

PACIFIC GREAT
EASTERN
RAILWAY

TWENTY ARE INJURED WHEN P. G. E. TRAINS COLLIDE AT WEST BAY

Eastbound Train Crashes Into
Steam Locomotive and Three
Cars Carrying About 250
Holidays.

A. Jeffrey, 154 Seventh avenue east,
Vancouver, shock and bruises; Mr. A.
J. Tullis, Eighth avenue, North Van-
couver, injury to hip; Mr. Morgan,
West Vancouver, cut on head; Mr. J.
(Continued on Page Two).

THE INJURED.

Mr. A. J. Brown, 627 Davie
street, severe scalp wound, cut on
left eye and bruises.

Mrs. A. J. Brown, 627 Davie
street, broken nose and injured
eyes.

Mr. J. M. McDonald, 2625 Kit-
chener street, three ribs broken
and scalp wound.

Mr. W. H. Malcy, 1026 Seymour
street, suffering from shock, was
still only semi-conscious last night
at Harbor View Sanitarium.

Mr. M. J. Gaskell, 2631 First
avenue west, right arm injured and
severe bruises.

Mrs. John Cuffin, 2136 William
street, shock and bruises.

Miss Cormack, 1121 Pender
street west, broken nose and
bruises.

All the above are in Harbor View
Sanitarium, North Vancouver.
Thirteen others sustained minor
injuries were able to go to their
homes after receiving first aid.

Twenty holidayers were injured,
seven so seriously that they were
afterward removed by attending phy-
sicians to Harbor View Sanitarium,
North Vancouver, when a head-on
collision occurred at West Bay, two
and a half miles west of West Van-
couver, between two Pacific Great
Eastern trains at 12:55 yesterday after-
noon. The accident is attributed by
Pacific Great Eastern officials to a
misunderstanding of orders by the
crew of train No. 19, which crashed
at full speed into train No. 22, the
engines of both trains being badly
damaged in the smash. All the in-
jured were passengers with the ex-
ception of the engineer of No. 19,
who sustained a sprained ankle when
he with his fireman jumped for life
when they saw that the collision was
inevitable. No. 19 had practically
stopped when the crash occurred.
Two young women made a spectac-
ular leap through windows of that
train, escaping injury.

As soon as word of the accident
reached North Vancouver Pacific
Great Eastern officials immediately
made arrangements for the removal
of the more seriously injured to that
city for hospital treatment. The fol-
lowing Vancouver and North Vancou-
ver physicians were despatched to the
scene of the wreck where they at-
tended to the injuries of the accident
victims: Drs. Boucher, Turnbull,
Martin, Newcombe, and McCauley.
The injured removed to the hospital
and whose names are given above
were taken in automobiles by Drs.
Boucher, Newcombe and Martin.
Among the other injured who were
able to proceed home after treatment
were: Mrs. A. Gilloway, Marpole, B.
C., shock and bruises; Mrs. Donahue,
512 Cordova street, injuries to head;
Mrs. Dusenbury, 1907 Broughton
street, injury to knee; Mr. H. David-
son, Lynn Valley, injury to leg; Mr.

September 4
1916

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(Continued from Page One)
Ballantyne, 345 Homer street, injury to head.

None Fatally Hurt.

The most severely injured, it was stated at the Harbor View Sanitarium last night, are Mrs. McDonald, 2955 Kitchener street, who is suffering from three fractured ribs and a scalp wound, and Mr. A. J. Brown, 627 Davie street, who is in a very weak condition from a serious scalp wound, a cut on the left eye and bruises.

None of the victims are fatally hurt. All available automobiles in North Vancouver and West Vancouver went to the scene of the accident as soon as it became known that it had taken place, the drivers removing the injured to their homes or to points where they made connection with ferries. The Pacific Great Eastern chartered the steamer Ballena and took 1,500 holidayers in two loads from Whytecliff to Vancouver. Trains were also run to the scene of the wreck from North Vancouver and Whytecliff where passengers from Whytecliff were transferred and taken to North Vancouver. Auxiliary crews had not removed the wrecked cars up to a late hour last night and the tracks were impassable at the point where the accident occurred. The lines will be cleared for all traffic today, however.

The scene of the accident was West Bay, a picturesque little indentation in the north shore of English Bay, the location being about seven miles west of North Vancouver and about three miles east of Point Atkinson, and a half mile west of Attamont station. There is a slight grade on the line there and train No. 19, comprising the only steam locomotive on that part of the system, which was drawing three cars on which there were about 250 westbound passengers, was proceeding rather slowly. Train No. 22, eastbound, comprising one of the electric gasoline motor combination cars and drawing one coach, was coming down this little grade at a high rate of speed, as she was a little behind time, owing to the heavy holiday travel. Rounding the curve at the western side of West Bay, the engineer and fireman of No. 19 and the motorman of No. 22 were each horrified to see the other train bearing down upon them. They came together with an awful crash and for the next few minutes indescribable panic prevailed. Owing to its greater rate of speed, the electric gasoline motor and its one coach, although much lighter than the other heavy steam locomotive and the three well filled coaches behind it, did the most damage.

The lighter train climbed up on the locomotive as the two crashed together and badly damaged the pioneer steam locomotive of that section of the Pacific Great Eastern. Two of the coaches behind the steam locomotive were also considerably damaged, as was also the motor car of train No. 22. Both locomotive, motor car and carriages jammed in a huge pile, partly straddling the track.

All the injured were passengers, with one exception, in train No. 19, drawn by the steam locomotive which was only placed in service on the Pacific Great Eastern line a few weeks ago. On the other train, containing only five passengers, the motorman who, when he saw that collision was inevitable, set his brakes and stuck to his post. He had an almost miraculous escape, while a Chinese whose name was unknown, was the only one of the five passengers injured beyond a general shaking up. The Chinese's face was severely cut. On the steam locomotive, the engineer set his emergency brakes, sounded the danger signal, and then, shortly before the crash, he and his fireman jumped. The engineer sustained a severely sprained ankle and some minor bruises, while the fireman was lucky to land on soft ground and escaped practically unscathed.

Despite the newness of the line, the Pacific Great Eastern has been very fortunate in its operation of this heavily patronized section of the road. This was the first really serious accident that has happened on the line, and fortunately there was no loss of life on this occasion, although one looking at the tangle of wreckage around which passengers were transferred last night, would consider it a miracle that there were no fatalities. About a year and a half ago, one of the motor coaches jumped the track

September 4
1916



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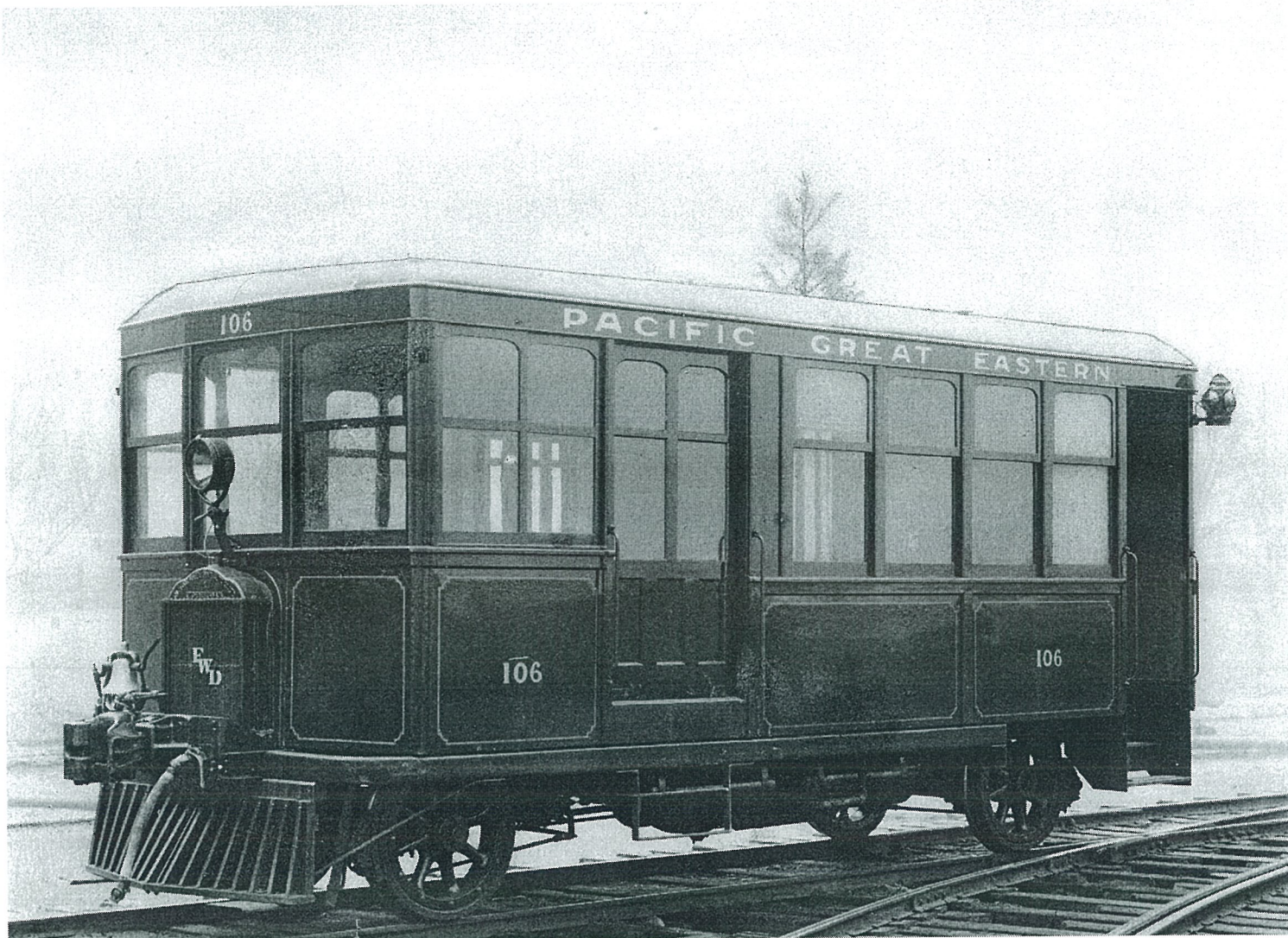
September 4 1916











40 YEARS LATE, FRESH AS JUNE BRIDE

PGE Starts Long-Delayed First Run to Prince George

By PAUL ST. PIERRE
Sun Staff Reporter

SQUAMISH, Oct. 31.—She was 40 years behind schedule, burdened with debt and stale jokes and bruised by the fast stick-handling of a score of political games.

But even the ghosts of the old railroaders must have been here to cheer today when the Pacific Great Eastern started her first scheduled run to Prince George.

For in 1952 the PGE is fresh as a June bride, and not half so nervous about the future.

This is a glory run and the passengers are cabinet ministers, civil servants, Cariboo pioneers, newspapermen and railroaders from as far away as the Chicago, Burlington and Quincy line.

At 9 a.m. Saturday they'll drive a silver spike into the roadbed about 20 miles north of Quesnel and the 82-mile link to Prince George will be officially declared open.

If it were the completion of a rail line it would be a gold-plated spike.

NO GOLDEN SPIKE YET

Jack Kennedy, the dynamic, white-haired railroader who now runs the PGE, wouldn't use a gold spike. The PGE doesn't rate that, he says, until the line stretches from the Peace River to North Vancouver.

Most of those aboard today's train had heard the old saying

"The PGE isn't as long as the CPR, but it's just as wide."

For that reason some were surprised to learn that the PGE is running the most powerful diesel locomotives on the North American continent.

Here in Squamish the line operates complete repair and maintenance shops.

\$2.5 MILLION BUSINESS

It has 500 employees, a one and a half million dollar payroll and last year it did two and a half million dollars worth of business.

In 1951 business was up 28 percent over 1950 and so far this year business is up 27 percent over 1951.

If it weren't for its appalling debt structure, the PGE would be making money for the province. But the interest charges on the \$30,000,000 spent to build the line accumulated during the lean years when the railroad didn't pay.

FLOATED IN 1912

The Pacific Great Eastern Railway Company was floated by contractors Foley, Welsh and Stewart in 1912. The McBride government backed the \$20,000,000 bond issue.

From 1912 to 1916 they built from Squamish to Lillooet and from North Vancouver to Whyte.

Please Turn to Page Two
See "PGE"

PGE

Continued from Page 1

cliff, and 14 gas-jetney trips a day were run along the West Vancouver waterfront.

In 1917 the government halted construction, investigated and took over the entire project.

In 1921 the ~~steel~~ stopped at the edge of Cottonwood Canyon beside Quesnel.

This left 347 miles of railroad running from nowhere to nowhere, begging the pardon of Squamish and Quesnel.

PRINCE GEORGE BOOMING

This trip at last brings the northern end into booming Prince George, where a man who can't buy a case of liquor for Christmas is an object of pity.

The guests—about 100 from this end and 300 more interior fans to be picked up en route—are dining on the Grand Champion and Reserve Champion of this fall's cattle sale at Williams Lake. They were purchased specially for the inaugural run. So were sacks of white potatoes from the rich acres which the federal government is reclaiming at Pemberton.

There are even 50 paying passengers aboard. They are PGE fans and supporters who snapped up the few tickets which the company put on public sale last week.

SOME LEFT OUT

The guest list is notable not only for those included, but also for those who don't show.

Premier W. A. C. Bennett is present and several cabinet ministers and deputies. Also ex-Premier John Hart, who was president of the government-owned company for many years. But ex-Premier Byron Johnson wasn't invited by the railway, although the Mayor of Prince George sent him an invitation to the celebration banquet in that town.

There are no Board of Traders or prominent businessmen on the guest list, but there are ~~sands~~ of railroaders from the CN, the CP, the Great Northern, B.C. Electric, Chicago, Milwaukee and St. Paul, Union Steamships and Chicago, Burlington and Quincy.

Vancouver and west Vancouver, soon to the scene of the accident as soon as it became known that it had taken place, the drivers removing the injured to their homes or to points where they made connection with ferries. The Pacific Great Eastern chartered the steamer Bullena and took 1,500 holidaymakers in two loads from Whytecliff to Vancouver. Trains were also run to the scene of the wreck from North Vancouver and Whytecliff where passengers from Whytecliff were transferred and taken to North Vancouver. Auxiliary crews had not removed the wrecked cars up to a late hour last night and the tracks were impassable at the point where the accident occurred. The lines will be cleared for all traffic today, however.

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In a small casualty list sent out from Ottawa last night two names of British Columbia men appear, and these are Sapper William Forrest, 4425 Sophia street, South Vancouver, and Corpl. Charles W. Sanders, of the engineers, both of whom are reported wounded.





