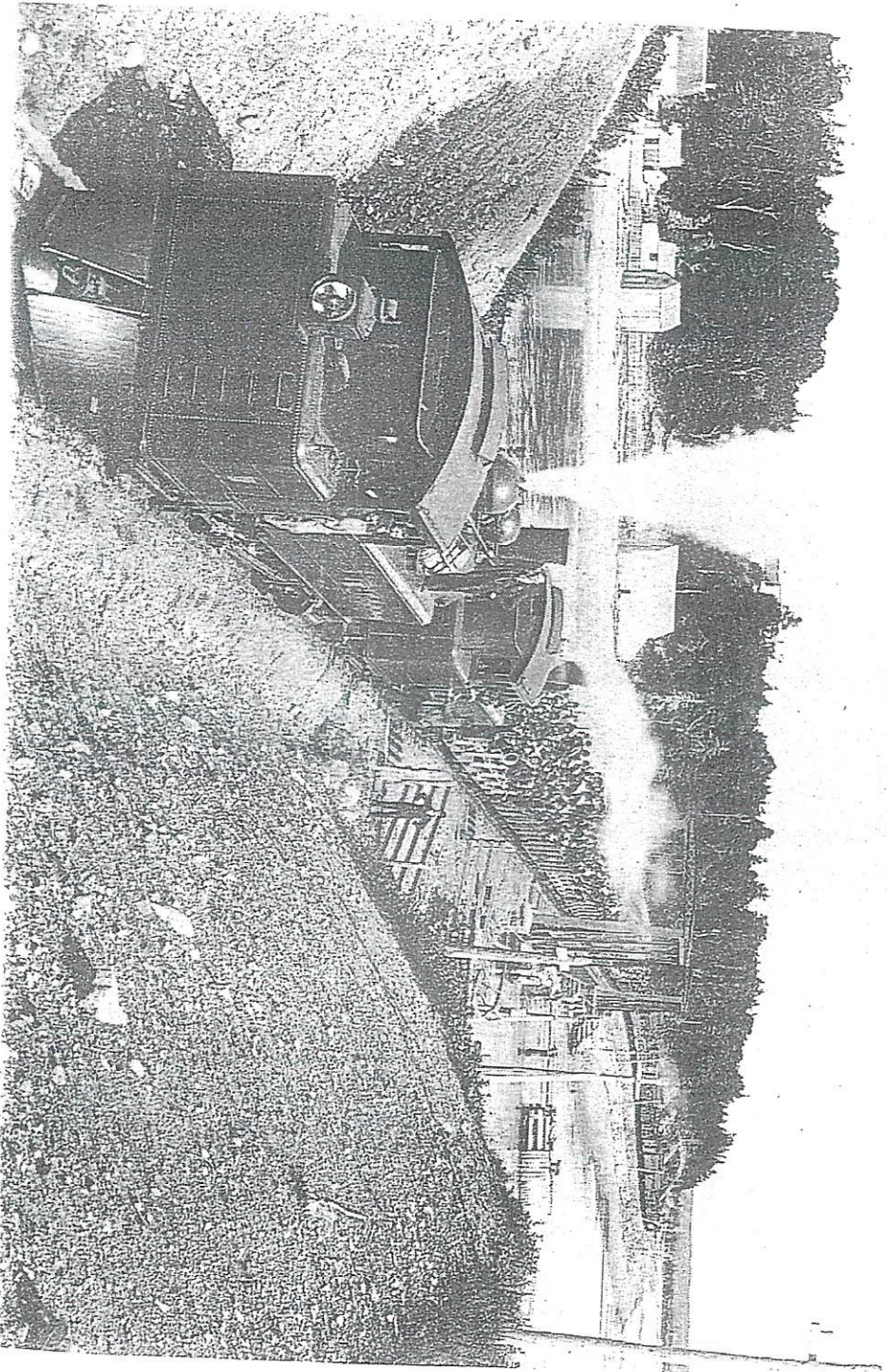


SYDNEY AND
LOUISBURG
RAILWAY
DIARY

C.H. RIFF



DISASTER ON

S. & L. ROAD.

Engine and Several Cars Plunge Into the Stream Through an Open Draw at Mira Gut--Engineer Parsons Killed--- Disaster due to Disregard of Signals.

The most appalling disaster in the history of the Sydney and Louisburg Railway, occurred shortly after ten o'clock yesterday morning, when engine No. 62 went headlong over the drawbridge at Mira Gut into the river, resulting in the death of Driver James Parsons and the almost complete destruction of the engine and several empty coal cars.

The steamer Alameda of the Mira River service was just ready to leave her moorings at Mira to bring Capt. Olsen of the stranded barque Amity, Capt. Neilson of the steamer Britannic and Capt. Cann of the steamer E. M. Oates to Scatterie, where the last two named were to hold a survey on the wrecked vessel. The lines were about to be cast off, the public highway bridge about one hundred yards inside the railway was open, and James McDonald, the Keeper of the railway bridge was in the act of opening the draw standing about three quarters open, when a train of empty coal cars from Louisburg bore in sight.

The train entered upon the first span at the rate of about 20 miles an hour. When half way across the brakeman was seen to leave the engine, and as the pony wheels of the engine were just going over the abutment when the fireman leaped upon the bridge, and the next instant the engine plunged with tremendous force into the middle of the stream, where there is a depth of water of about twenty-five feet. The cab broke off and tumbled into the stream, followed by three of the empty cars. Just as the engine was being precipitated into the river Driver Parsons was seen standing up on the steps, and it is supposed that as he was about to jump clear he received a stunning blow, and shortly after his body was found floating some distance up the stream.

As the engine dropped into the water there was a tremendous roar of steam, and those who witnessed it will never forget the sight. When a representative of the Post arrived upon the scene, about two hours after the occurrence, the forward end of the engine was bedded against the rest-pier of the draw, while the broken

his son-in-law, is also a driver, running on the opposite train. Yesterday morning the two trains crossed at Clark's Crossing. They signalled one another, Atkinson little thinking it would be the last time he would see his father-in-law alive.

As soon as the accident occurred a boat was launched from the Alameda, and it was its crew, Angus McDonald and Gustavus Campbell, who picked up the body shortly after as it floated up stream. When found it was thought life was not yet extinct and every effort of resuscitation was made, but to no avail. When Dr. McKern arrived he pronounced the man dead. The lungs were filled with water, and on the back of the head was a wound which he received from a blow that no doubt stunned him.

The remains were in the afternoon brought by special train to Louisburg, where an inquest was held last night, and the funeral will take place today. Mr. Covert attended the inquest on behalf of the Company.

Ira L. Boomer, chief train dispatcher, of the Sydney and Louisburg accompanied the remains to Louisburg, where he is to hold an investigation in the matter.

The damage to the rolling stock is estimated at about \$1,500, and strange to say the bridge received no injuries whatever.

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The train which was ordered out of Louisburg at 2:15 a. m. consisted of engine No. 62 of 125 tons, one of the first large engines imported by the Company. It was in charge of Conductor O. J. McDonald, his brakeman being Harry Oann and George Wadden. The driver, James Parsons, who lost his life, and the fireman was Charles Dickson. Oann was forward brakeman and he was the first to leave the engine, followed quickly by the fireman, who escaped just in time to save himself from being carried over.

Dickson, the fireman, was the first to notice the bridge open, just as the engine was entering upon the first span and as McDonald, the keeper, seeing the danger ahead upon the draw, with both hands raised, Parsons immediately reversed the engine, and gave full speed backwards, applied the brakes, but it was too late, the forward wheels slipped over and caused the disaster. The track was flagged beyond the curve a short distance from the bridge, but it is supposed the driver did not anticipate the draw being open, and if he saw the signal at all he did not think it necessary to come to a full stop before entering upon the bridge, having every confidence in his engine that he could stop at a safe distance from the bridge. As the train entered the draw, the engine was in the middle of the stream, where there is a depth of water of about twenty-five feet. The cab broke off and tumbled into the stream, followed by three of the empty cars. Just as the engine was being precipitated into the river Driver Parsons was seen standing up on the steps, and it is supposed that as he was about to jump clear he received a stunning blow, and shortly after his body was found floating some distance up the stream.

APRIL 15
1903

ROUNDHOUSE AT LOUISBURG IS DESTROYED

Building Burned to the
Ground in Less Than
One Hour

LOSS IS \$55,000

Locomotives in Round-
house Being But Slight-
ly Damaged

The Sydney and Louisburg roundhouse at Louisburg was completely destroyed by fire last night.

The fire was discovered about nine o'clock and it made such rapid headway that before an hour the round house was a mass of charred ruins.

At the time there were four locomotives in the shop, but the men who were working nightshift, succeeded in getting them all out. The cab of one engine was completely destroyed, while another was severely damaged.

When the firemen appeared on the scene, the flames had made such progress that they were powerless to check them. The different machines and shop apparatus were saved. The loss is estimated at about \$10,000.

An investigation will be held today into the cause of the fire, which is at present unknown.

Will Rebuild Immediately

The loss of the roundhouse will cause much inconvenience and it is understood that work will be started at once to replace it. The damaged engines were sent last night to Glace Bay where the necessary repairs will be effected.

One of the morning freight trains from Louisburg to Glace Bay will be cancelled, as a result of lack of accommodation.

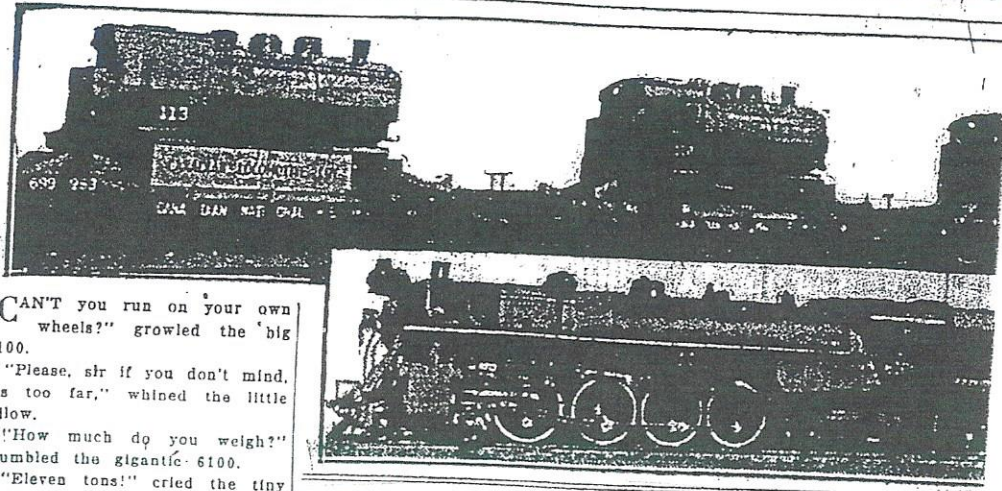
The coal piers near the round house looked at one time to be in danger, but fortunately the wind carried the flames in the opposite direction.

February 2
1920

THE HALIFAX HERALD

E OF LABOR IN

"Thanks for the Buggy Ride," Said the Little Locomotive



"CAN'T you run on your own wheels?" growled the big 6100.

"Please, sir if you don't mind, it's too far," whined the little fellow.

"How much do you weigh?" grumbled the gigantic 6100.

"Eleven tons!" cried the tiny fellow, swelling out his boiler, fit to burst.

The monster's laugh shook his bulk from headlight to tender, 329 tons of laughter. It was only the conceit of the youngster that prevented him from diving under the giant's trucks and scuttling to a safer place.

But the monster was good-natured. "Where are you going?" he asked.

"To Beauharnois."

"All right, climb on," rumbled 6100.

"Come on, boys!" shouted the little fellow, scrambling up on the flat car.

"Here, what's all this?" thundered the big one.

"Please, there are only fourteen of us," said the youngster in a wheedling tone.

"No, you don't!" shouted 6100.

"I'll take three or four of you at a time, but I've got other work to do, and I'll be hanged if I'll be nursemaid to a litter of locomotive pups."

So this is how the fourteen locomotives came to get a ride on a railroad train. Built at the Canadian Locomotive Works at Kingston, Ont., they were shipped over the Canadian National Railways to Beauharnois, Que. They will be used in rock excavation and general construction work on the Beauharnois Light, Heat and Power Company's new canal. They are oil-burners, small but sturdy and wonderfully active.

Makes Record Time In Race With Death

SYDNEY, July 25—An ordinary humble switch engine—the kind that puffs and snorts back and forth in the shunting yard all day long and seems never destined to go places and do things—last week was one of the central figures and mechanical heroes in the fastest Maritime railroad turnout of recent years.

It was Sunday, and the locomotive was idle in the roundhouse at Glace Bay. Lighter minutes after Superintendent D. W. McDonald had phoned from Sydney ordering a hospital special to the scene of the automobile crash at Mira Gut, H. H. Hull, Glace Bay train dispatcher, had gathered a scratch crew, steam had been raised, two passenger cars shunted out of a siding, first aid equipment loaded and old No. 62 was roaring past the yard limits on her way to Mira. Running tender first through the darkness, Engineer D. H. McEachern piloted the train over the fifteen miles between Glace Bay and Mira in 19 minutes. Coming back with the dead and wounded, he made the thirty mile run from Mira to Sydney in 40 minutes (including a stop of ten minutes at Glace Bay to discharge some of the injured to ambulances) or an average of a mile a minute—not too bad for a 2-6 type freight mogul with very low wheels. Fireman Clarence Shaw raised the steam that made the fast getaway possible and the other members of the crew were Conductor Edward Kelly and Brake-man John McDougall. The fast run speaks volumes for the shape in

which the Sydney and Louisburg motive power is maintained, while the wonderful speed with which the expedition was assembled shows that real old railroad initiative and enterprise still live in some parts of this country.