

TH&B

RED HILL CREEK

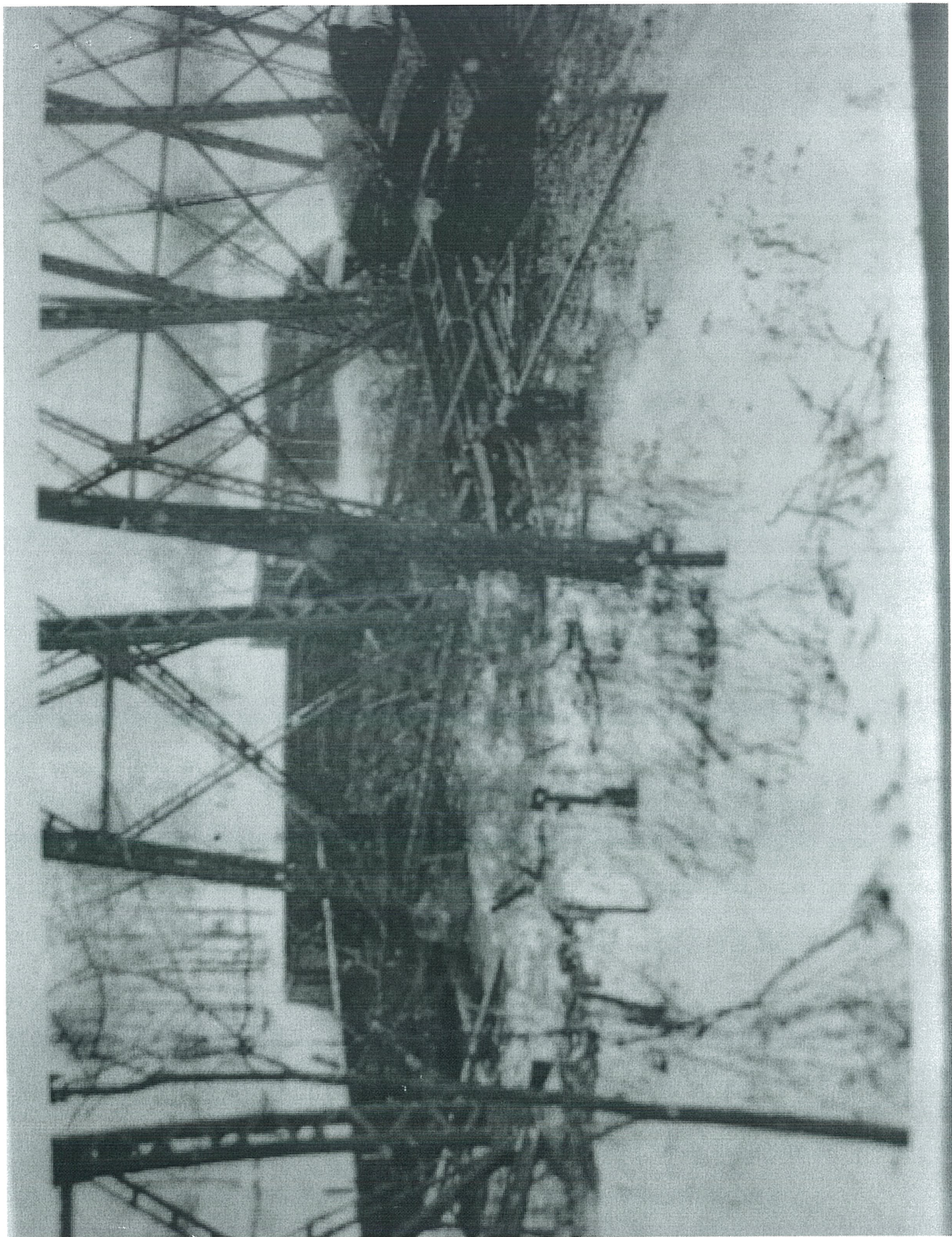
WRECK

JANUARY 29, 1918

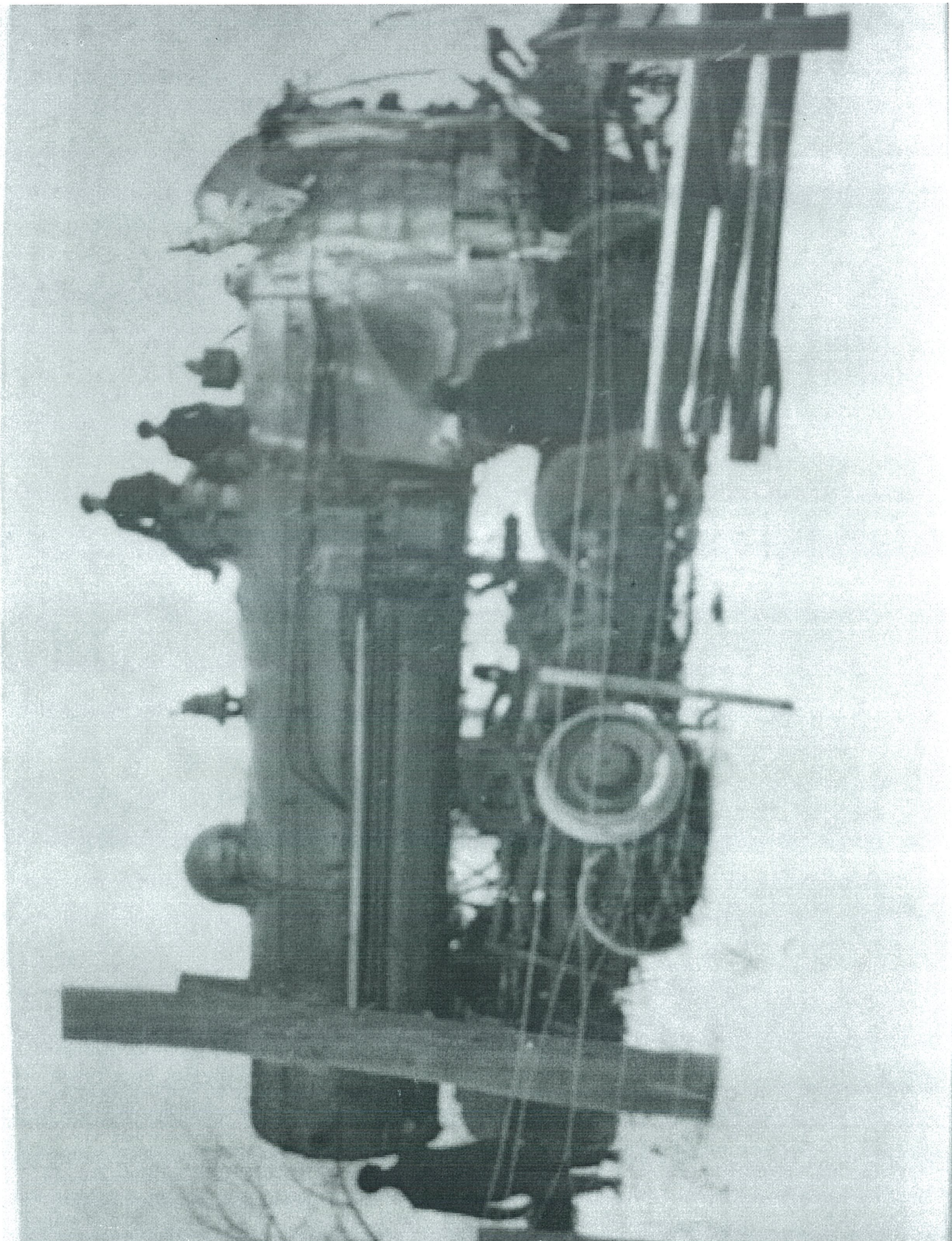
ALBION BRIDGE

JANUARY 29, 1918

On January 29th, 1918 a rear end collision occurred on the TH&B Ry. about three miles east of Hamilton at the Albion Bridge across Red Hill Creek. Extra west locomotive No. 53 left Stoney Creek shortly after seven in the evening. No. 53 was a MLW 2-8-0 built in 1912. Engineer J. T. Toomey and fireman W. Westfall were in the cab. The engine had crossed the bridge when Toomey stopped on account of light engine No. 16, one of those Baldwin 4-4-0's acquired by the TH&B in 1917 from the Buffalo and Susquehanna, having stopped about two locomotive lengths inside of the automatic block signal 331. The signal showed danger for No. 53. Rear brakeman Earl Stewart had left the caboose of No. 53; which was now standing with the rear of its train, on the center of the bridge. Stewart started slowly marching back on this January night with the required red flag over the difficult bridge ties. Stewart had managed to walk 700 feet when to his surprise around the curve came another train, extra 70 west. Another MLW 2-8-0 consolidation; No. 70 built in 1910 as No. 50 was renumbered in 1918 as 70. The 70 went right past Stewart and smashed into the caboose of 53. Conductor Charles Darche 54, was standing on the rear platform of the caboose and could see the approaching No. 70. He decided to leap from the van with the intension of landing in a snow-bank at the foot of the forty foot ravine. Instead he struck an abutment of the bridge and was killed. Fred McDonald, a TH&B plumber, was also in the caboose so he also jumped, but was injured in the fall. No. 70 went right through the caboose. The force of the impact caused the tender of No. 70 to derail and it fell off the bridge into the ravine below. Engineer E. Dean, fireman Lorne Wheeler and brakeman E. Morden were on No. 70. The crew of 70 jumped in time. No satisfactory explanation could be given as to the cause of the accident under the modern Automatic Block System. The railway tried to lay the blame at Brakeman Stewart, but a Canadian Railway Board hearing exonerated him of blame. Engine 70 while damaged, was repaired and was given the number 101 in 1919, in 1945 its boiler was scrapped and its frame used on engine 107. Engine 53 was renumbered 104 in 1919 and was scrapped in 1951.







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FATAL SMASH ON THE T. H. & B. LAST NIGHT

Conductor C. Darche
 Killed When Trains
 Collided

F. MacDonald, Company
 Employee, Was Very
 Seriously Injured

KILLED

Charles Darche, conductor, 10
 Kinnell street.

BADLY INJURED

Fred MacDonald, plumber's help-
 er, who was riding on wrecked
 freight after being on railway duty.



NE man is dead
 and another is
 unconscious at
 the city hospital
 as a result of a
 rear end collision
 which took
 place last night
 about 7.30 on
 the T. H. & B. bridge at Red Hill,
 about five miles west of here.

Extra freight 53, westbound,
 while standing on the bridge, was
 struck by extra freight 70, both
 trains being out of Welland and
 loaded with coal and freight for
 Hamilton and Toronto.

Engineer E. Dean, corner Locke-
 street and Charlton avenue, Hamilton,
 was in charge of extra No. 70, with
 Lorne Wheeler, Scotland, as fireman.
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 while Charles Darche, 12 Kinnell
 street, Hamilton, who was killed, was
 conductor on the wrecked train. Wil-
 hem Westfall was firing with En-
 gineer Toomey.

SURVIVOR'S STORY

Speaking to a Herald representative
 on the scene of the wreck last night,
 one of the crew of the wrecked train
 told the following story:

"Our train was standing on the
 bridge, and I, together with Darche
 and MacDonald, was standing on the
 tracks a few feet from the caboose. We
 heard No. 70 coming around the bend
 a few hundred yards away, and when
 I saw that a collision was inevitable
 I started to run along the bridge.
 Finding that it was impossible to get
 to the end before the trains met, I
 climbed over the side of the bridge and
 hung onto the girders. I was about
 fifteen feet away from the caboose
 when the impact took place. The
 whole bridge shook like a cradle, and
 I thought that the whole structure
 would give way. How I managed to
 hang on, I don't know. I hung there,
 not knowing what was going to come
 next. After what seemed like half
 an hour, but what was really only
 about ten minutes, I regained the
 bridge and reached the road. I don't
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 mate MacDonald."

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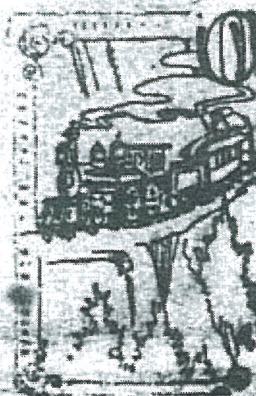
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MINING AND CURE NEW YORK STOCKS

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| Butterworth-Judson | 43 | 45 |
| Calumet & Jerome | 1 | 1.1 |
| Chevrolet Motors | 115 | 113 |
| Curtiss Aeroplane | 28 | 30 |
| Elk Basin | 6.1 | 6.2 |
| Marconi of America | 2.3 | 3.4 |
| Maxim Munitions | 11-15 | 6 |
| Merritt Oil | 22 | 22.4 |
| Midwest Oil | 115 | 120 |
| Midwest Refining | 104 | 106 |
| Oklahoma P. & R. | 3.4 | 4 |
| Standard Motors | 8.4 | 9.4 |
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| Wright-Martin | 6.6 | 7 |
| Magma Copper | 38 | 41 |
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| APOL | 5 | 6.4 |
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| Dome Mines | 8.75 | 9.15 |
| Hollinger | 5.65 | 5.15 |
| McIntyre | 1.35 | 1.33 |
| Imperial | 1.7 | 2.1 |
| Preston | 2 | 2.4 |
| Schumacher | 55 | 56.4 |
| Teck-Hughes | 53 | 60 |

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HEAD OFFICE - TORONTO, CANADA.

L. W. WALDRON, Branch Manager, Hamilton.

The caboose was shattered and another car toppled over into the ravine shortly after the accident, while a third was suspended over the edge, likely to fall at any moment.

The accident caused an entire dislocation of traffic several trains going over the Grand Trunk system while others were forced to make a detour via Waterford.

Drs. Unsworth, Silcox and Anderson were quickly on the scene of the accident, the last-mentioned having been called while presiding at an inquest held at Central police station last night.

Dr. Anderson ordered an inquest to be held in connection with Darche's death.

Darche's body was removed in a sleigh to Dodsworth & Albright's morgue.

FOUND IN RAVINE

Last night Fred MacDonald, a plumber's helper, who was on No. 53 coming home, was missing for a couple of hours after the accident, but searching parties found him lying in the ravine under a pile of coals. He was unconscious, and was at once taken to the city hospital.

The last information with regard to MacDonald's condition received by the company was to the effect that his broken leg had been set, and stitches put in his wounds, but that he was still in a semi-conscious condition.

CAUSE OF ACCIDENT.

With regard to the cause of the accident H. T. Malcolmson said that this had not been definitely determined. Officials of the company are still on the scene.

The engine has been taken off the tracks and it was expected the track would be cleared by noon.

The following men composed the crews of the trains concerned in the accident, all belonging to Hamilton: No. 53, Engineer Toomey, Fireman W. Westfall, Brakemen W. Bailey and E. Stewart, Conductor Charles Darche, killed.

No. 70, Engineer E. Dean, Fireman L. Wheeler, Conductor G. Hopkins, Brakemen E. Morden and J. Good-fellow.

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