

BOMANVILLE.

NOVEMBER 16,

1898.

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## COLLISION AT BOWMANVILLE.

An Engineer, Doctor, Fireman, and Fireman, Both of Toronto, Badly Hurt.

(Special Dispatch to The Globe.)

Bowmanville, Nov. 30.—Last night the Grand Trunk express from the east collided with the rear end of a freight train about a mile west of this place, and Driver Fred. S. Warren, and Fireman T. Caley, both of Toronto, were badly injured. The freight train, after taking water at the tank, backed eastward to enter the siding and allow the express to pass. While standing for the switch to open the passenger train dashed around the curve and struck the caboose of the freight at full speed. Three of the end cars of the freight

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train were wrecked, and as they took fire, the blaze roared about the damaged locomotive. Martin Foy, a baggageman, pluckily mounted the engine and backed it out of danger. The injured driver and fireman were taken on to Toronto. None of the passengers were injured, although they were all severely shaken up.

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Fred W. Warren, the injured engineer, lives at 16 Brant place, and T. Casey, the fireman, at 159 Niagara street, in this city. Warren has some cuts about his head and appears to be hurt internally. Casey has a crushed leg and some cuts and bruises. Dr. Ilordan, who is attending them, says they are not seriously hurt and are getting along as well as could be expected.

**DADESBIA**

BOMANVILLE,

JULY 2, 1901.

# GRAND TRUNK SMASHUP.

## TWO HEAVY FREIGHT TRAINS COLLIDE AT BOWMANVILLE.

An immense quantity of debris piled up beside the rails takes fire—Good work of the Town Brigade and the Railway Wrecking Crews.

(Special Despatch to The Globe.)

Bowmanville, July 1.—The worst railway smashup that has ever occurred at the Grand Trunk Railway station here marked Dominion Day. About 3:30 this afternoon a head-on collision took place on the bridge just west of the station, by which two engines and some dozen cars were more or less wrecked. The westbound freight train from the east was preparing to shunt to a siding to allow a through freight to pass on the main track, but before the westbound train had reached the switch to back on the siding the through train came rushing round the curve west of the bridge at a 35-mile speed, not intending to stop here. The engineers and firemen of both trains reversed their engines and jumped, not a moment too soon, for no sooner had they got clear of their trains than the big mogul engine, No. 919, of the eastbound train smashed into No. 557 from the east. The momentum of the eastbound train, which was heavily laden, sent the westbound train back some rods. The main portion of the train being separated from the first boxcar next the tender, it was driven by the force of the blow out of harm's way, to a position east of the station, but the eastbound train, being a long and heavy one, was very much wrecked. The Mogul engine was slightly off the rails. The tender toppled over the bridge, falling on the west bank of the stream. The next car, loaded with wool, was completely up-ended and the wool was scattered over the bridge. A car of Manitoba flour, from the Consolidated Milling Company, was dumped right into the creek, where also a

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Engine 919

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