

## The Late Railway Accident.

The particulars of the accident on Friday last, at section 4, western division of the Great Western Railway, may be best gleaned from the following evidence, adduced at the inquest held on view of the dead bodies:

As the cars were coming from the west, about two o'clock, P. M., two cows were observed on an embankment of the Railroad by the engine driver, Horton, who was an experienced hand, and has driven engines on Railroads for the past sixteen years. On arriving near the spot where the accident occurred, he saw the two cows, one on each side of the track; when at the spot, one of the cows attempted to cross the track, but before it had done so, the engine struck her, knocked her down, and along with two baggage cars, passed over the cow; the third, fourth and fifth cars flew off the track, and the engine was stopped about 200 yards from the spot at which the cow was struck. At the time of the accident, they were travelling at the rate of about fifteen miles an hour, in consequence of the engine being disabled during the previous thirty-six miles travel. The guard was up at the time. The engineer believed, if they had been travelling full speed, the cow would have been thrown completely off the track. There were no fences on the track at the embankment. Six of the passengers were killed in the luggage car, one by having leaped out of the car. The verdict is as follows: "That the death of the parties, except the one who leaped out, was in consequence of the car in which they were passengers having been thrown down an embankment, whereby they received certain injuries of which they died." That the said accident arose in consequence of a cow being on the track, &c. The jurors would further remark that the said road, not being fenced on its whole route, is much to be deprecated, and are of opinion that the Company should use every exertion to have it completely fenced forthwith, and they are also of opinion that the practice of placing emigrants in the same car with the heavy luggage, is attended with much danger, and should be discontinued." -- *Middlesex Reporter*

Brantford Examiner

June 13  
1854



# THE RAILWAY DISASTER,

## The Adjourned Inquest on the Body of the Engine Driver.

### ALLEN'S CHARACTER VINDICATED.

#### The Question of Who is to Blame Still Unanswered.

The adjourned inquest on the body of John Broadley (not Bradley as previously stated) was held last night in the police court room of No. 3 police station before Coroner Woolverton.

Mr. Allen, the section foreman who is detained pending the decision of the coroner's jury, was brought into court while the evidence was being taken. He manifested great interest in but did not interrupt the proceedings. He is still confined in jail, whether his meals are being regularly carried to him by his family.

The coroner announced that he was in receipt of certificates from physicians in London stating that Mrs. Broadley, wife of the deceased, and Thomas Hill, the fireman, were too ill to come to the city. The former is still suffering from the shock to her nervous system and the latter from the injuries he sustained in the accident.

The auditorium of the court was crowded with employees of the G. W. R. The jurors having answered to their names the inquest proceeded.

Messrs. Sadlier and R. Martin, Q. C., watched the inquest for Allen, and Mr. Oreror attended on behalf of the Crown.

Patrik Nelson, sworn: Have been track inspector on the G. W. R., between Paris and Niagara Falls, for the last ten years; I give orders and see that the work is done properly; wasn't present when the accident occurred; knew Martin Allen for 20 years; saw him frequently during that time; always found him a very steady man and good workman; never had any complaints; the foreman of each section is responsible to me; know nothing of the accident; wasn't there till about three o'clock that afternoon.

To Mr. Martin—Allen has been foreman of the section from the Hamilton depot to the 39½ mile board; when the switch at the scene of the accident was open the driver of the engine could see the disc of the semaphore half a mile away.

To jurors—When an express train is due the switch is not supposed to be open; it is often opened when the workmen are making repairs; the main line is supposed to be cleared 10 minutes before a train is due.

To Mr. Oreror—The disc would not be seen if the switch was closed; the disc was painted recently.

Alice Hardman sworn: Live at No. 8 Tiffany street; am John Broadley's only sister; saw him at the station after he died; he was 49 years old; was raised in the faith of the English church; he was in the G. W. R. 24 years last April; he was always a temperate man; saw him 7 weeks before he died; know nothing of the accident.

Patrik Molnerney sworn: Am watchman at the Wellington street crossing, G. W. R.; have been there for 10 years; did not know deceased; know Martin Allen 15 or 16 years; saw him almost every day; I can give him a good character; he always minded his work; he was never to my knowledge connected with any accident before; a train ran into a team at that crossing some years ago; Allen had nothing to do with it; saw the late accident; saw the train coming into the siding and ran out to "flag" it; the train was about 100 yards east of the switch when I saw that the switch was open; ran up the track waving the flag; the engine whistled at Victoria avenue; it also whistled at West orth street, as is usual; he didn't whistle for brakes; three whistles mean brakes; the engine whistled once; didn't know the switch was open when the first whistle was sounded; when I heard the second whistle I saw the switch was open; I say that the disc of the semaphore was facing the train; ran up to meet the train, waving my flag; went within a car length from the switch; about half a minute intervened between my waving of the flag and the collision; it's the duty of every one that meets the switch to see that it is closed again.

John Bush sworn: Am a bat finisher in the employ of the Canada Post Hat Company, whose works are situated near the Wellington st. crossing of the G. W. R.; saw the accident; went to the window to see the train pass; I generally do that when I hear

when the man told us that the train was off the track.

To Mr. Martin—Allen was always a strict and careful boss; men in charge of pony engines would have keys of the switch.

Joseph Hobson sworn: Am chief engineer of the G. W. R.; was at the scene of the accident about half an hour after it occurred; the switch was open and looked in that position; the disc would be about 4 feet long and two wide; and extended across the track, is a signal of danger; when the disc is in that position an engineer has no right to pass through unless he is running for a siding; think I could see the disc half a mile away; the only indication of a disc in that position is that the main line is broken; the five men and track inspectors are privileged to carry keys in my department; when I came up to the scene of the accident some cars were standing on the south siding; met Allen and asked him how the accident occurred, and he said he didn't know; the second time I saw him he said he had taken his lorry out about two hours before; the disc is put there to warn engineers that the main line is broken; think they could stop the train within a quarter of a mile if the brakes were in good order; Allen, I think, is a very steady man; if those cars were not on the siding the train might have run off at the other end; provided any one wanted to stop a train he would send out a flagman probably, as an additional precaution, and not depend on the disc; if the driver had been looking out he would have seen the disc, and his duty was to stop; nevertheless this is no excuse why the switch should not have been properly adjusted.

The inquest adjourned at 11 o'clock till 8 o'clock next Monday night, when the evidence of the remaining witnesses is expected to be taken.

## SOUTH WENTWORTH ELECTION.

Official Declaration of the Vote by the Returning Officer.

Mr. W. A. H. Duff, returning officer for South Wentworth, on Saturday made his official declaration of the vote in the recent election in that riding. Following are the figures:

BANTON.			
Div. No. 1	Springer.	Waddell.	Rejected ballots.
" 2	42	74	1
" 3	81	73	1
" 4	56	78	0
" 5	60	65	3
BIRCHBROOK.			
Div. No. 1	105	73	0
" 2	70	94	3
CAISTER.			
Div. No. 1	79	35	0
" 2	60	00	0
" 3	85	70	4
GLANFORD.			
Div. No. 1	102	28	3
" 2	41	27	0
" 3	00	00	0
GRIMSBY.			
Div. No. 1	00	00	0
" 2	34	44	0
" 3	110	63	4
" 4	63	57	1
GRIMSBY VILLAGES.			
Div. No. 1	54	58	1
SALTWATER.			
Div. No. 1	120	120	3
" 2	51	161	0
" 3	63	94	3
Total counted		1,253	1,255
Springer's majority		49	26

In division No. 3 of Glanford no returns were sent in by the deputy returning officer, and it is supposed the returns are sealed up in the envelope containing the accepted ballots, which envelope the returning officer has no right to open. This division, however, gave a majority for Mr. Waddell. The same is the case with division No. 1 of Grimsby, which is also said to have given Mr. Waddell a majority. In division No. 2 of Caister, which is said to have given a majority for Mr. Springer, the deputy returning officer did not sign a return. Neither party believes that if the missing returns were all counted, the result given would be affected by more than two votes either way. But that Mr. Springer would have 50 majority are lost.

## A QUESTION OF HUMANITY.

(From the St. Catharines Journal.)

The chiefs of police from a number of Canadian cities held a convention in Hamilton a few weeks ago and discussed numerous important matters regarding discipline, crime and general police management, which, no doubt, will be of great advantage to the force and the public. There is one matter in connection with the police which escaped their attention, but which bears too close a relationship to humanity to be overlooked. Scarcely a day passes but readers of the daily papers will notice the stereotyped paragraph headed "Died in the Cells." Indeed, it is so

## LONG AGO.

### Discovery of the Corner Stone of the McInnes Building.

#### INTERESTING REMINISCENCES

Yesterday some of the workmen who are tearing down the ruins of the McInnes building to make way for the new Postoffice and custom house came upon the box which had been placed under the corner stone at the time the building was erected. The box was of lead and was not sealed. When it was discovered there was a general scramble for the coins in the box, and the papers suffered in the scramble. The box contained gold, silver, and copper coins, and newspapers of the date of the laying of the corner stone. The coins found were as follows: two gold dollars, 60 cent piece, English shilling, half-crown, six penny piece, four penny piece, half dollar, dime, two half dimes, three cent piece, Bank of Upper Canada penny, King George penny, and American cent. The papers were so mangled that only two of them were readable. These were the Hamilton Spectator and Journal of Commerce, of July 31, 1856, and the Anglo Saxon, of Boston, of July 12, 1856. Among the news items in the Spectator was an account of the burning of the propeller Tinto, near Kingston, with a loss of seventeen lives. The mate of the Tinto was Robert Delaney; he is now first mate of the propeller Celtic, of Hamilton. The paper also contains a report of a cricket match between Hamilton and Toronto. Toronto won by six wickets, and the Hamilton team included the late Senator Ball, and Messrs. George Sharp, Ohas. A. Sadlier and R. S. Seasey. Harrisburg was then called Fairchild's creek station, and a town called Inverness was founded between this city and Burlington, then called Wellington Square. The town never prospered, and there is no trace of it now. The coin found in the box was considered as spoil and divided among the workmen who found it.

June 27  
1882



## AN ENGINE'S WILD DASH.

Crossed the Niagara With No One on Board. The Driver Killed.

Niagara Falls, N. Y., June 22. — Shortly after 7 o'clock to-night George Jack, engineer on engine No. 397 of the Erie railroad, was killed. The locomotive was standing in the Grand Trunk yards in Clifton. Jack was on the tender. A freight train backed into the locomotive. The man threw the throttle open and the locomotive started for this city. The jolt with which the start was made threw Jack between the engine and tender.

He couldn't reach the lever to stop the locomotive and it dashed across the bridge and over the tordon of tracks into the railroad yards. Fortunately, no trains were in its way, although, as a usual thing, many freight trains are moving about in the Central, Erie and Lehigh yards at the hour the locomotive was on its unchecked course. The locomotive kept to the Erie track and dashed through the city at a lively clip, in several instances at crossings barely escaping collision with electric cars.

At the junction in the Tunnel District the engine jumped the track and was ditched. Then it was found Jack was dead. The locomotive had covered a distance of three miles before it was stopped. How it kept upon the rails on the bridge and through the railroad yards and city is a mystery that railroad men cannot explain.

Jack was about 60 years old. His home was in Buffalo. He had been in the employ of the Erie for 20 years. The body was taken to Quinn & Reardon's undertaking rooms.

When the engine passed the bridge station, the operator wired the man at the junction to ditch it. Otherwise the engine would have got upon the main track in time to collide with a Wabash fast passenger train that was due ten minutes after the engine was run into the ditch. The locomotive was badly damaged.

Coroner Slocum called a jury and will hold an inquest on Friday night. He says so far as he can learn no one was on the locomotive with Jack when it ran away. When the engine dashed off the bridge and through the yards at the North End the switchmen say the engineer appeared to be standing upright, behind the cab and was wildly waving his arms. Death must have come to him between there and the junction. When the body was taken from the locomotive the legs were crushed to jelly, indicating that Jack bled to death during his terrible ride.

St Catharines  
Standard

June 23  
1898

Engine  
397



# FREIGHT CARS WERE SMASHED.

Sections of a Broken Grand

Trunk Train Collide

June 21 1900

Twenty-four Loaded Cars Damaged  
in a Wreck Near Bathurst Street  
Last Night—Nobody Hurt.

Two sections of an eastbound freight train on the Grand Trunk Railway, collided with great force in the yard just east of the Strachan avenue bridge last evening, and twenty-four cars were seriously damaged. The train was a "double-header," consisting of 60 cars, and was loaded chiefly with coal and grain. It had been made up at the Sarnia tunnel, and was on its way to York, in charge of Conductor Ironside. When it was near Dufferin street it broke in two. The engineers did not notice the break, and continued on with the front section at a moderate rate of speed towards the Union Station. When they arrived at Bathurst street, however, the semaphore was up, and they brought their engines to a standstill. The rear section of the train came on and crashed into the front portion. The jar was terrific, and the cars at one point were piled high in the air. The contents were spilled in all directions, and the track was covered with merchandise. The rolling stock suffered heavily, but none of the train hands were hurt.

The principal damage was done to the cars in the immediate vicinity of the collision. Trucks were torn off, twisted and bent and thrown into the ditch. One car carried a tank of oil, and this was overturned. The oil escaped, and the odor filled the air for a considerable distance around the spot. The road-bed was ploughed up, rails were shifted and a general chaotic situation existed. The accident occurred about 7.30 o'clock, and the railway officials at once set about straightening out the tangle. The engines were not injured, and they drew off those cars from the front section which were unaffected. Several cars were also drawn away from the rear, and the train was again made up. It then proceeded on its way to York. The work of removing the wreckage was discontinued at dark, as it was not practicable for fear of an explosion to work with open lights near the scene, the oil from the tank having spread itself quite liberally. The wrecking gang will resume operations at daybreak to-day.

The amount of damage done cannot be estimated until the debris is cleared away. The merchandise itself will not suffer much, with the exception of the tank of oil, but the company stands to lose rather heavily on account of the injury to the cars. Some of these will be utterly useless, and all the rest of the 24 will require extensive repairs. Traffic is not interrupted. The Toronto-Bathurst line, upon which the accident happened, has three tracks at this particular point, and of these only two were blocked. The obstruction will continue for a few hours only, and before the day is over the track will be restored to its original condition.

It is not yet understood why the break in the train failed to come to the attention of those in charge, and the matter will probably be the subject of an investigation. The wreck was viewed by an enormous crowd of citizens. A band concert was just about to begin at the Exhibition grounds, when the word was passed around that a smash-up had occurred near the Strachan avenue bridge. There was a rush from the grounds at once, and thousands paid a visit to the scene. When it was found that the accident was not serious there was a great relief.

June 21  
1900



# DAMAGING EVIDENCE AGAINST COMPANY

Enquiry Into Death of Late Geo.  
Renton Before Coroner  
MacLaren

The inquest into the cause of the death of George Renton commenced last night before Coroner MacLaren at the police station.

David J. Henderson, the engineer on freight engine No. 667, stated that he had been in the employ of the Grand Trunk for about four months. At about 8 o'clock he started to take his train out from the yards east of Waterloo street. The train was on the south track, but was afterwards switched to what is known as Walker's siding, which is used for through freights going east. The train was a light one, made up of eight cars and was only going about six or seven miles an hour. There was another freight train ahead and they followed it. The train was in charge of Conductor W.D. they, who had full charge of it.

Nothing occurred until when between William and Adelaide streets they had to cross over from Walker's track to the eastbound main line, which is the next track north. Brakeman McDonald threw the switch from the eastbound track to the next track to the north. This should not have been done, as it had the effect of allowing engine No. 667 to go foul of this line, on which the International Limited was approaching. Witness knew the express was overdue and was likely to be coming in; in fact, was looking for it. Just as the front of the engine No. 667 got past the switch and became foul of the track, the limited came along and the collision took place.

At the time he saw the switch turned the train was moving about six miles an hour. As soon as possible the emergency brakes were applied, but it was too late. The train had almost stopped when the accident occurred. The cause of the accident was without doubt the throwing of the wrong switch, which allowed engine 667 to go in on the wrong track.

Brakeman McDonald left the train between Maitland street and turned the switch and gave the signal to go ahead. The train was about three yards from the switch when it was thrown.

Cross-questioned by Mr. George Gibbons, who represented the relatives of deceased, Mr. Henderson said that when switchmen were not around the brakemen on the train had to do it in order to get through. In Toronto yards the accident could not have occurred, as they have an interlocking system there. The Limited was just east of Adelaide street when Henderson first saw it and was coming very fast. Engine No. 667 was then at the switch turning in on the westbound main line. Witness was not on the engine when the collision took place. The air brake allowed the train to slip about 60 feet, and there was no pressure on the air cylinder. There should have been. There was no time to back up although witness reversed his engine.

Conductor William H. Northey said he had been a conductor since last October. Previous to that he had been a brakeman for several years. He had full charge of the train. There were two brakemen, Stanley McDonald, who was on his first trip on that train, and another. Before that he had been on the construction train.

Conductor Northey told McDonald to send the train across from Walker's siding onto the east-bound main line. He supposed this had been done and went back to look after some cars. Northey did not know anything was wrong until the engineer whistled and the train stopped suddenly, throwing him off the front step of the car. When he went up to the front of the train he perceived that McDonald had turned three switches instead of two. After ascertaining that his own engineer and firemen were all right he sent for help and proceeded to the wreck.

To Mr. Gibbons, Conductor Northey stated that the rear end brakeman was a younger and less experienced man than McDonald. Both brakemen had to pass an examination before they were allowed to go on. The headlight on the Limited was plainly visible about a block and a half away. The switchman at Maitland street was supposed to cover those switches, but he was busy with switches further east. This is not an uncommon occurrence. The switchman at Maitland has to cover from Burwell to Adelaide street, and had there been an experienced switchman there instead of a new young brakeman such as McDonald, the accident would not have occurred. As far as Northey knew he placed full confidence in McDonald's ability.

To Mr. Judd, who was representing the Grand Trunk, Conductor Northey said a brakeman had to make two or three trial trips with experienced crew before going out on a train of their own. The engineer had used the air brakes three times, and they were all working properly then. Brakeman McDonald did not appear to be hard of hearing. The jury decided to adjourn until Thursday evening and on Thursday afternoon will visit the scene of the wreck and also go over the ground and trace the course of engine No. 667 from the time it left the yards.

Mr. Gibbons stated last night that as yet no action had been commenced against the Grand Trunk by Mrs. Renton for whom he is acting, but that it is not unlikely that one will be entered for unstated damages shortly.

27, 1907  
GTR Engine 667

Jan 22 1907 Spectator  
Wreck Lynden

A rear end collision about  
6 am local freight 412 from  
Brantford standing on main track  
at Lynden when the through  
freight No 88 from Harrisburg  
came east on the same track  
and crashed into the other train

Sept 30 / 1907 Star

Fatal crash at Allendale

Three freight trains following  
each other in rapid succession  
from Hamilton pulled into the  
Allendale station. The failure  
of the brakes on the third  
permitted it to strike the  
centre train with some force  
The engine on the latter buckled  
killing the fireman Robert  
Blackburn of Coe Hill



# EMAN KILLED IN G.T.R. FREIGHT WRECK

Engines Badly Smashed, and Alex.  
Rochoon Killed—Four Other  
Men Hurt.

6/1/07

awa, June 1.—By the colliding  
-on, of two extra freight trains  
to Grand Trunk Railway, two and  
16 miles west of Beatty's Station,  
the Depot Harbor line, at 1:40  
yesterday morning. Fireman  
Rochoon, Hull, son of Mr. and  
Rochoon, Clarence Creek, was kill-

ed, three freight cars were wrecked,  
the two engines badly smashed, while  
Engineer N. Cluff, Conductor A. H.  
Gorman, Engineer H. C. Champness,  
and Conductor F. Graham sustained  
minor bruises.

It appears that train No. 1873, with  
18 cars, under Conductor Gorman, En-  
gineer Cluff, and Fireman Rochoon, was  
going east to meet No. 1663 with seven  
cars, under Conductor Graham and  
Engineer Champness, at Beatty's Sta-  
tion. So far as known No. 1663 did not  
stop, and the collision occurred two  
and a half miles west of the station  
in question. A "reverse" curve around  
a recently filled trestle, it is thought,  
prevented the engineers seeing the ap-  
proaching trains in time.

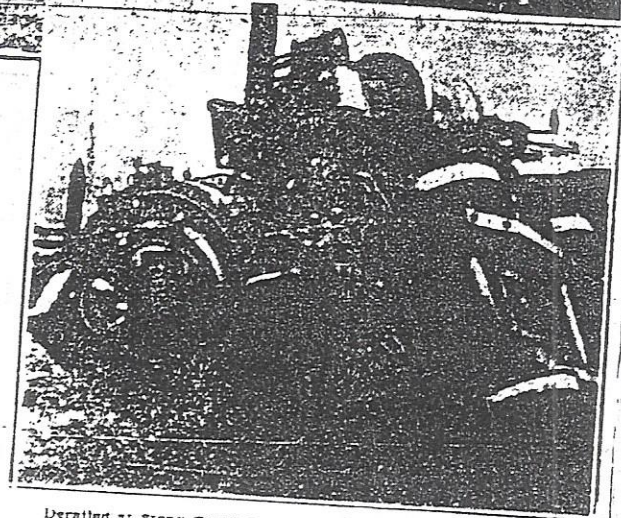
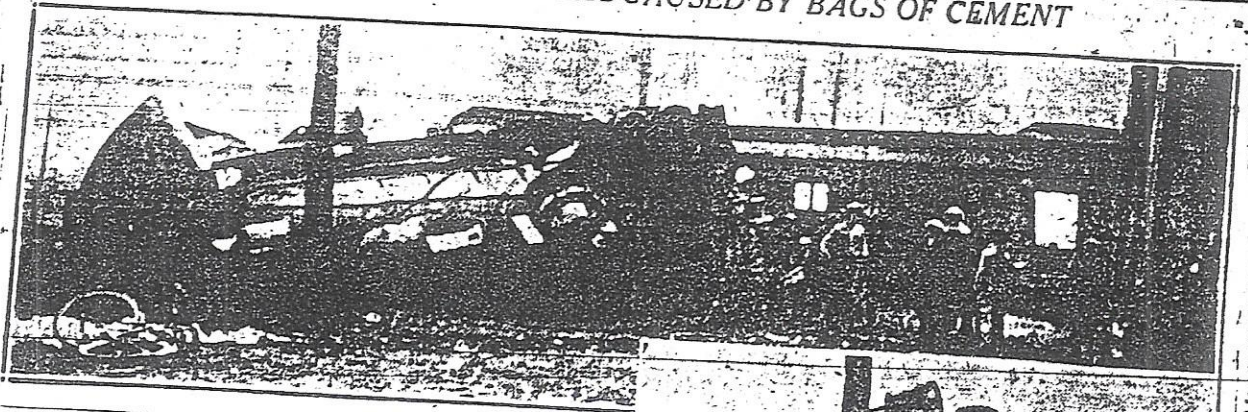
The trains were going about ten or

twelve miles per hour when the smash-  
occurred. Both engines were inter-  
locked, derailed and badly broken,  
while three cars were piled up beside  
the bank. The track was cleared in  
five hours.

Forrest Star

June 1 1907





Derailed at Stony Creek Station yesterday morning by a few bags of cement that had fallen on the rails from a passing truck, the Buffalo-Toronto C.N.R. express plowed along the roadbed for a hundred yards before coming to a halt. The illustrations by The Globe photographer show, at the top, a general view of the wreckage, showing the engine tossed clear of the rails, the express car behind coming to rest completely blocking both lines. Engineer Robinson was buried beneath tons of coal when the tender crashed against the engine cab, and died after reaching the hospital. The lower illustration is a close-up of the locomotive, giving an idea of the havoc wrought in the accident.

MAY 22 1926