.M.
		† 7.30	† 6.15	0	Port Dalhousie...	Arrive	† 7.10			† 7.25
		7.37	6.22	3.08	St. Catharines...	{ Lve	7.02			7.15
		7.37	6.22		Merritton...	{ Arr	7.02			7.15
		† 7.45	† 6.30	5.52	Merritton...	Lve	† 6.55			† 7.05
		† 9.17			Merritton...	Arr	† 6.32			† 6.12
		9.43		0	Niagara Falls...	Θ Δ Lve	6.15			4.55
		9.53		38.00	Suspension Bridge...	* Lve	† 6.05			† 4.45
		11.22			Buffalo L.V.R.R. Depot...	Lve				† 3.00
		† 11.40			N.Y.C. & H.R.R. Depot...	Lve	† 4.40			† 3.30
		† 9.30	† 6.15	0	Niagara Falls...	Θ Arr	† 9.43	† 10.55	† 4.15	† 7.25
		† 9.45	† 6.32	9.35	Merritton...	Lve	† 9.17	† 10.30	† 3.50	† 7.00
		† 10.10	† 6.50	5.52	Merritton...	Arr	† 6.30	† 9.40	† 1.15	† 6.50
		10.49	6.59	7.36	Thorold...		6.20	9.30	1.05	6.40
		† 10.56	7.06	8.12	Beavers...		† 6.15	† 9.25	† 1.00	† 6.35
		† 10.57	7.07	9.12	Pikingtons...		† 6.14	† 9.24	† 12.58	† 6.34
		10.59	7.09	10.96	Allanburg...		6.12	9.22	12.57	6.32
		11.04	7.14	13.35	Port Robinson...		6.07	9.17	12.52	6.27
		† 11.12	7.22	17.22	Welland...	Θ	6.00	9.10	12.45	6.20
		† 11.19	7.29	20.17	Welland Jet...		5.51	9.01	12.36	6.11
		† 11.25	7.35	23.55	Humberstone...		† 5.43	† 8.53	12.28	6.03
		† 11.30	7.40	24.62	Port Colborne...	Θ	† 5.40	† 8.50	† 12.25	† 6.00
					Arrive	Leave	A.M.	A.M.	P.M.	P.M.

**Explanation of Signs** — † Daily except Sunday. † Saturdays only. † Stops on signal. (C.T.)  
 Time. (E.T.) Eastern Time. Δ Refreshment Station. \* Junction Point. Θ Postal Mail Box on  
 Platform. w Stops on Saturdays only. † Tickets will not be sold to or from Lucan Crossing, trains stop there only for pas-  
 senger only. as Williston to Port Colborne. † Tickets will not be checked from or to or via Lucan Crossing.

## Changes to the Welland Railway

In 1872, when the Great Western Railway lost the opportunity to use the Erie and Niagara Railway as part of its southern loop line concept, it negotiated running privileges over the track of the Welland Railway. The agreement stated that the Great Western could use 15 miles of track north from the Welland Junction in order to connect its southern route to the Suspension Bridge at Niagara Falls. As railways were now changing from the gauge of 5 feet 6 inches to the standard gauge of 4 feet 8½ inches, it was stipulated that the Great Western would lay a steel rail, keep the track in good running order, maintain cattle guards and fences at their expense, and pay the Welland Railway \$9,000 a year for 21 years.<sup>87</sup>

Soon thereafter, the gauge of the line southwards to Port Colborne was reduced, because the ballast required by the Great Western for the construction of their Air Line route was to be supplied from 11 acres of land that had been purchased on the Lake Erie shore. The implications and the resultant work have been described by William Pay, the Superintendent of the line, as follows:

"The Welland railway having the wide gauge, five feet six inches, they could not run their trains to Port Colborne. . . I then began to get ready for it, and on the second day of April, 1873, the road was narrowed up from 5 feet 6 inches to 4 feet 8½ inches. No. 1 train, No. 2 and 3 were cancelled, and No. 4 ran to Port Colborne at night on the narrow gauge all right.

"On July 14th, 1873, the last of the 150 cars were narrowed up to 4 feet 8½ inches at a cost of \$4,961.66. This includes the narrowing of the track. The Great Western now began to run their ballast trains to Port Colborne and paid the Welland railway fifty cents for every loaded car amounting to about \$350 a week for five months."<sup>88</sup>

At this time, too, the five old locomotives were scrapped, because of age and because they could not be reduced in width. Three replacement units were purchased from Rhode Island for \$42,675.<sup>89</sup> The boilers of these dismantled locomotives were used by the contractors on the Third Welland Canal, then under construction. The extensive reliance of the Canal works upon the Welland Railway is also clearly indicated in the Pay narrative, for example:

"In 1873 I put in a siding at Port Dalhousie for Larkin and Connolly to lock 1, new canal, and we took from Merritton 1,950 cars of stone, 50 cars of cement, and 38 cars of long timber, at \$4.50 a car.

"Belden and Dennison had locks 2, 3, 4 and 5; I put in a siding for them, reaching over to Ontario street. I made arrangements with the Great Western railway to run their train of stone over the Welland railway to the locks from Merritton, paying the Welland 50 cents for every loaded car for the right of way. They run in 11,000 cars. The Welland railway put in 200 cars of cement from Thorold at \$4.50, 142 cars of long timber from Merritton at \$3.50 a car."<sup>90</sup>

A whole series of tracks were laid from the Welland Railway to the construction works in progress on the route of the new Canal. These temporary lines were found mainly to the north of the Escarp-

JACKSON

vantages. In this instance, Merritt seems to have been less successful than in many of his earlier negotiations.

### Equipment and Rolling Stock

Agreement was reached in 1857 between the Welland Railway and the Boston Locomotive Works for the supply of a locomotive engine. This was built for a gauge of 5 feet 6 inches. It had four connected driving wheels of cast iron, each five feet in diameter, and four truck wheels. The tender sat on eight wheels and contained 1,500 gallons of water, and the boiler had two domes finished on the outside with plain brass casings. The contract details of its general finish read:

"The whole of the materials and workmanship to be of the very best description, and all the valve, gear, guides, and working parts to be of best wrought iron, case hardened and cleaned up.

"The Axels, connecting rods and braces, principal bolts, nuts and rods to be of the best hammered iron.

"The Engine is to be furnished with a Cab of neat pattern, and a foot walk and hand railing of iron is to run around the boiler. It is to have a pilot or Cow catcher of wood, well braced with Iron, and brackets for a head light fixed to front of boiler. The painting and finish generally to be neat and plain.

"The name of the Engine "CHIPPAWA" to be in neat brass letters, on each side of Boiler, and the number ("2") conspicuously in front of Smoke Stack, and the Tender shall bear on each side 'Welland Railway No. 2'.

"The Tender is to be made of good substantial Iron plates, well rivetted and braced. . . It is to be furnished with double breaks, and two Tool Boxes with Locks, and shall be painted a good plain green, without ornament, the lettering and numbers gilt."<sup>83</sup>

The specifications of the station building slated for construction at Port Dalhousie were described as follows:

"The building is to be of Timber on a Piled Foundation — and shall be 60 feet long — and Twenty-five feet wide outside. The Roof to be covered with Shingles and to project 9 feet at each Side and 3 feet at the Ends. It is to be divided into two Equal Compartments — that at the South End devoted to Freighting business provided with Two Sliding half Sash doors — one opening on Each of the Platforms. These doors to be about 8 feet wide and 9 feet high.

"The other Compartment is to be divided into three rooms viz 'Office', 'General Waiting' and Ladies Rooms. The latter to be furnished with Water Closet."<sup>84</sup>

The piles were of oak timber, one foot in diameter, and placed six feet apart. The roof was of truss construction, the building was enclosed with tongued and grooved upright boards, and the surrounding platforms were eight feet wide. For this, too, it was required that "the whole of the Workmanship and Materials must be of the very best description."<sup>85</sup> The choice of colour for the external paint was left to the Engineer, but the contract did specify that three coats were required and that the colour on the doors, window frames and sashes was to contrast with the walls. Construction was to be undertaken in six weeks after the award of the contract.

The first stations on the Railway were often inadequate in size, and additions were required as passenger and freight volumes increased above the original expectations. For example, in 1857,



Your Friends in

Port Robinson

'ould Like a Glimpse of You

A decorative postcard of the station at Port Robinson. John Burtniak Collection

JACKSON