

GRAND TRUNK
MONTREAL TO
PORTLAND
ACCIDENT LIST.

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Accidents, Incidents and Related Reports

A Chronological Listing
of those known which relate to

the
Portland, Maine - Montreal, Quebec
and
Richmond, Quebec - Chaudière, Quebec
railway lines of the

Atlantic & St. Lawrence
St. Lawrence & Atlantic
Quebec & Richmond
Grand Trunk
Canadian National

for which verifiable accounts or references exist

by
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Accidents, Incidents and Other Reported Events

- INC Feb 14, 1849 Portland, fire in frt car inside depot discovered in time to remove the car and save the building along with its contents
- ACC Apr 3, 1849 car on e/b frt derailed between Portland and Mechanic Falls due to broken axle, no mention of damage in media item
- ACC Nov 27, 1849 New Gloucester, headon collision w/b A&K psgr and e/b A&StL frt, little damage either engine, no injuries
- INC Aug 31, 1850 Yarmouth, fatal injury, brkmn G. Corsor (son of Supt Corsor) knocked from cartop when e/b psgr spcl passed thru overhead truss bridge, died instantly
- INC Sep 13, 1850 South Paris, fatal injury, construction laborer W. Hury killed blasting rock at Snow's Falls
- ACC May 10, 1851 Yarmouth, w/b psgr engine "H. Felton" broke axle on tender damaging truck frames of baggage car, no injuries
- INC Sep 14, 1851 Bethel, fatal injury, fifteen year old boy trying to board moving cars attached to engine "Jenny Lind" slipped and fell under cars, died instantly
- ACC Oct 11, 1851 Portland, frt derailed near Portland Company when engine broke thru bridge, engineer sprained ankle jumping, several cars also derailed
- INC Nov 8, 1851 washouts at Peabody and Wild River bridges caused cancellation of trains between Gorham and South Paris
- ACC Jan 22, 1852 Durham, first accident on StL&A when wood train took siding, but so cold engine was detached to run back and forth on main track to keep pipes from freezing, and was struck headon by psgr train, damage/injuries not mentioned
- INC May 2, 1852 Oxford, fatal injury, man walking on track struck by w/b special conveying two doctors to an emergency in Norway
- ACC May 11, 1852 fireman Daniel Witt killed when shackling between engine and tender broke while train in motion and he fell in between
- INC May 26, 1852 Mechanic Falls, brushfire ignited A&StL woodpile, destroying 1500-2000 cords of wood and burned ties along one mile of track
- ACC Jun 8, 1852 St. Hyacinthe, StL&A engineer N. Creasey Jr of Portland received severe injuries jumping from moving engine due obstruction on track
- INC Jun 23, 1852 fatal injury, brkmn Field knocked from cartop as train passed thru overhead truss bridge, first name and location of bridge not reported in media item
- INC Jul 11, 1852 Berlin, injury, possibly fatal, trespasser named Green walking on track run over by w/b psgr
- ACC Oct 7, 1852 Northumberland (Groveton), derailment 4 cars of gravel train, one laborer had legs run over
- ACC Mar 17, 1853 Gilead, derailment e/b frt on Wild River bridge due broken wheel causing collapse of one span, 5 cars damaged and minor injury to rear brakeman
- ACC Mar 24, 1853 boiler explosion A&StL frt engine, minor injuries to engineer and fireman, location, name of engine and crewmen not reported in media item
- ACC Aug 27, 1853 boiler explosion StL&A engine "Coaticook" enroute on frt from Portland to Montreal, fireman Beech badly bruised, engineer Seeley severely injured, location probably on StL&A section as media report from Montreal paper
- ACC Nov 25, 1853 South Paris, headon collision of w/b frt engine "Cumberland" backing into siding and struck by e/b train engine "Vermont", one engine injured

ACC Mar 27, 1854 Shelburne, derailment when triple-headed e/b frt struck 10 foot snow drift, one fireman received broken leg, other crewmen received only bruises

ACC Apr 8, 1854 Bryant's Pond, derailment frt train, killing 5 oxen, number of cars off or any persons injured not reported in media item

ACC May 10, 1854 Stratford Hollow (Mapleton), derailment w/b emigrant train, injuring engine and baggage cars, no persons injured, emigrants for Canada had arrived in Portland aboard vessel "Cleopatra"

INC Oct 21, 1854 Portland, bridge under construction in yard near Portland Co collapsed, no injuries sustained according to media item

ACC Dec 1, 1854 Stark, rearend collision in blizzard, e/b rft overran e/b psgr smashing baggage car and coach, injuring 18 persons, one of whom died two days later

INC Jan xx, 1855 Stark, fatal injury, brkmn M. Morton knocked from cartop as train passed thru overhead truss bridge west of village, day of incident not recorded

INC Feb 12, 1855 Gorham, fire destroyed machine shop and engine house, severely damaging two engines which were under repair, no injuries

ACC Apr 4, 1855 Danville Jct, derailment of engine, engineer Oliver Hussey jumped and was killed when cars ran over him, no other injuries

INC Apr xx, 1855 Portland, engineer John Mack died of despondency several days following death of engr Hussey, Hussey had substituted for Mack on day of accident

ACC Jun 10, 1856 Longeuil, GTR ferry sank, 10 to 20 passengers killed, 40 to 50 unaccounted for after boiler explosion

INC Jun 23, 1856 fatal injury, brkmn Chas Moody killed while shackling cars, location and and train not in media report

ACC Oct 1, 1856 derailment of lumber train colliding with a large moose, no persons injured, location not in media report

ACC Dec 17, 1856 Portland, derailment w/b frt at Fish Point due displaced switch, engine badly damaged, no persons injured

ACC Feb 21, 1857 Durham, derailment, engine and plow on w/b psgr stuck in drift, uncoupled to break drift and returning to train could not stop on downgrade, smashing into baggage and mailcars, mailclerk Farquar only person injured

INC Nov 2, 1857 New Gloucester, fatal injury, brkmn Cornelius Harrington found in dying condition atop boxcar after train passed thru overhead truss bridge

INC Nov 10, 1857 Gorham, injury, conductor Geo Stearns struck on head walking atop cars as train passed thru overhead truss bridge, knocked unconscious with head on one car and feet on next car, discovered in this position when train stopped at Lead Mine xng, he regained senses and returned to work several days later

ACC Jul 20, 1858 West Bethel (Allen's), derailment w/b psgr when driving wheel flange broke, engine & baggage car down embankment, engineer J. Nichols scalded on leg and xpr messenger scalp wound, engine complete wreck

ACC Oct 12, 1858 Danville Que, derailment e/b psgr two miles west of depot, tender & baggage car off, conductor P. Mose and one other person injured

ACC Nov 8, 1858 New Gloucester, derailment e/b cattle train when mudslide struck engine and seven cars, three feet in depth, engineer Haselton thrown beneath tender and suffocated, fireman Sewell and conductor Hooper badly bruised, 100 sheep and a dozen cattle were killed

ACC Dec 6, 1858 Sherbrooke, derailment plowtrain pulled by one engine & another pushing when bridge collapsed, first engine got across but its tender separated and went into river with plow and second engine, fireman of first engine killed falling between engine and tender when it separated, man on plow and crew of other engine rescued from river with only minor injuries

INC Dec 25, 1858 Bryant's Pond, injury, brkmn lost three fingers while shackling cars, name not reported in media item

ACC Feb 14, 1859 Arthabaska (Victoriaville), headon collision two wood trains, conductor LaFrancaise killed, engineer McKenzie suffered two broken legs, media item does not report which train they were crewmembers of

ACC May 25, 1859 New Gloucester, derailment w/b frt, three cars smashed, no injuries reported in media item

ACC Dec 27, 1859 Danville Jct, derailment of w/b frt engine striking snow covered object on track, found to be broken axle from snowplow train earlier in day and not detected, no injuries

ACC Jan 3, 1860 Lennoxville, bridge collapsed beneath e/b frt after engine & tender crossed, all seven cars went into river but no persons injured

INC Jan 14, 1860 Yarmouth, fatal injury, Captain Everett, Roadmaster, fell from train and died instantly, circumstances not reported in media item

ACC Feb 15, 1860 Durham, rearend collision as w/b psgr stopped for taking water and light engine following ran into rear cars

INC May 29, 1860 West Bethel (Allens), brkmn Pillsbury severely injured while shackling cars, prognosis for recovery not mentioned in media item

ACC Sep 22, 1860 Danville Que, collision e/b nite psgr for Quebec City with Governor General's car attached struck four boxcars on siding, one car then striking w/b train, no serious injuries & most sleeping car psgrs initially unaware of accident

INC Dec 7, 1860 Gorham, fatal injury, e/b psgr ran over man at crossing, body found under snowplow attached to rear of train

ACC Sep 26, 1861 Bethel, derailment frt train east of depot, broken axle, eight cars demolished, no persons injured

INC Nov 4, 1861 Portland, flooding from severe coastal storm and high tides overwashing Fish Point & Back Cove delayed trains in and out of city

ACC Dec 2, 1861 Gorham, rearend collision, evening w/b frt stuck in snow and struck by w/b frt demolishing several cars, brkmn Chas Short killed, two others injured

ACC Feb 4, 1862 Greenwood, derailment e/b frt on Bacon's Grade between Bryant's Pond and West Paris (Bates), damage or injuries not reported in media item

ACC Feb 10, 1862 Oxford, derailment e/b psgr, coach went down embankment, no passengers or crewmen sustained injuries

INC Feb 26, 1862 snowstorms of magnitude, morning w/b psgr drawn by 3 engines and pushed by a 4th one arrived Bryant's Pond 7 pm. the 26th and reached Bethel at 2 pm the 27th, drifts 15-20 feet deep, storm of 28th closed road until Mar 2nd

INC Jun 4, 1862 Portland, injury, crossing Back Cove bridge engineer F. Grant heard rattling under engine and leaning out cab window to ascertain cause was knocked from train by side timber into the water, brkmn descended onto a piling and held onto engr until both rescued, engr later resting comfortably at home

ACC Feb 18, 1863 Danville Que, derailment e/b nite psgr two miles east of depot after crossing Nicolet Riverbridge, sleeping car down 30-40 foot embankment, no injuries

ACC Apr 25, 1863 Lennoxville, derailment, engine ran off track and rolled over several times, circumstances, injuries not reported in media item

INC Apr 29, 1863 Bethel, mudslide at Robertson's Cut, young Mary Clark ran up track waving shawl to warn approaching e/b psgr & engr Chandler stopped train in time

INC Jun 10, 1863 Gilead, fatal injury, brkmn David Crockett knocked from cartop as train went thru overhead truss bridge and killed instantly

INC Jun 15, 1863 Bethel and Yarmouth, fires destroyed bridges at both sites, a short span at the first location was quickly replaced, but the latter place was a 120 foot span causing several days of service delays

ACC Aug 8, 1863 Lennoxville, collision destroyed one engine and several cars, circumstances and injuries not reported in media item

INC Aug 31, 1863 Bryant's Pond, narrow escape when Rev. Bevins little son fell under engine of moving 30 car frt train & found unharmed except for several bruises after train passed over him

INC Oct 26, 1863 Portland, fatality, employee James Fitzgerald found dead in depot washroom, caused by bursting of blood vessel, occupation not reported in media item

ACC Nov 29, 1863 Yarmouth, derailment w/b nite frt, two or three boxcars demolished, but no personnel reported as sustaining injuries

ACC Dec 24, 1863 derailment of frt delayed arrival e/b evening psgr in Portland until Christmas morning, location and damage not reported in media item

INC Feb 13, 1864 Portland, engine ran over pair of oxen at Fish Point grade crossing, "making beef of them"

ACC Feb 15, 1864 derailment of frt delayed e/b psgr for two hours, location and damage not reported in media report

ACC Feb 29, 1864 Oxford, derailment of frt, direction, circumstances or damage and injuries not reported in media item

ACC Mar 16, 1864 derailment of frt delayed morning trains, location and damage or injuries not reported in media item

ACC Mar 23, 1864 Sherbrooke, derailment morning psgr, brkmn Ducks killed but no serious injuries were sustained by passengers

RPT Mar 31, 1864 seizure of 6 engines being built at Portland Co for GTR by U.S. Govt War Dept, Portland Co directed to build 6 others as replacement

ACC May 25, 1864 Oxford, derailment, e/b afternoon psgr rear car derailed on broken rail and overturned, 2 passengers received minor injuries

ACC Jun 29, 1864 Beloeil, w/b special psgr carrying 350 immigrants plunged thru open draw of Richelieu River bridge at 1:15 a.m., a depletion of traincrews at Richmond caused the locomotive foreman there to persuade newly promoted engineer Wm Burney to handle the train to Montreal although he had never operated over that section before, and consequently failed to make the mandatory stop at the eastend of the bridge nor saw the signal indicating the draw was open until it was too late. 97 passengers perished

ACC Jul 12, 1864 South Paris-Snow's Falls, derailment of frt, damage and injuries not reported in media item

ACC Jul 14, 1864 Northumberland (Groveton), derailment w/b psgr engine left track, fatally scalding engineer Needham, fireman severely injured

ACC Jul 25, 1864 Falmouth, headon collision w/b night frt #16 and e/b worktrain, both engines wrecked and several carloads of rail & ties scattered, worktrain conductor J. Pennell had legs broken and fireman W. Shackley received minor injuries while brakeman H. Thurston of #16 also had broken legs and subsequently died of his injuries

ACC Sep 19, 1864 derailment of frt trn delayed e/b psgr, location and circumstances not reported in media item other than occurred west of Gorham

RPT Sep 23, 1864 Danville Jct, fatal injury, brkmn Darius Goodenow of Bethel killed shackling cars the previous week

INC 22 Oct 1864 injury to fireman Stevens of Shelburne, slipped while oiling on locomotive in motion and had foot cut off, location not reported in media item

INC Oct 26, 1864 South Paris, fatal injury, baggagemaster A. Dunham run over by engine and died following amputation of legs

RPT Nov 25, 1864 North Yarmouth, injury, baggagemaster had foot run over last week and may require amputation, name not reported in media item

INC Dec 13, 1864 Gorham, fatal injury, brkmn James Farmer on w/b frt knocked down between cars as train passed thru Peabody River overhead truss bridge

RPT Jan xx, 1865 four trains off track between Sherbrooke and Durham on the same day, two of them were headon collisions of frt trns, locations and circumstances not reported in media item

ACC Jan 25, 1865 South Paris, derailment w/b psgr near depot, passengers loaded into baggage car and engine and brought back to station where another train was then made up, no injuries reported in media item

INC Jan 27, 1865 Mechanic Falls, fatal injury, 12 year old F. Bonney killed instantly attempting to jump on moving train

ACC Feb 18, 1865 Danville Que, sleeping car derailed on train from Quebec, no injuries, other circumstances not reported in media item

RPT Apr 21, 1865 Falmouth - Grave's Hill, engr Chandler on westbd frt saw object on track ahead and stopped to investigate, a man wrapped in coat suddenly rolled off track and down embankment, stood up and staggered off

INC Jun 6, 1865 Bethel, fire destroyed depot building along with 500 cords of wood and the water tank, telegraph instruments and all goods in the depot were saved

INC Jun 26, 1865 Island Pond, fire destroyed 1400 cords of fuelwood and the next day a fire destroyed the bridge a mile and a half west of the depot

INC Jul 12, 1865 Northumberland (Groveton), fatal injury, an infant was thrown off w/b train by a passenger just beyond depot and instantly killed, guilty party not named nor reason given in media item

ACC Sep 6, 1865 Gilead, derailment of frt damaging engine and several cars, circumstances not reported in media item

RPT Sep 15, 1865 Stark, attempted derailment of train last week by placing rail across track near a bridge, engine deflected it and no damage done

INC Sep 15, 1865 Portland, drowning fatality, Geo Cann of Danville Que fell from Back Cove bridge, presumably an employee, details not reported in media item

INC Nov 1, 1865 Yarmouth Jct, fatal injury, baggagemaster Edwards found dead, suspended by an arm on the rr bridge, presumed to have fallen beneath the cars trying to get off night train while it was in motion

RPT Nov 10, 1865 brevities - why cannot a railway engine sit down? because it has a tender behind. Punch also says a railway train is feminine because often you miss it, but the real reason is it takes the mails

RPT Dec 29, 1865 Portland, fatal injury to GTR employee John Archibald when he entered a Commercial Street shop to light a cigar Christmas morning and on exiting slipped and fell in such a way as to sustain a broken neck and died instantly

ACC Jan 18, 1866 Waterville, derailment of w/b psgr two miles east of the depot, 2 cars went off, no serious injuries

ACC Jan 19, 1866 Windsor Mills, derailment of e/b psgr east of the depot, details not reported in media item

ACC Jan 20, 1866 Sherbrooke, headon collision of morning w/b psgr and e/b frt two miles east of the depot, enginecrews jumped safely and no passengers seriously injured

ACC Jan 24, 1866 derailments, the 8 a.m. train went off between Richmond and Durham, and the noon w/b train ran off between Sherbrooke and Richmond, circumstances of either one not reported in media

ACC Mar 14, 1866 derailment afternoon psgr due broken rail, no persons injured, no location given but media item infers occurred west of Island Pond & that entire GTR roadway is lined with smashed cars because of near daily accidents

INC Mar 19, 1866 breakdown of morning psgr engine and whole outfit finally shackled to a frt train for remainder of run, no location reported in media item

ACC Apr 28, 1866 derailment night psgr from Montreal, coach overturned & burned, no mention of injuries or location but media item infers occurred west of Island Pond

ACC Jun 4, 1866 Yarmouth, derailment of frt, circumstances, damage or injuries not reported in media item but correspondent says people beginning to think the Fenians have seized the road

ACC Sep 4, 1866 Stark, derailment w/b morning psgr when baggage car displaced a rail putting both coaches over embankment, one passenger possible fatally injured, three seriously injured and several badly bruised (if the possible fatality did occur it would make both passenger fatalities incurred on this end of the line thus far to have happened at Stark, nearly twelve years apart)

RPT Oct 5, 1866 Gorham, injury to engr Strong last week at this place while shackling some cars, no bones were broken as the injuries were internal (what's an engineer doing coupling up cars??)

INC Dec 17, 1866 Yarmouth Jct, fire destroyed the depot about 3 p.m., media reporter says "not a great loss"

ACC Dec 20, 1866 Berlin Falls (Berlin), derailment, train, circumstances, damage or injuries not reported in media item

ACC Dec 21, 1866 Berlin Falls (Berlin), derailment near same site of yesterday's accident, again train, circumstances, damages or injuries not reported in media item

RPT Jan 25, 1867 *Sherbrooke Gazette* calls upon Canadian govt to interfere in managing GTR as scarce a day passes that one or more trains do not run off the track

ACC Feb 27, 1867 Richmond, derailment four miles from depot, engine turned upside down and fireman killed, location & train involved, circumstances, damages and others injured not reported in media item (could have been Quebec City-Richmond, Richmond-Montreal or Richmond-Island Pond train)

ACC Feb 28, 1867 Warwick, derailment night w/b psgr four miles east of depot due broken rail, first class coach and sleeping car went down 40 foot embankment, landing bottomside up and catching fire, all 35 passengers escaped with assistance of the traincrew although many sustained serious injuries, conductor John White and refreshment lad I. Fortin were also injured

ACC Mar 4, 1867 South Paris, derailment of local frt near Swift's crossing, six cars smashed up train direction, circumstances not reported in media item

INC Mar 6, 1867 Oxford, fatal injury, Mr B. B. Haskell killed at Richard's crossing by morning psgr, he was deaf and shortsighted, horse stopped on tracks and engr unable to stop in time (no mention if horse escaped, was injured or killed)

INC Mar 6, 1867 Falmouth, tender axle broke as engine crossing Presumpscot River bridge, engr Nichols brought train to safe stop, direction of train not mentioned

ACC Apr 23, 1867 New Gloucester, derailment frt trn at Cobb's Bridge, ten cars off with one into stream, correspondent says "genuinely characteristic of this railroad"

ACC May 16, 1867 Danville Jct, derailment e/b psgr quarter of a mile west of depot, first with paymaster's car and a coach going off due defective ties, train then continued on with all embarked in baggage car and remaining coach, but both went off at west switch due defective rail, baggage car rerailed and with all passengers crowded aboard proceeded to the depot and then carried to Portland using Maine Central coaches

INC Jul 6, 1867 North Stratford, narrow escape for brkmn Isaac Patrick, blow from overhead bridge beam while atop cars tore away part of scalp and knocked him out, picked up for dead, taken to hotel where he came to, had the wound dressed and returned to work two days later

ACC Jul 26, 1867 Cascade grade, (between Berlin and Gorham), derailment morning psgr due rail flying upward in a manner that took trucks off two coaches, two or three men injured, one of them baggagemaster George Fickett of Portland

INC Aug 8, 1867 New Gloucester, fatal injury on grade crossing at depot, a Mrs. Foss was run over by frt and instantly killed, was with other ladies in wagon crossing track and in jumping fell under train, those staying in wagon escaped uninjured

INC Aug 9, 1867 Norton, fire destroyed baggage car of afternoon w/b psgr, about 80 pieces of luggage lost, cause not reported in media item

ACC Oct 15, 1867 Greenwood, derailment e/b frt on Bacon's Grade between Bryant's Pond and West Paris (Bates), section crew had rail removed and signal flag in position but engr unable to stop in time, engine tipped over and three cars smashed, no one injured

INC Nov 14, 1867 Gorham, fatal injury, 19 year old fireman Alphonse Little of West Paris sent back by engr on night frt to arrange signal & while atop cars struck by bridge beam and fell atop car, as train stopped found falling from cartop still alive and taken to his home where he died on the afternoon of the 27th

RPT Feb 14, 1868 death of conductor Leonard Hodgman, age 35, of South Paris, a week after getting a splinter in his finger which superheated with an inflammation that extended thru the arm and shoulder, resulting in a large abcess in his armpit, during surgery it discharged inwardly and produced his death that night

INC Feb 29, 1868 West Paris (Bates), fire destroyed part of woodshed and 200 cords of wood about 3 p.m., special train took South Paris fire pumper "Pacific" to the scene which helped save 800 cords, cause not reported in media item

INC Feb 29, 1868 South Paris, while the pumper "Pacific" was at West Paris helping extinguish the GTR woodyard fire, a fire at the depot here was discovered in time to be put out before much damage occurred

ACC Jul 29, 1868 Oxford, derailment of saloon car (van) on frt due broken rail, 4 occupants, cdr badly bruised, brkmn thrown out and landed unhurt on bushes, one of the passengers received facial cuts and the other uninjured

ACC Aug 10, 1868 Mechanic Falls, derailment of w/b morning frt engine due rock placed inside rail intentionally

ACC Aug 11, 1868 South Paris, derailment e/b morning psgr approaching Androscoggin Bridge due broken rail, several cars off, no injuries except to a Canadian, name not known, which was possibly fatal

ACC Sep 17, 1868 South Paris-Snow's Falls, derailment e/b morning psgr due wornout rail on sharp curve, engine came to rest on slab of ledge between track and 80 foot drop to river, extent of damage or personnel injuries not given in media item

ACC Apr 7, 1869 Danville Jct, explosion of boiler on engine #140 "Lancaster" (exStL&A "Queen") after switching out cars, fireman Peter Doyle and Capt Walker of track dept & several non-rr persons around depot received minor injuries, engine damaged beyond repair & towed in to Portland for scrapping

ACC May 22, 1869 Mechanic Falls, derailment frt with 4 or 5 cars smashed, circumstances not reported in either media item (one gives location as Oxford)

RPT May 25, 1869 *Oxford Democrat* editor received the following note in a *mourning* envelope from Portland, "inquire of some of the rr boys for good of the public about two trains meeting Saturday night on the mainline, a very narrow escape of human life by a great blunder of the English train dispatcher at Island Pond - signed, a traveller" (this seems an attempt to focus displeasure towards the unpopular Trainmaster Latham, an Englisman chasitized some years earlier by Portland citizenry for ripping an American flag from the side of a mailcar and throwing it on the ground)

INC Jul 26, 1869 Yarmouth, injury to brkmn Bryant attempting to pull pin uncoupling engine from train still in motion, pin was already removed and slipped onto tracks, leg crushed and required amputation, 27 years old from Island Pond

INC Sep 20, 1869 South Paris, fatal injury to brkmn John McCarthy of Lewiston, standing on a switch watching approach of mainline train & did not notice engine on siding approaching him, wheels of engine passed over his leg and arm, died during amputation by doctors

ACC Oct 4, 1869 Bethel, derailment e/b afternoon psgr due running into washout caused from two days of heavy rain, two cars wrecked, no serious injuries (Androscoggin River at Bethel rose 16 feet in 12 hours during one period of the rain)

INC Nov 17, 1869 fatal injury to brkmn Needham falling from cartop of frt, circumstances and location not reported in media item

ACC Jan 3, 1870 Mechanic Falls, derailment e/b morning psgr in washout at Mink Brook with engine, milkcar & baggage car going down 50 foot embankment, engine total wreck upside down in brook, cars badly smashed but no injuries in coach, engr "Uncle Jake" Nichols suffered deep cut in knee and several broken ribs while fireman had cuts on arm

ACC Feb 15, 1870 Shelburne, derailment one car of Train #11 one mile west of depot, car was rerailed and left at that station

ACC Feb 22, 1870 Gilead, derailment Train #5 two miles east of depot, telegraph message does not give details, nor does any report appear in local media

ACC Feb 26, 1870 Brompton Falls (Bromptonville), derailment "steamer train (boat train for or from Quebec City?) due defective rail joint, engine went off one side, tender went off other side, no persons injured

ACC Mar 4, 1870 Gilead, derailment frt on Wild River Bridge due rail displacement and nearly plunged 30 to 40 feet into river, damage or persons injured not reported in media item, but states "scarce a day passes on which a train is not off track between Bethel and Gorham"

ACC Mar 5, 1870 Shelburne, derailment Train #13, two cars due broken truck frames, telegraph message does not give details, nor does any report appear in local media

INC Mar 9, 1870 Pownal, serious injury to engr John St. Clair, slipped getting down from cab and landed on his side across a rail, had to be carried to Portland in brake van (first instance local media describes saloon car as van, although usage of term appears in Company Counsel book re A. W. Little's 1867 accident)

INC Mar 12, 1870 Mechanic Falls, fatal injury, brakeman John Brooks crushed to death while shackling cars

ACC Mar 22, 1870 Yarmouth, derailment, engr Timothy Cole scalded hands severely closing check valve to prevent boiler explosion, details not reported in media item

RPT Apr 15, 1870 Bethel, truck frame broke on car of train passing thru a few days ago and wheels traveled five miles on ties before discovered

RPT Jun 24, 1870 Greenwood, derailment last week of a worktrain with 17 cars of scrap iron on Bacon's Grade between Bryant's Pond and West Paris (Bates) when it could not stop in time at place sectionmen were changing rail, engine and 6 cars went down 60 foot embankment and totally wrecked, engr Sinclair and a Mr. Jordan received minor bruises jumping onto a ledge, fireman Tobin rode engine down and escaped with minor scalding & bruises

ACC Jun 24, 1870 Greenwood, derailment morning psgr due sun kink on Bacon's Grade between Bryant's Pond and West Paris (Bates), engine went over on its side and a boxcar and baggage car telescoped into one another, engr Warren Noyes was badly bruised and fireman slightly injured

INC Jul 22, 1870 Mechanic Falls, fatal injury, a Mr. Morrison of Canada stepped from car of moving gravel train and had leg crushed below the knee, died that night after amputation, leaves a wife & 8 children

ACC Nov 5, 1870 Empire Road, derailment of w/b gravel train with engine running backward when tender went into ditch, engine turned over onto side, fireman O. Jordan killed, engr John Sinclair severely injured, gang foreman H. Hamilton cut leg

ACC Dec 7, 1870 Richmond, derailment of 18 car frt striking car on St. Francis River Bridge, two men went down with engine, killing brkmn Feltham

INC Dec 14, 1870 Danville Jct, fatal injury, brkmn Brooks Coffin of Gorham fell between cars and killed as train approached depot

INC Feb 8, 1871 West Paris (Bates), fatal injury, brkmn Ziba Andrews Jr of Bryant's Pond fell climbing boxcar ladder after detaching engine and had leg crushed, died a few hours later

RPT May 9, 1871 RR Commissioners of Maine report for 1870 that four men were killed and eight injured on A&StL/GTR in this state, all of which were either brakemen, switchmen, engine drivers, foremen or laborers

RPT Jun 23, 1871 Locke's Mills, narrow escape for Canadian quarreling with his wife when he jumped off while train gathering full speed east of the station, the train halted and was run back with everyone expecting to find a mangled corpse, instead found him running after the train, entirely unhurt, reconciliation followed

ACC Aug 1, 1871 Bryant's Pond, fatal injury to sectionman Daniel Robbins when engine #135 running light w/b struck handcar at sharp curve west of village, sectionman Gaines Swan slightly injured, other three sectionhands unhurt

ACC Jan 9, 1872 South Paris-Snow's Falls, rearend collision, Frt #7 had one car off track and stopped in curve when special frt following came around the curve & could not stop in time, engine of special a total wreck and 7 cars badly smashed, crew jumped and received only minor injuries

ACC Mar 15, 1872 derailment Frt #17 on grade between Bryant's Pond and Locke's Mills, (but probably was on Bacon's Grade in Greenwood between Bryant's Pond and West Paris), twelve cars off due broken rail, no other details in media item

ACC Mar 21, 1872 North Stratford, derailment morning psgr approaching depot, broken rail put coach down 20 foot embankment, slightly injuring one passenger

INC Apr 16, 1872 West Paris (Bates), fatal injury, Eleazer Marshall, a GTR wood sawyer, was killed when he slipped under frt train attempting to throw a bag of grain from platform thru open boxcar door before train had stopped

INC Apr 18, 1872 Bethel, fatal injury, night frt brkmn John Miller knocked from cartop as train passed thru overhead truss bridge and instantly killed

ACC Apr 19, 1872 Bethel, derailment frt train, cdr Walter Hodgkins slightly injured & a brkmn seriously injured when van rolled down embankment

RPT May 7, 1872 settlement of lawsuit by Wm T. Harwood of London, Ontario on behalf of Mrs. Harwood of West Paris, Maine versus GTR for her injury received in stepping down from slow moving train at West Paris in Aug 1870, she bought ticket at South Paris and boarded express train which was not scheduled to stop at West Paris, case originally filed in Ontario courts and transferred U.S. circuit court at Portland, plaintiff sued for \$10,000, awarded \$5,500

INC May 13, 1872 South Paris, fire destroyed Androscoggin River bridge, caused by sparks from an engine, temporary bridge completed for restoration of service May 17th

INC May 16, 1872 South Paris, fire destroyed 30 feet of roof over station track, extinguished in time to save depot building

RPT Jul 2, 1872 another fine Pullman car has been put on the Portland Division, making 24 of these on the GTR line, how soon before they are smashed up?

INC Jul 22, 1872 Berlin Falls (Berlin), fatal injury as fire destroyed depot about 10:30 pm, Dan Blodgett of GTR killed trying to save goods when chimney collapsed

ACC Sep 19, 1872 Lennoxville, rearend collision of Passumpsic road frt by GTR e/b psgr on the dual gauge track

RPT Oct 28, 1872 West Paris (Bates), fire in farm buildings of J. Willis observed from passing train, which gave alarm at the depot, whereupon engr Stevens of the pusher ran up to the fire with his engine carrying men & women from the village to rescue what personal property they could (earliest written local record of Bacon's Grade helper engine)

ACC Dec 27, 1872 Montreal-Point St. Charles shop, rearend collision when engine #73 ran into engine #235 due absence of light on latter's tender

ACC Jan 4, 1873 Wenlock, rearend collision when cdr Lary's special ran into Frt #14 due the latter's failure to send out flagman

ACC Mar 25, 1873 West Bethel (Allens), headon collision e/b & w/b frts, three engines nearly destroyed, one on e/b completely telescoped, one on w/b ended up vertical position with boiler standing on end, one engine being ferried to Montreal on w/b forced against boxcar and badly damaged, several men slightly injured

ACC Apr 4, 1873 Norton Mills, headon collision psgr #2 and frt #15, engines badly smashed and the coach telescoped, no one hurt, Supt Bailey of GTR Eastern Division was aboard the psgr train

INC Apr 26, 1873 West Paris (Bates), serious injury to engr Robert Heath of Gorham, scalded in the face and on hands by breaking of glass gauge on engine, fear he may lose one eye

ACC May 2, 1873 Souixante (Ste.Madeleine), derailment e/b psgr, Pullman & two coaches went down 30 foot embankment at 5:30 am, most psgrs were Americans but none from Maine were listed among the 32 persons injured

RPT Jun 10, 1873 first engine down Portland line with coal as fuel ran east from Gorham, engine #108, engr Oliver P. Cummings

INC Jun 30, 1873 Bethel, John Phillips driving wagon load of manure onto crossing met team coming other way and turned horses to counter the other ones, front wheel struck rail and went off end of planking, wheel broke at same instant train whistled for crossing, unhitched horses and got them clear just before engine smashed into wagon and sent manure all over the place

RPT Jul 12, 1873 Gorham, during stop of night train for Montreal lady stepped off and upon attempting to reboard after train started to leave, missed foothold and fell, insisted on continuing journey and officers of road in a commendable instant of accomodation, placed her aboard a special engine for Berlin Falls where the express was held for her arrival

RPT Aug 5, 1873 seven engines burning coal are now running between Portland and Gorham, GTR does not intend to burn coal west of Gorham at the present time

ACC Aug 6, 1873 West Bethel (Allens), derailment of ten cars on frt #13 one mile west of depot due to a broken wheel

ACC Sep 1, 1873 Lennoxville, collision of 18 car e/b gravel train with handcar 20 feet from entering Salmon River Bridge two miles east of depot at 5:30 pm, one man killed instantly, another died next morning, several other men injured

ACC Dec 12, 1873 West Paris (Bates), derailment of e/b extra frt with one boxcar and saloon car off track near the depot, circumstances not reported in media item

RPT Mar 17, 1874 case coming before the court this term includes one for John Phillips versus Town of Bethel for unsafe grade crossing, suing town for \$20 wagon repairs

RPT Jun 16, 1874 Bethel, GTR engineering department surveyors are in town laying out plans to narrow the gauge of the road

RPT Jul 28, 1874 gauge of the GTR will be changed on 26th of September, at which time fifty new locomotives contracted for will be ready for use

ACC Sep 8, 1874 New Gloucester, headon collision between w/b gravel train and e/b Frt #20, no one injured

INC Sep 8, 1874 Shelburne, fatal injury, brakeman Sumner Needham slipped off cartop while setting brakes east of the depot and lived but a few hours after being run over

ACC Jan 22, 1875 Greenwood, derailment frt on Bacon's Grade between Bryant's Pond and West Paris (Bates), delayed a.m. psgr 5 hours, details not given in media item

INC Feb 24, 1875 Auburn, serious injury, brkmn William Ripley of South Paris was badly hurt while shackling cars, had a brother killed by being run over at Walker's Mills near Bethel a few years ago (possibly brother was brkmn reported as serious injury in Apr 19, 1872 derailment and subsequently died of injuries)

ACC Mar 3, 1875 Gilead, derailment e/b special psgr baggage & saloon car over embankment three miles east of depot, no one injured, engine proceeded on to West Bethel (Allens) where it collided headon with a w/b engine & two brake vans, both engines demolished, Asst Supt Cooper received cuts, a brakeman thrown thru van door may not recover from injuries

ACC Mar 6, 1875 Yarmouth, headon collision, light engine moving 40 mph ran into Lewiston psgr west of village, psgr engr Oliver Cummings received broken leg and two other men badly hurt, this is third accident on road the past week, resulting in four of the best engines being demolished

INC Mar 9, 1875 Montreal, fire destroyed GTR buildings, loss estimated \$130,000 (whether buildings were at Bonaventure, Turcot or Point St. Charles not in media item)

ACC Mar 25, 1875 Gilead, derailment e/b frt one mile west of depot, two cars smashed, media states "GTR has been doing a "smashing" business this spring with the third accident in the vicinity within four weeks"

ACC Sep 1, 1875 Beloeil, derailment, after e/b evening frt crossed bridge the draw opened and seven cars loaded with wheat at rear of train broke free and rolled thru open draw into the river

ACC Nov 11, 1875 Lennoxville, headon collision between w/b Pope's Road psgr and e/b GTR frt account telegraph out of order

RPT Dec 28, 1875 Bethel, serious injury to brkmn Thomas Harper being knocked from cartop as train passed thru overhead truss bridge, date not reported in media item

RPT Mar 1, 1876 South Paris, owing to an accident the morning e/b psgr was over three hours late arriving at this station, no details or location reported in media item

RPT Mar 7, 1876 South Paris, media columnist says "gross carelessness is cause of so many accidents and delays on GTR, as March 1st saw an almost crippled engine running with engr & cdr cognizant the tender of said engine had slipped more than halfway off from the springs which support it"

RPT Mar 21, 1876 South Paris, media editor says "Mr. N. J. Martin, Supt of Engines visited our office last week in regard to the article two weeks ago and stated that when the engine left Portland it was in perfect order"

INC Apr 15, 1876 Bryant's Pond, non-fatal injury to a Mr. Sweeney of Gorham while riding on a flatcar carrying steel rails, circumstances not reported in media item

INC Sep xx, 1876 St. Hyacinthe, drawings in *Montreal Illustrated News* of Sat, Sep 16 with account of vast non-rr fire in that place contain one of GTR train carrying fire equipment from Montreal

RPT Dec 5, 1876 West Paris (Bates), pilot (helper) engine used from here to assist heavy trains up Bacon's Grade has been removed (for the season)

INC Jan 20, 1877 Oxford, fatal injury, brkmn L. Woodbury Jackson fell from cartops one mile west of depot and crushed beneath train

ACC Feb 1, 1877 Gilead, derailment Trn #3 "Montreal Express", engine #315 near Peabody Hollow on striking snowdrift, engine down 25-30 foot embankment, baggage and express cars followed, coach and Pullman "Ottawa" remained upright, fireman N. B. Mitchell seriously injured while engineer James Doyle, brkmn R. E. Larrabee and baggageman Frank Ross received slight injuries

RPT Apr 24, 1877 West Paris (Bates), potato broker N. L. Marshall is provided a block of 22 cars every week for shipping his purchases at Riviere Du Loup, leaving there at 4 pm Fridays and arriving Portland at 7 am Saturday mornings

ACC May 11, 1877 Danville Que, rearend collision, engine on frt became uncoupled and before it could be recoupled, a train following ran into van, 2 cars of grain & hay, a 4th car of empty coal oil barrels, which then ignited from the engine firebox and burned the entire wreckage (*Montreal Witness* of May 12 reports this as a headon collision, but see drawing in *Canadian Illustrated News* May 12)

ACC Oct 8, 1877 derailment of Frt #25 between Bethel and South Paris due break apart, engr unaware and had stopped on downgrade when rear section rolled into forward section, no injuries but 6 cars smashed

INC Nov 27, 1877 washouts at Peabody Hollow in Gilead and Snow's Falls (South Paris), no night trains operated

ACC Dec 23, 1877 West Paris (Bates), derailment smashing boxcar of grain and saloon car due broken wheel, no mention of any injuries in media item

RPT Jan 1, 1878 GTR did largest business in Dec 1877 than during past several years of the corresponding month, all sidings & spare tracks from Gorham to Portland filled with cars waiting for room to unload at the elevators, on Saturday the 22nd the company handled 1725 cars between Richmond and Portland

ACC Sep 13, 1878 St. Julie, derailment e/b express from Richmond for Point Levis with seven cars due sabotage of iron placed on track, destroying 3 cars, no injuries

INC Dec 10, 1878 eight washouts between Portland and Gorham, large ones at Shelburne, Snow's Falls, Oxford and Lewiston Jct, psgr train delayed at Berlin Falls (Berlin) due washout west of Gorham

ACC Aug 14, 1879 Sherbrooke, derailment e/b morning psgr leaving depot, engine & baggage car went thru misaligned switch, line blocked until 12:30 pm

ACC Jan 27, 1880 West Paris (Bates), derailment caused by broken wheel, train involved and any persons injured not reported in media item

INC Aug 10, 1880 Richmond, fire destroyed GTR freight house, 3 other sheds and 15 cars at 9 o'clock, suspicious as every car of a standing frt that had recently pulled in was discovered to be uncoupled when a switcher went to draw them away, fire relief trains were run from Sherbrooke and St. Hilaire

ACC Aug 28, 1880 South Paris-Snow's Falls, headon collision, both engines destroyed, 15 cars off with 9 completely demolished, both crews jumped uninjured (the two engines were later rebuilt by GTR at Point St. Charles as new engines)

INC Dec 7, 1880 Yarmouth, serious injury, brkmn Frank Dyer lost his footing and fell in front of moving cars, wheels severing his right arm near the shoulder

INC Jan 31, 1881 West Paris (Bates), brkmn Adley on e/b morning mixed killed due swinging out on step to inspect wheel just as train entered bridge and struck by beam

ACC Jul 11, 1881 between Lennoxville & Waterville near Huntington Bridge, rearend collision afternoon mixed train and gravel train when coach & van became detached and ran back downgrade striking engine of gravel train, gravel train fireman sustained minor injuries upon jumping

ACC Jul 26, 1881 West Paris (Bates), derailment 8 cars of e/b morning frt due broken truck, no injuries reported in media item

INC Jul 27, 1881 South Paris, serious injury, night yardman Sumner Tucker knock off ladder by passing train and badly bruised

ACC Oct 18, 1881 Oxford, headon collision, e/b train ran into w/b frt which was swinging out of the way for a local frt and had its front end still on main track, both engineers reversed engines and crews jumped to safety without injury, media item says scarcely a siding on this section of line which will hold a long frt

INC Jul 6, 1882 Sherbrooke, fire broke out at 1 am and destroyed enginehouse along with five engines inside, 1 belonging to GTR, 1 Quebec Central, 2 Passumpsic and 1 to Pope's International

ACC May 31, 1883 Stratford Hollow (Mapleton), derailment frt striking standing car wind had blown onto mainline, engineer Alex Cabana and fireman J. Fowler killed, seven cars destroyed

RPT Sep 9, 1883 Richmond, rebuilding of the station has commenced, it will be longer and with higher walls

ACC Oct 8, 1883 South Paris, derailment of frt engine entering switch, 50 workmen on train of rails waiting to cross the frt train here soon helped push it back on (one media account reports occurred at West Paris (Bates))

INC Jan 18, 1884 injury to brakeman Solomon Buck while shackling cars, extent of injury and location not reported in media item

ACC Jan 19, 1884 derailment of frt train delayed trains each way, location and circumstances not reported in media item

ACC Jan 21, 1884 derailment of e/b frt due broken wheel, location and circumstances not given in media item

ACC Feb 29, 1884 Shelburne, derailment e/b evening mixed, circumstances, details not given in media item

ACC Apr 12, 1884 Greenwood, derailment frt on Bacon's Grade between Bryant's Pond and West Paris (Bates) due broken wheel, engine & 8 cars off, no one injured

ACC Jan 17, 1885 Norway, derailment engine #114 capsized at trestle backing out from yard, fatally scalding one of two little girls riding in engine cab, eventually costing engineer Shaw and fireman Hodgman their jobs

ACC Feb 10, 1885 Gilead-Shelburne state line, derailment frt due broken wheel, several cars smashed and track torn up

RPT Jun 21, 1885 South Paris, ten e/b psgr specials carrying 5000 people from the west to the Grand Army Republic encampment at Portland came thru, 30 minutes apart

RPT Oct 2, 1885 Portland, Commercial Street, engine #4 frightened young horse being driven recklessly by inebriated party and carriage overturned, driver and companion received minor injuries and carriage somewhat damaged

INC Nov 25, 1885 Portland, Commercial Street, man hitching ride on Trn #7 returning from the Eastern Depot to GTR Depot fell under car and had leg severed

INC Dec 7, 1885 Oxford, elderly woman fell on icy platform before boarding Trn #1, said it was her fault and was uninjured

INC Feb 1, 1886 Portland, Commercial Street, boy attempting to jump on Trn #1 as it left GTR Depot for Eastern Depot fell under car, severing leg

ACC Mar 1, 1886 Bethel-Walker's Mills, derailment about 8 am, e/b plow train engines #321 & 322, vans 7499 & 7512, struck drift at Rabbit Road crossing, plow turned end over end, derailing the 321, plowmen Almond Smith & J. Chadwick died of injuries, 3 others seriously injured; at 8:05 am the w/b plow train to be met at Locke's Mills derailed about milepost 64.7 striking drift that threw plow and lead engine #131 off track, fireman N. D. Martin was severely injured and died at Bryant's Pond under administration of ether, fireman Philbrick of the second engine sustained minor injuries

INC Mar 10, 1886 New Gloucester, Jabez True's sleigh of logs on crossing 2 miles east of depot struck by e/b Trn #5 engine #133, sleigh wrecked but ox team unharmed

ACC Mar 10, 1886 Cumberland, derailment of engine #133 returning to Lewiston as Trn #6 two miles east of depot due broken side rod, fireman Blake True sustained back injury climbing over coal pile and struck by end of cab roof

INC Jun 19, 1886 Portland, fatal injury when track repairman Timothy Wade struck and killed in yard by engine #116

INC Jul 22, 1886 South Paris, fatal injury to trespasser, name not given, struck by extra train while walking along track

INC Aug 12, 1886 South Paris, fatal injury, brkrmn Charles Hayden fell from top of boxcar onto gondola of stone & then between the cars while setting brakes on w/b extra, last spoken words before dying were "Where's Ann?" (his wife)

ACC Aug 19, 1886 Island Pond, headon collision in yard between Montreal psgr and switching engine, circumstances, damage or injuries not reported in media item

INC Sep 13, 1886 Gorham, injury to trespasser Lewis LeClair by stepping in front of Trn #4 as it approached street crossing, severity not reported in media item

RPT Oct 5, 1886 Locke's Mills, young steer owned by Col Edwards of Bethel being taken to Oxford County Fair jumped thru boxcar door into Round Pond at milepost 64.6, train stopped to let one of the Colonel's sons off, who then secured a boat to capture the steer which was then walked rest of the way (18 miles)

INC Oct 8, 1886 Lewiston Jct, minor injury, passenger Theophile Morain jumped from Trn #4 and fell under after throwing child off while train moving out of station, child struck platform and was kept from rolling under by baggagemaster Garland, severity of injuries not given in company counsel report

INC Oct 23, 1886 North Yarmouth, Trn #8 engine 133 struck team of horses on crossing, one killed immediately, other later had to be put down, team owned by station master, Mr. Dunn

INC Nov 2, 1886 Lewiston Jct, minor injury, Trn #3 added two cars from Trn #9, coupled up with enough force to knock passengers off seats, man standing in doorway sustaining cut on head (report indicates engine air brake recent innovation)

ACC Nov 28, 1886 South Paris-Jackson's Mill, derailment, circumstances not in media item but indicates auxiliary employed picking up the smashed cars

INC Dec 11, 1886 South Paris, minor injury, brakeman on night train, unnamed, crushed finger shackling cars at depot

INC Apr 15, 1887 West Bethel (Allens), Trn #1 struck sled on crossing one mile east of depot, and stove it all to pieces, unidentified driver unhurt and on being asked how it happened said "because I was a damned fool"

INC May 25, 1887 Lewiston, injury to young boy, Arthur Rawstron playing under boxcar at frt house and had leg severed when switch engine moved cars, a city policeman said he often chased this boy off the rr property (Rawstron later went to work on GTR as clerk/agent and was in Portland office for many years)

INC May 25, 1887 Portland, injury to car repairman Buckley when hit by shunted boxcar rolling onto riptrack due misaligned switch (wording in company counsel book is suggestive that the injury was fatal)

RPT Aug 9, 1887 South Paris, J. A. Curtis (of West Paris), engr on w/b evening train running late the other night, drew his train from Oxford depot to this depot (6 miles) in five minutes (75+ miles per hour)

INC Sep 10, 1887 Portland, injury claimed by a Mrs. Kim stepping from coach of Trn #3 at Eastern Depot, boarded at Gorham & expressed negative opinions about GTR during journey, brakeman noted she had no problem walking "on the arm of a gentleman" and was not same man she was with leaving Gorham

ACC Oct 13, 1887 Norway, derailment of branch engine (probably #114) approaching station, no damages, cause unknown

INC Oct 20, 1887 Mechanic Falls, w/b extra engine with two vans struck horse and carriage three miles west of depot about 2 a.m., killing horse, carriage demolished, shaking up men named Rawson and Pottle, both appeared inebriated

RPT Oct 21, 1887 West Paris (Bates), GTR engineer Isaac Curtis of this village died at home during the forenoon of typhoid fever, he was 38 years old

RPT Dec 27, 1887 Norway, branch train has been off the rails once more, "nothing new, no need to worry", circumstances not reported in media item

ACC Jan 12, 1888 Mechanic Falls, derailment e/b morning psgr, flanger attached to rear caught planking at RF&B diamond and became disconnected from the psgr cars, the rear truck of flanger tore off & operator Audley sustained a chest injury

ACC Mar 26, 1888 Bryant's Pond, headon collision of two morning frts near the depot, both engines slightly damaged, circumstances not reported in media item

INC Jul 17, 1888 Portland, switch engine #9 struck bicycle of Leavitt Hollock on Commercial Street, bicycle demolished but rider escaped injury

INC Sep 26, 1888 South Paris, minor injury, Pullman cdr Frank Balcomb of Trn #2 got off to pick apples while engine took water, and slipped attempting to grab railing as train began moving up passing track

INC Oct 25, 1888 Cumberland, fatal injury, baggeman Fred Harris on mixed Trn #20 preparing to drop empty milkcan on platform as train passed slowly and apparently lost footing, slipped off and was run over

RPT Dec 18, 1888 Greenwood, a loose wheel on frt one night last week caused enough damage to tracks on Bacon's Grade between Bryant's Pond and West Paris (Bates), a half mile of rail had to be respiked before the morning psgr could go through

INC Jan 5, 1889 Lewiston, minor injury, passenger Mrs. Daran got off Trn #8 early while it was stopped with last coach on bridge to allow Trn #7 out before pulling in, stubbed toe stepping over rail of adjacent track and fell down

INC Feb 11, 1889 Lewiston Jct, rear car of w/b night frt was slightly fouling portion of crossing in snowstorm while train doing some yardwork and a Mr. Wedgewood drove his horse and sleigh into end of the train, horse injured and sleigh damaged

ACC Feb 12, 1889 St. Hyacinthe, headon collision in blizzard, e/b evening local psgr and w/b express psgr west of depot, both engine crews jumped, a Mr. Lussier was the only passenger injured though all were terribly frightened, both engines were smashed and the cars slightly damaged

INC Apr 5, 1889 South Paris, Trn #15 eng #103 struck team of horses near Bennett's farm crossing two miles west of depot when driver tried to speed them across, one horse fell and was killed; wagon demolished and other horse uninjured, when asked why he tried, driver Fred Hodgkin said he "would have just got across nicely if the horse had not fell"

- ACC Jul 17, 1889 South Paris, headon collision, w/b night frt doing yard work when hit by e/b extra, both engine crews jumped to safety, but w/b engine and one car damaged, e/b train entered village at too high a rate of speed
- ACC Aug 8, 1889 Pownal, derailment of mailcar near depot on e/b morning psgr due broken axle, mail clerks stood at door ready to jump & were thrown out over an embankment but not seriously injured, one passenger slightly injured
- INC Aug 26, 1889 Greenwood, attempted derailment of trains on Bacon's Grade between Bryant's Pond and West Paris (Bates), engr of w/b night frt saw dark object on track ahead and stopping, found pile of rails and ties, which they removed and notified dispatcher upon arrival at Bryant's Pond, the next train, an e/b frt proceeded slowly and without hindrance, but early psgr saw an obstruction in another place in time to remove it and the grade is now being guarded
- ACC Nov 15, 1889 South Paris, derailment of engine and two cars on the 3 pm e/b mixed when the new switchman, Mr. Whitney, forgot to turn the switch
- INC Nov 21, 1889 Gorham, fatal injury, brakeman Thomas Kelly of Lewiston was killed while shackling cars, circumstances not reported in media item
- INC Nov 21, 1889 New Gloucester, serious injury, a brakeman sustained a broken collar bone and two broken ribs, circumstances not reported in media item
- INC Dec 8, 1889 Lewiston, fatal injury, man named Charles Begin of Lewiston was beheaded and terribly mangled by train on the GTR bridge, circumstances and whether he was employed as brakeman or a trespasser not reported in media item
- ACC Dec 10, 1889 South Paris, derailment of two cars near the depot, train and circumstances not reported in media item
- ACC Dec 31, 1889 West Paris (Bates), derailment of two boxcars on night frt at upper end of yard due to a broken wheel, delaying morning psgr an hour and a half
- INC Jan 28, 1890 East Deering, Trn #20 eng #102 jarred slightly near Eastern Forge Company passing over small area appearing to be a spot where an engine had let off hot water that melted snow, inspection of engine at Falmouth found blood and flesh along tender trucks and those of first car, believed to have been a dog
- ACC Feb 10, 1890 Greenwood, derailment three cars of night frt on Bacon's Grade between Bryant's Pond and West Paris (Bates) due to a broken axle
- ACC Feb 11, 1890 Bryant's Pond, derailment of morning frt at Cole's Crossing due breaking of an axle on an overloaded car
- RPT Jul 15, 1890 South Paris, e/b engines from Gorham on Saturday the 12th were draped in black in respect to engineer Warren Noyes who died early that morning
- ACC Dec 12, 1890 Gilead, derailment, circumstances and train involved not reported in media item, but mails delayed several hours
- INC Sep 19, 1891 Danville Jct, fatal injury, signalman James Gouldag was killed by afternoon GTR trn, circumstances not reported in media item
- ACC Oct 1, 1891 Bryant's Pond, derailment of wayfrt at quarry siding delayed w/b express psgr for three hours, circumstances not reported in media item
- RPT Oct 6, 1891 Portland, as of Oct 5th, no psgr trains will run on Commercial Street, persons for the west will detrain at the P&R (Portland Jct) depot for Union Station
- INC Mar 21, 1892 Yarmouth, fatal injury, retired GTR conductor Charles Woodman was struck and killed by a train at the crossing, circumstances not reported in media item
- INC Jun 22, 1892 West Paris (Bates), fatal injury, man stealing ride on frt known as the "Berlin Mills Lumber Train" fell under cars and was run over about 6:30 pm

INC Jul 1, 1892 Bryant's Pond, serious injury, GTR quarry workman Stephen H. Libby had his foot crushed, circumstances not reported in media item

INC Jul 4, 1892 Locke's Mills, painful injury to operator A. L. Green while lighting a cannon with a firecracker for the boys, it went off, imbedding particles in his face and was taken to Bryant's Pond where the doctor removed some of them

INC Jul 9th, 1892 Bethel, serious injury, William Richardson of Gorham fell off moving gravel train about two miles west of the depot, requiring amputation of left arm

INC Dec 23, 1892 Gorham, minor injury, brkmn Byron Harden of West Bethel sprained ankle while shackling cars in the yard

ACC Dec 27, 1892 South Paris, derailment of mixed train as it entered yard due to a broken journal on one of the cars, no damage

ACC Jan 27, 1893 Bryant's Pond, slight collision of cdr Tobin's extra with night Frt #21, but circumstances and whether headon or rearend not reported in media item

ACC Mar 10, 1893 Gilead, engine on e/b "Lewiston Scoot" burst tire of driving wheel directly under engr George Buck, fragments forced upward and raised seat so high he struck top of cab with sufficient force to be stunned for some time, the fireman brought the train to a safe stop without derailing

RPT May 30, 1893 Bethel, intervals on both sides of the tracks are under the highest water seen in the past twelve years

ACC Aug 11, 1893 Britannia Mills, derailment of sixteen car frt, switch left open and a brakeman killed, extent of damage not reported in media item

ACC Aug 11, 1893 Sherbrooke, Lennoxville, collision between the two stations of a ballast extra and regular frt, extent of damage, circumstances and whether a headon or rearend not reported in media item

RPT Feb 20, 1894 Lewiston, a little one-legged boy playing the violin with touches of a master travels back and forth on the passenger cars and passes the hat, some people wonder why the GTR lets him, but the answer is that he was run over by a train (this was Arthur Rawstron - see INC May 25, 1887 Lewiston)

ACC Apr 17, 1894 Greenwood, w/b early evening frt struck e/b section lorry on Bacon's Grade between Bryant's Pond and West Paris (Bates), lorry smashed, three or four tramps who had stolen it at Bryant's Pond while waiting in vain for e/b frt to hop possibly received minor injuries jumping, but escaped into woods

RPT May 9, 1894 Norway, a fire which began at C. B. Cummings mill quickly spread to nearby structures, over 70 downtown buildings were destroyed before it was finally extinguished, special trains brought in fire departments from Bethel, Auburn, Lewiston and Portland to assist

RPT Sep 1, 1894 Portland Jct, shortly after dawn GTR trackmen found a cannon ball between the rails near the Jct transfer station, it was 11 inches in diameter, weighed over 100 pounds, looked very old and rusty, how it got there is a mystery

INC Jan 24, 1895 Locke's Mills, as w/b forenoon express approached crossing, it struck team being driven across by John Brown of East Bethel, Mr. B. was caught by the foot under a driving wheel and dragged up to the depot, somewhat injured, one horse had to be put down

INC May 14, 1895 Gilead, the large lumber mill at Staples Crossing recently destroyed by fire will not be rebuilt (2 GTR flatcars loaded with lumber were also lost)

INC Jun 8, 1895 Oxford, fatal injury, evening express ran over a man named Dwinal at the Fore Street crossing, direction of train not given in media report

ACC Jul 9, 1895 Craig's Road, rearend collision, second section of e/b psgr special ran past semaphore signal and crashed into first section which had stopped for water, 13 killed including engineer & fireman of second train, 25 injured, engineer was one of oldest and experienced on the line and may have had heart attack

RPT Mar 10, 1896 freshet of last week took out Cobb's Bridge east of Danville Jct, 60 rods of track at Snow's Falls covered with cakes of ice, e/b morning psgr delayed at Gilead due to ice covering tracks

INC May 22, 1896 Bethel, serious injury, brkmn Ned Gibson lost three fingers when he fell onto track at the depot and engine passed over his hand

INC Aug 10, 1896 West Paris (Bates), fatal injury, section foreman Nathan Swan struck by e/b express about 4 pm, the afternoon psgrs meet at this station and he had just come around the end of w/b on the siding & started to cross the main track apparently without seeing the e/b train

ACC Dec 15, 1896 Danville Jct, derailment of Lewiston-Portland psgr east of the depot, media states details have been difficult to obtain, but appears that two cars went off and down an embankment with about a dozen people injured

ACC Mar 1, 1897 Richmond, derailment morning Trn #2, defective switch put engine #299 and two headend cars off, no one injured

ACC Mar 3, 1897 Titus, derailment of nine cars on morning frt as rails spread beneath train, no one injured but several cars were badly damaged

INC Aug 12, 1897 Bethel, minor injury, night operator climbed on step ladder to extinguish a light, ladder slipped and he fell headfirst, sustained several facial cuts and briefly knocked unconscious, carried to residence, has since returned to duty

INC Sep 7, 1897 Sherbrooke, e/b express engine #301 caused a quite a stir when everyone heard its whistle sounding without let up from far upline all the way into this station, as if a dire emergency existed, but it was only that the whistle stuck soon after leaving Bromptonville and could not be closed until reaching here

ACC Feb 24, 1898 Bromptonville, derailment, rear car on w/b night express left track east of village and rolled along ties for 200 yards before going down embankment, most of the dozen passengers received injuries of varying degrees

INC Apr 7, 1898 Auburn, fatal injury, Andrew Lake of Lewiston was walking on the GTR tracks near the Maine Central overhead bridge and struck by the afternoon train as it came around the curve

ACC Apr 29, 1898 Gore, rearend collision, wayfrt engine #402 struck rear of extra frt that had taken siding and its brkmn had forgotten to change the switch, demolishing three cars (likely one being cdr Lord's van) and the wreckage destroyed when the derbis caught fire, fortunately no one was injured

ACC Sep 22, 1898 Ste Madeleine, sideswipe collision at 2:20 am between w/b frt and e/b light engine with van, engines damaged & van demolished, but no one injured

INC Nov 16, 1898 Mechanic Falls, fatal injury, night frt cdr Byron Harden of West Bethel was killed instantly when he made a mistep attempting to mount the ladder of a boxcar with lantern on one hand and fell backwards

ACC Nov 19, 1898 Sherbrooke, derailment, e/b doubleheader engines #237 and #816 moving down siding hit open switch east of station at 11 pm, both engines tipped over but at slow speed no one injured, one car of grain demolished

ACC Dec 21, 1898 Morse, derailment, frt off the track delayed the mail train from Montreal for four hours, but circumstances not reported in media item

- ACC Dec 23, 1898 Coaticook, derailment, w/b frt broke apart three miles east of depot, then engine & six or seven cars went off when rear of train rolled into front part, an onlooker said there were five engines and a large number of cars ditched as train was a doubleheader and had three engines being ferried to Montreal attached at the rear
- ACC Dec 27, 1898 Windsor Mills, derailment this afternoon of crippled cars from last Friday's Coaticook wreck passing thru here, truck of a boxcar broke which then sent two other cars tumbling into the river, cdr Brown narrowly escaped injury
- INC Dec 28, 1898 South Paris, minor injury, thru frt cdr Merton L. Jackman slipped and fell while throwing a semaphore, and broke one leg near the ankle, taken home to Portland on the early psgr for recuperating
- ACC Dec 29, 1898 Bryant's Pond, derailment, third car from van of frt jumped a frog and struck standpipe & will require extensive repairs before engines can take water here
- INC Feb 6, 1899 Portland, fatal injury, night switchman John Tooke was killed instantly when struck by a shunting engine as he crossed the tracks after turning a switch
- ACC Feb 15, 1899 Lennoxville, derailment, tender of w/b psgr engine went off a mile and a half east of depot taking four cars with it down a fifteen foot embankment and out through a fence into a field, nothing is mentioned of injuries in media item
- ACC Feb 17, 1899 Coaticook, headon collision, just before noon an e/b doubleheader (possibly lead engine #866) taking water at station was hit by w/b frt (engine #828?), fortunately no one was injured
- ACC Feb 19, 1899 West Bethel (Allens), rearend collision, two of three e/b frts running on close time were stopped at this station when the third overran its stopping point and struck the rear of the second train demolishing a number of cars, several of which caught fire, no injuries were mentioned in the media item
- ACC Feb 20, 1899 Waterville, derailment, engine of the Coaticook "scoot" went off at this place, circumstances not reported in media item
- RPT Feb 28, 1899 West Bethel (Allens), a number of local persons were surprised on Tuesday, the 21st to be visited by railroad and local constables who called for payment at 25 cents a bushel, which most promptly paid, seems among the broken cars set aside in clearing the line Sunday one was laden with grain and during the night quite a few made off with all they could carry, one chap a 100 bushels
- INC Jun 30, 1899 Gorham, serious injury, brakeman Mike Dowd lost arm, circumstances as to whether crushed and amputated or severed not reported in media item
- ACC Jul 10, 1899 Sherbrooke, rearend collision, e/b morning express ran into e/b frt standing just west of Magog River bridge about a mile above this station, no injuries
- ACC Aug 4, 1899 Richmond-Woodyard, derailment, w/b "Scoot" went off and struck car of logs and three occupied bunkcars on the siding, engine & tender smashed, middle bunkcar partially damaged with three of five men inside eating supper seriously injured, passengers and crew of "Scoot" shaken but not injured
- ACC Nov 14, 1899 Sherbrooke, rearend collision, e/b frt left most of train at west semaphore at 4 am to set off some cars in the yard when an e/b doubleheader came around the curve and ran into the standing train, destroying the van and two boxcars, lead engine #817 of the doubleheader was badly damaged, but no one injured
- ACC Nov 24, 1899 Waterville, derailment of early morning w/b frt a mile east of depot, seven or eight cars off, third frt wreck between Compton & Richmond plus the recent one at Arthabaska (Victoriaville) in ten days

- ACC Dec 8, 1899 South Paris, rearend collision, e/b wayfrt engine #435 shoved its train from rear into factory spur to clear siding for e/b psgr (engine #399) to use while w/b psgr held maintrack at depot, but new spur switch not fitted with target yet & no one noticed switch not realigned as psgr moved along passing track until its engine turned onto the spur and struck #435's tender hard enough to push everything forward and causing the engine to pretty well wreck the van of its own train, fortunately none of the crew or passengers were injured
- ACC Dec 13, 1899 Compton, headon collision, e/b doubleheaded frt struck w/b frt about 10 pm a half mile east of the depot, damaging all three engines and several cars, no mention of crews being injured, e/b had stopped at depot to meet a w/b and due to a misunderstanding of orders then proceeded unaware that a second w/b was following the first
- INC Dec 24, 1899 Island Pond, fatal injury, cdr Steven Needham of Gorham was passing from the van to an adjoining car when they separated due the coupling pin being withdrawn previously and fell in between onto the tracks whereupon the van passed over him, despite immediately being rushed to Portland for medical assistance he died enroute near Lewiston Jct
- ACC Dec 24, 1899 Portland Jct, derailment of several cars on Portland & Rochester coal train backing up with empties to load at GTR Back Cove coaling pockets striking object hidden in darkness, P&R cdr Frank Swan killed, brkmn E. Dennett badly injured, both were on rear car, object believed to have been a coal car blown loose on pocket track by gale force winds raging at the time
- INC Dec 25, 1899 Gorham, fatal injury, brkmn Niels P. Anderson of Falmouth appears to have fallen from cartop soon after e/b left, body was found about a mile from the depot, it had been raining and the cartops were slippery
- ACC Dec 26, 1899 Bromptonville, derailment, engine and several cars of w/b frt went off when train came apart and rear section rolled into forward part as it slowed to stop
- ACC Dec 28, 1899 Richmond, headon collision of e/b and w/b morning frts three miles west of station, both engines and ten cars badly wrecked, but no mention of injuries
- RPT Dec 29, 1899 Island Pond, first immigrant special of season arrived from Portland last Sunday evening (24th), engr Carl Foss took the train of 6 cars to Richmond from here, running the 73 miles in 89 minutes, including four stops
- ACC Feb 11, 1900 Coaticook, rearend collision, e/b night psgr ran into e/b frt stalled on grade two miles west of the depot, destroying van and two cars, no one injured
- ACC Feb 12, 1900 Bromptonville, collision, e/b night psgr having bad luck, this time it struck a frt train about three cars beyond the engine as it entered the siding, the cars were empty and the psgr engine sliced right through them but landed on its side in the ditch, no one was injured
- INC Feb 25, 1900 Portland, fatal injury, sectionman John Alexander was struck and instantly killed about 7 am by the "Sunday morning paper train" which departed the yard at the height of a violent storm
- INC Feb 26, 1900 Auburn, fatal injury, man named George Asselin of Lewiston was killed at the GTR yard, it is supposed he jumped from a frt and fell under the wheels (media item does not indicate whether or not he was employee of railroad
- ACC Mar 20, 1900 Lennoxville, derailment of morning frt near Fitzgerald's Curve two miles east of the station, 25 of 27 cars off track heavily damaged, only the engine and a few cars remained on the iron, no one was injured

ACC Mar 21, 1900 Richmond, derailment, engineer unaware his frt trn broke apart three cars behind the engine coming downgrade from Danville at about 9 pm until he was slowing for his approach into this yard and the rear portion of the train smashed into front section, which put 17 cars into the ditch

ACC Apr 7, 1900 Yarmouth Jct, collision, w/b afternoon psgr struck boxcar fouling main track, demolishing engine cab and injuring engr Stinchfield, no other details

INC Apr 25, 1900 Oxford, fatal injury, brkmn George Gashin on morning wayfrt was climbing down car ladder when his glove caught a protruding nut and he fell under the wheels, crushing both legs, he was put on the van and rushed to Portland hospital but did not rally from the amputations and died at 4 pm

INC May 17, 1900 South Paris, minor injury, sectionman Charles Walker jumped on a frt as it came into the yard & on swinging off near the depot his right foot somehow went under the wheels in such a way only the two smaller toes were crushed

INC Jun 11, 1900 Lewiston Jct, fatal injury, brkmn McCutcheon was atop the cars and struck by the overhead bridge east of the station

ACC Jun 13, 1900 Lennoxville, diamond collision of w/b GTR frt of 60 or 70 cars drawn by one of the giant engines and a CP mixed train with five frt cars and two psgr cars, GTR engine hit flatcar of rr ties coupled ahead of psgr cars, pushing flatcar into ditch and derailing the psgr cars, no one seriously injured

ACC Sep 5, 1900 Yarmouth Jct, diamond collision when afternoon GTR and Maine Central psgr train engines both entered diamond at the same time, both engines were ditched and one GTR car derailed, no mention of injuries

ACC Nov 30, 1900 Bethel, derailment, w/b frt parted on Walker's Grade, not noticed by engine crew even upon stopping at waterplug here until rear of the train rolled in and demolished several cars hitting front section, cdr Sweet on van trying to set brakes & during impact injured being thrown onto flatcar coupled ahead

ACC Dec 3, 1900 Gilead, rearend collision, e/b frt ran into a doubleheaded e/b frt standing on main track near Wild River bridge, sending van down embankment where it caught fire from the stove and burned completely, no one injured

ACC Dec 10, 1900 West Paris (Bates), bridge collapse, engine #405 and American Bridge Co crane wrecked when crane fouled overhead beams causing Bridge #33 to collapse, dragging the engine backwards into the chasm, killing fireman Matheson and badly scalding engr O'Neil (outfit was working at Bridge #38 on Bacon's Grade & came off hill to allow passage of several regular trains)

ACC Dec 17, 1900 Gorham, rearend collision, e/b doubleheaded night frt with engines #402 and #837 ran into cdr Skillings frt standing at west yard switch, demolishing a number of cars including the van and killing brkmn Johnson

ACC Jan 3, 1901 Wenlock, collision, doubleheading light engines #889 and #429 ran into a frt, circumstances and other details not mentioned

ACC Jan 18, 1901 Bethel-Walker's Mills, headon collision doubleheaded frts 12:30 am at foot of Walker's Grade, e/b engines #403 & #850 and w/b engines #299 & #811 demolished, crews of both e/b engines & w/b engine #299 on which cdr also riding all jumped to safety although some had minor injuries, engr Thompson died shortly after removal from #811 but fireman Tebbets and brkmn Oliver perished as the wreckage quickly took fire and only a portion of their remains were recovered that evening, the remains of two others thought to be hoboes were found beneath one of the destroyed cars and buried trackside

ACC Jan 19, 1901 North Stratford, headon collision, e/b psgr and w/b frt with damage to psgr engine, circumstances and any injuries not reported in media item

ACC Mar 11, 1901 Gorham, collision inside enginehouse, engine #427 on table at 5:50 pm when engines #430 & #400 backing off main at speed and went thru switch lined for letting #427 out, engine #430 broadsided #427, overturning it on table as engr Fred Robertson was oiling crosshead and sustaining fatal injuries

ACC Mar 13, 1901 Danville Jct, diamond collision, engines #300 & #433 of w/b frt had cut off for taking water and as they came back to their train a Maine Central psgr got the signal backwards and crossed the diamond just as GTR engine #300 came to it, no one injured, but engine #300 received minor damage

ACC Apr 18, 1901 Richmond, headon collision, e/b frt came thru misaligned switch and struck w/b frt standing on siding near Jonesville culvert, no serious injuries

ACC May 20, 1902 Gorham, rearend collision, engine #803 struck engine #676 east end of yard, circumstances not known, photo shows #676 tender derailed

INC Jun 7, 1902 South Paris, fatal injury, about 2 pm brkmn Michael Gleason on w/b local frt was caught between two cars near depot and crushed, dying almost instantly

INC Jun 9, 1902 Bethel-Walker's Mills, attempt to derail train, engr of e/b afternoon psgr saw tie across track near site of Jan 1901 wreck and quickly applied brakes to stop train without damage although passengers shaken by the sudden stop

RPT Jun 17, 1902 two Rumford Point boys, ages 17 & 15, arrested for the incident at Bethel of the 9th, pled guilty in Municipal Court the 11th and were held over to the fall term of Superior Court by Judge Herrick Davis as they could not furnish bond and were taken to jail (when court convened in October they received 11 months in jail - no slap on the wrist for juveniles in those days)

ACC Dec 9, 1902 South Paris, derailment, "big 10-wheeler frt engine" ran over chain that fell from pilot, putting all wheels on ground and requiring three hours to reraill it

INC Jan 19, 1903 Bethel, fatal injury, engr John O'Meara of St. Bridges, Que was thrown from his engine and instantly killed, circumstances not reported in media item

ACC Jan 20, 1903 Berlin Falls (Berlin), boiler explosion, crownsheet of engine #914 dropped about 5 am, killing fireman Monk, injuring engr Cross, cdr & a brakeman

ACC Jan 30, 1903 Lewiston Jct, headon collision, e/b morning psgr struck w/b frt which was backing into siding in dense fog, several cars derailed, no serious injuries

ACC Feb 9, 1903 West Paris (Bates), headon collision, engine #920 of e/b xtra struck right side of engine #953 entering east switch with w/b morning frt, #920 shoved thru platform and several cars of grain smashed spilling contents against depot, no report of injuries and tracks cleared by noontime

INC Feb 20, 1903 South Paris, broken eccentric rod on e/b morning psgr after departure from West Paris (Bates) delayed arrival at this station forty-five minutes

INC Mar 2, 1903 Portland, fatal injury, night yardmaster William Kemp run over and killed by yard engine, it is supposed he slipped and fell under

ACC Apr 15, 1903 South Paris, headon collision, w/b frt struck standing e/b frt taking water at upper standpipe about 11 pm, the w/b was drawn by a large Mogul and the e/b by one of the big cross compounds, the w/b engine had its tender tipped upward and brkmn Fred Sloan received several broken ribs

INC Aug 8, 1903 West Paris (Bates), depot roof caught fire from a morning train passing by, quickly extinguished, second time within a few days roof has been on fire, media item says beware the third

ACC Oct 24, 1903 Bryant's Pond, collision w/b light engine with handcar in sharp curve west of station, section men saw it in time to jump without injuries, engine running at high speed enroute to replace disabled engine on e/b psgr further upline

INC May 11, 1904 Norway, serious injury, Hobart Kenney, fireman on branch run slipped as he got on front of moving engine and severed left foot, he was to be laid off for season in a week or two

INC Jul 10, 1904 Bethel, serious injury, Emery Haines lost part of his hand on the excursion train, circumstances and status as employee or passenger not in media item

ACC Jul 14, 1904 Gorham, derailment, broken journal on e/b afternoon psgr at Moose Brook, tender of engine #574 went off, mailcar and baggage car overturned going down embankment, psgr cars off but remained upright, 2 or 3 passengers slightly hurt, cdr Delaney broke some ribs, expressman Cross shaken up

ACC Aug 31, 1904 Richmond-Woodyard, headon collision, engine #879 of e/b psgr excursion and w/b psgr Trn #5 engine #541, cdr of e/b mistook section of Trn #5 that came in on Quebec track as section of Trn #5 due in on Portland track and proceeded for Sherbrooke, crew of #541 saw impending collision in time to reverse engine, apply brakes and jump to safety, as did crew of #879, mail clerk Hackett and 8 passengers killed, 26 passengers injured

RPT Sep 2, 1904 Sherbrooke, arrival of e/b evening psgr delayed two hours due a frt being stalled between Richmond and Windsor Mills, the w/b "Scoot" was held up at Windsor Mills for more than an hour

INC Oct 22, 1904 Oxford, engine on e/b wayfrt blew both cylinder heads near Waterman's (Stuart's) Crossing and breaking connecting rods, crew jumped without any injuries, e/b psgr engine detached at South Paris and sent to retrieve train

ACC Dec xx, 1904 Oxford, fatal injury to sectionman Clyde Bedard when he fell from rear of handcar that was carrying eight men and run over by a handcar that was following it with ten men and could not stop in time

INC Feb xx, 1905 South Paris, fatal injury, brknn Herbert Moody found dead atop tender of e/b frt about 5 am as it stopped here for water, as train approached Bethel had told fireman he was going back to van, it is supposed he got up just as engine passed the telltale and was struck by highway bridge west of that station

ACC Mar 22, 1905 Norway, derailment of psgr car at switch & caught by safety rail passing over bridge before tipping onto its side, no injuries and not even a window broken

INC Apr 17, 1905 South Paris, w/b morning psgr engine broke piston rod two miles above here, two hour delay awaiting Bacon's Grade engine to replace the disabled one

INC May 7, 1905 Bethel, body of James A. Barchard found early am on tracks just west of the station, it appears he was struck by a light engine passing thru about 3 am, he was about 45 years old and a pint of alcohol was found nearby

ACC Jun 7, 1905 Bryant's Pond, derailment of Bacon's Grade helper engine and one flatcar at stone quarry switch delayed afternoon w/b psgr about 20 minutes

INC Jan 9, 1906 West Paris (Bates), fire from lamp explosion in ladies waiting room about midnight discovered in time to be extinguished using a hose from Bacon's Grade helper engine

ACC Jan 11, 1906 South Paris, near derailment of e/b afternoon psgr approaching depot when a journal broke on tender truck causing train to overrun depot before it could be stopped, after some difficulty the tender was blocked up and dragged onto the siding by a frt engine and a relief engine was sent to take the psgr onward

ACC Feb 7, 1906 Yarmouth, headon collision, engine #921 came into yard with e/b frt at high speed and entered open switch into siding occupied by w/b wayfrt, several cars piled up and wayfrt engine #499 damaged, but no one seriously injured

ACC Feb 12, 1906 Titus, rearend collision of frts at 4 am when 5th #94 ran into 4th #94 which had stopped account disabled engine, engine #872 of 5th section damaged with van and five cars of 4th section smashed, but no one injured

INC Aug 14, 1906 West Paris (Bates), serious injury, w/b frt stopped to add helper and as rear brkmn A. Vallencort stepped onto van after locking switch he slipped and fell under pusher engine, luckily its fireman saw him fall & alert engineer in time to stop, cut off helper engine and run to Lewiston with Vallencort, who had both feet crushed and may not have recovered from the amputations

INC Nov 16, 1906 Gorham, fatal injury, brakeman Eugene C. Tenney slipped while uncoupling cars on scale track and run over, solicitor's book places location as Berlin

ACC Feb 26, 1907 New Gloucester, derailment of morning psgr due broken rail, engine passed over it safely but baggage car went off, no injuries reported

INC May 16, 1907 Mechanic Falls, fatal injury, brakeman John Roach slipped between cars and run over, newsprr gave no other details

ACC May 23, 1907 Sherbrooke, rearend collision, light engine ran into e/b frt about 4:15 pm, demolishing the van, no report of injuries

RPT Jul 16, 1907 Yarmouth, armed holdup, two men suspected of holding up e/b Trn #84 here about 4 am on the 11th were arrested by the Sheriff around 10 am the same day, they are also suspected of breaking into the local Post Office

ACC Aug 21, 1907 Bryant's Pond, derailment, one car of night frt went off by Mann's Mill in a manner that rerailling it required assistance from the Gorham Auxilliary

INC Sep 5, 1907 Gorham, car repairman John McConnell seriously injured falling off scaffold in car shop upon which he was taking a nap

INC Oct 9, 1907 Yarmouth, injury to brakeman Winfield S. Hendrick, no other details given in solicitor's book

ACC Dec 3, 1907 Shelburne, fatal injury to sectionman Leland Kimball alighting from handcar as it was struck by light engine #720

RPT Dec 24, 1907 New Gloucester, derailment of coal train, date and circumstances not given in newsprr item

ACC Nov 6, 1908 Danby, headon collision, e/b wayfrt overran signal and struck psgr Trn #5 3/4 of a mile east of station, no mention of injuries other than the frt engr Charles Watt breaking his arm jumping

INC Dec 4, 1908 Portland, early am fire destroyed three company wharves and sheds along with damaging the Dominion Lines *Cornish* and much of its cargo

INC Dec 10, 1908 Cumberland, fire destroyed station during the night, cause thought to be from an overheated stove

ACC Jan 25, 1909 South Paris, derailment, all wheels except one tender truck of frt engine went off at west switch, rerailed with assistance of West Paris (Bates) helper

INC Mar 9, 1909 Portland Jct, employee Irving Daphne drowned after slipping on ice covered tie at Back Cove bridge and falling into water

INC Apr 26, 1909 New Gloucester, brkmn Leo J. Steady of Island Pond on night train struck by overhead bridge beam and seriously, but not fatally, injured

INC Jul 30, 1909 Island Pond, fireman John E. Reed fell from engine #30, solicitor's book gives no details other than injuring his knee

INC Oct 7, 1909 East Deering, injury to switchmen Albion Spendwich during a flying switch, details no mentioned in solicitor's book

RPT Oct 26, 1909 West Paris (Bates), talk of officially renaming this station Batesville, most of residents opposed, but GTR desires to do so to avoid confusion with other similarly named places (did not occur until Sep 1918)

RPT Dec 2, 1909 South Paris, word received here that train crews will commence running thru from Coaticook to Groveton instead of Island Pond to Richmond

ACC Feb 27, 1910 Dixville, derailment, six cars of freight went off, no other details as to train direction or of any injuries made available

INC Mar 13, 1910 East Deering, serious injury, switchman Perley Wood struck by cut of cars, leg crushed and amputated, prognosis not mentioned in solicitor's book

ACC May 19, 1910 Portland, derailment, switch engine #80 at sharp curve on Brown's Wharf, owner now wants restriction of large switchers from entering his wharf

ACC Aug 4, 1910 South Paris, derailment, rains washed mud over tracks so deep that the crew of afternoon train had to shovel ahead of engine, and at Jackson's Crossing the pony truck went off and took them an hour to-rerail it

ACC Dec 10, 1910 Ste. Rosalie Jct, headon collision, w/b GTR light engine #416 took e/b main instead of w/b where double track commences and near the Yamaska River bridge struck e/b Intercolonial Rly psgr Trn #146, no psgrs seriously injured, ICR engr Jamieson & fireman Dionne, and GTR engr William Walker & cdr A. R. Biggs were killed instantly, fireman McMullen was seriously injured

ACC Feb 8, 1911 South Paris, derailment, every wheel of Trn #5 except engine pony truck went onto the ties for about 300 feet, nothing tipped over & no serious injuries, but xprman Fred Smith shaken up when thrown thru open door into snowbank

ACC Feb 8, 1911 Sherbrooke, derailment of e/b freight at Ross Siding, item does not contain details of cause or damages

ACC Feb 21, 1911 Bromptonville, collision, van of e/b wayfrt left on switch and struck by w/b frt, derailing engine and smashing van

ACC Apr 11, 1911 New Gloucester, derailment, headend cars of afternoon w/b psgr went off, mailcar turned, baggage car upright, no report of injuries

ACC Apr 21, 1911 New Gloucester, derailment, headend cars of morning psgr went off almost in same spot as Apr 11th mishap, except mailcar stayed upright this time

ACC May 20, 1911 Acton, collision on diamond of northbound CPR frt and GTR light engine item does not give details

ACC Aug 10, 1911 Empire Road, derailment morning psgr on defective switch, no injuries as running on slow order due trackwork, Norway Branch train drafted to run as afternoon psgr train to Island Pond

ACC Dec 13, 1911 South Paris-Snow's Falls, slight headon collision in heavy fog between w/b light engine #760 and 2nd Section Trn #4, trains almost fully stopped & only pony trucks of both engines off, most psgrs unaware of impact until awoken for transfer to relief train (Sherbrooke paper contains report that 2nd #4 was a special train of eight cars carrying psgrs bound for a Liverpool steamship and wrecked at West Paris)

ACC Feb 15, 1912 North Yarmouth (Dunn's), headon collision w/b bunk engine #760 and an e/b frt with engine #710 led by engine #2345 which was being deadheaded from Gorham to Deering for repairwork, engr Elmer Barnes on #760 jumped but was overcome by a broken boxcar of grain and suffocated, on the #2345 fireman Raymond Jordan was killed instantly, but brkman Arthur Corliss was pinned inextricably under the burning wreckage and begging for relief from suffering a horrible death was physician mercifully administered chloroform

ACC Feb 15, 1912 Norton, derailment of ten cars near the depot, item does not contain details of cause or damages

ACC Feb 15, 1912 Lennoxville, derailment at diamond, item does not contain details as to train, company, cause or damages

ACC Mar 14, 1912 Hillhurst, derailment, ten cars of e/b frt extra went off at depot and caught fire which also burned down the station. Agent Bonner suffered injuries

ACC Apr 12, 1912 Wenlock, headon collision, w/b frt stalled on hill & engine #765 had taken half up to siding, then gone back for rear section when e/b night psgr mistook front section as whole train and went on downhill, smashing into engine #765 as it was coupling up, engr Wheeler on psgr engine #438 killed instantly (Sherbrooke paper reports site as Stratford Jct)

ACC Jul 10, 1912 Windsor Mills, derailment, three cars off near village, items does not give details of cause or damages

ACC Jul 16, 1912 Oxford, derailment, media item does not give details as to whether it was a psgr or frt trn, circumstances or injuries

ACC Aug 5, 1912 Coaticook, headon collision at summit of grade east of village between w/b light engine and e/b frt, item does not give details as to damages or injuries

ACC Dec 13, 1912 Danby, collision of frt trains, item does not give details as to circumstances or damages

ACC Aug 29, 1912 St. Lambert, collision between CV psgr train and GTR frt, item does not give details as to circumstances or damages

ACC Feb 21, 1913 St. Lambert, rearend collision, GTR Portland train ran into D&H train, item does not contain details as to e/b or w/b trains, circumstances

ACC Mar 4, 1913 Lennoxville, derailment on diamond, two frt cars off, item does not contain details as to train, company, or circumstances and damage

ACC Mar 10, 1913 Lennoxville, derailment on diamond, item does not contain details as to train, company, or circumstance and damage

ACC Mar 10, 1913 Britannia Mills, derailment, eleven cars off, item does not contain details as to train, circumstances or damage

ACC Mar 29, 1913 Sherbrooke, derailment of two Pullman cars at Ross Siding west of city, item does not contain details as to circumstances or injuries

ACC Apr 5, 1913 Corris, derailment, seventeen cars off, item does not contain details as to train, circumstances or damage

ACC Apr 9, 1913 Portland Jct, derailment of yard engine, brkman Chester Dennison riding on footboard was fatally injured

ACC Apr 10, 1913 Gilead, derailment w/b frt, fifteen cars of pulpwood & merchandise ditched west of company gravel pit (opposite Mason farm)

ACC Apr 25, 1913 Brosseau, derailment of D&H train, item does not contain details as to cause, damage or injuries

ACC Apr 30, 1913 West Milan, derailment e/b frt, eighteen cars of grain & genl merchandise, no report of injuries

ACC Jun 26, 1913 Actonvale, headon collision, e/b frt and w/b frt east of station, item does not contain details as to circumstances, damage or injuries

ACC Jan 24, 1914 Empire Road, derailment early morning train, one car off in manner delaying trains getting through until late in the day, no report of injuries

ACC Feb 10, 1914 Dixville, derailment, engine and all cars of e/b Portland Express went off the track near station, item does not contain details as to circumstances, injuries

ACC Feb 14, 1914 Coaticook, derailment, twenty frt cars off west of village, item does not give details as to train, circumstances or damage

ACC May 11, 1914 Richmond, derailment, eleven psgrs injured when coach of w/b Montreal Express went down 15 foot embankment at Jeffery's Crossing two and a half miles west of station, item does not contain cause

ACC Jun 15, 1914 Bromptonville, derailment, engine went off rails, item does not give details as to cause, damage or of injuries

ACC Dec 4, 1914 Bethel, derailment e/b grain extra at Robertson's Cut, twelve cars off, no report of injuries

ACC Dec 5, 1914 Mechanic Falls, collision on diamond, GTR frt struck middle part of MEC frt proceeding through, no injuries reported

ACC Feb 2 1915 Sherbrooke, derailment, psgr train off near station, item does not give details as to circumstances, damage or of injuries

ACC Mar 25, 1915 Oxford, derailment e/b frt east of station, 15 cars of beef across and on both sides of track, no injuries reported

ACC Feb 28, 1916 South Durham, headon collision of trains midway between this station and Lisgar, item does not contain details as to trains, cause, damage or injuries

ACC Mar 1, 1916 Locke's Mills, Paris newspaper mentions an accident at this station, but no details given as to train or circumstances

ACC-Mar 1, 1916 East Deering, Paris newspaper mentions an accident at this station, but no details given as to train or circumstances

ACC Mar 18, 1916 Sherbrooke, derailment of midnight Portland train, item does not give details as to circumstances, damage or injuries

RPT May 2, 1916 Gilead, Paris newspaper mentions derailment at this station, but no details as to date, train or circumstances are given

ACC May 22, 1916 Coaticook, derailment, fifteen cars off between here and Dixville, item does not contain details of train, cause, damage or injuries

ACC Jul 4, 1916 South Paris, derailment, quarter mile west of Swift's Crossing, one car off, no report as to which train or of injuries

ACC Jul 14, 1916 Coaticook, collision, engine ran into frt cars, item does not contain details as to cause, damage or injuries

ACC Jul 17, 1916 Danby, derailment, item does not contain details as to train, cause, damage or injuries

ACC Sep 16, 1916 Gorham, derailment e/b frt, engine #1393 and several coal hoppers east of Peabody River bridge in meadow below highway crossing, no other details

ACC Dec 24, 1916 Gilead, headon collision when e/b frt engine #520 overran meeting point & struck w/b frt engine #708 at Peabody Hollow, engr Leon Corliss, fireman E. P. Wilder & brkman L. B. Pike on #708 were killed almost instantly and fireman Herman Terrison on engine #520 was killed instantly, engr Winfield

Chase died several days later from his injuries

ACC Jan 1, 1917 Gilead, derailment morning frt, several cars off, no details or circumstances given in Paris newspaper

INC May 22, 1917 North Stratford, brkman Charles Ripley fell from car when trousers caught and lost two fingers as train ran over his hand

INC Dec 11, 1917 West Bethel (Allens), 8 cattle strayed onto crossing a mile east of depot & were met by w/b evening psgr, 6 killed, and beef was plentiful the next day

INC Jan 13, 1918 South Paris, serious injury to civilian guard Frank Jewell stepping on slippery tie as he followed a train across Androscoggin Bridge and fell forty feet onto an abutment, it is thought he will recover

ACC Jan 18, 1918 Locke's Mills, derailment w/b psgr, rerailed prior arrival of Auxilliary, which continued on to clear a frt derailment at Jackson's Crossing in South Paris and during which time another frt derailed at Oxford

INC Jan 19, 1918 Percy, fatal injury, brkman Herbert Gardner on night frt fell from cartop, was son of West Paris (Bates) station agent W. W. Gardner

INC May 29, 1918 Island Pond, fire destroyed RR YMCA during the night, 3 people perished including young newsboy Harry H. Payne

RPT Sep 10, 1918 West Paris (Bates), station name now officially changed to "Bates" to avoid mistakes which have occurred with psgrs & traffic between similarly named stations, "Bates" honors prominent resident Lewis C. Bates, under the same effectment North Yarmouth now becomes known as "Dunns", West Bethel becomes "Allens", and Stratford Hollow becomes "Mapleton"

ACC Nov 12, 1918 Falmouth, derailment at Presumpscot Bridge, eleven cars of e/b grain extra went off, no report of injuries

ACC Nov 15, 1918 Mechnic Falls, derailment of e/b frt near the Oxford townline, no report of injuries or other details

ACC Nov 21, 1918 Falmouth, derailment psgr Trn #16 due to a broken rail, two people in the smoking car died when it overturned and a third person died from injuries the following day, media report does not mention other details

ACC Dec 25, 1918 West Paris (Bates), headon collision, no details, but one engineer was from this village and the other engineer from Bryant's Pond, both had Christmas dinner with their families

RPT Mar 18, 1919 Shelburne, derailment of frt trn, Paris newspaper only makes mention that seventeen cars went off track on Tues (11th)

RPT Apr 1, 1919 Empire Road, derailment of trn, Paris newspaper only makes mention that three cars went off on Fri (Mar 28th)

ACC May 3, 1919 Bethel, derailment, three frt cars went off at station platform and ripped up about thirty feet of planking, other details not reported

INC May 10, 1919 Oxford, frt trn #550 (e/b wayfrt) struck automobile on Coy's Crossing, an occupant in the vehicle, Mrs. Fred Young, was killed, other details given

ACC Nov 6, 1919 St. Cyr, boiler exploded injuring four crewmen, item does not give details as to train or names of injured

ACC Feb 19, 1920 Portland, derailment of engine and plow in yard, no injuries reported but engine crew jumped as tender was hanging over seawall

INC Mar 6-8, 1920 Norway, branch engine #2170 stuck in deep snowdrift three days before mainline plow train could get in to pull it over to South Paris

ACC Mar 8, 1920 Locke's Mills, derailment of w/b plow and one of the "big U. S. engines"

(#451) at Rabbit Road crossing west of this station, plow entirely turned around facing eastbound

ACC Mar 31, 1920 West Bethel (Allens), derailment w/b frt, Paris newspaper makes mention only that eight cars are off

ACC Apr 7, 1920 Locke's Mills, derailment wayfrt engine, Paris newspaper makes no mention of whether am or pm local

ACC Jun xx, 1920 East Deering, derailment yard, yard engine #1699 sustained minor damage at misaligned switch

ACC Jul 20, 1920 Oxford, derailment e/b frt two miles west of depot, five of the seven cars off are shown on company blueprint as Swift #14646, IC #87991, LV #25739, CNJ #35846 and B&O #85077

ACC Aug 14, 1920 Coaticook, derailment w/b morning psgr running into washout, four persons seriously injured and taken to Sherbrooke hospital, other details not given

INC Aug 17, 1920 South Paris, e/b psgr engine disabled at Snow's Falls, Norway branch engine moved train back to West Paris (Bates) to await relief engine from Gorham

ACC Sep 8, 1920 Mechanic Falls, derailment frt, morning and evening psgr trains transferred passengers, mail and baggage around the site

ACC Dec 13, 1920 Portland, derailment in yard, damaging PRR car #73465, circumstances not given but involved switchmen E. J. Huskins and W. L. Barber

ACC Dec 14, 1920 East Deering, engine #1824 damaged in sideswipe, extent and circumstances not given but involved switchman W. F. Ferguson

ACC Feb 15, 1921 Locke's Mills, derailment evening e/b psgr engine upon breaking of a driving axle and connecting rod disabling air pump, Norway branch train sent up to forward mails & passengers to Portland while Lewiston branch train run to South Paris for taking passengers at that station and eastward to Portland

ACC Feb 17, 1921 Plessisville, headon collision of frt trns in yard, both engines #1393 & #1205 received minor damage and several cars derailed, circumstances not given

ACC Nov 11, 1921 Portland, damage to coaches #1029 and #2277, circumstances not given, but involved switchman H. F. Crossman

ACC Nov 22, 1921 Norway, derailment, branch engine split switch in yard, could not be rerailed until a mainline engines was available to come in pull it back on

INC Nov 24, 1921 Groveton, broken drawbar required turning on B&M table, then reattaching to the rear of train

ACC Feb 14, 1922 Portland, derailment, minor damage to engine #1826 and QMS boxcar #4944, circumstances not given, but involved switchman J. M. Alfred

ACC Mar 21, 1922 Wenlock, derailment e/b frt, fifteen cars of grain off, Norway branch train ran as morning psgr from South Paris to Portland

ACC Feb 3, 1923 Portland, derailment of engine #1825 on Long Siding, extent of damage and circumstances not given, but involved switchman J. J. Faulkner

ACC Apr 3, 1923 Stark, derailment, engine #510 dispatched with Island Pond Auxilliary, details currently unknown

ACC Jan 2, 1924 South Paris, derailment, engine #7528 dispatched with Portland Auxilliary, details currently unknown

ACC Jan 24, 1924 Groveton, derailment, engine #3700 dispatched with IP Auxilliary, details currently unknown

ACC Feb 2, 1924 North Stratford, derailment, engine #3701 dispatched with IP Auxilliary, details currently unknown

ACC Feb 18, 1924 Bethel, derailment, engine #3708 dispatched with IP Auxilliary, details currently unknown

INC Mar 22, 1925 Locke's Mills, John Reid, 19, son of South Paris agent Harry Reid & former stationmaster here, was severely scalded making repairs to the boiler at the Tebbets Spool Mill and thru special arrangements by his father and railway officials the Norway Branch train came here for taking him to the Lewiston hospital (his condition subsequently deteriorated and he died March 30th)

ACC Sep 26, 1926 Gorham, derailment, engine #3429 dispatched with IP Auxilliary, details currently unknown

INC Nov 11, 1926 Portland, fatal injury, brakeman Frank L. Hebert was killed instantly when he slipped from the tender footboard of engine #7527 and fell underneath (the engine was running in reverse for East Deering pulling eighteen cars of coal)

ACC Aug 3, 1927 Percy, derailment, engine #3710 dispatched with IP Auxilliary, details currently unknown

ACC Nov 4, 1927 multiple events Kingsey, bridge washed out beneath e/b night xprs from Quebec City taking lives of five crewmen, shortly a washout at South Durham cut the St. Hyacinthe S/D, followed by derailment of Train #11 at MP 154 east of Summit cutting the Sherbrooke S/D there along with washouts on the Berlin S/D at MP 90.8 and MP 92.4 east and west of Gorham

ACC Dec 24, 1927 Gorham, sideswipe collision, w/b engine #733 tipped onto side entering switch at same time w/b engine #734 had already entered it

ACC Jun 5, 1928 Percy, derailment, engine #3713 dispatched with IP Auxilliary, seven cars of e/b frt went off at west switch

ACC Feb 7, 1929 West Paris (Bates), derailment, engine #3705 dispatched with IP Auxilliary, details currently unknown

ACC May 14, 1929 Oxford, derailment e/b frt near Coy's Crossing, 10 cars off, engine #3712 dispatched with IP Auxilliary and engine #1602 with Portland Auxilliary using crane borrowed from Maine Central Rly

ACC Jun 12, 1929 Oxford, derailment e/b frt near Stuart's Crossing, 15 cars over embankment with some cars of meat nearly submerged in river, engine #3708 dispatched with IP Auxilliary and engine #3710 with Portland Auxilliary using crane borrowed from Maine Central Rly

ACC Jul 2, 1929 Locke's Mills, derailment, engine #858 dispatched with IP Auxilliary, details currently unknown

ACC Dec 13, 1930 St. Hyacinthe, van #77838 destroyed, rearend collision? details currently unknown

ACC Aug 13, 1931 Coaticook, derailment, engine #5069 dispatched with IP Auxilliary, details currently unknown

ACC-Apr 8, 1932 Dixville, derailment, engine #858 dispatched with IP Auxilliary, details currently unknown

ACC Feb 14, 1933 Sherbrooke, derailment, engine #3709 dispatched with IP Auxilliary, details currently unknown

ACC Jan 24, 1934 Percy, derailment, engine #3706 dispatched with IP Auxilliary, details currently unknown

ACC Jan 30, 1935 Gorham, derailment, engine #3700 dispatched with IP Auxilliary, details currently unknown

ACC Feb 6, 1935 West Milan, derailment, engine #3713 dispatched with IP Auxilliary, details

currently unknown

ACC Feb 14, 1935 Lewiston Jct, derailment, engine #3712 dispatched with IP Auxilliary, details currently unknown

ACC Mar 5, 1935 Gilead, derailment, engine #3714 dispatched with IP Auxilliary, returning with engine #5282 in tow, other details currently unknown

ACC Sep 21, 1935 Gorham, derailment, engine #3706 dispatched with IP Auxilliary, details currently unknown

ACC Jan 30, 1936 Lewiston Jct, derailment, engine #3708 dispatched with IP Auxilliary, details currently unknown

ACC Feb 17, 1936 Gorham, derailment, engine #3713 dispatched with IP Auxilliary, details currently unknown

ACC Feb 29, 1936 Percy, derailment, engine #3712 dispatched with IP Auxilliary, details currently unknown

INC Mar xx, 1936 Locke's Mills, spring freshet washed out double box culvert at MP 65.6

ACC Mar 26, 1936 Gorham, derailment, engine #3432 dispatched with IP Auxilliary, details currently unknown

ACC Jan 4, 1937 Sherbrooke, derailment, engine #3712 dispatched with IP Auxilliary, details currently unknown

ACC Feb 12, 1937 Gilead, derailment, engine #3433 dispatched with IP Auxilliary, details currently unknown

ACC Jul 11, 1937 Locke's Mills, derailment, engine #3420 dispatched with IP Auxilliary, details currently unknown

ACC Oct 30, 1938 Groveton, derailment, engine #3432 dispatched with IP Auxilliary, details currently unknown

ACC Aug 26, 1939 Waterville, derailment, engine #3414 dispatched with IP Auxilliary, details currently unknown

ACC Jun 17, 1940 Norton, derailment, engine #2574 dispatched with IP Auxilliary, details currently unknown

ACC Jan 27, 1941 North Stratford, derailment, engine #3445 dispatched with IP Auxilliary, details currently unknown

ACC Mar 27, 1941 Richmond, van #78090 destroyed, rearend collsion? details currently unknown

ACC Aug 2, 1941 Ste. Rosalie, van #78162 destroyed, rearend collision? details currently unknown

INC Jun 15, 1942 Sherbrooke, flood waters of St. Francis and Magog Rivers briefly isolated mainline to west and inundated lower yard at this station, while to the east floating debris pushed Salmon River bridge forty inches off line requiring several days to restore service through to Portland

ACC Jun 16, 1943 Dixville, derailment and washout that severed line until 26th, engine #2623 initially dispatched with IP Auxilliary, then dispatched as daily work extra

ACC Jul 14, 1943 Dixville, derailment and washout that severed line until 19th, engine #3706 initially dispatched with IP Auxilliary, then alternated with engine #5290 in work train service

ACC Feb 9, 1944 Groveton, derailment, engine #3703 dispatched with IP Auxilliary, details currently unknown

ACC Feb 25, 1944 Auburn, derailment, thick ice in flangeways of grade crossing caused branch engine #734 to veer across roadway into snowbank and blocking the street

until engine #3715 arrived with the Auxilliary from Island Pond

ACC Mar 23, 1944 West Paris (Bates), derailment, engine #3433 dispatched with IP Auxilliary, details currently unknown

ACC Jan 9, 1945 Bethel, derailment, w/b wayfrt going up passing track for meet with Trn #16 when hopper car went off fouling mainline near west switch which blocked #16 passage east to the depot until Maine Central Rly engine #454 arrived with their Rigby Auxilliary from Portland

ACC Jan 25, 1945 Bethel-Walkers Mills, minor derailment of engine #5605 on Trn #16 when it broke a driving wheel east of Rabbit Road crossing, passengers were taken to Locke's Mills on school busses for continuing to Portland via the branch train engine #713 brought up from Lewiston, Maine Central Rly engine #521 arrived during the night with the Rigby Auxilliary to rerail engine #5605 for towing it with train back to Portland

ACC Jan 26, 1945 Upton, headon collision, e/b and w/b trns; psgr engineer John Marshall seriously injured, seven passengers received minor injuries

ACC Mar 30, 1946 West Paris (Bates), derailment, rear ten cars and van of e/b grain extra drawn by engine #3440 fouled mainline and passing track at west switch, delaying Trn #17 until engine #5584 brought in Auxilliary from Island Pond and lifted several cars to clear switch for traffic to move via passing track

ACC Mar 4, 1947 Groveton, derailment, engine #3711 dispatched with IP Auxilliary and joined by engine #5292 which brought in the St. Hyacinthe Auxilliary to assist

ACC Aug 12, 1947 Richmond, derailment, engine #3442 dispatched with IP Auxilliary

ACC Dec 31, 1948 Richmond, van #78094 destroyed, rearend collision?, details currently unknown

ACC Jul 7, 1949 Groveton, derailment, engine #3414 dispatched with IP Auxilliary, details currently unknown

ACC Jul 5, 1951 Waterville or Morse? rearend collision, psgr engine #5291 on w/b frt xtra overran flag of train ahead, demolished van, engine #5291 turned over

ACC Feb 12, 1952 Mechanic Falls, derailment, engine #3704 dispatched with IP Auxilliary, details currently unknown

ACC Feb 22, 1952 Gilead, rearend collision, e/b frt ran into e/b wayfrt, demolishing van #75950 and derailing several cars, engine #3704 dispatched with IP Auxilliary

INC Sep 13, 1954 Falmouth, washouts at MP 4.7 and 6.1 and at MP 100.1 in Berlin from Hurricane Carol flooding

INC Sep 13, 1954 Crystal, flooding, engine #3703 dispatched with IP Auxilliary to stand by at Phillips Brook bridge, MP 111.7, during Hurricane Carol rains

ACC Jul 10, 1955 West Bethel (Allens), derailment, engine #3432 dispatched with IP Aux, details currently unknown

ACC Sep 21, 1955 Island Pond, derailment gondola load of scrap metal in east yard, engine #7475 brought out Auxilliary to rerail it

ACC Dec 9, 1955 Berlin, derailment, engine #3432 dispatched with IP Auxilliary, details currently unknown

ACC Dec 30, 1955 East Brighton, derailment, engine #3411 dispatched with IP Auxilliary, details currently unknown

Once Upon A Steam Age - Portland Division, November 1927

By John Davis

Once upon a steam age, on the 2nd, 3rd and 4th of November 1927, steady torrential rains nearly washed the Central Vermont Railway and the State itself, into oblivion, and inundating much of Canadian National's Portland Division in the Eastern Townships, upper regions of Vermont, New Hampshire and parts of Maine.

Inspection of damage along the CV revealed the destruction through the heartland and south beyond Brattleboro would require months of massive effort akin to building a new railway before the line could be reopened to traffic; while it was estimated effecting repairs and closing a number of breaks to restore service on the Portland route would only take six or seven days.

Immediately Canadian National began moving equipment and material from across the system for rebuilding southward from St. Albans, and at the same time tasking Portland Division not only to move all Montreal-New London CV traffic through to the Boston & Maine's Rigby Yard in South Portland, but also provide motive power, crews, and the equipment to assist in moving material and supplies into mid-Vermont via connecting lines.

Although regional media some seventy-five years ago carried early accounts of the flooding as front page news, most reports on the extent of damage appeared only in local papers and any subsequent media attention was usually about progress of reconstruction within Vermont and without mention of Portland Division's role enabling that restoration.

Fortunately some documentation, such as enginehouse and station registers, photographs and the recollections from several of those participants no longer with us, still exist to permit a portrait of Portland Division operations and involvement in Vermont's recovery during that period.

By 7 p.m. the 3rd the rain had fallen steadily for over twenty-four hours without let-up, rivers and streams across the region at flood stage, and track patrols reported water rising even higher in some areas as the downpour intensified, but all that evening's trains went out as scheduled, albeit with caution. Shortly after midnight however, all h— began to break loose and in a few hours the Division would be in shambles—a tragic derailment, trains stranded at remote stations, others cancelled altogether, and water over the tracks everywhere with washouts galore.

Upon #15's arrival at Norton at 12:15 a.m. the 4th, 5292's engineer reported debris blocking a box culvert near MP 152, and at 1 a.m. engine 861 was dispatched from Island Pond with a crew to clear the culvert and stone to riprap the roadbed. During the time 861 was enroute to the site, conditions west of Richmond and northeasterly towards Victoriaville worsened.

At 1:30 a.m. the bridge two miles east of Kingsey was swept away as the night train of the 3rd from Quebec crossed it, dropping the engine and express cars into the stream and claiming the lives of five Danville Sub crewmen. Minutes before the relief train sent out from Richmond was reaching this disaster scene, a track patrol found a washout about 2:10 a.m. at South Durham on the St. Hyacinthe Sub which forced the 2:35 a.m. annulment of #15 on its arrival at Richmond and its counterpart #34/14 with engine 5289 to tie up on reaching Danby at 2:50 a.m.

Despite the St. Francis River threatening Richmond yard and eastward, Sherbrooke Sub was still passable for work extras to position ballast cars at Sherbrooke and Coaticook and extra 3704 to

make Summit siding at 6 a.m. for meeting #11 engine 5293 due out of Island Pond at 6:10 a.m. But at 6:20 a.m. as #11 approached MP 154 just east of the meeting point, a sudden torrent of water took the culvert out from under two headend cars and swept them downstream.

The baggage car came to rest about 50 feet downstream from the washout with one side and end partially torn away, while the mailcar stood upright with its trucks buried in the stream bed some 50 feet further beyond the baggage car. Miraculously no one was injured during the derailment although the express messenger and baggageman received minor bruises in being shaken about.

At 7 a.m. 861 was again ordered west to return the rear cars of #11 to Island Pond and within half an hour both #11's engine and the freight train would be stranded at Summit as sectionmen erected a cofferdam across the tracks at a deep cut east of Norton to prevent flooding the village. As this was occurring, a 200 foot washout severed the Berlin Sub at MP 137 between Wenlock and Bloomfield, and long stretches of track from North Stratford to Mapleton were either being covered or washed away entirely by the rising Connecticut River.

Further east, by 8 a.m. there would be a gap of some 175 feet at MP 92.4 between Berlin and Gorham yard, the Peabody River bridge askew on a washed out west pier at MP 90.8, and the Androscoggin River that lapped the rails on Shelburne Pool causeway when 2575 went across at 5:40 a.m. with the wayfreight, now nearly two feet over it, causing 3714 to tie up #493 on high ground at Gilead as water ahead and behind the train continued to rise and cover sections of track in a dozen places from Shelburne to a mile or more east of Bethel station.

About 9 a.m. 861 returned to Summit with material to crib that washout, 2574 went east with similar material to commence work at MP 137, at 9:12 a.m. 5289 ran back to Montreal from Danby as an extra, and three worktrains out from Richmond, one at the Danville tragedy site, one making its way towards South Durham, and the third heading for Sherbrooke. At 1 p.m. 3703 left East Deering for Locke's Mills with hoist 50056 and ballast cars and at 6 p.m. went back to Bryant's Pond to tie up for the night. As the river began to recede at Bethel that evening, 3714 left its train at Gilead and ran east to Bryant's Pond where it tied up at 7:30 p.m.

On the 5th 3705 went out at 5 a.m. with Auxiliary 50029 for MP 154 to recover the derailed cars, but it took until 12:15 p.m. to lift the baggage car out and move it aside to burn. The outfit then returned to Island Pond at 2 p.m. At 7 a.m. 3703 and 3714 were ordered to Locke's Mills for loading ballast and work separately between there and Shelburne, returning to Bryant's Pond for the night. At 8:35 a.m. engine 1602 left Lewiston with a passenger extra carrying a large crew of men to Locke's Mills, arriving at 10:22 a.m. and departing at 10:45 a.m. back to Lewiston.

At 8:45 a.m. as 2574 went back to finish cribbing the washout at MP 137, 732 departed Portland with a passenger train for South Paris, arriving there at 11:27 a.m. and leaving at 12:55 p.m. back to Portland. The break at South Durham was closed in time to allow #16 through to Richmond from Montreal and terminate on reaching Sherbrooke at 11:35 a.m., and the Train #15 which tied up early the 4th to depart Richmond at 11:14 a.m. as Train #11.

2575 left Portland at 2:25 p.m. with a wayfreight for South Paris and tied up there for the night at 8:35 p.m.. Meanwhile at 3:30 p.m. #16 went back from Sherbrooke as #17 to Richmond where it was annulled and then ordered out as #43 for Montreal. At 6 p.m. 861 was sent west to work from Summit to Norton ballasting, remove the cofferdam and bring back some of 3704's train. At 9 p.m. 2574 went out with the Auxiliary to MP 154 for retrieving the mailcar, while #12 left Montreal on its scheduled time, but operated only as far as Coaticook.

On Sunday the 6th, #33 left Richmond at 3:50 a.m. for Montreal, at 4 a.m. 50029 had completed rerailling the mailcar and was heading back to Island Pond with it, 3703 and 3714 went to work at 7 a.m. between Locke's Mills and Shelburne hauling ballast. At 7:20 a.m. 5605 left Portland with a Berlin Sub #117 for Bethel and returned as #116. 2612 went to work at 8 a.m. between Island Pond and Bloomfield hauling ballast to MP 137.

5292 came into Island Pond on #14 that morning at 8:30 a.m., but #116 only ran to Coaticook, then went back as #117. At 3 p.m. 5293 moved down from Summit as a work extra with the rest of 3704's train, followed at 4 p.m. by arrival of extra 2518 bringing a hoist and ballast cars from Richmond along with 3704 picked up at Summit as dead tow. At 5 p.m. 3705 went west with a caboose for Richmond, 5584 left from Portland at 5:25 p.m. on a passenger extra to Bethel and returned east as #14, while 5293 departed Island Pond with #15 for Montreal at 11:40 p.m.

Except for a delay equipping #11 on the 7th and its engine doubleheading with 2518 at 3 a.m. for Richmond, the regular passenger movements in and out of Island Pond over the Sherbrooke Sub returned to operating normally. At 7:10 a.m. 861 took the wayfreight to Richmond and at 8 a.m. 3705 came in with more equipment and ballast from Sherbrooke. At 8:30 a.m. #11 finally left as 2nd #11 due to a 1st #11 made up at Richmond having just left that station. At 9 a.m. 2574 took the borrowed hoist to MP 157 for loading ballast. At 2:30 p.m. 3706 arrived from Montreal with cars of rock and some freight, and at 5:30 p.m. 3420 came in on a ballast train from Richmond.

Berlin Sub runs were similar to those of the 6th, 5605 and 5583 on passengers from Portland to Bethel and back, 2575 took a wayfreight east from South Paris, and at 7 a.m., as 3703 and 3714 moved the ballast operation up to the Pleasant River and Mason pits at Allens, 2576 departed East Deering with a Bethel wayfreight and then tied up for the night at Bryant's Pond with 3703 and 3714. At 9 a.m. 2612 went to Bloomfield pit for ballast and taking a crew to North Stratford for repairing track damage and laying new rails as necessary across the meadows to Beatties.

On the 8th only manifests #492 and #493 remained absent from Island Pond's normal "westend" timecard. To the east, while passenger and freight services were still held to running between Portland and Bethel, 3703 and 3714 went to work at 7 a.m. between Allens and MP 90.6. At 8:30 a.m. 2612 left with equipment and material for Gorham to commence driving pile on the west end of the gap at MP 92.4, 3712 was sent to work between Bloomfield pit and Mapleton at 9 a.m., while at 10 a.m. 3705 was dispatched to North Stratford and Mapleton dumping rock.

The 9th would find increasing activity on the "westend", 3708 brought in a freight extra from Montreal at 10 a.m., 3417 arrived from Richmond with freight at 11:30 a.m., 3702 came in with #492 at 3 p.m., 2518 brought in a ballast train at 5 p.m. from Richmond and at 8:30 p.m. 3420 arrived from Richmond with a mixture of freight and ballast.

At Gorham earlier that morning 3714 finished work on the Peabody River bridge, letting 3703 across with the Portland piledriver 2575 had brought into Bethel the previous day. By 9 a.m. it was at the east side of the MP 92.4 gap joining 2612's piledriver working from the west, 2574 heading for Berlin picking up carloads of pulp enroute, 3705 and 3712 were on ballast extras between Bloomfield and Groveton. Both passenger trains operated from Portland to Gorham and back, while 2576 arrived from Portland at 5 p.m. with wayfreight and merchandise cars.

At 1:50 a.m. the 10th, the gap was bridged at MP 92.4 and Montreal-Portland service fully restored. At 5:15 a.m. 3711 departed Island Pond with #14, 5559 took #16 out at 2:05 p.m., while 5583 brought in #17 from Portland at 2:55 p.m. and 5605 came in with #15 at 11:25 p.m.

Other moves not on the regular timecard at Island Pond were 2611 leaving at 9 a.m. and 3712 at 9:30 a.m. to dump rock between North Stratford and Mapleton, 3702 getting back at 10 a.m. from a Groveton turn, 3703 came in at 7 p.m. with a train of empty pulpracks from Berlin, and as 2612 was arriving from Gorham with the piledriver at 8 p.m., a passenger extra being routed via Portland was departing Montreal's Bonaventure Station as its counterpart skirted Boston.

At 12:20 a.m. the 11th, as Train CV20 "*The Washingtonian*" halted briefly on Track 2 in front of Island Pond's station where CN 5579 was swiftly exchanged for GT 5583 with Cydney Barnes and Peter Goulet in the cab, and quickly underway again for delivery to the Boston & Maine at Rigby Yard in South Portland; George McKelvey and J. L. Ouellette aboard GT 5559 were on their way with the first Train CV21 "*The Montrealer*" out of Rigby via Yarmouth Junction to arrive in Island Pond at 4 a.m. There 5579 waited for speeding it onward to the namesake city.

In addition to the passenger and freight trains regularly carded at Island Pond, between 6 a.m. and noon three Richmond turns entered the yard, CV engine 462 with a train of ballast which 2611 then moved east on a Groveton turn, 3416 and 3428 came in on rock trains with 3712 then forwarding the first one to Groveton on another turn. At 4 p.m. 732 arrived from Gorham for servicing after leaving the Portland piledriver at Groveton, and from 4:30 to 9 p.m. three more Richmond turns would come in with ballast trains, 3419, 2601 and 3429.

The 12th began at Island Pond with arrival of 5579 on CV20 at 12:20 a.m. and its quick departure for Rigby via Yarmouth Junction behind 5584, at 4 a.m. 5583 brought in CV21 from the B&M Rigby hand-off and fifteen minutes later left for Montreal with 5579 in charge. At 5 a.m. 5293 came in with #14 which 3705 then drew on for Portland, and at 5:30 a.m. CV 470 arrived on a Richmond turnaround. At 6:10 a.m. 5289 headed for Montreal with #11, at 7 a.m. 2574 left with the Gorham wayfreight, and at 7:20 a.m. 3418 brought in another turnaround from Richmond.

At 8 a.m. 732 and 862 left coupled together for Groveton with work outfits and disappeared for a number of days, said to have been sent on loan to the Montpelier & Wells River road by way of the B&M for restoring the M&WR and getting worktrains onto the CV at Montpelier Junction. At 12:10 p.m. 3417 came in from Richmond with ballast and at 12:30 p.m. 3700 arrived from Portland with #493, which was then taken west by 3417.

5574 replaced 5604 upon #17's arrival from Portland at 1:05 p.m., 5605 took over for the 5071 when #16 came in from Montreal at 1:55 p.m. At 2:45 p.m. 3706 came in from Montreal with #492 which 3702 left with for Portland at 3:15 p.m. 3420 arrived from Richmond at 3:30 p.m. and went back with the annulled #493 that 3714 started out with November 4th and now brought in at 4 p.m. from Gilead, eight days after leaving it there.

At 4:30 p.m. 3708 arrived on a Richmond turn, at 6:20 p.m. 713 came in with the wayfreight from Gorham and at 7 p.m. 861 brought in one from Richmond. At 8:15 p.m. 2624 and 2654 doubleheaded in with an extra from Montreal, 5292 arrived with #12 at 10:30 p.m., followed at 11 p.m. by 3419 on a Richmond turn. 5072 brought in ballast from Richmond at 11:20 p.m. and would take #14 to Portland the next morning.

Over the next ten days another half dozen daily extras would work the Sherbrooke Sub, dodging the Rigby-Montreal specials and regularly scheduled trains to fill Island Pond yard and available siding space down the line with hundreds of cars of work equipment and materials that would be forwarded to the CV when the M&WR and the B&M's line to White River Junction reopened.