

LONDON AND  
PORT STANLEY  
RAILROAD.



# Electric Locomotive On L. & P. S. Wrecked By Explosion of Gas

Southeast London Shocked By  
Blast—None Injured As En-  
gine Not Manned — Unusual  
Accident.

Explosion of accumulated gas pro-  
duced by the short circuiting of the  
dynamo on L. & P. S. R. electric loco-  
motive No. 1 partially wrecked the  
engine, blowing out the steel shuttered  
windows and burning up the coils of  
the dynamo.

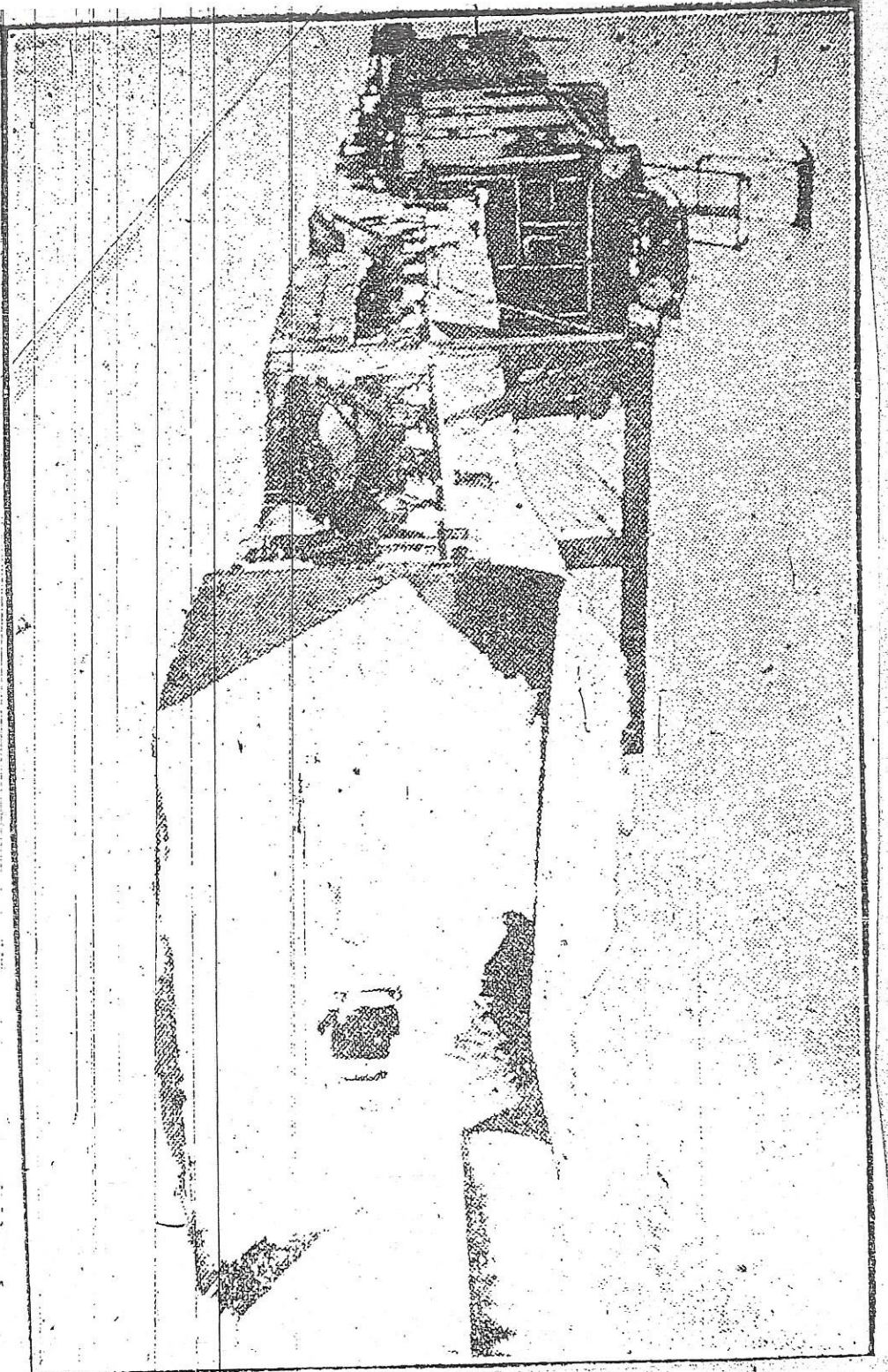
The force of the explosion was felt for  
blocks around, and residents in the  
neighborhood of Phillip-street yards re-  
ported doors and windows shaken as if  
by an earthquake. No damage was done  
outside of the engine, as it was not  
manned at the time by a train crew,  
but was being shunted through L. &  
P. S. R. freight yards by another  
engine.

A short circuit to the dynamo pro-  
duced an unidentified gas in such quan-  
tities in the closed locomotive that  
when the burning coils of the dynamo  
ignited it the steel sliding windows  
were burst open by the exploding gas.  
The damage will not amount to over  
a few hundred dollars for the rewinding  
of the dynamo. No explanation of the  
short circuiting of the dynamo has been  
learned yet.

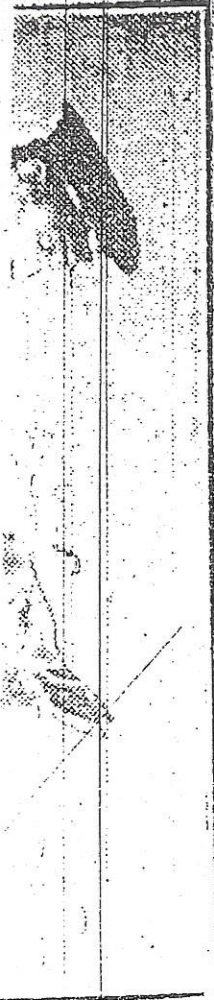
London Free Press

November 15  
1924





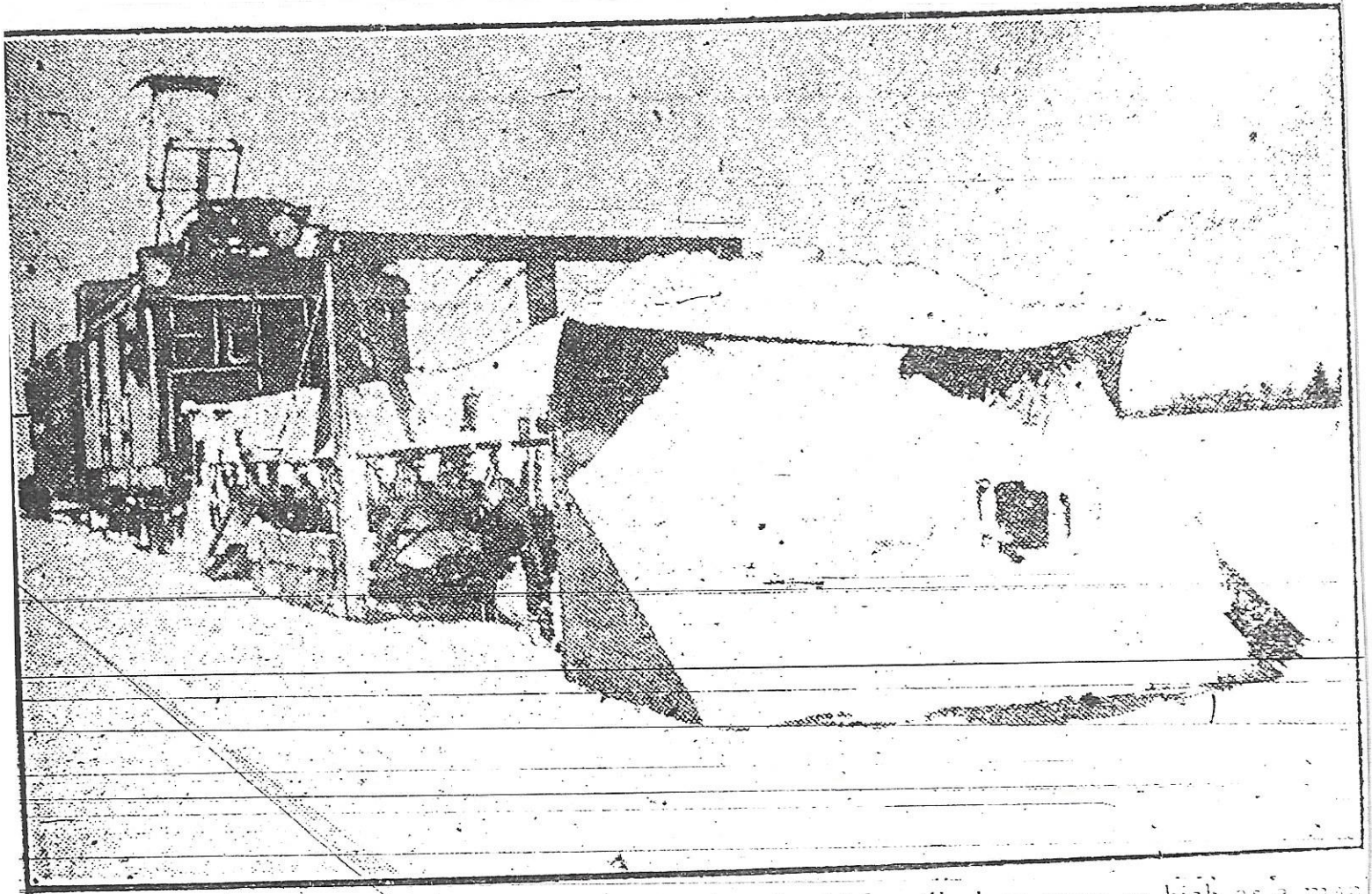
Snow plow on the London and Port Stanley Railroad which will clear snow as high as a man head from the tracks while traveling 40 miles an hour. It is weighted with 50,000 pounds of steel rail.



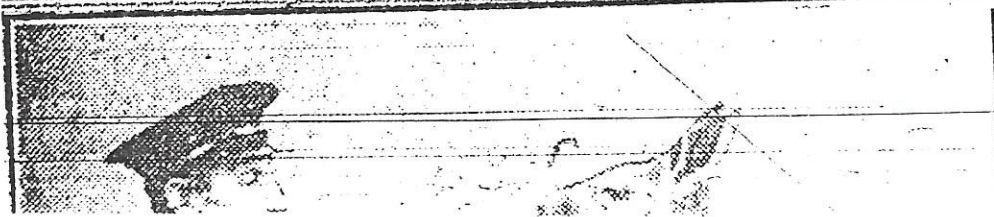
Hamilton  
Herald

February 27  
1920





Snow plow on the London and Port Stanley Railroad which will clear snow as high as a man's head from the tracks while traveling 40 miles an hour. It is weighted with 50,000 pounds of steel rail.





shut up."

### LONDON.

London, Oct. 6.—About noon to-day a serious accident occurred on the L. and P. S. railway. A special freight train from St. Thomas was coming in at rapid rate when it overtook a shunting engine going in an opposite direction. Murphy, the driver of the St. Thomas train, had a very heavy load and was using all the steam available to carry the train around a very sharp turn at the corner of Maitland street and the Hamilton road. The engines met just on the curve. The engineers seeing each other at the same moment they both whistled on brakes, but there was no time to apply them and the engines came together with a terrible crash. For a moment there was a contest between the two iron monsters as to which which would give way, as they were both under a full head of steam, but the St. Thomas engine had a large train behind and the weight of this had the effect of pushing the shunter off the track, leaving the tender lying across the road. One car was standing on end while two or three others were scattered around in a promiscuous way. All the train hands jumped when they heard the whistle of the engine, and no one was injured. As far as can be learned no one was to blame for the accident. It appears that the lever controlling the semaphore which would have prevented the freight train from coming in was kicked up, or released, by the switchman in charge, but for some cause it failed to work. If it had worked all would have been right, but as it failed to do so no blame can be attached to any person, and as it was a special freight it had no right of way over any other train.

### BELLEVILLE.

Belleville, Oct. 6.—A demonstration

November

11

1901