

QUEBEC CENTRAL
RAILWAY
ACCIDENT
REPORTS

FEBRUARY 2, 1934

TRING JUNCTION

TRAIN 429

ENGINE NO. 58

H.A. WHITCOMB KILLED.

EXTRA 62 AND ENGINE 54

ENGINE EXTRA 62-54 PULLING 17 LOADS AND VAN FROM BREakey LUMBER OPERATION AT COURSELLES. INTERSTING THAT THE 2-8-0'S WERE USED ON THE MEGANTIC LINE.

WHITCOMB WAS EX. BOSTON AND MAINE ENGINEER. RAN THE FIRST QCR TRAIN OVER THE MASSAWIPPI VALLEY IN 1925.

ONE OF THE ENGINEERS ON EXTRA 62-54 WAS GRANDFATHER EDWARD W. RIFF.

IT IS BELIEVED A PIECE OF A BRANCH OF PULPWOOD CAUGHT HIS OVERALLS AND PULLED HIM OUT OF THE CAB.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

Applicant,

Date,

Date Received,

March 6th. 1934.

SYNOPSIS:

March 6th. 1934.

Report of Inspector A. E. Hudson re accident on the Quebec Central Railway at Tring Junction, P.Q., mileage 80 Quebec Subdivision, in which Engineer H. L. Whitcomb was fatally injured February 2nd. 1934.

FILE NO. 39003 VOLUME NO. _____
OR T.D. _____

Derma

DATE

CHARGED TO

DATE

CHARGED TO

3-6-86

0

FILE NO. _____ VOLUME NO. _____
OR T.D. _____

VOLUME NO. _____
OR T.D. _____

[illegible]

RECORD ROOM TRANSFER FILE No. 39003

FROM	TO
Chief Commissioner	
Assistant Chief Commissioner	
Deputy Chief Commissioner	
Commissioner Norris	
Commissioner Stoneman	
Commissioner Stone	
Secretary	
Le Secrétaire Adjoint	
Assistant Secretary and Registrar	
Counsel	
Engineer	
Traffic Officer	
Operating Officer	
Accountant	
Record Room	
Board Meeting Basket	

RAILWAY COMMISSION
 REC'D.
 JUN 25 1934
 SECRETARY'S OFFICE

FILED

Date: *June 18/34*

JUN 18 1934
 RECEIVED

Draw Order
 For your information
 For Report
 Hold for days
 Set down for hearing at

What action should now be taken?
 Write as suggested
 Take no further action
 Hold until we hear again
 No answer necessary
 Serve on Railway Company
 Ask for a reply to your last letter
 Send copies of judgment to parties interested and let Order go
 Please see me with this file
 Would be glad to discuss this at your convenience
 File away

Secretary.

I have examined Plan No. 7-37 dated June 6th, 1934, showing new arrangement of Tracks Nos. 5 and 6, at Tring Junction Yard, of the Quebec Central Railway, sent in with Mr. Wadsworth's letter of June 15th, and found the layout satisfactory. It provides for standard clearance at Track No. 5 opposite the coal chute. I suggest no further action is necessary.

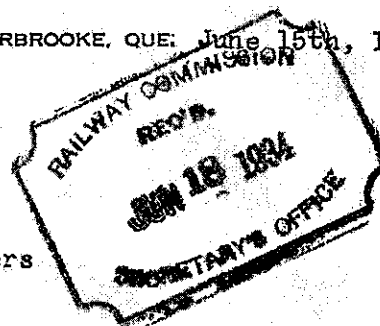
June 25th, 1934.

A. E. B.
 Division Engineer.

QUEBEC CENTRAL RAILWAY COMPANY
OFFICE OF THE GENERAL MANAGER

G. D. WADSWORTH,
GENERAL MANAGER

SHERBROOKE, QUE. June 15th, 1934.



A. D. Cartwright, Esq.,
Secretary, Board of Railway Commissioners
for Canada,
Ottawa, Ont.

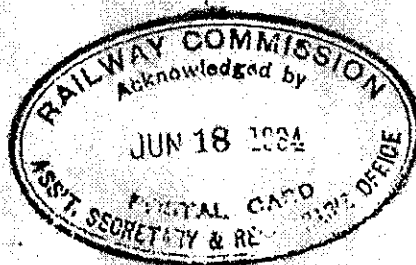
Dear Sir:-

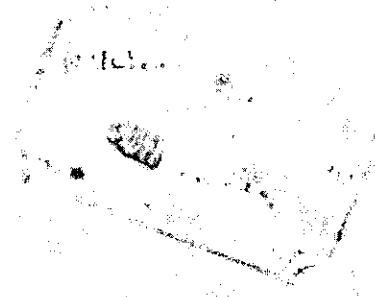
File 39003 - Re accident at Tring Jct.,
mileage 80, Quebec Subdivision, Quebec
Central Ry., Feb. 2nd, 1934.

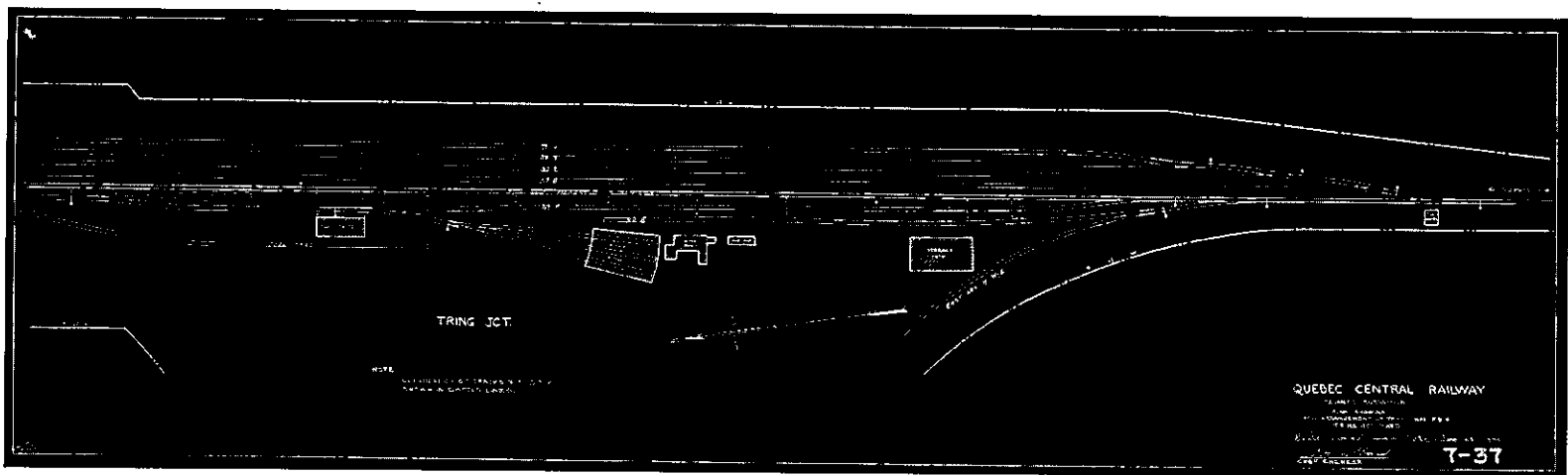
Referring to your letter of the 13th instant, relative
to the above matter, I have pleasure in enclosing herewith blue
print showing No. 6 track lined to provide the standard clearance
at the coal chute.

Yours truly,


General Manager.







L/LCK

June 13, 1934

FILE

Dear Sir:-

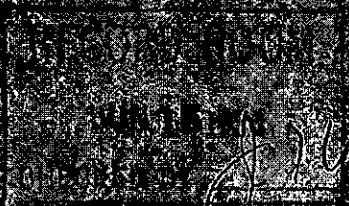
Title 39003 - No accident at
Tring Pot., mileage 80, Quebec
Subdivision, Quebec Central Ry.,
Feb. 2nd, 1934.

Regarding to your letter of the 11th
instant, the Board would be pleased to receive a
copy of your blue print showing No. 6 track lined
to provide the standard clearance at the coal
chute, at your convenience.

Yours truly,

Secretary, B.R.C.
A. D. Cartwright.

C. D. Macdonald, Esq.,
General Manager,
Quebec Central Railway Company
215, B.R.C. Bldg., Que.



RECORD ROOM TRANSFER FILE No.

29003

FROM	TO
Chief Commissioner.....	Draw Order.....
Assistant Chief Commissioner.....	For your information.....
Deputy Chief Commissioner.....	For Report.....
Commissioner Norris.....	Hold for..... days.....
Commissioner Stoneman.....	Set down for hearing at.....
Commissioner Stone.....	What action should be taken?.....
Secretary.....	Write as suggested.....
Le Secrétaire Adjoint.....	Take no further action.....
Assistant Secretary and Registrar.....	Hold until we hear again.....
Counsel.....	No answer necessary.....
Engineer.....	Serve on Railway Company.....
Traffic Officer.....	Ask for a reply to your last letter.....
Operating Officer.....	Send copies of judgment to parties interested and let Order go.....
Accountant.....	Please see me with this file.....
Record Room.....	Would be glad to discuss this at your convenience.....
Board Meeting Basket.....	File away.....

Date

June 12/34.

Secretary.

Mr. Wadsworth's letter of the 11th instant is noted. I suggest that you ask him to send print showing No. 6 Track lined to provide standard clearance at the coal chute. This for the information of the Board.

A. A. R.

June 13th, 1934.

Division Engineer.

QUEBEC CENTRAL RAILWAY COMPANY

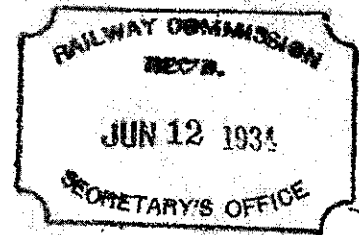
OFFICE OF THE GENERAL MANAGER

G. D. WADSWORTH,

GENERAL MANAGER

SHERBROOKE, QUE: June 11th, 1934.

A. D. Cartwright, Esq.,
Secretary, Board of Railway Commissioners
for Canada,
Ottawa, Ont.



Dear Sir:- File 39005, re accident at Tring Jct., P.Q.,
mileage 80, Quebec Subd., Quebec Central Ry.,
Feb. 2nd, 1934.

Referring to your letter of April 5th relative to the
above matter, I would now advise that Track No. 6 has been lined
up to provide for the standard clearance.

I will be glad to forward to you blue print if you so
desire.

Yours truly,

GDW/S



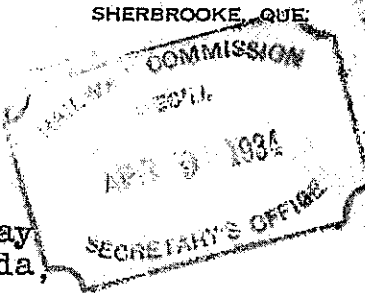
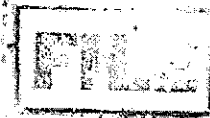

General Manager.

QUEBEC CENTRAL RAILWAY COMPANY
OFFICE OF THE GENERAL MANAGER

G. D. WADSWORTH,
GENERAL MANAGER

SHERBROOKE, QUE.

April 7th, 1934.



A. D. Cartwright, Esq.,
Secretary, Board of Railway
Commissioners for Canada,
Ottawa, Ont.

Dear Sir:-

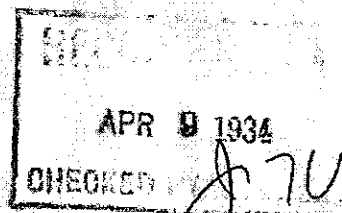
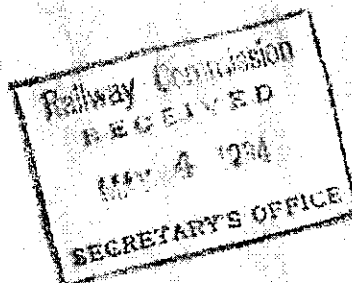
File 39003, re accident at Tring Jct.,
P.Q., mileage 80, Quebec Subd., Quebec
Central Railway, Feb. 2nd, 1934.

I beg to acknowledge receipt of your letter of
the 5th instant regarding the above matter. We will be
governed accordingly.

Yours truly,

General Manager.

GDW/S



140

FILE 59008, re accident at Tring, 1000,
1000, mileage 80, Quebec Sub., Quebec
Central Railway, 100, 2nd, 1954.
(your file 5944)

Home - Grady

Secretary, B. L. O.

[illegible]

RECORD ROOM TRANSFER FILE No. *39003*

FROM	TO	
Chief Commissioner.....		Draw Order.....
Assistant Chief Commissioner.....		For your information.....
Deputy Chief Commissioner.....		For Report.....
Commissioner Norris.....		Hold for..... days.....
Commissioner Stoneman.....		Set down for hearing at.....
Commissioner.....		
* Secretary.....	#	
Le Secrétaire Adjoint.....		What action should now be taken?.....
Assistant Secretary and Registrar.....		Write as suggested.....
Counsel.....		Take no further action.....
# Engineer.....	XX	Hold until we hear again.....
Traffic Officer.....		No answer necessary.....
Operating Officer.....		Serve on Railway Company.....
Fire Inspector.....		Ask for a reply to your last letter.....
Accountant.....		Send copies of judgment to parties interested and let Order go.....
Record Room.....		Please see me with this file.....
Board Meeting Basket.....		Would be glad to discuss this at your convenience.....
Date <i>April 4 1934</i>		File away.....

Secretary.

Mr. Wadsworth's letter of the 3rd instant is noted and in my opinion is quite satisfactory. I suggest that he be asked to advise the Board when No. 6 Track is lined over to provide standard clearance at the coal chute.

April 5th, 1934.

Division Engineer

Railway Commission
RECEIVED
APR 5 1934
SECRETARY'S OFFICE

QUEBEC CENTRAL RAILWAY COMPANY
OFFICE OF THE GENERAL MANAGER

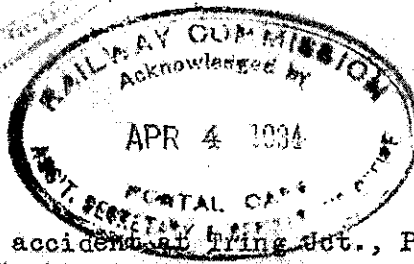
G. D. WADSWORTH,
GENERAL MANAGER

23

SHERBROOKE, QUE: April 3rd, 1934.

No. 2674.

A. D. Cartwright, Esq.,
Secretary, Board of Railway
Commissioners for Canada,
Ottawa, Ont.



Dear Sir:- File 39003, re accident at Spring St., P.Q., mileage 80,
Quebec Subd., Quebec Central Railway, Feb. 2nd, 1934.

Referring to your letter of the 27th ultimo, enclosing copy of report of the Board's Division Engineer dated March 26th relative to the above matter, I would advise that same is in accordance with our understanding in that Track No. 5 has been abandoned and will not be used other than that part at the south end where the tracks are 13' centres.

As soon as the frost is out of the ground, No. 6 track will be thrown over so as to give the standard clearance and during the Summer the matter will be given further consideration and if it is found that No. 5 is required, arrangements will be made to allow for the standard clearance or we will submit to the Board for their approval a proposition for re-arranging the tracks.

In the meantime you may rest assured that the recommendations of the Division Engineer of the Board will be observed.

Yours truly,


General Manager.

GDW/S

RECORD ROOM TRANSFER FILE No. 22003

ENGINEERING DEPT.

MAR 27 1934

FROM	TO	
Chief Commissioner.....		Draw Order.....
Assistant Chief Commissioner.....		For your information.....
Deputy Chief Commissioner.....		For Report.....
Commissioner Norris.....		Hold for..... days.....
Commissioner Stoneman.....		Set down for hearing at.....
Commissioner Stone.....	✓	
# Secretary.....		
Le Secrétaire Adjoint.....		What action should now be taken?.....
Assistant Secretary and Registrar.....		Write as suggested.....
Counsel.....		Take no further action.....
Engineer.....	X	Hold until we hear again.....
Traffic Officer.....		No answer necessary.....
Operating Officer.....		Serve on Railway Company.....
Fire Inspector.....		Ask for a reply to your last letter.....
Accountant.....		Send copies of judgment to parties interested and let Order go.....
Record Room.....		Please see me with this file.....
Board Meeting Basket.....		Would be glad to discuss this at your convenience.....
Date March 27th, 1934.		File away.....

FILED

Referring to Commissioner Stone's memo of the 27th inst., is there any objection to forwarding Division Engineer Belanger's report to the Railway Co. as per attached letter?

No objection.
27 Mar 34. JLS.

Secretary.

MAR 28 1934

RECEIVED
MAR 28 1934
ENGINEERING DEPT.

c/c

March 27th, 1934.

Dear Sir:-

File 29003, re accident at Tring, Ont.,
P.O., Alliance 80, Quebec Subd., Quebec
Central Railway, Feb. 2nd, 1934.

Referring to the above accident, which
has been the subject of investigation and report through
the Board's Engineering Department, I now enclose you a
copy of the report of the Board's Division Engineer,
dated the 26th inst., concurred in by the Board's
Chief Engineer, and am directed to ask you to advise
the Board if the recommendation suggested in the
last paragraph thereof as a solution for obtaining the
required clearance, is satisfactory to your Company,
and to file your submissions thereon.

Yours faithfully,

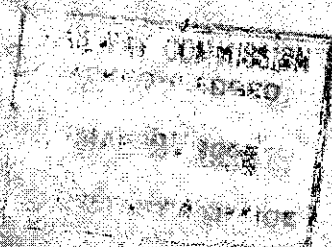
Secretary, B.R.C.
A. D. Cartwright.

7-104 17
C. D. Wadsworth, Esq.,
General Manager,
Quebec Central Ry. Co.,
Sherbrooke, Que.

RECORD ROOM TRANSFER FILE No. 39003

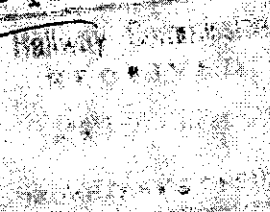
FROM	TO	
Chief Commissioner.....	X	Draw Order.....
Assistant Chief Commissioner.....		For your information.....
Deputy Chief Commissioner.....		For Report.....
Commissioner Norris.....	✓	Hold for.....days.....
Commissioner Stoneman.....		Set down for hearing at.....
Commissioner Stone		What action should now be taken?.....
Secretary.....	✓	Write as suggested.....
Le Secrétaire Adjoint.....		Take no further action.....
Assistant Secretary and Registrar.....		Hold until we hear again.....
Counsel.....		No answer necessary.....
Engineer.....		Serve on Railway Company.....
Traffic Officer.....		Ask for a reply to your last letter.....
Operating Officer.....		Send copies of judgment to parties interested and let Order go.....
Fire Inspector.....		Please see me with this file.....
Accountant.....		Would be glad to discuss this at your convenience.....
Record Room.....		File away.....
Board Meeting Basket.....		
Date March 27, 1934		

The Quebec Central Railway Company might be advised of the recommendation made by Division Engineer Belanger, and concurred in by the Chief Engineer, as a solution for obtaining the required clearance, and the railway be requested to file its submissions thereon.



*I agree
yml.*

G.A.S.



RECORD ROOM TRANSFER FILE No.39003.

FROM		TO	
	Chief Commissioner.....		Draw Order.....
	Assistant Chief Commissioner.....		For your information.....
	Deputy Chief Commissioner.....		For Report.....
	Commissioner Norris.....		Hold for.....days.....
	Commissioner Stoneman.....		Set down for hearing at.....
	Commissioner Stone.....	✓	
✓	Secretary.....	XXX	
	Le Secrétaire Adjoint.....		What action should now be taken?.....
	Assistant Secretary and Registrar.....		Write as suggested.....
	Counsel.....		Take no further action.....
	Engineer.....		Hold until we hear again.....
	Traffic Officer.....		No answer necessary.....
	Operating Officer.....		Serve on Railway Company.....
	Fire Inspector.....		Ask for a reply to your last letter.....
	Accountant.....		Send copies of judgment to parties interested and let Order go.....
	Record Room.....		Please see me with this file.....
	Board Meeting Basket.....		Would be glad to discuss this at your con- venience.....
	Date.....		File away.....

I concur in Mr Belanger's report of the 26th
inst.

26th March 1934.

7-1-34

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

ENGINEERING DEPARTMENT

Ottawa, March 26th, 1934.

T.L. Simmons, Esq.,
Chief Engineer, B.R.C.,
Ottawa, Ontario.

Dear Sir:-

File 39003

On the 20th instant, accompanied by Superintendent Bartlett and Chief Engineer Hibbard, I examined the track layout opposite the coal chute at Tring Junction Yard of the Quebec Central Railway.

On Plan No. 7-36, it will be noted that east of the main line the tracks are 13' centres. West of the main line No. 5 Track is shown to be at the minimum distance of 12'7" from the main line. No. 6 Track west of No. 5 is shown to be at the minimum distance of 10'11" and that is opposite the centre of the coal chute. The maximum distance between these tracks is 13 ft. At the north end the coal chute is 5'5" from the nearest rail of No. 6 Track, and the engine track turnout at the south end of the coal chute to the nearest rail the distance is 3'9". The Company have spiked both switches of No. 5 Track and have abandoned the use of it. The matter was very fully discussed and until such time that other re-arrangement of tracks is worked out, the use of No. 5 Track will be discontinued from the cross-over north of the coal chute, the switch of which will remain spiked, to where the tracks are 13' centres at a point opposite the engine house and where a few rails will be taken up, and from this point to the south switch where the tracks are 13' centres, No. 5 Track could be used as a storage track. It is impossible to change the position of the coal chute as it would mean practically rebuilding the structure which is on pile foundation, in order to get the proper clearances to No. 6 Track. However, this could be obtained by throwing No. 6 Track the required distance towards No. 5 Track which will be unused and provide in that way the standard clearance at the coal chute.

No. 6 Track could not be altered at the present time and this could only be done when the frost is out of the ground in the spring, but in the meantime as No. 5 Track is not used there is plenty of clearance on that side.

I would therefore suggest that the Railway Company be asked to abandon the use of No. 5 Track as described herein and throw No. 6 Track in order to get the standard clearance at the coal chute, as soon as conditions will permit in the spring.

I have the honour to be,

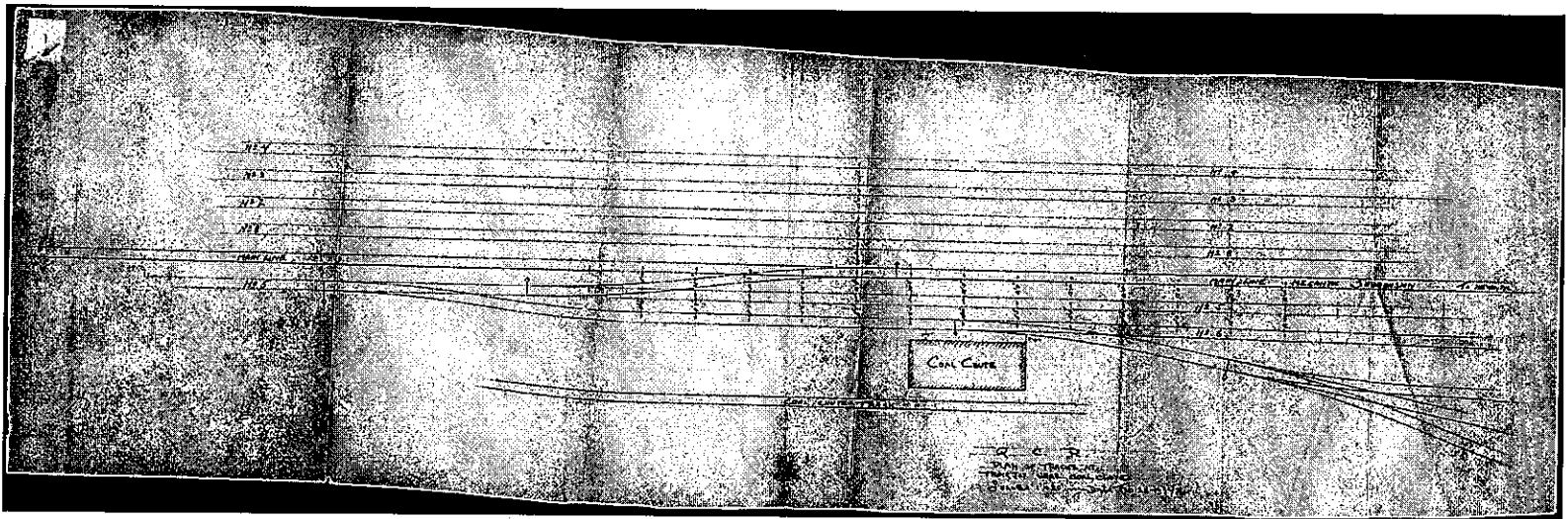
Sir,

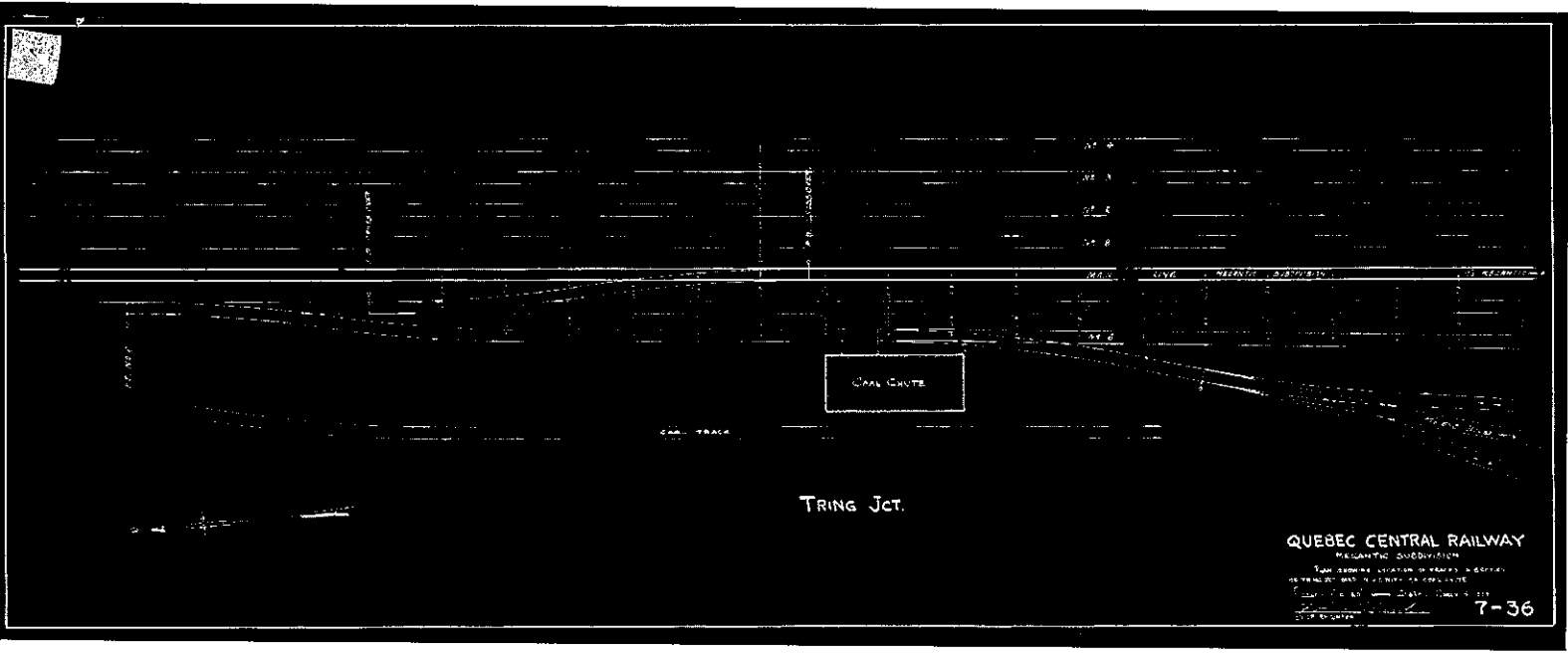
Your obedient servant,



Division Engineer.

N





TRING JCT.

QUEBEC CENTRAL RAILWAY
HAUGHTON SUBDIVISION
TOWN BOARDING STATION IN TRING JCT. AREA
CENTRAL RAILWAY HAS A LINE TO THE STATION
FROM THE STATION TO THE STATION
7-36

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

OPERATING DEPARTMENT

ACCIDENT INVESTIGATION REPORT

File No. 26435

1. Railway **Q. O. R.** Mileage **80** Subdivision **Quebec.**
2. Place (if town, village or city) **Tring Junction,** Province **Quebec.**
3. Date and year **February 2nd, 1934.** Time (a.m. or p.m.) **8.50 A.M.**
4. Weather conditions..... **Clear and cold.**
5. Train (passenger, freight, etc.) **Mixed.**
6. Number of train **429** Direction **East.**
7. Engine number **58** Number of cars in train **- - -**
8. Engineer or motorman **H. A. Whitcomb.**
9. Conductor **- - - - -**
10. Number of brakes in operation..... **One.**
11. Speed of train at time of accident **Standing.**
12. Nature of accident
The victim of the accident must have been struck by Extra 62.
13. Cause of accident
Unknown, no eye-witnesses.
14. Result of accident (give names of killed and injured)
Engineer H. A. Whitcomb, badly crushed about body and one foot badly crushed. Died in Sherbrooke Hospital, Sherbrooke, Que., about 9.50 A.M., Feb. 3rd, 1934.
15. What attention was given to the injured
First Aid rendered and the injured man was brought from Tring Junction to Sherbrooke by special train, accompanied by Dr. Chretien.
16. Remarks and recommendation, if any

Engineer H. A. Whitcomb was assigned to train No. 429, engine to be at Tring Junction at 9.00 A.M. He took his engine, No. 58, from the roundhouse at Tring Junction at 8.50 A.M. and moved same ahead to coal chute. Fireman W. F. Dunn got on to tender of engine and loaded forward part of tender, then called to the Engineer to move ahead a little. The fireman, not receiving any response, climbed into cab of engine and as Engineer was not in cab, Fireman got down on to the ground and saw Whitcomb lying alongside of parallel track about thirty feet ahead of his own engine. No one witnessed the accident; therefore, it could not be learned how the accident occurred. The Coroner's Jury rendered a verdict of accidental death.

Extra 62 with 17 loads and the van, passed engine No. 58 on adjoining track at 8.50 A.M. and as blood was found on the fifth car from the van, there is no doubt that Whitcomb was either working alongside of his engine or fell out of cab window. When Extra 62 passed engine 58 standing at coal chute the engineer was sitting on his seat and waved a salute to the other crew. The engine was standing on track No. 3, headed for

Inspector.

Office:

(Over)

Date:

Spring Junction and the freight train pulled in on track
No. 5, also headed for Spring Junction. Directly opposite
the coal chute, where engine was standing, the two tracks
narrow up, owing to the location of the coal chute and the
distance between the centres of the two tracks at this
point is ten feet, eleven inches.

I am attaching drawing of the location of the
tracks and coal chute. In my opinion after the engine
No. 52 passed engine 100, the engineer got down off his
engine for some reason and slipped and was struck by the
passing train, and that no blame can be attached to the en-
gines.

Respectfully submitted,

Inspector.

Citizen, Ottawa, Ont.

Dated March 6th, 1934.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA
OPERATING DEPARTMENT

OTTAWA, Feb. 9th, 1934.

O. D. X. 59482 ✓

Inspector Hudson:-

*Please investigate and report on the accident referred to in the copy
of Schedule Report hereto attached.*

[Signature]
Chief Operating Officer.

March 9

Engineer H. A. Whitcomb was assigned to Train No. 429, engine to be in yard at 9.00 a.m. at Tring Junction. Whitcomb took his engine 58 from roundhouse at Tring Junction at 8.30 a.m. and moved same ahead to coal chute. Fireman W. P. Dunn got onto tender of engine and loaded forward part of tender, then called to Whitcomb to move ahead a little. Receiving no response, Fireman Dunn climbed into cab of engine, and as Whitcomb was not in cab, Dunn got down onto the ground and saw Whitcomb lying alongside of parallel track, about 50 ft. ahead of his own engine. No one witnessed the accident, therefore it could not be learned how accident occurred. Coroner's jury rendered a verdict of accidental death.

Extra 62-64 coupled, with seventeen loads and the van, passed Engine 58 on adjoining track at 8.50 a.m., and as blood was found on the floor car from the van, there is no doubt that Whitcomb was either working alongside of his engine or fell out of cab window.

The injured man was brought from Tring Junction to Sherbrooke by special train, accompanied by Dr. Christian from Tring Junction.

Engineer H. A. Whitcomb was assigned to Train No. 429, engine to be in yard at 9.00 a.m. at Tring Junction. Whitcomb took his engine 58 from roundhouse at Tring Junction at 8.30 a.m. and moved same ahead to coal chute. Fireman W. W. Dunn got onto tender of engine and loaded forward part of tender, then called to Whitcomb to move ahead a little. Receiving no response, Fireman Dunn climbed into cab of engine, and as Whitcomb was not in cab, Dunn got down onto the ground and saw Whitcomb lying alongside of parallel track, about 50 ft. ahead of his own engine. No one witnessed the accident, therefore it could not be learned how accident occurred. Coroner's jury rendered a verdict of accidental death.

Extra 52-54 coupled, with seventeen loads and the van, passed Engine 58 on adjoining track at 8.50 a.m., and as blood was found on the fifth car from the van, there is no doubt that Whitcomb was either working alongside of his engine or fell out of cab window.

The injured man was brought from Tring Junction to Sherbrooke by special train, accompanied by Dr. Christian from Tring Junction.

QUEBEC CENTRAL RAILWAY COMPANY
OFFICE OF SUPERINTENDENT

SHERBROOKE, P. Q.

February 6th, 1934.

C. K. BARTLETT, SUPERINTENDENT

REFER TO FILE C/3418.

Mr. Geo. Spencer,
Chief Operating Officer,
Board of Railway Commissioners,
Ottawa, Ont.

Dear Sir:-

I am enclosing herewith two copies of
Schedule "B", covering accident at Tring Junction, where
Engineer H.A. Whitcomb was seriously injured on February 2nd, 1934.
He was immediately brought to the Sherbrooke Hospital, Sherbrooke, Que.
where he passed away on February 3rd, resulting from injuries received.

Yours truly,

C. K. Bartlett
Superintendent.

GAV.
Encl.

[Handwritten signature]
8/2/34

CANADIAN PACIFIC TELEGRAPHS



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DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT TELEGRAM
LCO	DEFERRED
ALT	CABLE LETTER

W. D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

RAA83 68 RUSH CNT DASH VIA SHERBROOKE QUE

TRINGJCT QUE 2 144P

GEORGE SPENCER

CHIEF OPERATING OFFICE BOARD OF RAILWAY COMMISSIONERS

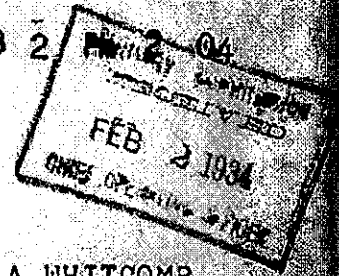
OTTAWA

FEBRUARY 2 ND TRINGJCT QUEBEC CENTRAL RAILWAY ENGINEER H A WHITCOMB
IN CAB OF ENGINE 58 ON NO 5 TRACK OPPOSITE COAL CHUTE WAS SITTING
ON WINDOW SILL WITH HEAD AND PART OF BODY OUT OF CAB LOOKING BACK
FOR SIGNAL FROM FIREMAN WAS STRUCK AND SERIOUSLY INJURED BY
FIFTH CAR FROM VAN ON EXTRA 54-62 COUPLED MOVING ALONG ON TRACK NO

6

J E MARGOUX

1934 FEB 2



Q. K.

SCHEDULE "B"

Sherbrooke, Que. Feb. 6, 1934.

..... QUEBEC CENTRAL Railway

REPORT to the Board of Railway Commissioners for
Canada as required by Section 285 of the
Railway Act and General Order of
the Board No. 361.

59482

1. Date February 2nd, 1934
2. Hour 8.50 a.m.
3. Train _____ Conductor _____ Engine 58
Engineer H.A. Whitcomb
4. Place Tring Junction,
Province _____ Que. 6
5. Name of person injured H.A. Whitcomb.
6. Age 51 years.
7. Passenger, employee or others _____ Employee. (14)
8. Residence Sherbrooke, Que.
9. Description of injury Badly crushed about body and one foot badly crushed. Died in Sherbrooke Hospital, Sherbrooke, Que. about 9.30 a.m. Feb. 3rd, 1934.
10. How accident occurred. See attached extension sheet.
- Note:- If injury or damage be to a bridge, culvert, viaduct or tunnel, answer numbers 1, 2, 4, 9 and 10.

N.B. Use only one form for each accident, attaching plain extension sheets if insufficient space here.

Signature *H.A. Whitcomb*

Title SUPERINTENDENT.

10. Engineer H.A. Whitcomb was assigned to Train No. 429, engine to be in yard at 9.00 a.m. at Tring Junction. Whitcomb took his engine 58 from roundhouse at Tring Junction at 8.30 a.m. and moved same ahead to coal chute. Fireman W.F. Dunn got onto tender of engine and loaded forward part of tender, then called to Whitcomb to move ahead a little. Receiving no response, Fireman Dunn climbed into cab of engine, and as Whitcomb was not in cab, Dunn got down onto the ground and saw Whitcomb lying alongside of parallel track, about 30 ft. ahead of his own engine. No one witnessed the accident, therefore it could not be learned how accident occurred. Coroner's jury rendered a verdict of accidental death.

Extra 62-54 coupled, with seventeen loads and the van, passed Engine 58 on adjoining track at 8.50 a.m., and as blood was found on the fifth car from the van, there is no doubt that Whitcomb was either working alongside of his engine or fell out of cab window.

The injured man was brought from Tring Junction to Sherbrooke by special train, accompanied by Dr. Chretien from Tring Junction.

SCHEDULE "B"

Sherbrooke, Que. Feb. 8, 1934.

.....~~GENERAL~~.....Railway

REPORT to the Board of Railway Commissioners for
Canada as required by Section 285 of the
Railway Act and General Order of
the Board No. 361.

1. Date February 2nd, 1934.
2. Hour 8.50 a.m.
3. Train _____ Conductor _____ Engine 58
Engineer H.A. Whitcomb
4. Place Tring Junction,
Province _____ Que. 6
5. Name of person injured _____ H.A. Whitcomb.
6. Age _____ 51 years.
7. Passenger, employee or others _____ Employee.
8. Residence _____ Sherbrooke, Que.
9. Description of injury _____ Badly crushed about body and one foot badly crushed. Died in Sherbrooke Hospital, Sherbrooke, Que. about 9.50 a.m. Feb. 3rd, 1934.
10. How accident occurred. See attached extension sheet.

Note:- If injury or damage be to a bridge, culvert, viaduct or tunnel, answer numbers 1,2, 4,9 and 10.

N.B. Use only one form for each accident, attaching plain extension sheets if insufficient space here.

Signature

Title

SUPERINTENDENT.

10. Engineer H.A. Whitcomb was assigned to Train No. 429, engine to be in yard at 9.00 a.m. at Tring Junction. Whitcomb took his engine 53 from roundhouse at Tring Junction at 8.30 a.m. and moved same ahead to coal chute. Fireman W.F. Dunn got onto tender of engine and loaded forward part of tender, then called to Whitcomb to move ahead a little. Receiving no response, Fireman Dunn climbed into cab of engine, and as Whitcomb was not in cab, Dunn got down onto the ground and saw Whitcomb lying alongside of parallel track, about 30 ft. ahead of his own engine. No one witnessed the accident, therefore it could not be learned how accident occurred. Coroner's jury rendered a verdict of accidental death.

Extra 52-54 coupled, with seventeen loads and the van, passed Engine 53 on adjoining track at 8.50 a.m., and as blood was found on the fifth car from the van, there is no doubt that Whitcomb was either working alongside of his engine or fell out of cab window.

The injured man was brought from Tring Junction to Sherbrooke by special train, accompanied by Dr. Chretien from Tring Junction.

March 16th, 1934.

Mr. Arthur, Esq.,
1112 Broadway,
New York City,
New York.

Dear Sir:-

1112 Broadway

I propose going to Long Island
next Tuesday, the 20th inst., on foot, to examine
the creek and the adjacent area and look into
the possibility of diverting the effluent of the
creek into the adjacent area.

Will you kindly arrange to meet me
on arrival to discuss the situation. I would like to
have the matter looked forward by the 20th
inst. at the latest.

Yours truly,

Division Engineer.

March 12th, 1934.

E. H. Edwards, Esq.,
Chief Engineer,
Quebec Central Railway,
Stambridge, Quebec.

Dear Sir:-

File 39001

Will you kindly read the above
part of the correspondence being furnished
showing the work contract between the said units
where total accident occurred to Engineer Whitcomb
on February 2nd, 1934.

Yours truly,

Division Engineer.

RECORD ROOM TRANSFER FILE No. 39003

FROM	TO	
Chief Commissioner.....		Draw Order.....
✓ Assistant Chief Commissioner.....	✓	For your information.....
Deputy Chief Commissioner.....		For Report.....
Commissioner Norris.....		Hold for..... days
Commissioner Stoneman.....		Set down for hearing at.....
✓ Commissioner Stone.....		
Secretary.....		What action should now be taken?.....
Le Secrétaire Adjoint.....		Write as suggested.....
Assistant Secretary and Registrar.....		Take no further action.....
Counsel.....		Hold until we hear again.....
Engineer.....	✓	No answer necessary.....
Traffic Officer.....		Serve on Railway Company.....
Operating Officer.....		Ask for a reply to your last letter.....
Fire Inspector.....		Send copies of judgment to parties interested and let Order go.....
Accountant.....		Please see me with this file.....
Record Room.....		Would be glad to discuss this at your convenience.....
Board Meeting Basket.....		File away.....
Date..... March 9, 1934		

This file might be referred to the Engineering Department for inspection and report on the track conditions referred to herein, as the track seems to be too close at point of accident.

G. A. S.
I agree
J. H. S.

(File under 345-)

RECORD ROOM TRANSFER FILE No 39003

FROM	TO	Inv. 26435
Chief Commissioner		Draw Order
Assistant Chief Commissioner		For your information
Deputy Chief Commissioner		For Report
Commissioner Lawrence <i>Stone</i>	✓	Hold for.....days
Commissioner Norris		Set down for hearing at
Commissioner Stoneman	✓	
✓ Secretary		What action should now be taken?
Le Secrétaire Adjoint		Write as suggested
Assistant Secretary and Registrar		Take no further action
Counsel		Hold until we hear again
Engineer		No answer necessary
Traffic Officer		Serve on Railway Company
✓ Operating Officer		Ask for a reply to your last letter
Fire Inspector		Send copies of judgment to parties interested and let Order go
Accountant		Please see me with this file
Record Room		Would be glad to discuss this at your convenience
Board Meeting Basket		File away
Date <u>8th March, 1934</u> S/H		

I submit herewith report from Inspector Hudson on the fatal accident at Tring Jct., P.Q., Q.C.R., Feb. 2; locomotive Engineer H. A. Whitcomb, in charge of engine 58, standing at the coal-chute, evidently stepped or fell against train moving on the adjoining track and received fatal injuries. There are no witnesses of the actual occurrence; but extra 62, with 17 cars, passing on the adjoining track, observed Whitcomb sitting on his seat in engine 58, and exchanged a salute with the engineer of 62. There was evidence on the fifth car from the rear end of extra 62 that some person had been struck. The tracks at that point are too close together, there being but ten feet, eleven inches from centre to centre, and I think we should look into the possibility of an improved alignment of the tracks at that point.

Geo. Spencer

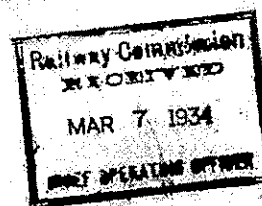
BOARD OF RAILWAY COMMISSIONERS FOR CANADA

OPERATING DEPARTMENT

ACCIDENT INVESTIGATION REPORT

 No. Inv. 247.25

1. Railway Q. C. R. Mileage 60 Subdivision Quebec.
2. Place (if town, village or city) Tring Junction, Province Quebec.
3. Date and year February 2nd, 1934. Time (a.m. or p.m.) 8.50 A.M.
4. Weather conditions..... Clear and cold.
5. Train (passenger, freight, etc.) Mixed.
6. Number of train 429 Direction East.
7. Engine number 58 Number of cars in train - - -
8. Engineer or motorman H. A. Whitcomb.
9. Conductor - - - - -
10. Number of brakes in operation One.
11. Speed of train at time of accident Standing.
12. Nature of accident
The victim of the accident must have been struck by Extra 62.
13. Cause of accident
Unknown, no eye-witnesses.
14. Result of accident (give names of killed and injured)
Engineer H. A. Whitcomb, badly crushed about body and one foot badly crushed. Died in Sherbrooke Hospital, Sherbrooke, Que., about 9.50 A.M., Feb. 5rd, 1934.
15. What attention was given to the injured
First Aid rendered and the injured man was brought from Tring Junction to Sherbrooke by special train, accompanied by Dr. Chretien.
16. Remarks and recommendation, if any



Engineer H. A. Whitcomb was assigned to train No. 429, engine to be at Tring Junction at 9.00 A.M. He took his engine, No. 58, from the roundhouse at Tring Junction at 8.30 A.M. and moved same ahead to coal chute. Fireman W. F. Dunn got on to tender of engine and loaded forward part of tender, then called to the Engineer to move ahead a little. The fireman, not receiving any response, climbed into cab of engine and as Engineer was not in cab, Fireman got down on to the ground and saw Whitcomb lying alongside of parallel track about thirty feet ahead of his own engine. No one witnessed the accident; therefore, it could not be learned how the accident occurred. The Coroner's Jury rendered a verdict of accidental death.

Extra 62 with 17 loads and the van, passed engine No. 58 on adjoining track at 8.50 A.M. and as blood was found on the fifth car from the van, there is no doubt that Whitcomb was either working alongside of his engine or fell out of cab window. When Extra 62 passed engine 58 standing at coal chute the engineer was sitting on his seat and waved a salute to the other crew. The engine was standing on track No. 6, headed for

Inspector:

Office:

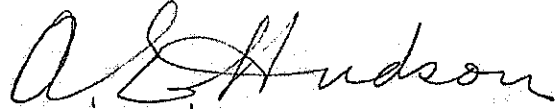
(Over)

Date:

Tring Junction and the freight train pulled in on track No. 5, also headed for Tring Junction. Directly opposite the coal chute, where engine was standing, the two tracks narrow up, owing to the location of the coal chute and the distance between the centres of the two tracks at this point is ten feet, eleven inches.

I am attaching drawing of the location of the tracks and coal chute. In my opinion after the engine of Extra 62 passed engine 58, the Engineer got down off his engine for some reason and slipped and was struck by the passing train, and that no blame can be attached to the employees.

Respectfully submitted,

A handwritten signature in cursive script, reading "A. E. Hudson".

Inspector.

Office: Ottawa, Ont.

Date: March 6th, 1934.



TRING JCT
COUNTY BEAUCE
TOWNSHIP BROUGHTON

QUEBEC CENTRAL RY