

ONTARIO
AND
QUEBEC
RAILWAY

TRAIN WRECKS

C. H. RIFF

PLUNGED TO DEATH.

A. C. P. R. ENGINE RUNS UNEXPECTEDLY INTO A WASH-OUT.

Five Men Who Are on Board Lose their Lives.

TORONTO, June 18th. — An accident happened on the Canada Pacific railway between Claremont and Myrtle last night by which five residents of Toronto lost their lives. A washout was reported on the road and a light engine was sent out to repair the damage. There were on board John Wandless, jr., Bridge Inspector of Parkdale; James Allen, engineer; F. Oliver, fireman, and section men Lott and Moriarty. The engine while running at a moderate rate of speed came unexpectedly on a washout and without a moment's warning it plunged with its five victims into a break caused by the flood. They were all drowned. The evening and night trains to and from the east did not get through, but the regular train left Toronto at 8 45 this morning and will transfer its passengers at the gap and receive and bring back those from the other side. The body of Mr. Wandless was found at six o'clock this morning. He leaves three young children.

[Mr. Wandless, one of the victims, was in Woodstock yesterday afternoon for a while.]

WOODSTOCK

JUNE 18 1890

FREE PRESS. LONDON

A WASHOUT ON THE C. P. R.

FIVE RESIDENTS OF TORONTO DROWNED IN THE HOLE.

**The Bridge Inspector, Engineer,
Fireman and two Section Men the
Victims.**

Toronto, June 18.—An accident happened on the Canadian Pacific Railway between Claremont and Myrtle last night, by which five residents of Toronto lost their lives. A washout was reported here on the road, and a light engine was sent out to repair the damage. There were on board, John Wanless, jr., bridge inspector, of Parkdale; James Alton, engineer; F. Oliver, fireman, and Sectionmen Lott and Moriarty. The engine, while running at a moderate rate of speed, came unexpectedly on a washout, and without a moment's warning the engine with its five victims plunged into the break caused by the flood. They were all drowned. The evening and night trains to and from the east, last night, did not get through, but the regular train left Toronto at 8.40 this morning, and will transfer its passengers at the gap and receive and bring back those from the other side. The body of Mr. Wanless was found at 6 o'clock this morning. He leaves three young children.

London
Free Press

JUNE 19
1890

AN AWFUL FATALITY.

A C. P. R. Engine Smashes Through a Culvert—Five Lives Lost.

An awful disaster occurred on the Ontario and Quebec division of the Canadian Pacific railway between Claremont and Locust Hill at 11:30 o'clock on Tuesday evening, which resulted in the instant death of five employees of that company, some of whom leave sorrowing families.

The details of the disaster are these: After the heavy rains a few days ago, followed by a downpour on Tuesday morning, the companies officials had been busily engaged in repairing culverts and portions of roadbed damaged by washouts. Bridge Inspector Wanless had been busily engaged superintending repairs west of Toronto, and he came through on Tuesday night to the city. Mr. Wanless had an idea that a culvert near Claremont ought to be looked after, and he went on east on the local train which runs as far as Havelock. When the train arrived at Locust Hill station the inspector decided to leave the train with its passengers at that point, while he went on with the engine to examine the culvert in question before allowing a passenger train to run over it.

On the engine which was detached from the local were the following employees of the road:

JUNE 19 1890

THE CLAREMONT DISASTER

DEATH LURKED IN GREEN RIVER'S
SWOLLEN WATERS.

Five Men Drowned in What Was Previous
to the Recent Floods a Punny Stream—
Mr. John Wanless, Jr., Inspector of
Bridges, One of the Victims.

TORONTO, June 19.—A few miles west of the little village of Claremont was the scene of a terrible railway disaster on the line of the Canadian Pacific Railway just before midnight of Tuesday. The accident is to be ascribed only to the late heavy rains, for the extra and conscientious precautions were taken by the officials of the road in looking after the safety of the traveling public. Three miles east of Locust Hill, the station formerly known as Green River, at mileage 24½ east of Toronto, is a culvert crossing Green River and erected at a height of about 20 feet from the water. This Green River is little more than a creek, except when swollen, as it has been of late, by very heavy downpours of rain. The culvert which crosses it is a solid piece of masonry and no suspicion as to its perfect soundness and safety was ever entertained. The foundations, however, were undermined by the heavy rains and the tragedy resulted.

On Tuesday evening it was reported that a culvert some distance below that which gave way was in an unsafe condition. Inspector of Bridges John Wanless, jr., decided to visit this culvert and detailed locomotive No. 188 to visit the place. There were then on board: Mr. Wanless; James Atton, engineer; George Oliver, fireman; J. Moriarty, section foreman; Hiram Lott and David Nighwender, section men.

The engine arrived at the first culvert, which is some distance above the one which the men had intended to inspect, shortly before 11½ p.m. Precisely at 11:26 this culvert must have collapsed, for when the body of the engineer was found his watch was found to have stopped at the minute. All the occupants of the cab perished excepting Nighwender, who escaped unscathed.

Trains and workmen were despatched from Toronto, and during the whole of yesterday work went on without interruption. At an early hour yesterday Inspector Wanless' body was recovered some distance down the creek. At 2¼ Engineer Atton's body was recovered. The surroundings at night presented a wild and novel appearance. The trunk of a large tree was set on fire and served to light the workmen in endeavoring to recover the bodies and in the transmission of the passengers from the express train to the special provided to convey them to Toronto.

The only survivor, David Nighwender, seems to be somewhat confused as to the manner of his escape. In one interview he says that he jumped from the engine into the water, and in another statement says that he simply fell from the engine and thus escaped.

Inspector Wanless, whose body was brought to Parkdale yesterday, had been with the

JUNE 19
1890

John Wanless, jr., of Parkdale, inspector of bridges and buildings along the Ontario division.

James Atton, of West Toronto Junction, engine driver.

George Oliver, of West Toronto Junction, fireman.

Jerry Moriarity, of Green River, section foreman.

Hiram Lott, of Green River, sectionman.

David Highswander, of Green River, extra employe, repairing washouts.

The culvert, of the safety of which Mr. Wanless had his suspicions, is about two miles west of Claremont. To reach this suspected culvert from Locust Hill the engine had to cross a massive stone culvert, which had an arch of about 25 feet, giving plenty of room, one would think, for storm water to run through. That this solid piece of stonework was unsafe was far from the mind of the bridge inspector. He was anxious as to the safety of the culvert beyond. But, at the same time, it was right here that Mr. Wanless and his fellow-employes went down to their death. As soon as the weighty locomotive reached the middle of the arch the west abutment went to pieces, throwing the engine into the swollen stream beneath. Five of the crew lost their lives, while one of their number, Highswander, who was hanging to the end of the tender, jumped and escaped with a broken leg.

Yesterday morning the body of Mr. Wanless was recovered. The body was badly bruised and scalded, while both legs were broken. The remains were taken home to his bereaved wife and four children in the afternoon.

At half-past two o'clock yesterday afternoon, after dragging the stream for a distance, the body of Engineer Atton was found a half a mile below the scene

of the accident. The body was recovered at 11:20 p. m. and was clearly, at the time, the driver's body. He had evidently jumped when the crash came, but the engine waters beneath soon had him as a victim. He was drowned and not killed when the engine went down. His remains were also taken in the evening to his home at West Toronto Junction. Mr. Atton leaves a wife and seven children. Fireman Oliver also leaves a wife and two children, while the others had no families.

Owing to the high water, it was impossible to make any attempt yesterday to lift the engine out of the bed of the stream. At 10 o'clock yesterday it was completely under water, but the torrent subsided about six feet in the evening. The engine is upside down, having turned completely over after falling off the culvert. As the bodies of Oliver, Moriarity and Lott cannot be found, it is the opinion of the company's officials that they are under the locomotive. Wrecking apparatus, such as steam derricks, etc., are at the scene of the disaster, and an attempt will be made this morning to lift the engine out of the stream.

Mr. James Atton, the engineer, was a former resident of this town; Mr. John Wanless formerly resided at Uxaleston and much sympathy is expressed for the bereaved families.

JUNE 19, 1890

A Pitch In.

A pitch in occurred at Winchester station on the C.P.R. short line road on Thursday night. No person was injured. A way freight was standing on the track when the through freight from Montreal came along and smashed into it. The van and four cars were completely wrecked, and the engine considerably damaged. Engineer Jas. Lewis, who is well-known here, and the fireman of the through freight jumped before the collision and escaped unhurt. The track was blocked for some hours, and in consequence the Toronto train had to come through Ottawa on its way to Montreal.

HAVELOCK

February 3, 1898

Around The Station.

Thirteen new locomotives, six of which are of the Baldwin compound type, will be built at the Canadian Pacific shops at Montreal this winter.

The Perth car shops are working full time on an order for 1,500 freight cars, which are to be ready for use by March 1. The Canadian Pacific is evidently preparing for a tremendous year's business.

NO PROMOTION FOR WIPERS.

A notice has been issued by the Canadian Pacific, notifying the roundhouse employees that in future promotions to the rank of firemen shall not be made from the roundhouse as formerly was the case, but that men will be hired as firemen direct. This will cause a large amount of dissatisfaction among the engine wipers, nearly all of whom have entered the round-house merely as the apprentices to the running department.

THE RUSH OF FREIGHT.

The Canadian Pacific are now running three regular way freights and two special freights a week to Owen Sound. The new elevator is responsible for the heavy business, which will likely continue until spring.

The Grand Trunk is after the fast freight records. On Sunday a train of 18 cars of Chicago beef, consigned to Boston for export, made the run from Sarnia tunnel to Little York in 9 hours and 15 min.

HEATER FOR GOODS CARS.

The Canadian Pacific Railway is using a new system of heating their freight cars. A circular has been issued, informing the employees that a new heater may be obtained for cars containing goods liable to damage by frost, and giving instructions for their use. The new heater is on the principle of the railway lamp, and will hold oil enough to burn for from 16 to 24 hours.

HAVELOCK

JANUARY 6

1898

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November 15
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Spectator

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A Bad Smash.

The Kloukike express was badly wrecked at Blairton Station, four miles east of here, at 4.25 p. m. on Monday. The accident was caused by the carelessness of a carpenter who was boxing the switch at that place. He threw the switch open, and the express, which was running about 40 miles an hour, plunged into the siding, the sharp curve throwing the passenger, and baggage coaches, and tender into the ditch. The locomotive never left the rails. By a miracle, no one was killed, and only five persons were injured. Mr. Jos. Campbell, baggage man, had his left leg severely bruised by the safe falling on it; Mrs. Clapper of Dummer, had slight injuries in the head and chest; Brakeman Raymond, a brother-in-law of Mr. Jos. O'Brien, of town, had his knee bruised; W. Edgeworth, of Smith's Falls, was cut over the nose and badly bruised in several other places and Mr. Price, the porter of the Pullman, was cut over the eye. The baggage car and tender were overturned, but the rest of the train was right side up in the ditch about 15 ft. from the track. The marvellous escape of the passengers is due to the staunchness of the coaches which were very slightly injured. The auxiliary from this place was immediately sent down to the scene, when the wounded were attended to by Dr. Holdcroft. Supt F. P. Brady of Smith's Falls, was on the wrecked train.

ANOTHER WRECK.—The West-bound G. T. R. Montreal express crashed into a freight train at Murray Hill, a small station near Brighton, at 3.35 on Tuesday morning. Twelve people were killed and eleven injured. The accident was caused by the passenger train taking the wrong track owing to an open switch. The list of killed and injured are as follows. Killed, Driver Wm. Brady, Belleville; Fireman J. McDonald, Belleville;

NOVEMBER
17
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NOVEMBER 15, 1898

WRECKED NEAR HAVELOCK.

The Klondyke Express Goes Into the Ditch While Running Forty Miles an Hour—Few People Injured.

No. 172, the Klondyke express going east was badly wrecked at Blairton, four miles east of Havelock, at 4.25 p.m. yesterday afternoon.

The whole train was thrown into the ditch while going at forty miles an hour.

Baggage-man Jos. Campbell had his leg severely injured by the safe falling on him. Mr. W. Edgworth, of Smith's Falls; Raymond, brakeman; Mr. Price, the porter of the Pullman, and Mrs. Clapper, of Dunsmuir, were also injured.

The accident was caused through the switch at a siding at Blairton being left open. The train ran off the siding into the ditch, but the main line was not obstructed in any manner.

The statement in the Toronto papers to the effect that the afternoon express did not reach that city until after midnight was incorrect. It was a special train, awaiting for connections at North Bay, which reached Toronto at so late an hour. The afternoon express was only five minutes late. The ditched train was replaced on the siding again by an auxiliary from Havelock.

HAVELOCK

NOVEMBER 15, 1898

Another Wreck.

CONDUCTOR JNO. THOMPSON INJURED.—The way freight from Toronto broke loose two miles west of Peterboro on Tuesday evening about 6.30 o'clock, and a through freight which was following close behind, pitched into the rear of the train, smashing the van and two box cars to pieces, and severely injuring Conductor Jno. Thompson, about the head and legs. The wrecked cars were burnt on the spot. Mr. Thompson was brought to Havelock, and sent to his home in Toronto on the early train. His many friends in town wish him a speedy recovery,

DECEMBER 8, 1898

SMASH ON THE C.P.R.

Special Freight Breaks in Two and a Collision Follows.

1898

Peterboro, Dec. 8.—There was a bad wreck on the C. P. R. last evening about six miles west of the town and two miles from Cavanville. Fortunately no lives were lost, although Conductor John Thompson and Detective Greer had miraculous escapes from death. Three cars, two loaded with oats and one with general merchandise, and a van were wrecked and destroyed by fire, which broke out immediately after the smash.

The accident occurred about 6:55. A special freight of 23 cars, in charge of Conductor John Thompson, of Toronto, with Driver Finlay and Brakemen George Parker and Frank Piller, was coming east and was making the heavy grade about two miles and a half this side of Cavanville, when three cars and the van parted from the rest of the train.

In the van were Conductor Thompson, Brakeman Parker and Detective Greer. After bringing the cars to a standstill, Brakeman Parker went back on the line to flag a through freight, No. 52, a beef train, which they knew was following them closely. He flagged No. 52, which pulled up close behind the stranded end of the special. Brakeman Parker was then proceeding eastward to flag from that direction, when the second accident that caused the trouble occurred.

Finding that the tail end of his train had broken away, Driver Finlay was backing down to pick it up again. When twelve more cars parted company with the train and went down the grade, smashing into the three cars and the van, which had first broken away. The twelve cars were all loaded, three of them being flat cars of lumber, and they gathered considerable

able speed on the down grade, and the shock when the two parts of the train came together was severe.

When the crash came Conductor Thompson and Detective Greer were in the cupola of the van. The latter immediately jumped for the snow bank and escaped injury. Thompson stuck to the brakes, hoping to keep the cars off the engine of No. 52, which was standing behind. But the shock was terrific, for the car next the van telescoped, smashing the van to kindling wood. Thompson was pinned down in the wreck and the wonder is he was not instantly killed.

The fire in the stove in the van started a blaze, which spread with great rapidity. This fire threatened to cause Thompson a horrible death, but he succeeded in freeing his limbs of the timbers that held him prisoner and escaped. The front of the engine on No. 52 was damaged, the headlight being smashed and the front pretty well battered. However, it could do its work, and it hitched on to the burning cars and pulled them away from the rest of the train. The three cars and the van were totally destroyed, and when a reporter arrived on the scene with an auxiliary gang from here, nothing remained of the cars and van but the trucks, ironwork and a heap of oats, with which two of the cars were loaded. The ruins showed how the car next the van had telescoped, as the trucks of the two were lying side by side, as though they belonged to one car.

The front end of the train proceeded to Peterboro, bringing Conductor Thompson here. Dr. Bell was summoned and attended to his injuries. He had several nasty cuts, and he may possibly have received internal injuries. He went to bed at the Oxford and was taken home. Traffic was delayed for hours.

Detective Greer lost his overcoat and his satchel with its papers. They were in the van and were destroyed by fire.

HAMILTON SPECTATOR
DECEMBER 9 1898

A FIREMAN KILLED

Charles Broadbent Stuck His Head
Out of the Window and His
Skull Was Crushed.

His Head Struck Against a Large
Water Tank on the C. P. R.
at Myrtle Station.

The Deceased Was a Hamilton Young
Man, Being the Son of George
Broadbent, York Street.

Toronto, Sept. 11.—Charles Broadbent, a Canadian Pacific fireman, left on his train at 6 o'clock last night for the east. Three hours later he was a corpse in the little village of Myrtle, having been killed almost instantly.

He was on the run from Toronto Junction with a passenger train. As the train was passing through the station at Myrtle Broadbent looked out of the caboose window. Directly north of the tracks is the large water tank from which locomotives get their supply. No sooner had Broadbent leaned out than his head went with a thud against the side of the tank. The engineer, who was an eye-witness, stopped his train as quickly as possible and picked up the unfortunate man, who was leaning out of the window. He was carried to the ground, but expired almost at once. A physician was called, but on his arrival the man was dead. Broadbent's skull had been crushed in a dreadful manner and his neck was broken. The remains were removed to an undertaking establishment pending an investigation.

Deceased was 30 years of age and unmarried. He boarded on Vine street in Toronto Junction, and had been employed on the C. P. R. for a number of years. His parents reside in Hamilton.

The unfortunate man was well known here. His parents live at 577 York street, and his father, George Broadbent, is employed in the G. T. R. shops. His two brothers are engineers. One of them just arrived home from British Columbia on Sunday morning. His mother only returned home a few days ago after spending a week in Toronto with the deceased. Mr. Broadbent and another son left this morning for Toronto to take charge of the remains.

HAMILTON
SPECTATOR.

SEPTEMBER 11
1899

NUMBER 34.

SLEEPERS DERAILED

Accident on the C.P.R. About 47 Miles
East of Toronto—Engine Ran
Into a Snow Drift.

Several Cars Were Thrown Off the
Track and a Number of the
Passengers Injured.

Hamilton People on the Train, Three of
Them Suffering Slight Injuries
in the Accident.

1900
Toronto, March 3.—About 8 o'clock
this morning the express from Montreal
and Ottawa, on the C. P. R., while 47
miles east of Toronto, near Pontypool,
ran into a snowdrift seven or eight feet
high. The shock threw a number of
cars off the tracks, and three sleepers
and the mail car were derailed, some
25 passengers, including a number of
members of parliament, being more or
less injured, although, so far as is
known, none fatally. The engine came
through all right, and is not much the
worse, but the cars are wrecked, and
one of them took fire.

The injuries to passengers so far re-
ported are:

Leighton McCarthy, M.P., legs injur-
ed and cut.

Joseph Featherstone, M.P., head in-
jured.

William McCleary, M.P., back in-
jured.

C. D. Watts, Toronto, back injured
and strained.

M. H. Macpherson, M.P., Hamilton.

Hamilton
Spectator

MARCH 3
1900

Three Men Killed by Engine.

Terrible Accident at Kaladar.

Light Engine Strikes Hand- car of Section Men.

A terrible accident occurred at Kaladar, about 18 miles east of Tweed, on Tuesday afternoon about 3 o'clock, when a light engine in charge of Mr. A. Connors of town, struck a handcar on which were four section men. Three of the men were killed outright and the fourth escaped by jumping.

The dead men are Alex. Fleming, section foreman of Kaladar; John Anderson, son-in-law of Fleming, of Kaladar; and James Woodcock of Tweed. All three men were married men and leave families.

There is a sharp curve at the scene of the accident and the engine swept upon the handcar without being noticed by the unfortunate men.

Havelock
Standard

MARCH 10
1908

been abandoned.

DOWN A 60 FT. GULLY.

Remarkable Accident to C. P. R. Train— Passengers Narrow Escape.

Montreal, March 21.—News was received here to-day of a remarkable accident that took place yesterday on the C. P. R. line, about two miles and a half from St. Felix de Valois. The passenger train from St. Gabriel de Brandon, due at Montreal at 9 a.m., was going at a rate of about fifteen or twenty miles an hour, when it ran off the track, about eighty feet from a bridge. The train was composed of a locomotive and three cars, and the first-class car ran down into the gully, sixty feet deep. Fortunately it ran down the slope instead of rolling over, the twenty passengers thus escaping certain death. The wonderful feature is that none of the passengers were hurt.

Superintendent Spencer said that the accident was caused by the accumulation of ice on the track. Three cars were derailed but no one was injured. There was no obstruction to the traffic of the road and the damage was insignificant.

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MARCH 22
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Spectator

A Collision Near Tweed.

A Great Calamity Narrowly Averted.

The local train on the C. P. R. for the west, leaving Tweed at 5.40 a. m., on Monday morning collided with a light engine, No. 193, John Watson driver, going east.

Watson had running orders from Havelock to Perth, and forgetting about the local, met it within a mile from Tweed. Both engineers stuck to their engines and reversed them, probably saving many lives by so doing. The engines were not much damaged and no person was hurt.

HAVELOCK STANDARD

JUNE 25, 1903

HEAD-ON COLLISION

**C. P. Express Crashes Into a Freight at Mountain Station
Two Express Messengers Killed and Their
Bodies Burned Up.**

TRAIN CREWS JUMP FOR THEIR LIVES

A head-on collision occurred on the C. P. R. at Mountain station at six o'clock Friday morning. No. 6 express, east-bound, which left Smith's Falls at five o'clock that morning crashed into a freight west-bound on the same track. The express does not stop at Mountain Station and it is said was running at 50 miles an hour when the collision occurred about a hundred rods west of that station.

CREWS JUMPED TO SAVE THEIR LIVES.

The track is straight at this place and the crews were able to see the impending danger and all jumped to save their lives. In this they were fortunately successful. Engineer John Hartney of Montreal, the driver of the express, sustained the most painful injuries, but he escaped with the loss of three fingers. He was bruised and suffered slight injuries otherwise as did all the crew but the only serious thing is the loss of Mr. Hartney's fingers. A physician at Mountain attended him at once and he afterwards went on to Montreal for further treatment.

TWO ENGINES TELESCOPED INTO EACH OTHER.

The two engines were telescoped into each other and were practically ruined. The express car, next the engine and the baggage car next to that, received the full force of the collision. The wreck took fire and in a few minutes both these cars were enveloped in flames. The baggage man, Lesperance, had just opened the door of his car for a minute when the crash came. He was thrown through the open door and to this he no doubt owes his life. He was scratched and scarred about the face from plowing through the snow but he was not badly hurt. The express messenger, Wm. Hitchens, and his assistant, Nicholson, were less fortunate. They essayed to get out of the car but the legs of one were caught by some of the wreckage and he could not free himself. The other succeeded in getting his head and shoulders through the window of the car but he was caught there and could get no further.

BAGGAGE CARS TOOK FIRE.

Immediately these two cars took fire and the two unhappy men, thus pinioned down, saw the flames surrounding them and rapidly coming nearer and nearer to them. They cried out in their extremity for assistance, and quickly the passengers and those of the crew who were able to do anything responded but they were unable to succor them.

PASSENGERS TAKE TURN CHOPPING AT THE CARS.

So great was the heat from the flames that it was impossible to do much but all that could be done was done to reach the doomed men. Passengers took turns in chopping at the car to free the messenger who was partly out of the window and an effort was made to pull him out, but he was fast imprisoned and could not be released.

BOTH MEN BURNED TO DEATH.

With piteous appeals for help, and in sight of the horror-stricken crowd, who were powerless to save, both men were burned to death.

The first class passenger coach was only slightly injured and no damage was done to the rest of the coaches. One freight car only was destroyed.

Conductor A. Burt was in charge of the express with John Hartney of Montreal as engineer, Hugh Richmond of Smith's Falls fireman and E. Williams of Toronto brakeman. The crew of the freight were all of Smith's Falls, J. Manion, engineer, Harry Scott, conductor, A. Rennick, fireman, Wm. O'Mara and E. Saffell, brakemen.

The wreck, it is said, was really caused by Engineer Manion making a mistake of an hour in looking at his watch. They were told at the last station at which they stopped that the express was 50 minutes late and they were to regulate their running by that. Engineer Manion when looking at his watch made a mistake of an hour and thought he would have plenty of time to make Kemptville. He therefore kept the main line and ran past Mountain. When the conductor and brakemen noticed that he was passing Mountain they stopped him intending to back up and run on to the siding. They just got the train stopped when the express came thundering down on them and the crash followed. In another minute they would have had the engine backing up out of danger. Engineer Manion is one of the most careful conscientious men on the road and is much depressed over the sad affair.

The C. P. R. did everything in its power to rescue the two unfortunate men, and also to make the passengers comfortable. The farmers, too, were very kind, especially Mr. G. J. Clark, who invited them all to his house to dine.

MAY 5

1907

RIDEAU
Record

Smith Falls

BRAKEMAN KILLED WHILE HE SLEPT ALONE IN THE CABOOSE

TRAINS CRASH AT MAVERS WITH FATAL RESULTS

Victim's Family Was Starting for the Exhibition When the Sad Message Arrived—He Was a Bright Young Man

At eight o'clock Wednesday morning a rear-end collision occurred at Mayers Station, between two east-bound freight trains.

Brakeman Edward Wansborough, of Toronto Junction, was killed. Several cars of merchandise and the conductor's van were destroyed.

The track was also damaged for some distance.

Who was responsible for the accident the officials could not state, but it was very evident that some one blundered.

A SUDDEN CALL

Wansborough was on his way to Havelock to bring a train west, and at the time of the accident was sleeping in the conductor's van. The crash came so suddenly that other trainmen had no time to warn the poor fellow of his danger.

The trains in the mix-up were known as second No. 50 and third No. 50. The first train was hauled by engine No. 610, which was considerably damaged.

LEAVES WIFE AND FAMILY

The victim is a brother of James Wansborough, a C.P.R. despatcher at the Union Station, and resided at 44 Victoria street, Toronto Junction. He was about 35 years of age and leaves a wife and family.

When the news reached his family they were just starting out for a visit to the Exhibition grounds.

Manvers is about 70 miles east of Toronto or 30 west of Peterborough.

Deceased is a nephew of Robert Wansborough of Mill street Orangeville.

The remains were buried in Prospect cemetery, Toronto on Friday. Mr. Wansborough attended the funeral.

WHAT AN EGG WILL DO

It may not be generally known that for burns and scalds nothing is more soothing than the white of an egg, which may be poured over the wound. It is softer for a burn than collodion, and being always at hand, can be applied. It is also more cooling than the sweet oil and cotton, which were formerly supposed to be the surest application to allay smarting pains. It is the contact with the air which gives the extreme discomfort experienced from the ordinary accident of this kind, and anything that excludes the air and prevents inflammation is the thing to be at once applied.

The egg is considered the best of remedies for dysentery. Beaten up slightly, with or without sugar, and swallowed at a gulp, it tends, by its emollient qualities, to lessen the inflammation of the stomach and intestines, and by forming a transient coating on these organs, to enable nature to resume her healthful sway over a diseased body. Two, or at most, three, eggs per day would be all that is required in ordinary cases; and since egg is not merely medicine, but food as well, the lighter the diet otherwise, and the quieter the patient is kept the more certain and rapid the recovery.

YOU PREVENT HAY FEVER OR CURE IT

in a prompt, pleasant and effective way, by inhaling the germ-killing, throat and lung healing Catarrhozone. Delightful to use, simple in its operation, free from stomach nauseating and destroying substances. It is a marvel of scientific efficacy. Catarrhozone kills the germs that excite the disease, heals the inflamed surfaces and prevents absolutely a recurrence of the malady. Catarrhozone cannot fail to cure Hay Fever because it destroys its cause. Druggists, 25c., \$1.00, or mailed to your address if price is forwarded to Polson & Co., Kingston, Ont.

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RAILWAY WRECK

Rear End Collision of Two Freight at Pembroke

1908

Peterboro, Nov. 14.—At an early hour this morning a rear end collision between two freight trains occurred on the C.P.R. here, a short distance from the station. One train was standing when the other came around the curve without slackening speed. One engine was badly damaged and seven or eight cars were wrecked. Three men have been taken to the hospital, two of whom are Havelock men, but their names and the extent of their injuries have not been obtained. Three passenger trains are stalled here as a result of the wreck. The work of clearing away the debris is being carried on with all possible speed, but it hardly will be finished before evening.

INTERNATIONAL LONG LOG T

November 14, 1908

Spectator

HEAVY LOSS TO ROLLING STOCK AND THREE MEN WERE INJURED IN REAR END COLLISION ON THE C. P. R. NEAR PARNELL STREET AT ONE O'CLOCK THIS MORNING

SERIOUSLY INJURED—Thos. Abbey, brakeman, West Toronto.

SLIGHTLY INJURED—Michael Clarke, engineer; J. Haggarty, fireman; both of Havelock.

TIME—One o'clock this morning.

PLACE—On C. P. R. main line at the west end of Parnell street.

DAMAGE TO ROLLING STOCK—Van demolished; four cars wrecked and engine badly smashed.

A young brakeman in St. Joseph's Hospital with serious injuries about the head which may develop into concussion of the brain; a fireman and engineer with slight facial injuries; a jumbled mass of charred wood, twisted iron, car wheels and train debris, a van splintered into match-wood, four box cars wrecked and an engine battered and dented, its bare boiler minus the upperworks; this, in brief, was the result of a serious rear end collision on the C.P.R. this morning at one o'clock on the main line at the west end of Parnell street.

Orders had been given the train crews to take the sidings to allow the midnight to pass and shortly after it had gone through Peterborough a freight train took the

main line but was standing at the station. Another freight train pulled in but was stopped at Park street by the semaphore being against it. The van was just a short distance west of the end of Parnell street, when a third freight train, going east, as were the other two, blazed around the curve near Mr. O'Brien's residence and smashed into the standing freight before its speed could be even slightly diminished.

Heard for Blocks

As the train approached the city it was gradually slowed up, compared with its usual rate, but even then it was travelling at a fast clip. The crash of the impact was heard for blocks around and the shock rattled window panes and dislodged as it the earth had quaked. Residents of Parnell street said that for a moment they thought something of that nature had happened. The big mogul engine with its long freight behind ground the van into small splinters. The sound of the wrenching of iron bars was simultaneous, and hoarsely had it died away when the hiss of escaping steam mingled with the long-drawn whistles of distress.

Cars Piled up

The engine literally swept the end cars of the standing freight from

the tracks. It first plowed through the van and hurled four cars into the ditch on the east side of the main line before it left the rails and was itself turned in the opposite direction. The top of one car was taken off as cleanly as if it sawn, another was turned up on its end, a third was almost broken up into its individual boards and a fourth was turned over on its side.

The big engine was minus its smoke stack, pilot, engineer's cabin and many of its smaller parts. In fact the boiler was bare, and stood out prominently above the wreckage with a big dent in the front plate.

Hurled From Car

Thomas Abbey, of Toronto Junction, a brakeman on the standing freight, was in the van at the time and before he could escape the smash had come around him and he was hurled to one side of the tracks. He was badly injured about the head and for a time was unconscious. Several of the crew found him shortly afterwards and carried him back to the van. Dr. Gray, the company's physician was summoned, and Mr. Abbey was removed to St. Joseph's Hospital. He was resting easily this morning and will likely recover if concussion of the brain does not result or internal injuries become apparent.

Jumped From Train

Michael Clark, of Havelock, was engineer on No. 1438, and with his fireman, named Haggarty, also of Havelock,

look, jumped from their engine in time to save themselves. The engineer had a narrow escape, as a box car of his train just missed falling on him. It leaped on another car and in this manner safely saved him from being crushed to death. Both were slightly injured about the face, being cut and bruised around the eyes. Their wounds were dressed and they went through to their homes in Havelock.

Fire Broke out

Shortly after the collision fire broke out around the engine, the van proving the first prey. A strong west wind fanned the flames, which spread to another car. An alarm was sent in and the fire brigade responded quickly. They connected with a hydrant at the corner of Lake and Park streets, but had to return to the fire hall to obtain enough hose to reach that long distance. The flames were finally subdued and by 2:30 o'clock the auxiliary from Havelock arrived. The wheels and boiler of the engine had been red hot and certainly presented a fine picture, as the old black mogul look on this new color.

Other Details

It was learned from one of the men that young Abbey was having a belated meal when the collision occurred, and the scattered food seemed to bear up the statement. The crew of the several trains searched through the debris for the books and papers that had been in the van and

those of any importance were regaled.

A fourth train came from the west about 1:30 o'clock and was flagged near Marvin's. This made four trains in a little over an hour, pointing to heavy traffic.

Contents of Car

This morning the goods in the wrecked cars were removed to empty.

General merchandise was found in one, and candles fell out of one of the packing cases. About 20 yards back from the engine a second fire broke out last night, but was extinguished by the brigade. This morning several barrels of oil were found within a few feet of it.

Track is Damaged

The main line rails and those of the siding on the west side are spread and twisted and the ties badly out and in places rooted up. The engine extended over both lines leaving a third siding which the wrecking crew began to clear.

LATER—This afternoon at three o'clock it was learned that Abbey was seeing quietly and there was no appearance of complications. His friends considered that he had a miraculous escape. That he was not crushed to death in the van was wonderful. It was practically broken around him, and he was thrown out of the mass of splintered wood.

Peterborough

NOVEMBER 11, 1908

SAVED FROM DROWNING BY FORTUNATELY FALLING ON A GIRDER OF THE C.P.R. BRIDGE

Badly bruised and escaping within an inch of his life an employee of the Peterborough Lumber Company was found, on Saturday evening about 4.30 o'clock, lying on a girder beneath the C.P.R. bridge across the Otonabee River, by Mr. Jas. Barrie, who happened to be crossing shortly after the accident. The unfortunate man had been walking across the bridge when in some unaccountable manner he fell and was only saved from death by the presence of two girders which happened to catch him on his descent.

Mr. Barrie first observed a hat floating down with the current and instantly pulled off his coat to dive for the person whom he thought to be the victim of a drowning accident. He discovered the man beneath the bridge in a helpless condition, so badly was he injured by the fall and had it not been for the presence of the girder the latter would certainly have been drowned.

In relating the story to an Examiner reporter Mr. Barrie stated the man told him he had been in Malta, in India and in many other portions of the Globe, but he had never had such a close call in his life before.

BRAKEMAN ABBEY RELATIVE OF YOUNG McDERMID WHO LOST BOTH LEGS AT MYRTLE, AFTERWARDS DYING

**Mr. Barney Larocque, Regular
Conductor of Train That Was
Struck, Was With Peterborough
Hunting Party.**

ABBEY RAPIDLY IMPROVING

A strange coincidence about the C. P.R. wreck was the fact that Thomas Abbey the brakeman, who was injured in the van and taken to St. Joseph's Hospital was a relative of young McDermid who had both legs amputated a few weeks ago by a train running over them at Myrtle, subsequently causing his death. He was a member of the same crew as Abbey, and the two accidents occurring within such a short time has been a matter for some comment among

train men who were aware of the circumstance.

Mr. Barney Larocque, the regular conductor of the train that was struck was fortunately away deer shooting with a Peterborough party. He was enjoying the holiday for which he had obtained leave from the company. After the accident early Saturday morning shortly after it occurred, a number of the men from the different trains that were in the yard at the time were standing watching the flames enveloping the van when an Examiner reporter who happened to be close by heard one of the men say to the rest, "That's Barney's old van. By Jove if there is any luck going around he is sure to have a share in it."

Abbey is still confined to the hospital and is making favorable progress. It was expected that he would be able to return to his home in Toronto to-day but this was found impossible.

November 11, 1908

Small Boys Had Grand Feast Of Candy At Wreck On Saturday

**Chocolate Bars, Chocolates and
Popcorn Provided a Feast
Which, in Their Wildest Dreams,
They Had Never Thought Of—
Crates Were Broken Open.**

THEY WILL REMEMBER IT

There are a number of small boys, somewhere in number between 50 and 100, who will remember all their lives Saturday's wreck on the C.P.R. On arising that morning had someone told them that they were to have as much candy, popcorn and bonbons as they could safely eat they would not have believed it. And yet to their great delight such was the case. But they did not realize what had happened until the afternoon grew gray and dark before the approaching shades of evening, when, as in small groups they reluctantly staggered homeward, it came to them as a dream that they had enjoyed a feast of sweetmeats that they might have expected only Aladdin's lamp to bring.

In one of the cars that was smashed in the collision there was a crate or more of candies which in being removed to clear the south siding was broken open. Like kitchen flies around a honey jar the "small boys" gath-

ered and in spite of the threats of the wrecking crew they were dodging around getting an arm into the good things and then darting away again to enjoy their capture. At times the men would scramble the candies, again they would let the youngsters help themselves from the broken boxes, and the way everything was grabbed up provided great amusement for the older onlookers.

Chocolate bars, fresh and dainty, perfectly clean too, for they had not been loosened from the smaller boxes, popcorn bags, "Evangeline" bonbons and various other varieties of candy were "gobbled" up. It was a taste of fairyland for the boys, and even the Christmas sweets which old Santa leaves on his annual trip were not so plentiful nor delectable. One boy, bigger than the rest went around grabbing bags of pop corn to open them and get the prize that is found in each. Before the afternoon was over he had about thirty or forty of these trinkets.

Anything that they may read henceforth in Grimm's or Anderson's tales will prove tame and commonplace when compared with last Saturday's experience. To them the wreck was a good genius, and it is safe to say that the boys who shared in the fun will bear it in their memory as one of the events of their childhood. Passing a confectioner's window where tempting chocolate bars are profusely piled, or in which chocolates in boxes ornate with a picture of Evangeline and the village of Grand Pere are tastefully displayed, Sammy or Johnny will very likely remark to his companion, "Them's the kind we had out at the wreck that day. They're dandies, too, arn't they?"

Peterborough

November 16, 1908

Wrecking Crew Did Good Work In Clearing Away The Debris

In Emptying the Cars of Their Goods There Were Boots, Tinware, Cutters, Etc., Taken From One Car to Another—Many Watched the Operations.

ENGINE PUT ON THE RAILS

Singly and in groups of various numbers the citizens thronged all day Saturday and Sunday to the scene of the rear-end collision where the operations of the wrecking crew proved of novel interest. The small boy was there all the time, was to be found everywhere and not the least detail escaped him. Sunday afternoon who's families went out to see what had really happened. Even the girls were there and many characteristic expressions were heard, especially on Sunday afternoon when they arrived "en force." The amateur photographer was afforded a good opportunity to secure pictures of the wreck.

Emptying the Cars

While the south siding was being cleaned the men had to take the freight from the cars that had been turned over on their sides or had

been damaged. There were four of these and nearly all contained general articles. There was tinware, including pails, coal scuttles, pipes and everything of that sort, there were also boots, soap and enough goods to open a small departmental store. The men had to hurry the work and often as they slid the crates through the doors they would break and then the contents had to be picked up and put in another car standing farther back on the siding.

Many of the bystanders were heard remarking that they wished they could "get their hands on some of those boots and pails" and in fact they would have taken everything if they had been allowed. But the men were too vigilant for anything like that. They did not, however, prevent the small boys from carrying away cakes of soap, for it was learned that many young lads had their pockets filled, and one had a blouse, whose greater capacity was taxed with the booty he had secured.

Engine on the Rails

The plan that was carried out to clear away the debris, was the same as is generally carried out. The three tracks were obstructed. The men chose the south siding as it was the easiest to work on, and then tumbled the cars into the ditch. This allowed the trains to get through on that siding. The work was then continued to putting the engine back on the main line, a very heavy task, but it was completed this morning when the cars were then attended to and were taken out of the ditch.

November 11, 1908

Rail Spreads Near Diamond--Big Mogul C. P. R. Engine Blocks Line

"It never rains but it pours" is an old and worn-out saying that may be used in connection with the mishaps on the railways in this locality during the past week. The C.P.R. and G.T.R., have had their shares of the accidents and this morning the former line was blocked near the diamond by a rail spreading. The big mogul engine ran along the ties for a short distance be-

fore being stopped, cutting up the ties, and digging its heavy wheels into the earth. It occurred between ten and eleven o'clock at Townsend street, and blocked the express from Toronto nearly two hours. It passed through shortly after one o'clock, when the engine was back on the rails again after rapid work on the part of the section men. The auxiliary from Havelock arrived too late to assist in the operations.

November 20, 1908 Peterboro

Peterboro
NOVEMBER 20, 1908

OUGH MONDAY NOVEMBER 23 1908

APPALLING PICTURE PRESENTED AT SCENE OF DISASTROUS WRECK NEAR PONTYPOOL IN WHICH THREE TRAINMEN LOSE THEIR LIVES

**West Bound Double Engine Freight Runs Into Open Switch
at the Sand Banks, Causing Collision—Brakeman
Reid Who, It is Alleged, Caused the Wreck, Reported
to Have Disappeared—Eye Witnesses Describe Scene.**

INQUEST WILL BE HELD AT BURKETON JUNCTION TO-NIGHT

Examiner Special.

Pontypool, Nov. 23. — Three men almost instantly killed and one seriously injured tells in brief the terrible result of a head-on collision in the early morning at the Sand Bank siding about four miles west of this village. The disaster, so far as can be learned, was due to an open switch. Someone had blundered, neglecting to close it, and thus allowed the last west-bound double-engine C. P.R. freight train to turn off on to the siding and crash with immense pressure into an engine and train waiting there until the other had passed by on the main line.

As intimated above the accident has brought gloom and dismay into three homes at least. The engineer, brakeman and fireman of the front engine of the double header were the unfortunate trio. Mr. Findlay, of Toronto Junction, was the engineer, and Mr. Conway, of the same place was brakeman who met their death in such an unexpected manner. The fireman is yet unknown. The simple moving of the switch a distance of four or five inches would have meant as much safety as if the three drivers of the "iron-horse" had been reposing on their beds of ease.

But it was not to be. The switch was open, the men rushed headlong into danger that was not known to be existing and the terrible consequences have been described.

Deaths in Horrible Forms

Masses of twisted iron, and cars and engines in a promiscuous heap are all that apparently remain of the collision. The dead men are scarcely distinguishable. The breast of one was completely torn open, the head of another was crushed in, and the body of the third was burnt to a crisp, his hands being completely consumed until only the stumps of his wrists could be seen.

Some ten or a dozen cars were buried through the air into an ad-

street, was visiting in Pontypool this week, and this morning he visited the scene of the wreck before coming back to Peterborough. In relating the cause of the wreck to the Examiner, he stated that train No. 54, which was coming east had a time order on, train No. 655, going west. No. 54 stopped at the siding at the sand bank until No. 55 passed by on the main track. The brakeman on the east bound train, whose name is Reid, and who is supposed to have caused the wreck, after a train had passed by opened the

switch and signalled to his engineer to go on. The latter either did not see the signal or did not answer it and the brakeman returned to find out the cause. In the meantime No. 55 train came along and turned into the siding at the open switch, thus causing the disastrous collision.

Brakeman Disappears

Mr. Wright states that Reid, who had been on the run for the first time, has disappeared and cannot be found. Findlay, whose wife and family live in Cleveland, has only been back from that city about a month to work with the C. P. R. Darroch, the engineer on the big Mogul engine of the double header, is badly injured, with several splinters in his head. The west bound train was in charge of Conductor T. Hay, of Toronto Junction.

Inquest Ordered

To-night at Toronto Junction an inquest will be opened to consider the nature and cause of the deaths of the three men.

Flour, oil, boots and machinery are some of the cargo of the freight train which are strewn all over the scene of the wreck.

Peterborough

NOVEMBER 23
1908

rible result of a head-on collision in the early morning at the Sand Bank siding about four miles west of this village. The disaster, so far as can be learned, was due to an open switch. Someone had blundered, neglecting to close it, and thus allowed the fast west-bound double-engine C. P.R. freight train to turn off on to the siding and crash with immense pressure into an engine and train waiting there until the other had passed by on the main line.

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Some ten or a dozen cars were hurled through the air into an adjoining field where they now lie broken and disabled. Many, too, tumbled into the ditch beside the rail track, so great was the force of the collision. One engine is completely demolished and can scarcely be recognized as an engine. The other two are badly damaged.

The dead men as they lay side by side after being taken from the wreck, the hopeless mass of iron and the disordered cars, presented an appalling picture and one not often observed in this section of the country. C.P.R. officials are here investigating the cause and the result, but they refuse to enlighten the inquiring crowds who have gathered.

Trains Delayed

This morning the two west-bound express trains were delayed at Pontypool and a couple of freights at Peterborough. The morning express going east was stalled at Burketon Junction for one and a half hours, delaying the passengers with it.

The Cause Explained

Mr. C. E. Wright, 175 Edinburgh

Peterborough.

NOVEMBER 23
1908

ROUGH TUESDAY NOVEMBER 24 1908

THEY HAD NO TIME TO ESCAPE

**Railway Men at Sankbanks Caught
Before They Realized It.**

The bodies of the three men who were killed in the wreck at Sandbank siding were found in positions which suggested that their deaths had been almost instantaneous, which is believed to have been the case. The remains of the fireman and engineer were taken from the top of the boiler of their engine. The young brakeman had met his death beside the fire box and was badly burned in different parts of the body. Going at the high rate of speed at which they were travelling along the main line, as soon as they turned into the siding they were into the other freight before they had time to think of saving themselves, and if the thought had come to come them they probably realized that it was death for them whether they remained in their engine or jumped. Many people have expressed their wonderment that the train did not leave the rails when it passed the switch for the siding. To those unacquainted with railway matters it seemed strange that the sudden swerve did not throw the train from the rails.

NOVEMBER 24
1908

GRAPHIC DESCRIPTION OF THE SCENES EXISTING AFTER WRECK AT THE SAND BANK SIDING

**Terrible Sufferings of the Men
Who Lost Their Lives—Narrow
Escapes Told of by the More
Fortunate Trainmen.**

JURY WAS EMPANELLED

Details of the wreck yesterday morning at the Sand Bank siding between Pontypool and Hurkett Junction tell a story of the alertness of the grim reaper, the sufferings of dying men and the joyful escapes of the more fortunate trainmen. Conroy, the dead brakeman is well known in Peterborough and chatted at the C.P.R. station with some friends on the way through. In fact in his younger days he went to school in Peterborough. A despatch from Pontypool gives the following graphic account of the wreck and its consequences:

In the pall of darkness which follows the midnight of a hazy night a double-headed freight train from the east crashed at full speed into an east-bound freight train standing in a siding at Sand Bank, four miles west of Pontypool, on the Canadian Pacific line, and three men were instantly killed.

The dead are:

Edward Findlay of 21 Quebec avenue, West Toronto, an engineer.

James Sweet, of 27 McMurray avenue, West Toronto, Findlay's fireman.

Albert Conroy, front end brakeman, of the west-bound train, sometimes called Conway and Connolly.

Because a brakeman took things for granted those three men's lives were lost, the other trainmen say.

The accident occurred at about one o'clock.

A freight train from West Toronto was proceeding westward in two sections. Conductor Ebor Knapp, West Toronto, who was in charge of the leading section, was instructed that the west-bound freight would be an hour late, and to give it the right of way, at the same time he was instructed to look out for the midnight passenger train for Montreal, and to give it clear passage. He worked his train up to the Sand-bank siding and backed in. The express dashed by and Knapp was holding his train there to wait for the late freight from the east, which would cross the express at Pontypool. He was playing "safe," but his front end brakeman, W. C. Reed, took it for granted that his train, the east-bound freight, would follow the express at the customary 20 minute interval. He walked down, the trainmen say, and threw open the switch ready for the waiting train to pull out, and sauntered back to the engine of his train, where he was talking to Engineer Hassel-

and Fireman Taylor, of 894 were not also killed is miraculous.

Connolly was killed while standing between them.

When the crash came engine 115 was ground to pieces. Upon engine 115 fell the full force of the impact. The engine's heavy train behind her and the standing train in front simply ground her to scrap iron between them. Both engine No. 1663, which was drawing the train in the siding, and the second engine, on the double-header, remained upright. Between them lay what remained of engine 115.

A Shapeless Mass

The tender was simply reduced to a heap of twisted and broken metal. There was hardly enough left of it to identify it. Of the engine itself only the boiler remained. The dome, bell, head light, smokestacks, air tanks, and even the boiler cover had been torn off and flung far and wide. The driving wheels and trucks were broken.

It was in this mess that the bodies of Findlay and Sweet were found. That they were not ground to atoms was strange. Sweet was scalded to death, while Findlay's skull was crushed and his legs broken.

Connolly, or Conroy, was killed while toiling at the fire-box reliever. Fireman Taylor. He was standing behind the boiler when the shock came.

The tender of the engine was driven in upon the boiler end, and the weight behind was so great that the tender glanced off and was thrown upside down over into the field forty feet away. It was between the tender and the engine that Connolly was crushed. The weight behind drove the next cars into the engine and the cab was shifted on out over the top of the boiler.

Thrown Through Window

Engineer Dorricott and Fireman Taylor, who were in their seats, were carried out with the cab.

Taylor shot out the window, and when he recovered his scattered senses he was hanging on to the spoke of a driving wheel with one arm, and had a leg over the air reservoir.

Dorricott, with blood streaming down over his face from three or four scalp wounds, wrenched himself free from the wreckage, and fell headlong out into the ditch.

"I'm the lucky man," said Fireman Taylor. "I should be lying under there where poor Connolly is." He pointed to the paper-covered mass of broken bones and crushed flesh, the remains of Connolly. "He jumped down to relieve me at the firebox, and I climbed up into my seat. I saw nothing, but heard the crash. Then all was dark. The seat rose up and I felt my legs get pinned. Then something caught me across the chest and hot water and steam poured over me. The next thing I remember is when I came to hanging upon the driving wheel. I sprained my ankle and bruised my thigh. No more railroading for me. I'll go back to something less strenuous."

"I was looking out of the window, but saw nothing," said Engineer Dorricott. "The first intimation was the crash. Then I remember rolling down

NOVEMBER 24
1908

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Roused the Farmers

The terrific crash roused the farmers from their sleep for a quarter mile around and the weird surges of a wrecked engine's whistle jammed open, the shouts and cries of the train crews, brought them to the scene of the wreck on the jump. In the dense darkness they could see but little beyond black masses piled here and there that indicated wrecked cars. Around the wrecked engines gathered the uninjured members of the crews, toiling desperately by the dim light of lanterns and torches to secure the imprisoned men. Ten minutes' search revealed the fact that all those in the wreck were dead. Beyond one solitary shriek of pain from the cab of the leading engine of the double-header, where Findlay and Sweet were killed, there was no sound, so they sent out calls for auxiliaries and wrecking crews both ways, and for doctors, and protected the wreck both ways by warning signals.

When day broke the extent of the disaster was brought vividly home.

For a quarter of a mile the right-of-way was blocked with wrecked cars. At the point of impact, where the double-header had smashed into the train on the siding, lay three wrecked engines, two of them veritable scrap heaps. Behind the double-header engines six cars were smashed to flinders, and their loads thrown into the fields. Three cars stood next uninjured, then the remains of five more were scattered about. Broken

of the boiler.

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"I was looking out of the window, but saw nothing," said Engineer Dorricott. "The first intimation was the crash. Then I remember rolling down out over the wreckage and making for the fence."

Engineer Hassel-felt and Fireman Church, of the train on the siding, were both in the cab when the collision occurred. They escaped scathless. The impact slewed the front of their engine around and dropped her off the tracks.

Tracks Badly Torn up

The tracks were torn up for 150 yards. Auxiliaries from both Toronto and Havelock were on the scene by day-break, but it will be midnight before the tracks are open. The Montreal and Ottawa train was held up at Pontypool until nine o'clock, when a special from Toronto, arrived at the wreck, and the west-bound train was moved down to the wreck, where the passengers and baggage were transferred. The east-bound train from Toronto crossed the special at Burketon Junction, went on to the wreck and transferred her load to the train to the east of the wreck.

Open an Inquest

Dr. Clendenning and Dr. Beatty, of West Toronto, Dr. A. G. Tilley, of Bowmanville, and Dr. Eastwood, of Peterborough, were on the scene at daybreak, but there wasn't anything to do, except bind up Engineer Dorricott's head.

A jury was empanelled from the spectators, and an inquiry was formally opened into the death of Conroy.

NOVEMBER 2

1908

pain from the cab of the leading engine of the double-header, where Findlay and Sweet were killed, there was no sound, so they sent out calls for auxiliaries and wrecking crews both ways, and for doctors, and protected the wreck both ways by warning signals.

When day broke the extent of the disaster was brought vividly home.

For a quarter of a mile the right-of-way was blocked with wrecked cars. At the point of impact, where the double-header had smashed into the train on the siding, lay three wrecked engines, two of them veritable scrap heaps. Behind the double-header engines six cars were smashed to flinders, and their loads thrown into the fields. Three cars stood next uninjured, then the remains of five more were scattered about. Broken trucks, sections of roof, barrels of fish, boxes of fish, rolls of paper, lunch boxes and other goods were tossed in every direction, and down the line two or three car sections of the standing train had been jammed right out of the row of cars and hurled headlong out into the fields—not ditched, but thrown clear beyond the fence.

Cars Thrown Fifty Feet

It was a terrible scene of ruin. The tremendous impact was eloquently told by the different features of the wreck—the cars boosted, thirty, forty, yes, fifty feet from the wreck, oil tanks broken open, and merchandise hurled a hundred feet from the tracks.

The Junction auxiliary was on the scene at daybreak, and with its aid the bodies of the three dead men were drawn from the chaos of twisted iron and steel and splintered wood that lay upon the bank.

To cover the mangled remains from view, sheets were torn from the paper rolls, spread across the silent, torn forms, and weighted down with steel flinders from their own wrecked engines.

The three men who were killed were all on the double-header—Engineer Findlay and Fireman Sweet on the leading engine, No. 115, and Brake-man Connolly on the second engine

894.

That Engineer Edward Dorricott,

Toronto crossed the speed limit at Junction, went on to the wreck and transferred her load to the train to the east of the wreck.

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NOVEMBER 24

1908

TRAINMAN IS TO BLAME, SAYS JURY

**Brakeman Reed Responsible For
Sandbank Disaster.**

HE IS STILL AT LARGE

**Lawyer O'Donoghue Says Reed's
Friends Are Anxious to Get Him
Back to Answer Charges Brought
Against Him — Verdict Lays
Negligence at Door of C.P.R.
and Some Employe.**

Burketon Junction, Nov. 27.—After deliberating for two hours last night the jury investigating the cause of the accident by which three C.P.R. trainmen lost their lives in a head-on collision at the Sandbank siding on Monday night last rendered a verdict that Ed. Findley met his death through the negligence of some employe and of the C.P.R. Coroner A. S. Tilley of Bowmanville, in his charge to the jury, said the evidence showed conclusively that the switch signals had been imperfectly displayed, and that the switch had apparently, been thrown open by W. C. Reed, the missing brakeman. Before closing the evidence Prosecuting Attorney W. F. Kerr asked if Reed had surrendered himself, and Mr. J. O'Donoghue, who appeared on his behalf, replied that he was still at large, and his friends and relatives, who had no information as to his whereabouts, were anxious that he should come forward and face any proceedings that might be brought against him.

NOVEMBER 27,
1908

SCENES EXISTING AFTER WRECK AT THE SAND BANK SIDING

**Terrible Sufferings of the Men
Who Lost Their Lives—Narrow
Escapes Told of by the More
Fortunate Trainmen.**

JURY WAS EMPANELLED

Details of the wreck yesterday morning at the Sand Bank siding between Pontypool and Burketon Junction tell a story of the alertness of the grim reaper, the sufferings of dying men and the joyful escapes of the more fortunate trainmen. Conroy, the dead brakeman is well known in Peterborough and chatted at the C.P.R. station with some friends on the way through. In fact in his younger days he went to school in Peterborough. A despatch from Pontypool gives the following graphic account of the wreck and its consequences:

In the pall of darkness which follows the midnight of a hazy night a double-headed freight train from the east crashed at full speed into an east-bound freight train standing in a siding at Sand Bank, four miles west of Pontypool, on the Canadian Pacific line, and three men were instantly killed.

The dead are:

Edward Findlay of 24 Quebec avenue, West Toronto, an engineer.

James Sweet, of 27 McMurray avenue, West Toronto, Findlay's fireman.

Albert Conroy, front end brakeman, of the west-bound train, sometimes called Conway and Connolly.

Because a brakeman took things for granted those three men's lives were lost, the other trainmen say.

The accident occurred at about one o'clock.

A freight train from West Toronto was proceeding westward in two sections. Conductor Ebor Knapp, West Toronto, who was in charge of the leading section, was instructed that the west-bound freight would be an hour late, and to give it the right of way, at the same time he was instructed to look out for the midnight passenger train for Montreal, and to give it clear passage. He worked his train up to the Sand-bank siding and backed in. The express dashed by and Knapp was holding his train

and Fireman Taylor, of 894 were not also killed is miraculous.

Connolly was killed while standing between them.

When the crash came engine 115 was ground to pieces. Upon engine 115 fell the full force of the impact. The engine's heavy train behind her and the standing train in front simply ground her to scrap iron between them. Both engine No. 1663, which was drawing the train in the siding, and the second engine, on the double-header, remained upright. Between them lay what remained of engine 115.

A Shapeless Mass

The tender was simply reduced to a heap of twisted and broken metal. There was hardly enough left of it to identify it. Of the engine itself only the boiler remained. The dome, bell, head light, smokestacks, air tanks, and even the boiler cover had been torn off and flung far and wide. The driving wheels and trucks were broken.

It was in this mess that the bodies of Findlay and Sweet were found. That they were not ground to atoms was strange. Sweet was scalded to death, while Findlay's skull was crushed and his legs broken.

Connolly, or Conroy, was killed while toiling at the fire-box relieving Fireman Taylor. He was standing behind the boiler when the shock came.

The tender of the engine was driven in upon the boiler end, and the weight behind was so great that the tender glanced off and was thrown upside down over into the field forty feet away. It was between the tender and the engine that Connolly was crushed. The weight behind drove the next cars into the engine and the cab was shifted on out over the top of the boiler.

Thrown Through Window

Engineer Dorricott and Fireman Taylor, who were in their seats, were carried out with the cab.

Taylor shot out the window, and when he recovered his scattered senses he was hanging on to the spoke of a driving wheel with one arm, and had a leg over the air reservoir.

Dorricott, with blood streaming down over his face from three or four scalp wounds, wrenched himself free from the wreckage, and fell headlong out into the ditch.

"I'm the lucky man," said Fireman Taylor. "I should be lying under there where poor Connolly is." He pointed to the paper-covered mass of broken bones and crushed flesh, the remains of Connolly. "He jumped down to relieve me at the firebox, and I climbed up into my seat. I saw nothing, but heard the crash. Then all was dark. The seat rose up and I felt my legs get pinned. Then

November
1908

BRAVERY OF BRAKEMAN RESPONSIBLE FOR SAFETY OF TRAINMEN IN DISASTROUS FREIGHT WRECK AT THE BETHANY SIDING

**Ernest Irvine Climbs Over Engine and Tender to Warn Comrades in Engine Coach Behind---He Was the Last Man to Jump And Was Seriously Injured---Signal Given Prematurely, the Supposed Cause of the Wreck
---Several Cars and Two Engines in the Wreckage Heap--Trainmen and Tramps Have Miraculous Escapes**

WEST BOUND FREIGHT CUT IN TWO BY COLLISION

Examiner Special.

C. P. R. FREIGHT WRECK.

ERNEST IRVINE, Ottawa, brakeman, sustained compound fracture of left leg.

ENGINEER injured slightly.

Seven or eight cars of west bound train derailed and both engines of east bound double-header wrecked.

Supposed Cause--Signal given to east bound train that the other had cleared switch at the Bethany siding when it had not done so, resulting in latter being cut in two.

Cavanville, Dec. 1.--Standing on the

brook; Gray, of Peterborough; and Hattie, of Pontypool, were called it was discovered the trainman was seriously hurt. He had sustained a compound fracture of the left leg and with other injuries, was not in a very enviable condition.

Piles of twisted iron and broken box cars were the most conspicuous objects to be seen after the smoke had cleared away. The track, of course, was completely blocked and no train travelled over it last night or this morning.

Van Left on Track

A peculiar feature of the wreck was the fact that left standing alone on the main track was the van of the west bound train. The engines of the other train had ploughed

fully drew away from the scene of the wreck later in the evening.

Bethany siding is about three and one-half miles west of Cavanville, seventeen miles from Peterborough and about five and one-quarter miles from Millbrook. The engines which suffered were Nos. 828 and 897.

Ernest Irvine, the Ottawa trainman, who was injured, and who was brought to Peterborough early this morning, is doing nicely in St. Joseph's Hospital, and is expected to recover from his injuries. He has sustained a compound fracture of the left leg and the member was attended to this morning by Doctors Gray and Young. It was found that it was not necessary to amputate the limb as had been feared.

It was most commendable bravery and foresight on the part of Irvine that resulted in his being injured, his plucky action undoubtedly saved a number of his comrades from being badly hurt or perhaps killed. Irvine was riding in the cab of the first engine of the east bound doubleheader, and when he saw that the crash was inevitable, instead of jumping from the train when he had a chance, as did the engineer and fireman, he made his way back over the tender and locomotive to warn the occupants of the other engine of the danger ahead. He succeeded in reaching them and warning them in time to

DECEMBER 1, 1908

east bound double-header wrecked.

Supposed Cause—Signal given to east bound train that the other had cleared switch at the Bethany siding when it had not done so, resulting in latter being cut in two.

Cavanville, Dec. 1.—Standing on the Bethany siding waiting for an east-bound freight train to pass by on the main line, the rear end of a west-bound C. P. R. freight train, which had not yet cleared the switch was run into last night, about 9.45 o'clock, resulting disastrously for two engines and seven or eight freight cars, and seriously injuring Brakeman Ernest Irvine, of Ottawa. The cause of the accident is supposed to have been due to a signal given at the wrong time by the brakeman on the train travelling towards Toronto. It seems that this train was given orders to wait on the Bethany siding until the one from the west had passed. The brakeman, apparently, misjudged the length of his train and thinking it had cleared the switch and run totally into the siding, signalled the other to pass. The freight going west, which was drawn by double engines, answered the signal by moving.

A Loud Crash

In the stillness of the early evening there then came the loud crash. Travelling at a speed of about fifteen miles an hour the on-coming train dashed headlong into the stationary freight with a terrible force. The double "iron-horse" literally tore its way through the standing line of cars. Seven or eight of them were completely lifted off the track and scattered in a promiscuous heap in the ditch. The two engines that bore the brunt of the collision met somewhat similar fates as the cars in front of them. When stillness followed the impact it was found they had been almost completely destroyed.

Tender Falls on Brakeman

Taking in the situation at a glance Brakeman Irvine determined to risk his life by jumping. But he was a moment too late. The crash had come and instantly the heavy tender of the engines rolled down the bank and pinned him to the earth. When he was extricated from his perilous position, and Doctors Turner, of Mill-

course, was completely blocked and no train travelled over it last night or this morning.

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A peculiar feature of the wreck was the fact that left standing alone on the main track was the van of the west bound track. The engines of the other train had ploughed their way through the box cars, knocking several of them from the track. But the van was more fortunate. Notwithstanding that the cars next to it tumbled off, it seemed to realize that it was protesting trainmen and remained where it stood. Otherwise it is quite possible a fatality would have resulted.

Considering that the east bound freight was travelling along at the speed of fifteen miles an hour it is miraculous that more serious results did not occur.

The freight train, travelling westward, after the accident, went along on its way to the next station minus the half-dozen wrecked cars and the unscathed van.

Tramps Escape

Riding on the train which had just passed through the station were a number of the "tramp" fraternity. It was at first thought that one of them had been killed. But tramps are usually born lucky, if not rich, and a few moments after the fears were expressed, a missing chemin-eur was seen to crawl from beneath a derailed and wrecked car.

Undaunted and believing that no more wrecks would occur, the "hobo" secured another outdoor seat on the freight for the west, which peace-

and when he saw that the crash was inevitable, instead of jumping from the train when he had a chance, as did the engineer and fireman, he made his way back over the tender and locomotive to warn the occupants of the other engine of the danger ahead. He succeeded in reaching them and warning them in time to allow them to jump and escape uninjured, but the plucky man had remained too long on the train for his own safety and had not time to jump before the collision came and the result was that he was pinned beneath the falling tender and suffered a fracture of his leg.

Effect of Train Service

The local hat should have arrived in the city last night, failed to appear, and even to-day was still somewhere the windward side of the pile-up. The midnight had perforce to change its schedule and made an end run around the wreck using the main line of the G.T.R. to Peterborough, jumped to its own line at this city and converted the trip by completing the trip to Montreal in good time. This morning's train from Montreal passed through here to Port Hope by being transferred to the G.T.R. line in this city. It jumped to the main line at the Lakeside town and ran along to Toronto without any mishap.

The passengers that were on last night's local arrived in the city it was learned in the caboose of a freight train last night. This morning's local went through to Cavanville, where its passengers were transferred to an express that was waiting on the other side. The local backed down again to Peterborough, and was standing on a siding in the local yards.

DECEMBER 1, 1908

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DECEMBER 1, 1908

Operator Asleep At His Key While Two Holiday Trains Crashed Together Near Tweed

C.P.R. Operator at Kaladar Responsible For Collision.

BAGGAGEMAN IS INJURED

Two Special Passenger Trains Crash Together at Tweed Because Telegrapher Failed to Get Order In Time—Man Resigns His Position on Learning of Accident—Passengers Badly Shaken.

Tweed, April 10.—Two C.P.R. special passenger trains, loaded with Easter holiday passengers, came together on a curve in a rock cutting, a mile east of Tweed shortly before dawn yesterday morning, apparently owing to the telegraph operator at Kaladar having fallen asleep at his post.

Conductors Scanlon and Webb were in charge of the trains. They had been ordered to cross at Buller siding, west of Tweed, but as No. 5 (westbound) was not there when No. 6 (eastbound) came along, Conductor Webb proceeded to Tweed. No. 5 passed Kaladar, and at East Hungerford siding broke an eccentric, which caused a delay of fully 40 minutes.

Operator Johnston was in charge of the station at Kaladar. When No. 6 reached Tweed Johnston was asked if No. 5 had passed and he reported "No." Conductor Webb was then ordered to proceed to Kaladar and meet train No. 5 there. Had he been two or three minutes later in leaving Tweed the wreck would have been averted. Had he been a few minutes earlier there is no telling what the horror of the disaster would have been.

When the engineers saw their position both applied the emergency brakes and jumped.

A baggage car on the westbound train in which Baggage-man Emery O. Winters of Toronto was riding, was telescoped by an empty car next to it. Both ends of the car in which Winters was were piled with baggage and freight. Almost simultaneous with the applying of the brakes the baggage was thrown violently toward the centre of the car, where Winters was standing. When the brakes were applied he was thrown off his feet and when the collision occurred, hardly a second afterward, the tons of trunks and the wreckage of the

car completely enveloped him.

When the passengers got there and saw the baggage and the debris piled in the centre of the car they began to tear down the pyramid. Everybody expected to find a mangled corpse beneath. After the pile had been reduced two large trunks were found to be standing up together, in the centre of the pile forming an inverted V.

"Are you hurt, baggage-man?" yelled one of the rescuers. The reply came back above the noise made by those clearing away the freight that he was still alive.

When the baggage had been cleared away from the base of the two trunks and they had been turned on end Winters was found. A heavy case containing a cash register was on his legs from his knees down. The case was lifted off and soon he was on his way to the Western Hospital at Toronto on a special train. His injuries amounted to a bad shaking up, a number of minor bruises, and badly jammed legs.

When Engineer E. Williams of the westbound train jumped he was shaken up and his face was slightly lacerated.

No one else was hurt, though all the passengers were shaken up. Several who were riding with their backs to the engine were thrown forward on to the persons in front of them and more or less bruised.

Wrecking trains were soon on hand from Smith's Falls and Havelock, and the track was cleared for traffic by about half-past one in the afternoon.

The passengers going west were transferred to the local, due to leave Tweed for Toronto at 6 a.m., and those going east were sent forward on the afternoon train.

Operator Johnston of Kaladar immediately resigned his position on learning of the disaster.

Asleep When Train Passed.

Toronto, April 10.—Superintendent Osborne of Toronto started for the scene of the accident soon after he heard about it.

"Apparently owing to the night operator at Kaladar having fallen asleep and accepting orders, after he had awakened, for a train that had passed the station while he was asleep," he said last night when questioned as to the probable cause of the accident. Another prime factor in the cause was that they came together on a sharp curve, where the view was obstructed by trees.

APRIL 10
1909

PASSENGER TRAINS COLLIDE AT TWEED

Succession of Small Delays
Leads to Disaster.

OPERATOR MUST EXPLAIN.

Man at Kaladar Said to Have
Given Wrong Report.

Baggageman Winters and the Train
Crews Have Remarkable Escapes
—Passengers Only Shaken Up—
Some Minor Injuries.

THE OFFICIAL REPORT.

Shortly after 5 o'clock on Friday morning the second sections of trains numbers five and six came together one mile east of Tweed. Apparently the accident was due to the night operator at Kaladar having fallen asleep and accepted orders for a train that had passed his station while he was asleep. The only persons injured were engineer E. Williams of Havelock, and baggageman Emery O. Winters of 14 Alma avenue, Toronto. Both were on the west-bound train, which was travelling at a rate of 25 miles an hour. The other train was not going faster than ten miles an hour.

Some of the cars on the east-bound train were derailed or damaged and were used afterwards to take passengers west. None of the passenger coaches on the west-bound train were damaged, except that a pair of steps was knocked off one. An empty baggage car was telescoped by the partially loaded express car. Both engines are damaged, but not beyond repair; both remained upright, but one was slightly off the track.—James Osborne, General Superintendent, C. P. R.

(Special Despatch to The Globe.)

Tweed, April 9.—At 5.25 o'clock this

TORONTO
GLOBE

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(Special Despatch to The Globe.)

Tweed, April 9.—At 5.25 o'clock this morning two passenger trains, heavily freighted with scores of human beings, smashed into each other in a rock cutting just a mile east of this station. The trains were the second sections of No. 5, going west, under Conductor Scamion, and No. 6, going east, in charge of Conductor Webb. They had received orders to cross at Butler Sliding, between Ivanhoe and Tweed, but as No. 5 was not at the sliding No. 6 had the right of way to Tweed. When No. 6 reported at Tweed, Kaladar was called on and asked if No. 5 had passed.

In a day or two and report again (see duty). Engineer Williams was cut slightly by broken glass, but his injuries were not serious, and he will be in Toronto to-day. The west-bound passengers were transferred to the local train made up at Tweed.

TORONTO GLOBE

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A Curve and a Cutting.

Conductor Webb received instructions to proceed to Kaladar. His train was just beginning to get under way and had reached the rock cut, a trifle over a mile east, where there is a big curve, and there No. 5 came thundering along. The engines were almost locked in collision before the trainmen were aware, but the engineers made every effort to stop their train. The brakes were applied, and, though they responded instantaneously, the distance between them was many rods too short in which to stop the heavy trains. The trainmen reacted heroically at their posts. The rebound train, as it was travelling the faster, suffered most. The engines came together with considerable force, their fronts being battered in. Two baggage cars were attached to No. 5, and these were completely telescoped.

Baggageman's Narrow Escape.

The body of the rear car was torn from its trucks and forced almost completely through the car ahead, in which was Baggageman Winters. How Winters escaped with his life is a miracle, but he was pulled out of the conglomerated mass of baggage, broken timbers and twisted iron with very little injury. If ever a man missed death by a hair's breadth that experience was his. The firemen and engineers came off just as fortunately. With the exception of a few painful bruises they were not seriously injured. The passengers escaped injury of any kind, with the exception of a few solid bumps. Many of those in the sleeping berths were tossed completely out, and many of those occupying seats were thrown in to others some distance ahead.

Wrecking crews were ordered from Havelock and Smith's Falls. Traffic was delayed several hours, but the track was cleared about 1.45 p.m. Had No. 5 had two minutes more it would have been at Tweed station. Had the engine not broken an eccentric at East Hungerford the train would have been at Tweed forty minutes before this.

Kaladar Operator Must Explain.

Operator Johnston at Kaladar will be called on to explain. It is claimed that train No. 5 passed that station without his knowledge, and was broken down at East Hungerford siding, when he reported that it had not passed yet. As soon as he heard of the wreck he wired in his resignation to headquarters. General Superintendent Osborne, Superintendent Nelson and Assistant Superintendent Carmichael were on hand in the early part of the forenoon.

The damage to rolling stock, baggage, etc., will total about \$25,000.

The Baggageman's Injuries.

Dr. Henry A. Beatty, the company's chief surgeon, received notice shortly after midnight yesterday morning that Baggageman Winters was injured. The train arrived at the Union Station about 1 a.m., and the

6 reported at Tweed, Kaladar was called up and asked if No. 5 had passed there; night operator Johnston reporting "No."

A Curve and a Cutting.

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Dr. Henry A. Beatty, the company's chief surgeon, received notice shortly after midnight yesterday morning that Baggageman Winters was injured. The train arrived at the Union Station about 1 a.m., and the injured man was removed in the police ambulance to the Western Hospital. A thorough examination revealed injuries no more serious than a break of the small bone in the right leg below the knee and a number of bad bruises on both legs. His condition is not at all serious, and the hospital authorities expect that he will be able to leave that institution

TORONTO GLOBE

APRIL 10, 1909

FREIGHTS IN COLLISION

Four Men Injured When Two C. P. R. Trains Pitched Into Each Other

Exclusive Canadian Service.

Toronto, July 26.—Two C.P.R. freight trains pitched into each other at Indian river, ten miles from Peterboro, at 3 o'clock this morning, and four trainmen were slightly injured, viz., Edmund Tout, engineer, West Toronto; Russell Follis, engineer, West Toronto; Eber C. Knapp, conductor, West Toronto, and John Wier, fireman, West Toronto. An error in train orders was the cause of the wreck.

The collision came in a rock cutting, and the escape of the two train crews from more serious injuries seems almost miraculous. Several cars were smashed, and both engines were considerably damaged. Fortunately the freights were not going at great speed when they met.

C.P.R. officials say the men are only slightly injured. Tout has a scalp wound, and his is the most serious injury of the four. The men will be brought to Toronto to-day.

There was no chance of getting the track cleared in a hurry, so passenger traffic was delayed until relay trains could be sent to the scene of the wreck.

The Montreal train, due here at 7.35 this morning, did not arrive until this afternoon.

REUTERS REPORT

July 26, 1910
Spectator

MONDAY, AUGUST 29, 1910

FREIGHT SMASH AT SMITH'S FALLS

Two Trains Crashed Head-On, and
Cars and Freight Were
Badly Broken Up.

ENGINEER RILEY INJURED

His Arm Was Cut Off at the
Shoulder—Fireman Catrin
Was Hurt.

Smith's Falls, Aug. 29.—Two freight trains, No. 1,498, coming from the west, and the other, No. 669, having just left the yard and got fairly under way, came together with a fearful crash about 6.30 o'clock Sunday morning on the C. P. R. line. The track where the accident occurred is down grade, and the freight from the west was running at a good speed for the up-grade into the yard. Engineer Stanley Barclay of Havelock, with Fireman Clifford White, of Smith's Falls, saw the freight coming on the same track. The engineer put on all the brakes, and the men jumped, the former receiving an ankle sprained, and White coming off with only a good shaking up.

Mat Riley of Havelock, the engineer on the train going out, was not so fortunate, as he was too late to jump and was hanging on to his engine. His left arm was jammed between the engine and tender and cut off at the shoulder, being left between the engine and tender when he dropped to the ground. His fireman, Melville Catrin, jumped and got his arm and back hurt. The rest of the crew on both trains jumped and came out all right.

Cars Badly Smashed.

The scene presented by the two great engines caught together in what appeared an attempt on their part to overlap each other was spectacular and impressive, with the heavy iron work twisted and bound together, the tender of No. 1,498 thrown right up on top of the other, several of the freight cars smashed to pieces, and articles of every description scattered over the track and in the swamp on either side.

Soon after the collision fire broke out and the town fire alarm rang out. In a very short time the firemen had a line of hose laid out to the burning mass and kept it under control. There was a carload of horses behind engine 1,498, which were in great danger for some time until an engine was brought from Perth and pulled the car out of danger.

The wrecking crew immediately got to work to clear the tracks for the noon express from the east, which was not delayed. Engineer Riley was taken

August 29
1910

A COLLISION OF FREIGHT TRAINS

C.P.R. Wreck at Smith's Falls Causes Much Damage

Engineer Had Arm Cut Off and Cars Catch Fire

Two Railwaymen Killed on Engine at Belleville

Smith's Falls, Aug. 23.—There was a bad smash-up on the C. P. R. here at 8.30 o'clock this morning about a mile from the station. Two freight trains, No. 1,498, coming from the west, and the other, No. 669, having just left the yard and got fairly under way, came together with a fearful crash. The track where the accident occurred is down grade, and the freight from the west was running at a good speed for the up-grade into the yard. Engineer Stanley Barclay of Havelock, with Fireman Clifford White of Smith's Falls, saw the freight coming on the same track. The engineer put on all the brakes, and the men jumped, the former receiving an ankle sprained, and White coming off with only a good shaking up.

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engine, were both instantly killed. The victims are both married men with families, and reside here. Both engines were badly wrecked. Robert Weir, of Brockville, was engineer on the special, his fireman being a Montreal man. The latter sustained slight injuries.

WRECK SAVED ANOTHER TRAIN

Belleville, Ont., Aug. 23.—An inquest will be held in connection with the collision which occurred here on Saturday morning at the G. T. R. station, whereby Peter Young, an engineer, and Edward Brewer, car inspector, were killed. A jury was empaneled, who viewed the remains, and adjourned until Tuesday evening. Had the immigrant special not collided with the light engine, a more serious accident would probably have occurred, as No. 3 passenger train was upon the same track, waiting at the station, only a few yards further east, and it would no doubt have been run into by the special.

IGNORANT OF RULES

Battle Creek, Mich., Aug. 23.—That he knows practically nothing about the first principles of railroading, had never passed any kind of an examination, and had refused employment as a conductor because he did not think he knew how to run a train, was the startling admission made by G. M. Graham, brakeman on the ill-fated Grand Trunk passenger train No. 14, to State Railroad Commissioner Scully here last night. In the afternoon Graham testified at a private inquiry held before the Grand Trunk officials here, and he declared his evidence given then was the same as given to Commissioner Scully.

"I have only worked for the Grand Trunk since the 25th of last July," said Graham, "and never did any railroad work before. I came here to accept a position as a strike-breaker, but I am not married to the job, and have refused to go out on the road since the accident. When I accepted the position I did not fill out a written examination paper, and was not asked to. I did not know the law required that one be made out, as I knew absolutely nothing about the business. It was for this reason I declined the offer of the company to go to work as a conductor. I told them a brakeman's job was good enough for me."

"When I went back to flag No. 14 I went back as far as I could walk in five minutes, carrying two lanterns with me, one red, one white. I could see No. 4 standing at Durand depot, a mile away. When she came close enough to see my lamps, I began to swing them both together, the red and the white, but the train never stopped, and I only stepped from between the rails in time to save being run down. Then the crash came, and I walked back to see what I could do."

THE TORONTO EXHIBITION

Return tickets at single fare will be issued via Grand Trunk railway system from all stations in Canada west of Cornwall and Ottawa, good going Aug. 27 to Sept. 19, inclusive. Return limit, Sept. 13, 1910. Special low rates

HAMILTON
SPECTATOR

August 29
1910

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Soon after the collision fire broke out, and the town fire alarm rang out. In a very short time the firemen had a line of hose laid out to the burning mass and kept it under control. There was a carload of horses behind engine 1,498, which were in great danger for some time until an engine was brought from Perth and pulled the car out of danger. The wrecking crew immediately got to work to clear the tracks for the noon express from the east, which was not delayed. Engineer Riley was taken to St. Francois hospital, where he was attended to. The cause of the accident has not yet been discovered, but it is asserted that some orders were overlooked. The damage to the rolling stock was heavy.

TWO MEN KILLED.

Bellefonte, Ont., Aug. 28—An immigrant special train from the east ran into a light engine in the G. T. R. yard here at 6 o'clock yesterday morning. Peter Young, engineer on the light engine, and Edwin Brewer, car inspector, who was riding on the

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Hamilton Spectator

AUGUST 29, 1910

ONE KILLED AND TWO INJURED IN C. P. R. WRECK IN TWEED YARD

**Rear-end Collision at an Early Hour
on Sunday Morning—Cause of
Accident is Yet to be Deter-
mined — Three Signals Were
Against Second Freight.**

DAMAGE TO ROLLING STOCK

KILLED—Joseph Muldoon, en-
gineer, of Smith's Falls.

INJURED—T. Keller, fireman,
Havelock, leg broken, other in-
juries; W. J. McCutcheon, train
despatcher, Havelock, skull frac-
tured, still unconscious.

HOW—In rear end collision on
C.P.R. at Tweed.

WHEN—Sunday morning about
4.30 o'clock.

CAUSE—Not determined yet.

TWEED, AUG. 5.—Engineer Joseph Muldoon of Smith's Falls, was almost instantly killed. Fireman T. Keller, of Havelock, had a broken leg, and W. J. McCutcheon, train despatcher at Havelock, was seriously injured in a rear-end collision on the C.P.R. at Tweed early Sunday morning.

The cause of the accident was not definitely known, but an investigation was held to-day in an endeavour to determine how it occurred. An east-bound freight was standing on the main line, the engine near the station, and the van out near a "diamond" in the yard. The conductor, it is understood, was at the station receiving orders. The second freight, also going east, pitched into the rear end of the first one with frightful results.

The second train is said to have been travelling at a high rate of speed, between thirty and forty miles an hour being mentioned.

The track was torn up a distance of 100 yards or more. Fourteen cars and the engine of the second freight were demolished and a fire that broke out burned a number of the cars. The engine, it was stated, was beyond recognition after coming through the collision and fire.

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Despatcher McCutcheon had boarded the train at Havelock for a trip to Ardendale, where it was stated he was almost a regular week-end visitor at the home of a young lady acquaintance. He was in the van when the crash came and by a miracle escaped instant death. His injuries were very serious and at noon to-day he was still unconscious, but the doctors hold out brighter hopes for his recovery.

Fireman Keller jumped and received a broken leg and other injuries. Engineer Muldoon is also said to have jumped but was crushed to death beneath the debris.

The second freight ploughed through the van and motionless cars as if they had been toys, breaking and piling them up with utmost disorder and damage.

How the accident happened is the subject of conjecture. Three semaphores were set against the second freight, and officials are at a loss to explain how they could have been passed unobserved under the usual ordinary conditions. Coroner Dr. Farrell opened an inquest and adjourned it until Friday next.

The road was not cleared until five o'clock.

Engineer Muldoon had quite a number of friends and acquaintances in Peterborough. He was a member of the T.A.S. lacrosse team some years ago and since then has been in the city on a number of occasions.

Peterborough

AUGUST 5, 1912

juries; W. J. McCutcheon, train despatcher, Havelock, skull fractured, still unconscious.

HOW—In rear end collision on C.P.R. at Tweed.

WHEN—Sunday morning about 4.30 o'clock.

CAUSE—Not determined yet.

TWEED, AUG. 5.—Engineer Joseph Muldoon of Smith's Falls, was almost instantly killed. Fireman T. Keller, of Havelock, had a broken leg, and W. J. McCutcheon, train despatcher at Havelock, was seriously injured in a rear-end collision on the C.P.R. at Tweed early Sunday morning.

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AN ACKNOWLEDGMENT

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August 5
1912

Engineer Jos. Muldoon Killed

Despatcher McCutcheon Seriously Injured.

Result of a Rear End Colli- sion at Tweed on Sunday Morning.

Engineer Joe Muldoon instantly killed, fireman Harry Pollock with a badly wrenched ankle, and despatcher W. J. McCutcheon seriously injured, was the result of a rear end collision at Tweed at 1.30 o'clock on Sunday morning.

The cause of the accident has not been made known officially, but it is said that the deceased engineer had a stop at Tweed, and that in some way unexplained he neglected to stop his train and smashed into a standing freight there at a high rate of speed. Fortunately the conductor and brakeman of the wrecked van were not in the car at the time, but were at the station. Despatcher McCutcheon had boarded this van at Havelock for a trip to Ardenale and was fast asleep when the collision occurred. It is a miracle that he escaped instant death. As it is he is in a very serious condition from injuries to the skull, but the doctors hold out bright hopes for his recovery.

Engineer Muldoon jumped at the last moment, but failed to clear the wreckage, and his head, body and arms were badly crushed.

Fireman Pollock who is only a boy, was fortunate in escaping with a wrenched ankle. He jumped clear of the wreck and was slightly bruised and shaken up.

The track was torn up for a distance of 100 yards or more. 14 cars and the engine of the second freight were demolished and a fire that broke out burned a number of cars. The heavy engine ploughed through the van and motionless cars as if they had been but pasteboard breaking and piling them up in the utmost disorder and damage.

Engineer Muldoon has lived here for a number of years, although his home was in Smiths Falls, and his tragic death came as a great shock to the community.

✓
August 8
1912.

KILLED IN COLLISION

**Engineer Richardson, of Havelock,
Meets Death in Smash-up Between
Freight Trains at Ivanhoe**

TWO OTHERS HURT

Special to The Examiner:

In a head-on collision between two C.P.R. freight engines in the yards at Ivanhoe, between six and seven o'clock this morning, Engineer Richardson of Havelock, was killed, and Brakeman Buckerill and Engineer Parsons of Havelock, slightly injured. Particulars are lacking as to the exact details of the accident, and the Examiner has been unable to ascertain the cause of the catastrophe. From the local C.P.R. officials no information as to the smash-up could be ascertained. The injured men, as reported from Havelock, are not badly hurt and there was little damage done to either train. Coming on the heels of the tragedy at Havelock last night, in which Edward Foley was killed, the accident is doubly sad.

December 19
1912

PARTICULARS OF FATAL ACCIDENT AT IVANHOE BOTH ENGINES SMASHED

**It is Stated That Eastbound Train Over-ran the Switch
---Fireman Richardson Was Caught Between the Engine
and Tender and Crushed to Death.**

BELLEVILLE, DEC. 18. — A fatal head-on collision occurred at Ivanhoe, on the Canadian Pacific Railway, 18 miles from here, at 5 o'clock this morning, causing the death of Fireman William Richardson of Havelock and serious injuries to Engineer Trudeau.

A way freight from the east, in charge of Engineer Parson and Fireman John Shaw, pulled up on the main line before the station shortly before 5 o'clock. The crew had some freight to unload, and were engaged at that when the collision took place. They had been out since 5 o'clock yesterday morning working along the line, and the engine was short of coal. Another freight from the east was standing on the siding, and the engine of the way freight was pulled up alongside the other engine in order to borrow some coal to enable them to reach Havelock.

While the engine was standing in this position, a heavy freight train from the west came down the grade leading to the station at high speed. There was a terrific impact and both engines were smashed. Fortunately, the engineer and the fireman of the way freight were on the tender of other stationary engine shovelling coal when the collision took place or

they would probably have been killed. Fireman William Richardson of the freight from the west was instantly killed and Engineer Trudeau seriously injured. Four freight cars were broken up into kindling. One of these cars was loaded with seed peas from Prince Edward county.

Coroner Harper of Madoc was notified at once. He decided to hold an inquest. A jury was empanelled, and, after viewing the remains, adjourned till the 26th inst., when evidence will be taken.

The fireman, Wm. Richardson, who lost his life, was thirty-five years of age. He leaves a wife and five small children, the youngest of which is an infant only a few days old. Engineer Trudeau comes from Stoco, where for several years he conducted a blacksmithing business.

TORONTO, DEC. 19.—According to information given in the Union Station, the eastbound freight, of which crew Richardson was a member, had orders to stop on the east end of the siding to allow the westbound to pass, but the eastbound overran the switch. When the engineer on the latter train saw a collision was inevitable he told the fireman to jump. It was while the fireman was trying to jump that he was caught between the engine and tender and crushed to death.

Peterborough.

December 19
1912.

Havelock Star

HAVELOCK, ONTARIO, THURSDAY, DECEMBER 19, 1912.

Fireman Killed at Ivanhoe.

Manley Richardson Meets Death In Head-On Collision.

Two Others Injured in Bad Wreck on Wednesday morning.

Manley Richardson of town, C. P. R. fireman, was instantly killed at Ivanhoe on Wednesday morning when two freight trains met in a head-on collision.

Wm. Butterill, brakeman, and Harry Parsons, engineer, were also injured severely, but not dangerously.

A train coming west, in charge of engineer Parsons was at Ivanhoe station when another freight in charge of engineer M. Trudeau smashed into the standing train. Richardson jumped for safety but was caught between the engine and tender, and killed instantly.

Brakeman Butterill and engineer Parsons were cut about the head and body and are suffering badly at present from shock, but their injuries are not thought to be serious. They were rushed here, where their injuries were promptly attended to.

An inquest was held yesterday at Ivanhoe, but we go to press too early to learn the result.

The deceased fireman leaves a widow and five small children, the youngest being a babe, only a little over a week old.

December 19
1912

TWO WRECKS

One on C. P. R., the Other on the
G. T. R.

1913

Toronto, Nov. 1. — The Winnipeg express, train No. 4, of the Canadian Pacific railway, was delayed over eight hours in arriving at the Toronto terminals last night, as the result of a heavy freight train being wrecked near Darling station, on the Muskoka division.

The freight train was running into the siding at the station to allow the express to pass, when the rails suddenly spread under the drive-wheels of the engine. Although running at a low rate of speed, the momentum was so great, owing to the large number of heavy cars following, that it was some distance before the train could be brought to a stop. Four cars and the tender and engine were derailed.

Owing to the length of the train, a large number of cars were still on the main line, and the express could not pass until the siding was cleared. Auxiliaries were rushed to the scene, but it was over seven hours before the derailed engine and cars were rerailed and the train run onto the siding. The heavy freight was running north from Toronto.

MINOR INJURIES

Toronto, Nov. 1. — The G.T.R. train from Port Huron was delayed three hours and twenty minutes owing to a derailment along the line. It was due in at 7.40 o'clock last night, but did not arrive until after 11 o'clock. It is said that the accident was due to a spread rail. Fortunately no lives were lost, but a number of passengers were badly bruised and shaken about, while a woman was injured by the shattering of a window, pieces of the broken glass entering her arm.

HAMILTON
SPECTATOR

NOVEMBER 1, 1913

EXPRESS TRAIN DERAILED

Broken Rail Wrecks C. P. R. Toronto Train But Nobody Is Seriously Injured

The west bound C. P. R. Ottawa Toronto express was wrecked near Sharbot Lake yesterday morning but fortunately there was no loss of life neither was there anybody seriously hurt. It was almost a repetition of the accident at Winchester last week, attributable to the same cause—a broken rail—but fortunately attended by no very serious results to either passengers or rolling stock. The train left Smiths Falls on time, at 1.05, and while running at the usual speed about a mile east of Sharbot Lake, less than an hour after leaving here, it was wrecked. A broken rail was the cause. The engine and all the forward part of the train, including the first class passenger coach got safely over the weak spot in the rail but in doing so broke out the defective part and the three big pullman cars were flung into the ditch. One of them turned completely over so that the wheels were where the roof should have been, and the upper berth passengers were lower berth passengers when it was all over. The danger of fire was present in everyone's mind and everybody scrambled out of the coaches as quickly as possible without waiting for clothing or valuables, but there was no fire and nobody lost anything. It was a great relief to find that nobody had been killed and apparently nobody was very seriously injured. When the accident was reported at Smiths Falls it was thought of course that there would be a big casualty list and several doctors were sent up from here, but they were stopped at Perth—their services were not needed. The train was made up over again and continued on its way, the injured being taken to Peterboro.

On account of two accidents within a week, from precisely the same cause, the C. P. R. has sent out a special force of experts to examine every rail on the line between Montreal and Toronto.

Rideau Record
Smith Falls

MAY 8, 1916

CAPT. GRAHAM HURT

Was in C. P. R. Wreck at Sharbot
Lake Yesterday

Capt. G. Fleck Graham, the medical officer of the 8th Machine Gun Battalion, figured in the wreck at Sharbot Lake, Monday morning, and sustained injuries to his side and back. He was brought to this city yesterday afternoon in a special Pullman car, and is now at the military hospital. It is feared that several ribs are fractured. Three steel sleeping coaches left the rails and rolled down a 20-foot embankment, and Capt. Graham was in one of the derailed cars. Lieut. Anderson is assuming the medical duties of the battalion.

Hamilton
Spectator

MAY 9, 1916

ENGINEERS INJURED WHEN TRAINS COLLIDE

Toronto to Montreal Flyer Crashes Into Freight Near Perth—Passengers Bruised.

A despatch from Montreal says:—No lives were lost and it is expected that the four members of the train crews who were seriously injured when the Chicago to Montreal passenger train, No. 20, crashed into freight train No. 909 in front of the Glen Tay station, near Perth, Ontario, on Thursday afternoon, will recover, according to a report from the C.P.R. headquarters here Thursday night. The seriously injured men are Engineer Norris and Engineer Bourne, both of whom are in the Perth Hospital.

News Agent E. Hanson, who suffered slight internal injuries, and Baggage-man G. Anderson, who was also hurt, are also in Perth Hospital.

Others members of the train crews suffered slight injuries, while several passengers also sustained bruises, none of which, according to the C.P.R. report, are believed serious.

A number of passengers who were proceeding to St. John, N.B., to embark for Europe, were able to catch the boat train at Montreal West, and continued on their way.

Orangeville Sun

MARCH 5
1925

Brakeman Killed

Ross Brown of Smiths Falls, Killed When Train Strikes Auto at Tweed

One man was killed, another seriously hurt; a motor car demolished and 12 freight cars derailed when a freight train extra running between Havelock and Smiths Falls, struck an automobile on the Canadian Pacific Railway level crossing at Tweed at 7.18 o'clock Monday night.

The train had a clear track through the Tweed station and was proceeding east when the automobile came in sight. John Burns, Buffalo, driver of the car was apparently unable to stop his machine and traveled directly into the path of the oncoming freight which crashed into the car and carried it 30-feet to a switch pole. The motor car broke the switch band and the locomotive branched off on one track and the freight cars on another.

Jumped Too Late

Ross Brown, 35, of Smiths Falls, front brakeman on the train was killed while riding on the engine pilot at the time of the crash. When he saw the motor car was being carried into the switch pole he jumped but was too late as the first car behind the engine toppled over on him and pinned him down. Two of his legs were cut off and it was found necessary to amputate an arm before his body could be extricated.

Burns suffered internal injuries and severe scalp wounds, but is expected to recover. The car was reduced to a tangled mass of wreckage.

Twelve freight cars which left the rails were badly smashed and the

track was torn up for a considerable distance. It was 24 hours before the line was repaired and regular train service continued.

Unable to Stop

The train crew consisted of H. A. Parsons, engineer, Smiths Falls, E. Taylor, fireman, Havelock, W. Watson, conductor, Smiths Falls and R. Britton, Havelock, tail-end brakeman.

Mr. Parsons stated after the crash that he blew his whistle several times when he noticed the car approaching.

"It appeared as if the machine was going to stop, but the driver appeared unable to stop it and it was seen to skid. I jammed on my brakes when a crash was inevitable," said Mr. Parsons. The engineer said that neither he nor the fireman had a chance to jump from the locomotive.

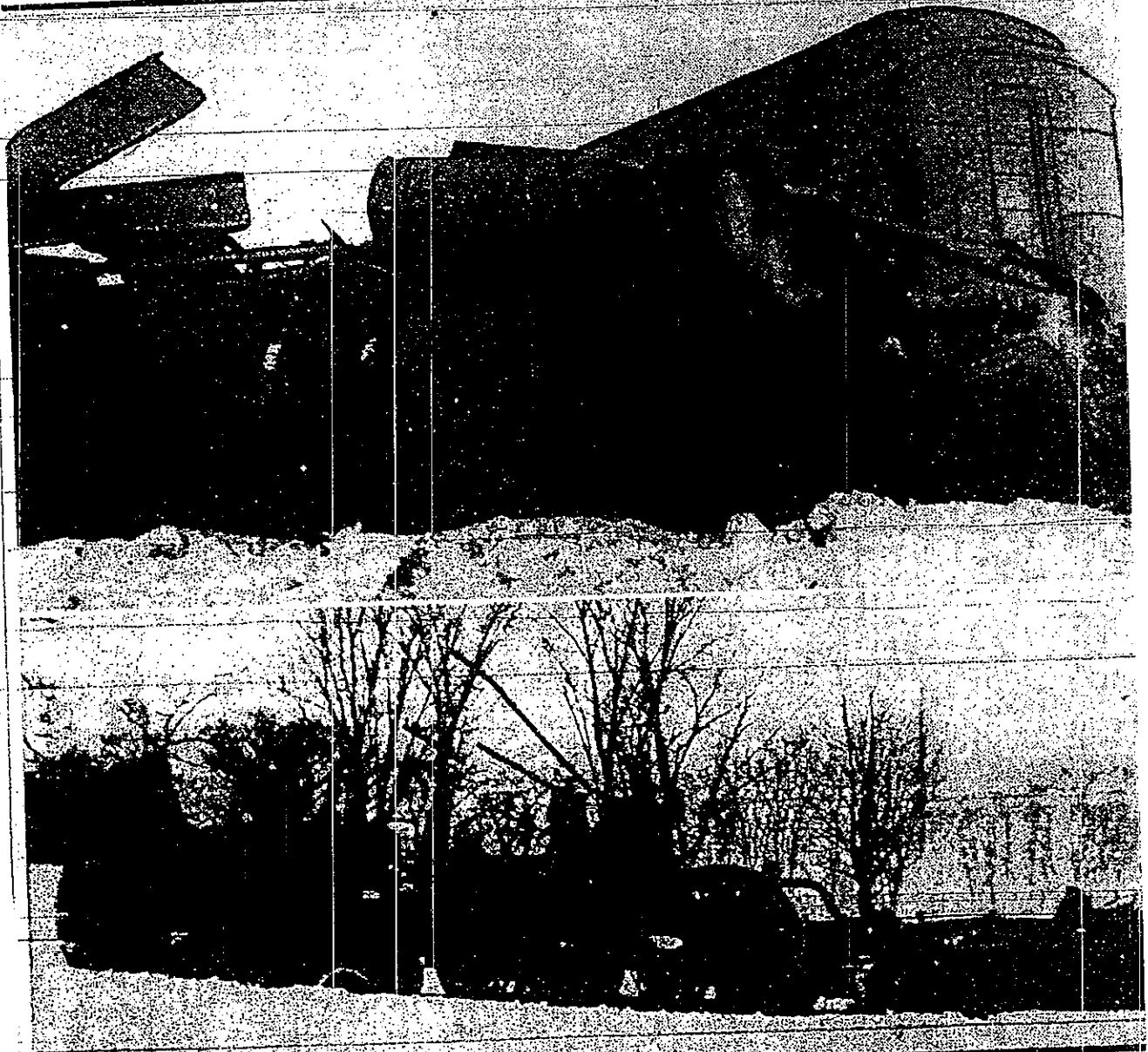
It was said that if Brown had stayed on the pilot instead of jumping he would not have been hurt as the engine rolled on its side when the switch band broke and rolled away from the side on which the brakeman was standing.

Ross Brown, the brakeman killed in the accident, had been a resident of Smiths Falls for some years and was well and favorably known here. The young railroader had numerous friends in this town and his bright disposition and many sterling qualities earned for him the high regard of all who knew him. His home was in Bonar Law and the body was taken direct to that point where the funeral was held yesterday morning.

Smith Falls

August 1, 1929

Explosion Completely Wrecks Canadian Pacific Locomotive



A freak tragedy at Cavan on Friday denuded a C.P.R. locomotive and killed the train crew, when the boiler blew up and sailed along with the engine cab several feet into the ditch. At BOTTOM is shown the engine trucks, minus

the boiler and cab, and at the TOP is the tangled, battered remains of the big steel boiler as it lay in the snow-filled ditch. These unusual and exclusive pictures were taken by Ken Syers, whose farm adjoins the track where the accident occurred.

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JANUARY 24, 1943

OUGH FRIDAY, JANUARY 22, 1943

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PRICE THREE CENTS

ENGINE CREW KILLED WHEN TRAIN EXPLODES

Engine Of Passenger Train Is Lifted From Rails In Explosion West Of Cavan

All Passengers On Train Escape
But Bodies Of Engineer,
Fireman Are Buried In Wreckage

Two men died in the twisted wreckage of a C.P.R. engine shortly before eight o'clock this morning, when the boiler exploded just as the train passed Tapley siding, three miles west of Cavan station. The victims are George Fry, engineer, and George Lines, fireman, both of Toronto.

The terrific explosion which brought death and destruction to the quiet, snow-covered Cavan countryside, shook nearby farmhouses, and lifted the entire engine and cab from the wheels, hurling it fifteen feet into the north ditch, a twisted, smoking pile of scattered metal. The two men were trapped in the cab, and are believed to have died instantly from the effects of the explosion. The coal tender remained on the rails.

The train, carrying passengers to Toronto left Peterborough at 7.10 and proceeded on schedule to Cavan. It had just passed a short distance beyond the village station when the tragedy took place.

The train travelled about one hundred yards along the rails following the explosion with the wheels of the two first coaches plunging up the right-of-way, while the wheels of the engine truck stayed on the tracks. The passengers were only slightly shaken up by the force of the blast and the rough ride and no injuries were sustained.

Men and women clambered into the drifted snow to view the wreckage, but the damage appalled them, and one look was sufficient for most of the passengers. Conductor J. Bedford walked to the farm home of Kenneth Syers and sent a call to Peterborough C.P.R. station for aid. An engine was dispatched to bring the coaches back to Peterborough, and later a wrecking crew

OUGH, FRIDAY, JANUARY 22, 1943

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PRICE THREE CENTS

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But Bodies Of Engineer,
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Frightened Farmers

The force of the explosion frightened farmers and made many believe that two trains had met head-on in collision. The windows rattled in the home of Kenneth Byers on the 8th Concession of Cavan and at the home of Fred Staples, pictures shook on the walls, and Mr. and Mrs. Staples rushed to the window expecting to see a collision on the railway tracks.

Pieces of hot metal were buried more than 200 yards from the scene of the explosion, and one piece of hot iron was found on the 8th line, where it had melted a hole in the snow. The damage to the boiler was so extensive that eye-witnesses claimed the tubes were visible.

What caused the explosion is a mystery, but at an early hour today, railway officials had started an investigation. An ironic touch was given the accident with the knowledge that the engineer, George Fry, was actually a freight engineer, and had been sent to Peterborough to take over the train in place of the regular engineer, Phipps.

Snow-drifted roads made it impossible for reporters, or rescue squads, to make their way to the wreck by any route except over the tracks, and details of the affair had to be gathered by telephone. The press radio line serving radio station CHEX was put out of commission when the explosion severed communication wires alongside the track.

ENGINE

(Continued on Page 2, Column 1)

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MORE ABOUT—

Engine

Continued from Page 1

Eye Witness Story

Private Fred Kloss of the Peterborough military training centre was a passenger in the third of the four coaches. He told the Examiner he was going to Toronto on leave from the camp.

"The first sign of anything being wrong was a rough jolt as if the brakes had been slammed on hard,"

Private Kloss said. "Looking out the window I saw the air full of steam and sparks. The train seemed to go on for a short distance and then stopped dead."

"I saw when I got outside that

the wheels of the baggage coach and the first coach behind it had left the rails, but they were standing upright. All the front of the engine was gone, but its truck of wheels were still on the rails.

The boiler had been flung off its truck and lay toward the fence in the deep snow, and the engine cab was 30 or 40 feet further to the west and also in the right of way of the railway.

You could see the two engine men dead and pinned down beneath the heavy cab. One man's head was free of the side of the cab and the other man's feet were sticking up through the snow. It seemed that the dead man's face had been badly scalded by steam or hot water. No body in the coaches was hurt."

George Walton, veteran brakeman of the train, said the long body of the boiler had been twisted around by the force of the explosion, and the front of it was facing toward the east.

The fireman's shovel was found in a field about one hundred feet from the tracks. Debris was blown considerable distances beyond both fences. One of the seats of the engine cab was also picked up out in the deep snow of the field."

Mr. Walton said that both the boiler and cab lay on the north side of the track, the cab a little further to the west.

Communication was cut off by wire when several telegraph poles were bowled over, and was not re-opened until the arrival of the engine and van from Peterborough. N. S. Courtney, local telegrapher of the C.P.R. staff accompanied the emergency relief train. Each van carries telephone equipment, and required only line connection to the nearest standing wires.

Conductor J. Bedford said the accident occurred about 70 yards west of the Tapley switch. He corroborated the information as to the first sensations of trouble ahead, the faint dull sound that was heard and feeling as if brakes were suddenly applied. Momentum of the coaches carried them a short distance beyond the wreckage of the engine.

Mr. Bedford said he could not express any opinion as to the cause of the explosion of the boiler. He said George Fry was replacing one of the regular engineers named Phipps who was ill in Toronto with a severe cold.

Panic Among Passengers

H. E. Perry of the legal department of the Canadian General Electric Company, Toronto, said there was reaction of panic among the passengers, although one woman was hysterical for a while.

Looking at the torn and scattered wreckage of the engine several of the passengers said it was evident that the cab and its engine crew were suddenly tossed into the air, even with the seats on which they were sitting, and the two men remained partly under its plowing weight where it fell in the deep snow.

Conductor Bedford said the train crew were himself and George Walton, trainman, and George Fry, engineer, and George Lines, fireman, of Toronto. He had to walk across deep snow up to his waist to reach the nearest farm house, distant about two city blocks from the railway.

Nothing could be done without lifting equipment to release the bodies of the train crew from beneath the cab.

Dr. D. W. Clark of Peterborough was one of the thirty-three passengers, and because of the isolated place of the fatalities he empanelled a jury from the men on the train for the first preliminary identification purpose. Meanwhile the authorities of Northumberland-Durham counties were notified, and a coroner from Fort Hope was assigned to continue the inquest.

The yard engine with van and a group of section men left the city at ten minutes to nine o'clock. The engine brought back the two rear coaches and passengers reaching Peterborough at 12:55 p.m. Among the local men on the abandoned Toronto trip was Ed Foley.

Peterborough
Examiner

JANUARY 22, 1943

Inquest Not Decided Attorney Says

H. R. Deyman, K.C., Cobourg, Crown Attorney for the Counties of Northumberland and Durham, informed the Examiner this morning that he had not yet decided whether to hold an inquest into the deaths of the two C.P.R. employees who were killed by the explosion of the boiler of the 7:15 a.m. passenger train to Toronto on Friday.

"I am waiting for the report of the investigating constable," Mr. Deyman said. "I haven't got that yet, and for that reason I cannot say whether there will be an inquest."

The bodies of George Fry, engineer, and George Lines, fireman, were taken to Millbrook late on Friday afternoon, and were forwarded to Toronto this morning to two funeral homes. It was reported that G. T. MacPherson, undertaker at Millbrook, had driven more than three miles, from the Millbrook-Cavan Highway to the siding at Tapley, between Cavan Station and Dracoe, and the bodies were removed by sleigh back to the highway.

Dr. D. W. Clark of Peterborough

corrected a report from C.P.R. sources that he had empanelled a jury from "fellow-passengers on the Friday morning local."

It seems that the deep snow covering the roads and countryside of Manvers Township was regarded by men on the train as being too difficult for travel from the highways, and because of the comparative inaccessibility it was felt that some assistance could be given to the authorities by those who were at the place of the accident. Someone telephoned to Toronto as the morning wore on, and obtained the permission of Premier Conant to proceed with the preliminaries of investigation. However, Dr. Clark was hesitant about trespassing on the duties of the Northumberland-Durham authorities, and did not act upon the verbal warrant from the Attorney-General.

The noon train from Toronto to Ottawa on Friday arrived in Peterborough around 3 p.m. By arrangement with the C.N.R. it was routed over the C.P.R. stem from Dracoe to Lindsay, where it was transferred to the C.N.R. and came to Peterborough by way of Omamee, switching back to the C.P.R. here at the "diamond."

Although no comment was heard about an inadvertent misstatement in the report of the accident to the effect that there was a reaction of panic among the passengers, a voluntary correction is made for the reason that the word "no" before "panic" was somehow omitted, changing the whole effect of a statement to a reporter by one of the Toronto passengers. He had said that there was "no" feeling of panic, or cause for it, and the only excitement in that respect was the hysterics of a woman.

Peterborough
Examiner

JANUARY 23, 1943

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TORONTO PAIR DIE AS ENGINE IS OVERTURNED

Passengers on CPR Local Shaken Up as Coach and Baggage Car Dragged Off Tracks at Tapley

Both Toronto men, the engineer and fireman of a CPR local train, were instantly killed early this morning at Tapley, 15 miles west of Peterboro, when their engine left the track and overturned, dragging a baggage car and coach with it, railway officials said to-day.

The dead are: George Fry, engineer, 122 Annette st., and George Lines, fireman, 278 Salem ave.

CPR officials said that cause of the accident was not known, but that passengers were only "slightly shaken up."

A doctor and rail officials were taken to the scene of the accident by a yard engine.

The train left Peterboro at 7.45 a.m. for Havelock, and 50 minutes later the engine jumped the rail and was thrown clear of the track. Although derailed, the baggage car and passenger coach remained upright. The engine was thrown on its side. The remaining cars of the train stayed on the track and were returned at noon to Peterboro.

Reason for the accident is not clear. Some reports from the scene stated "the locomotive blew up." Railway officials declare the road in that area had been reported clear, and discounted reports that the train crashed into a heavy snow bank which derailed it.

Engineer Fry was 53 years of age and the father of two children, James, 8, and May, 6. He had been with the CPR since 1910.

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JANUARY 22
1943.

ENGINE CREW DEAD IN BLAST

Toronto Men Killed When Boiler Explodes

Peterborough, Jan. 22 (Special).—George Fry, C.P.R. engineer, and George Lines, his fireman, were killed today when the boiler of a locomotive exploded at Tapley siding, 15 miles west of here. Both victims were Toronto men. The force of the explosion was felt in a near-by farmhouse, and it lifted the entire engine and cab from the



wheels and tossed them into the ditch along the right-of-way.

Fry and Lines were hurled a considerable distance and were dead when trainmen and passengers reached the scene.

The accident occurred while a Toronto-bound train was passing the siding. Pieces of hot metal were hurled more than 200 yards and the damage done to the boiler was so extensive that the tubes were left visible.

Communication was cut off by wire when several telegraph wires were brought down. Conductor J. Bedford said that immediately prior to the explosion he heard a dull, faint sound, and it seemed as though brakes were being applied.

Fry was replacing one of the regular engineers who was ill in Toronto with a severe cold.

JANUARY 22
1943

BOILER OF ENGINE EXPLODES 2 TORONTO CREWMEN KILLED

Metal Wreckage Hurled 200
Yards—Nearby Houses
Shaken by Blast

PASSENGERS UNHURT

Special to The Star

Peterboro, Jan. 22—Two Toronto crewmen of the Peterboro-Toronto C.P.R. train died almost instantly today when, according to C.P.R. officials here, the boiler of the engine exploded. The men were pinned in the cab. The dead men are George Fry, Annette St. engineer, and George Lines, Salem Ave. fireman.

At least two of the coaches were derailed but there are no reports of passengers being hurt.

Witnesses said the explosion rocked farm houses in the neighborhood and sent the split and twisted boiler 200 yards through the air into a snowbank.

First to reach the scene was Ken Syre, a farmer living 100 yards away.

Blast Shook House

"It was just about seven o'clock and I was getting out of bed to go to work when I heard a terrific explosion that shook the house," said Syre. "I looked out the window . . . it was still dark out . . . all I could see was a mass of flames. I got my lantern and waded through snow up to my waist to reach the engine. It was mighty dark and I had a whale of a time trying to get through.

"By the time I got there I found two soldiers and a civilian standing behind the cab. The four of us managed to get up to what was left of the engine and found one of the men pinned against the wreckage. We tried prying and every other method, but it was useless. We got as near as we could to the man and when we saw he was beyond help all we could do was leave him there until the authorities arrived."

"We went back and found three of the cars off the rails and two members of the baggage car crew pretty badly shaken up. They were taken to one of the farmhouses and soon recovered once they got first-aid."

18 Below Zero

Syre said some of the passengers



GEORGE FRY,
Engineer



GEORGE LINES,
Fireman

TORONTO STAR

JANUARY 22, 1943

Syre said some of the passengers left the train and sought shelter in nearby farmhouses. "It was mighty cold out there this morning—18 below zero. The passengers managed to get emergency heating equipment rigged up in the cars to keep them warm."

Another nearby farmer, Fred Staples, who lives 300 yards from the accident scene, said his house was badly shaken by the blast. "It was too dark to see much but after it got light the passengers started coming to the farmhouses for shelter. At times they had to wander through snow almost up to their waists."

Syre said a dairy truck from Havelock managed to reach the side of the train with milk and other supplies and so far passengers had plenty to eat.

Some Shaken Up

Other witnesses said many of the passengers received a shaking up, but none is believed to have suffered serious injury.

Another eye-witness said: "It sounded as though a bomb had exploded on one of the farms."

Wrecking equipment is reported on the way to Cavan, 15 miles west of Peterboro, to lift the damaged engine from the rails. Passengers will be taken to Peterboro as soon as another engine can reach the scene.

Not Regular Run

"It wasn't his regular run," George Fry's wife said. "Some engineer booked off last night and they phoned George. It was very cold and he wanted to stay home. But he said the C.P.R. needed men, so he went."

The Fry children, Jim, 8, and May, 6, don't know yet that their father is dead. "I am fixing their lunch and sending them right back to school," their mother said. "I don't want them to know about it any sooner

than I can help! They attend St. Cecilia's school."

Fry had been on Canadian Pacific engines since 1910, and had driven trains over most of the lines of this province. He had not been on the Peterboro run very long, his wife said. He had some relatives in England, who had not been in touch with the family for many years.

Mrs. Lines, Salem Ave., wife of the dead fireman, said: "My husband went up on the run last night. He hadn't been on it very long. He was home with me yesterday, and had early supper and took the late afternoon train."

A veteran of 26 years' service with the Canadian Pacific, Lines was 50. He had no children. Besides his widow, surviving him are two brothers, Albert, with the Canadian National Railways, and Fred, both of Toronto; and two sisters, Mrs. Sadie Moffet and Mrs. Mary Kay, both of Palmerston.

TORONTO STAR

JANUARY 22, 1943

Engine Blows Up

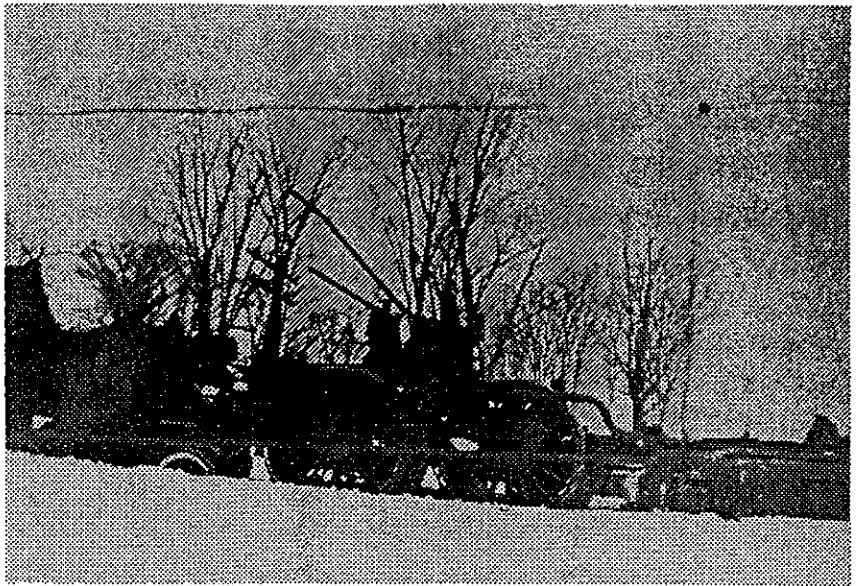
A fatal accident occurred on the C.P.R. line near Tapsley, 12 miles west of Peterboro early Friday morning last when the boiler on the Toronto local engine exploded killing the engineer Fry and fireman Lyons. The force of the explosion threw part of the engine some distance from the track pinning the two men underneath the wreckage. The auxiliary from Havelock was rushed to the scene to clear the line. The conductor of the train was J. Bedford of Toronto formerly of Havelock. The noon express on Friday got in Havelock late in the afternoon having to come around by Lindsay over C.N. R. tracks to Peterboro and thence on the main line again. The cause of the accident has not been determined.

— V —

HAVELOCK

JANUARY 28 1943

missing. The explosion had been forceful enough to catapult the cab over the telephone wires and into a near-by pond. Both the fireman and the engineer were killed and Ernest Lamb helped remove the two bodies from the cab. Whatever the cause of the explosion, it was a catastrophe and one which Lamb did not soon forget.



An explosion so forceful it blew the cab over the telegraph wires, and left only the running gear on the tracks.

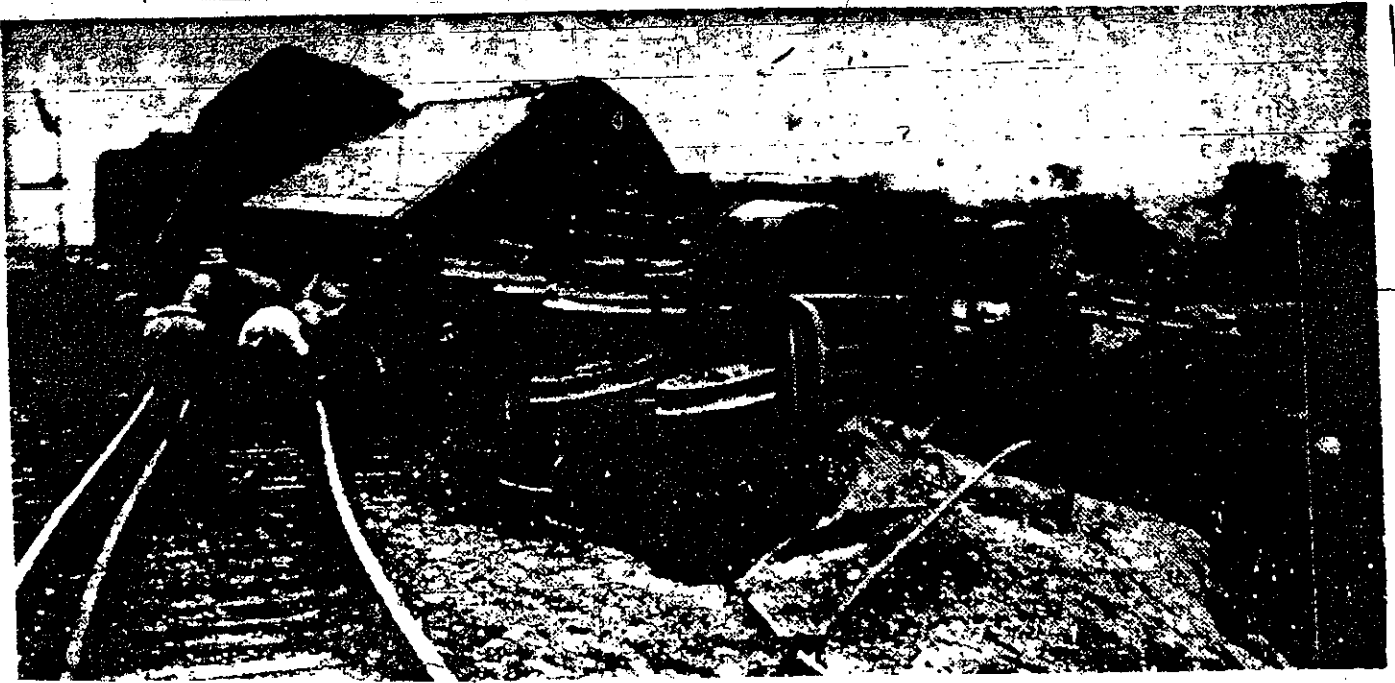
Larry Lamb also mentioned that during war time farmers were expected to help in clearing the railway tracks of any wrecks that occurred in the vicinity of their property, for which they would receive some payment.

Cavan Station was demolished in 1979 and replaced with a Via Rail "shelter". Dranoel now exists in name only: the station and adjacent water-tower are long gone. The C.P.R. tracks east of Havelock were lifted in the early 1970's and the passenger service from Havelock to Toronto was shut down in January 1990. Now only the ore trains from the nephthaline mine north of Havelock rumble through each night.

It seems certain that the era of the railroad in Cavan Township will soon come to an end. The railroad is considered to be a luxury we can no longer afford, despite the fact that travel by rail is generally safe, pleasant and ecologically sound. Throughout their long history the two railways that ran through Cavan not only afforded a convenient and inexpensive means of travel, but also brought a welcome increase in trade and commerce to the Township.

*This Green & Pleasant Land
History of Cavan Twp.*

FC 3095 C 38 T55 1990



—Central Press Canadian
LEAPS FROM RAILS — No cause has yet been discovered for this train wreck at Peterboro, Ont. The locomotive suddenly jumped the rails. Engineer Frank McKay and fireman Bruce Nickolas were injured when they leaped from the cabin.

GAHT

JULY 12
1951