

LINDSAY DIARY

ENGINE JUMPED RAILS

Accident to Penetang Train on Grand Trunk Railway

Allandale, May 4.—As the south-bound Penetang train on the Grand Trunk was approaching Phelpston station, and running at about 10 to 13 miles an hour, the engine jumped the rails, but fortunately did not leave the track, and the train was immediately brought to a standstill. None of the passengers have been reported hurt, but the conductor, Thomas Patton, and the baggageman, Harry Hamilton, who were both in the baggage car at the time of the accident, were severely shaken up and bruised. The mail clerk, A. Kirkpatrick, was also shaken and bruised. The train arrived here about an hour and a half late.

A coincidence is that it was exactly the same crew which met with a similar accident on the line on new year's day, 1908, and the baggageman was in an accident to the Penetang summer express several years ago.

MAY 5 1905

Evidence at Inquest Inquiring Into Cause Of Mrs. G. Babcock's Death at Grass Hill

6/21/92

The adjourned coroner's inquest, inquiring into the cause of the death of the late Mrs. Gartfield Babcock, a victim of the Grass Hill collision of Saturday, June 8, was held Monday afternoon at 1.30 o'clock in the council chamber before Coroner Dr. Blanchard.

The chamber was crowded to the doors by an interested gathering, the great majority of whom were employees of the G.T.R. Great attention was paid to the evidence of the different witnesses, and more especially those who composed the crew of the Coboconk train and double header which figured in the accident. The witnesses appeared to tell their version of the affair in a straight forward manner.

When Conductor Roach of the double header was called up silence spread over the chamber. The witness gave his evidence in a manner which deeply impressed those present, and which was marked by candor and sincerity.

There was quite an array of legal talent at the inquest. Mr. Pratt of Montreal represented the G.T.R., E. Guss Porter, K.C., M.P., acted in the interests of the engineers, G. H. Hopkins, K.C., represented the Babcock family and Mr. L. V. O'Connor appeared on behalf of Conductor Roach. The Crown was represented by A. P. Devlin, C.C.A.

Before the proceedings opened the coroner (Mr. J. Staples) being an intimate relative of the late Mrs. Babcock, might not be inclined to act on the jury.

Mr. Staples said he had no particular interest in the case.

Chief Chilton was the first witness and told of taking charge of deceased on instructions of coroner.

Conductor W. F. Mercer, sworn, said he was G.T.R. conductor on No. 31, running from Lindsay to Coboconk. He remembered June 8. He received orders to run from Lindsay to Lorneville twenty minutes late. (Order was produced.) He

left Lindsay 6.50, 20 minutes later than scheduled time; arrived at Cambridge about 7.05, discharged some freight and left at 7.15; arrived at west switch, Grass Hill, twenty minutes later and arrived at station two minutes later. Discharged the passengers, backed up length of two coaches to unload freight. Brakeman said "There is a light double following." Witness looked out and saw train coming. Witness said "That fellow will not be able to stop." He warned the passengers, some of whom got out. Afterwards the collision occurred and he went in and assisted injured passengers. He then went to Staples' store and phoned for doctors as well as notifying Lindsay. He then took injured on to their destination. It would be about 7.37 o'clock when train was struck. He did not know he would be followed by another train when he left Lindsay. He was employed on the G.T.R. 25 years excepting a month. The train that was following should have come through the yard with caution. If Conductor Roach had come round at reduced speed and saw the track, he would have stopped.

To Mr. Porter, "I am supplied with timetable rules. My train is No. 31 due to leave Lindsay at 6.30, but was delayed 20 minutes. Owing to delay my scheduled time for leaving was 6.50. I was at Grass Hill Station at 7.37. I was seven minutes behind time of departure from Grass Hill when we were struck. I know rule 99. My flagman did not go back nor did I put up signal. There was no semaphore at Grass Hill. If there was I could have set it against approaching train. This and the signal would have protected his train. It is not usual to receive notice when leaving a terminal point that another train will follow. The curve at Grass Hill is between 5 or 6 pole lengths from the station—about 250 or 300 yards. The switch is just at the curve and the engine would be just

west of switch before it could be notified at the station. The engineer approaching Grass Hill in proper position would be on right hand side of cab. He could not see train until he was pretty well around the curve.

To Mr. O'Connor—Owing to excitement I did not look at my watch. What I said regarding the time of collision I got from my engineer. There is a gradual curve from the left coming into Grass Hill. It gets sharper as you come in. If I left Grass Hill at 7.30 I would be 2 1/2 or 3 miles from Grass Hill when double arrived.

To Mr. Hopkins—I had one set of instructions from Lindsay to Lorneville. The delay at Grass Hill was due to unloading freight. I was only there 5 minutes. I lost time going from west switch of passing track to the station. I did not expect collision until I took a second look. I shouted to the passengers in the first coach in which Mrs. Babcock was seated. Some jumped out on bank. Could do nothing else but shout until after collision.

To Mr. Pratt—I acted on my best judgment.

At this juncture Mr. Pratt suggested to the witness the interpretation of rule 99.

Mr. Porter objected to the witness giving interpretation of rule 99. It was the duty of the jury to interpret it. His objection was sustained.

Rule 99 is as follows:—when a train stops or is delayed on the main track under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance from the train to insure full protection.

Witness said he was running 20 minutes late.

In answer to Mr. Staples, witness said that whatever hour light train left Lindsay, it should have taken forty minutes in reaching Grass Hill.

Mr. Pratt here intimated that the railroad would hold an investigation.

The witness said he got orders from clearance regarding trains ahead of him. There is no agent at Grass Hill. The switch targets indicate which way switch is set.

To Mr. Staples—The light engines would not receive notice that my train was ahead. They would know I had not arrived at Lorneville. I would not like to say there should

be seen. I heard the previous time given of arrival was correct. He train when it was lengths away.

To Mr. Porter—I witnesses in answer to him.

To Mr. Hopkins Hill platform was coming. I told conductor, and I shouted.

J. Steele, of Eldon next sworn. I am and was on last train on June 8. time train was behind until train was behind the other coach.

To Mr. Hopkins or 6 minutes after collision before we were

B. Stacey, of I was with Mr. accident. They were. He heard nothing but had no gear until collision.

To Mr. Hopkins any opinion registered.

J. Staples, of said he was a Coboconk train. He it reached Grass Hill elevator a away and weighed knew nothing until he heard. He then heard going out saw the distance from was about 275 could see the 200 yards.

John Bell, of Hill, was the head a stretch station when assisted in reaching saw approaching out of waiting whistle from are supposed curve.

Angus Fergal senger on the got off at Grass Hill double header collide.

To Mr. Staples—The light engines would not receive notice that my train was ahead. They would know I had not arrived at Lorneville. I would not like to say there should be seen. To Mr. Ho

June 14
1912

Fatal Rear End Collision at Grass Hill

Mrs. G. Babcock Was Instantly Killed

DEAD

Mrs. Garfield Babcock, Lindsay. Her neck was broken, death resulting instantly.

INJURED

Mrs. C. A. Plank, Lorneville, arm broken, leg injured. She is also suffering from internal injuries and shock.

James Black, of Bexley, leg broken.

Joseph Lytle, Victoria Road, back severely injured.

TRAIN BEHIND TIME

A disastrous rear end collision took place Saturday evening about 7.30 o'clock at Grass Hill on the Coboconk branch of the G.T.R. about eleven miles from Lindsay.

THE WARDEN'S ESCAPE

The 6.35 passenger train for Coboconk left Lindsay station Saturday night about twenty minutes late, followed twenty minutes later by a double header and caboose bound for Midland in charge of Conductor Roach and Engineers "Tiny" Might and D. Carr. The passenger train was standing at Grass Hill station when the double header hove in sight. The brakes were applied when the danger of a collision became apparent, but it was too late to avert the calamity. The double header crashed into the rear coach of the passenger train with great force and it almost completely telescoped the second coach before the double header was brought to a standstill.

The rear coach, which was attached for the purpose of bringing volunteers to Lindsay this morning was occupied by Reeve Steele of Eldon, Warden of the county and Mr. Ben Stacey, clerk of Eldon. Their escape was truly miraculous. When the collision occurred both men ducked and threw themselves on the car floor, thus avoiding the flying splinters, and other portions of the wrecked coach. They made their escape without a scratch.

HER NECK BROKEN

The second coach was telescoped clean to the centre. The scene that followed the collision beggars description. Mrs. Babcock, who was seated at the rear of the car, was hurled violently forward and was instantly killed. Mrs. Plank, who was seated close to the dead woman was also hurled forward and was pinned down with Mrs. Babcock by the car wreckage. Mr. L. R. Knight's escape was providential. He was on his way to Huntsville, and came through the terrible ordeal without an in-

jury. Those who had friends and relatives on the Coboconk train as well as the double header were greatly alarmed regarding their fate and the railway officials were besieged with enquiries regarding the affair.

It was at the scene of the wreck, however, that the greatest excitement prevailed. People were attracted to the spot from all parts of the district, as the news of the accident had spread like wild fire. Those who had escaped from the wreck showed their thankfulness by rendering every assistance possible.

When the special train arrived from Lindsay with the coroner, Dr. Blanchard on board, steps were taken to identify the dead woman. Although the doctor was well acquainted with the unfortunate lady, the injury she had sustained so transformed her features that he could not identify her. A letter was found among her belongings, however, addressed to Mrs. Garfield Babcock, and the terrible fact dawned upon him that the body was that of a well known Lindsay lady.

VICTIM IDENTIFIED

When the special train arrived from Lindsay with the coroner, Dr. Blanchard on board, steps were taken to identify the dead woman. Although the doctor was well acquainted with the unfortunate lady, the injury she had sustained so transformed her features that he could not identify her. A letter was found among her belongings, however, addressed to Mrs. Garfield Babcock, and the terrible fact dawned upon him that the body was that of a well known Lindsay lady.

INJURED TAKEN HOME

A coach to replace the damaged one was brought along by the special and attached to the Coboconk train. Messrs. Black and Lytle and Mrs. Plank were tenderly placed on board and taken to their respective homes. The special arrived in Lindsay at 12.45 o'clock Sunday morning with the body of Mrs. Babcock. It was taken to the morgue and afterwards removed to her home in the east ward.

HEARTBROKEN HUSBAND

The sad and untimely death of Mrs. Babcock has cast a gloom over the whole community. She was a daughter of Mr. George Calvert, butcher, and leaves behind her a sorrowing husband and two little children.

Mr. Babcock had gone to Orillia some weeks ago and was working with the Tudhope-Anderson firm. He had located a house in that town and Mrs. Babcock left Saturday night to spend Sunday with him, leaving her two children with her father. Saturday night at Orillia station her husband was awaiting the arrival of the train. When it steamed into the station he failed to discover Mrs. Babcock among the passengers. A brakeman informed him that she had been badly injured. Mr. L. R. Knight informed Mr. Wm. Skinner of Mrs. Babcock's fate and that gentleman broke the news to her husband. The poor man's grief was intense. He arrived in Lindsay on Sunday morning

age by the railway authorities.

NEVER LEFT TRACK

The telescoped cars never left the track, and were brought to town by the special on Sunday morning. The engines on the double header escaped damage.

MANY RUMORS AFLOAT

There are all sorts of rumors afloat regarding the causes which led up to the collision. The Post deems it unwise to refer to them, as the coroner's inquest will bring out all the facts bearing on the case.

Mrs. Plank's condition today is still serious. She remains in a dazed condition, although conscious, and is suffering considerable pain. Her escape from death is due to the fact that she was covered with wreckage. She was pinned down under the body of Mrs. Babcock, the arm of the dead lady being found partly entwined round her body. Mrs. Plank, as she lay under the wreckage, thought of the lighted lamps in the coach, and wondered if she would be rescued before the cars took fire. The lamps, however, remained intact.

On Sunday the Post had a conversation with Reeve Richman of Bexley. That gentleman was returning home on the Coboconk train from the June session of the county council, and was across the aisle from Mrs. Plank and Mrs. Babcock. He was the only passenger on the coach who was not pinned down after the collision occurred, and lost no time in trying to release the women. He states that there was intense excitement for a time, but after the passengers had recovered from the shock all joined in rescuing the injured.

MRS. BABCOCK'S FUNERAL

The funeral of the late Mrs. Garfield Babcock, the victim of the Grass Hill collision, took place at 2.30 o'clock this afternoon from the family residence, Queen-st., and was a very impressive and pathetic event. A large number of sorrowing friends and relatives had gathered at the family residence, where funeral services were conducted, and the cortege afterwards proceeded to the Riverside cemetery. The pallbearers were Messrs. Nelson, George, Chas. and Ross Babcock, J. Ballance and George Graham.

CORONER'S INQUEST

At 10 o'clock this morning Dr. Blanchard empanelled a coroner's jury for the purpose of holding an inquest in connection with the accident. The following comprise the jury: J. Boxall, foreman, J. E. Adams, J. Staples, M. J. Lewis, F. McClory, N. Smale, W. Smith.

JUNE 14/1912

Sheepbrooke P. Q., admitted that the profits of his company increased from about 7 per cent. in 1914, to 72 per cent. in 1918-1919.

When Mr. Eaton was asked if it was not due to the public to lower prices, he said: "Our mill was not built for the glory of God or anybody else. It was built for the benefit of the shareholders."

OMEMEE PEOPLE IN TRAIN WRECK

Omeme, June 18.—The nine o'clock passenger train which was wrecked between Lindsay and Ops stations this morning carried on it some citizens of our village, Mrs. Albert Ford and Mrs. Shay, also Mrs. Rutherford and daughter, of town, all of whom came off without any serious injuries, but all show signs of a wreck, Mrs. Rutherford having received two cuts on the back of her hand which required medical attention.

the engine, the 10 laying to on side, but was not pletely turned over. One or tv the engine's driving wheels ar the track.

Conductor Missing.

The baggageman on the train the Post this morning that whe accident occurred he hurried thr the coaches as best he could and ed if all were alive. He receiv reply in the affirmative, but was told that Conductor Buller was sing. Later the conductor was crawling out of the top of the coach, his head bleeding. He also suffering from other injuri

Rescuing the Passengers.

The train crew rendered spl service in rescuing the passe Great care was exercised in han the injured, as it was difficult t them out of the coaches, owli their position. When all were out safely they were given all sible attention, until the spcial ed the scene.

Escape Was Miraculous.

Those who visited the scene wreck are surprised that no on

JUNE 18

accident. To Mr. O'Connor—My running time Lindsay to Lorneville was about 35 minutes. No 31 on schedule time would reach Lorneville at 7.45 and would have 6 minutes to spare getting in. I know Mr. Roach for 5 years. He is competent and careful.

To Mr. Pratt—The time for the passenger train to run is 23 minutes, without doing business between Lindsay and Grass Hill. We were 25 minutes behind leaving Lindsay, and ran to Grass Hill in 23 minutes. I guess we would be twenty minutes behind the passenger train at Cambray.

To Mr. O'Connor—No. 31 arrived at Grass Hill at 7.30, scheduled time for leaving. Our Conductor has told us that the Coby train had not arrived at Lorneville.

To Mr. Smale—I do not know if the rails were wet, but the atmosphere was different to that of Wednesday when we made the test.

Witness continuing, said that when the firemen saw the passenger train ahead, he shouted "soak her". The train did slow down. The Conductor on the first train should have signalled us with a flag. It is a heavy uphill where we encountered the train and if we had been signalled, we could have averted the accident.

said, I have been in this capacity 13 years. I gave orders to the Coby train on June 8. I made out three copies, one for the conductor, one for the engineer and one for the company. No. 31 left at 6.50, arrived at Grass Hill. I should judge, about seven thirty. I sent a double header with orders to Atherley Jet. I did not leave at 7.15. We have been governed by 20 minute system over a year. Under the old regulations this double header would not have left Lindsay until the passenger train reached Lorneville. I never give the conductor or engineer any more explicit orders under these conditions.

To Mr. Porter—When an engine is reported out of order occasionally, he received notice. He didn't know of any of the engines being out of order.

To Mr. Hopkins—The second train is registered as leaving at 7.15.

Mr. Hutchinson, jurymen said it would have been much better for the railway to send out the double header before the Cobocok train.

To Mr. O'Connor—When No. 31 was ordered to run 20 minutes late, there was no further instruction to make up the time.

To Mr. Pratt—There were two trains getting 10 minute orders. There was one coming east and it got notice that No. 31 would not leave until 6.50.

Samuel Cherry, G.T.R. engineer. I know engines of the double header. I ran front one many times. I ran it that day. The engine was in good condition when I brought it in. I had no difficulty. I ran from Midland. I reported the engine for repairs at one time, a defective brake. The jamb screw was split and it did not give the engine full braking power.

To Mr. Hopkins—I reported damage in book and also told Mr. Storer, shop foreman. I saw engine since. It was repaired then.

To Mr. Pratt—The other engineer could easily notice if it were defective.

W. Z. Fee, Road Foreman, of G.T.R. gave evidence to the effect that he had seen engine booked for repairs, and had also seen where it had been booked off as having been repaired.

This closed the evidence.

Mr. Jas. Boxall, Foreman of the then addressed the coroner and also asked for an adjournment. He felt that the Crown had not been properly represented. They were there to represent the public interests and evidence had been submitted that he would not believe. He suggested that the Attorney General be instructed

to have the interests of the Crown more satisfactorily looked after.

County Crown Attorney Devlin said the matter was entirely in the hands of the jury. Their duty was to ascertain by what means Mrs. Babcock met her death and bring in a verdict accordingly.

Mr. J. Hutchinson objected to an adjournment. The evidence of the different witnesses had been given in a straightforward manner — they easily could reach an intelligent verdict.

The question went to a vote and an adjournment was made until the 25th of June.

JUNE 21
1912

given out only a few minutes until the highway leading to Ops Station was alive with autos hurrying to the scene. Drs. White and Blanchard had been notified and lost no time in mobilizing out, and rendering assistance to the injured. A Post reporter was the first on the scene, outside of the doctors, and a number of farmers living in the immediate vicinity. The injured, as well as the passengers who escaped unhurt were taken to Lindsay on a special. The injured were then taken to the Ross Memorial hospital.

Where Accident Occurred.

The accident occurred about 140 rods east of Ops station, or midway between P. Laddy's crossing and the Ops railway crossing.

How Accident Occurred.

The cause of the accident is attributed to the rails spreading. Engine 1916, which was in charge of Joseph Lamb, engineer, and Louis Mornden, fireman, is a heavy one, and it is held that together with this fact, as well as the intense heat, caused the rails to spread.

Passengers Terror Stricken

The engine had whistled for Ops Station and the train was proceeding leisurely with no thoughts in the minds of the passengers or crew of impending danger. Suddenly the train jolted, and in an indescribably short space of time the coaches toppled over with their human cargoes into the ditch. Pandemonium reigned on all sides. The cries of the women, mingled with the shouts of the male passengers, as all groped in a heap and made desperate efforts to get out of the wreck. The mail and smoker was the first to leave the track, followed by the two passenger cars. The three toppled completely over, as did the tender of the engine, the former laying on its side, but was not completely turned over. One or two of the engine's driving wheels are off the track.

Conductor Missing.

The baggageman on the train told the Post this morning that when the accident occurred he hurried through the coaches as best he could and asked if all were alive. He received a reply in the affirmative, but was also told that Conductor Buller was missing. Later the conductor was seen crawling out of the top of the last coach, his head bleeding. He was also suffering from other injuries.

Rescuing the Passengers.

The train crew rendered splendid service in rescuing the passengers. Great care was exercised in handling the injured, as it was difficult to get them out of the coaches, owing to their position. When all were taken out safely they were given all possible attention, until the special reached the scene.

Escape Was Miraculous.

Those who visited the scene of the wreck are surprised that no one was

the tollers in his upturned car. He was forced to give up the task, however.

Out on the north side of the big engine, the engine crew were partaking of their mid-day meal. They expressed themselves as grateful that injuries received by passengers were not more serious. They considered that they were lucky to escape unhurt. Credit is due the engine crew for the manner in which they slowed up after the jolt, as had they proceeded further the results would undoubtedly have been more serious.

Auxiliary Near Beaverton.

The auxiliary was working in Beaverton district when the accident occurred and had not reached the scene when The Post representative left.

A Busy Physician.

Practically all the injured were attended by Dr. White, G.T.R. surgeon, who was certainly a busy man during the day. Mrs. E. E. Sharpe is under the care of Dr. Simpson. Only the seriously injured were taken to the Ross Hospital.

Lindsayites On Board.

Besides Mrs. E. E. Sharpe, Mrs. John Glass and Mrs. S. Bralser, there were also on board the train Mr. McAskill, Mr. John Smith, and Miss Smith, as well as a number of others. It is said there were over one hundred passengers on the train.

Traffic Tied Up.

Traffic on the line will be tied up for some time, and necessitate Toronto trains running via Lorneville.

DEES AND CUSTOMS EVIDENCE AT BABCOCK INQUEST

Continued from page 6

is a special festival day Sircas- go into the woods in little, my-hearted groups, cut down a pear tree, and carry it home with music and great rejoicing. Set in the house, as we set up a Christmas tree, they decorate it with apples, but instead of benign-voiced Christmas angel, or a bearded Santa Claus as the apex adornment, they fasten a cheese at top. With the tree as a bright fire of the home gathering, eating, singing and dancing fill merry-making hours.

in Russia, Germany, France, Switzerland and Italy there is a pretty custom still in existence of families making a tree at the birth of every child, cheruby baby, a superstition growing up that the welfare of the child and child are closely knit together.

The natives of the Congo in their delirium for thirsty trees, place at the feet calabashes of palm wine, so that the trees may drink their fill. To the Japanese, the evergreen is particularly sacred, and women who are to live in harmony with their hands make special pilgrimages to shrines where two evergreens are coupled together by a cord uniting the two trunks.

from Conductor Roach. I have been with G.T.R. 11 years. I judged from instructions that we were to run Lindsay to Atherley. We left at 7.16. I have control of brake. We made time from Lindsay at nice speed. I expected to overtake Coby train at Lorneville. We expected to arrive in Lorneville in 35 minutes. The collision took place at 7.40. I consulted my watch. There were no signals displayed to prevent us running into Grass Hill. Our brakes were tested and they were all right. From where I saw Coby train I felt we could stop clear of it. I cannot account for us not doing so. I was on the engine when tests were made.

To Mr. Porter—It sometimes happens that brakes take effect better than other times. I have never been able to get explanation for this condition of things. I had schedule of preceding train. It should have left Lindsay at 6.30. The Coby train should have been out of Grass Hill at 7.30. After that hour she should have been protected. There was no semaphore and she could be protected by flag, fuses or torpedoes. I expected she left Grass Hill at 7.30. I did not steam into Grass Hill until 10 minutes later. She should have arrived at Lorneville at 7.45. There being no signals to warn us, I expected track would be clear at Grass Hill. It would take mixed train to run Lindsay to Lorneville 40 minutes. She ought to do it in that time. I took 24 minutes to make the run to Grass Hill. I did not overrun passenger train's time. I heard Conductor Roach's evidence. The tests were made under similar conditions as when collision occurred. On day of test I was instructed to act as near as we did on June 8. We ran first test at average rate of 30 miles an hour and stopped train in plenty of time to avert collision. I agreed with Mr. Roach regarding second test.

To Mr. Hopkins—I did not intend to stop at Grass Hill. I applied the brakes when I saw train ahead. I saw train about a car length east of the switch. My fireman saw the train first. I put the brake on. I was surprised train did not stop. I could not say what was the cause of accident.

To Mr. O'Connor—My running time Lindsay to Lorneville was about 35 minutes. No. 31 on schedule time would reach Lorneville at 7.45 and would have 6 minutes to spare getting in. I know Mr. Roach for 5 years. He is competent and careful.

I remember whistling for Grass Hill. P. Carr, engineer on the head engine of the double header, said he was engineer on 2037 on June 8th. I got my instructions from the Conductor. We occupied ten minutes going from Lindsay to Cambray and 1 minute from Cambray to Grass Hill. I tested the brakes and they were all right. Might had a better opportunity of seeing the passenger train ahead. I corroborate Engineer Might's story. I found that he had attended to the emergency brake when the train was seen ahead. The first engine controlled the brakes on my engine. I felt the brakes go on as soon as we reached the switch.

To Mr. Pratt—We passed Cambray at 7.26, arrived at Grass Hill at 7.40. We ran Lindsay to Cambray in ten minutes. The schedule speed of No. 31 is 25 minutes. I heard Coby whistle at Cambray at 7.02 and felt it would be out of there at 7.05. I don't know that I broke any rule.

S. Kelcher, fireman on double header (head engine) said, I saw a train at Grass Hill before Might—I said "Whoa" and after going a carlength I said "Soaker" I corroborate the evidence of Roach and Might.

To Mr. Hopkins—Whoa means to stop and "Soaker" means to stop as soon as possible. Before we went a carlength I saw there was going to be trouble. Might immediately applied the brakes. I exercised all the force I could to stop the train. We were not running more than ordinary speed. I saw the passenger train when we were two telegraph poles this side of the switch. We would naturally slow down on a curve and on a hill. We both stuck to our engine.

S. Reil, fireman on the second engine, sworn, said he knew nothing more than that told by previous witnesses.

To Mr. Hopkins—The first intimation I had of trouble was when the engineer made a quick movement. I got off before the trains struck.

S. Woolacott, brakeman on the double header said I had no work to do as the brake is controlled by the engine.

To Mr. Hopkins—I did know when brakes were put on. I saw the Coby train from the cupola about 100 yds from Grass Hill station.

H. Walker, brakeman on the double header said I was in the cupola 150 yards from Grass Hill station when Coby train was seen at Grass Hill station.

C. H. Peirce, train despatcher said, I have been in this capacity 11 years. I gave orders to the Coby train on June 8. I made out three copies, one for the conductor, one for the engineer and one for the company. No. 31 left at 6:50, arrived at Grass Hill. I should judge, about seven thirty. I sent a double header with

JUNE 21
1912

Waubushene.

WAUBUSHENE, Dec. 17. —Tanner-ville, about one mile west of this place, was the scene of one of the worst wrecks which ever occurred on this division of the Grand Trunk railroad, on Wednesday, December 11, when a double header running east at high speed, crashed into the rear end of a shunting train which was standing on the main line about two hundred yards from the platform at Tanners. Luckily no one was in the van of the standing train. The men in the front engine were badly hurt, but Fireman William Redpath, of Lakefield, was almost buried under the debris, and only breathed a couple of times after being rescued. Engineer Elliott, of Lindsay, also on the second engine, was terribly burned, and was taken to the Midland-Penetang Hospital, and on Monday night was getting along well. Dr. Frank Porter was on the scene in a very short time, and with the help of Constable Newton, Mr. John Brown and several others, prepared the injured men for the journey to the hospital. The body of Fireman Redpath was brought to Waubushene, and Coroner Brown, of Victoria Harbour, held an inquest that night. The body was sent to Lakefield on Thursday morning for interment. On Monday afternoon Crown Attorney Cotter, of Barrie, conducted an inquest for the Grand Trunk at the Central boarding house. The jury was composed of the following men: C. J. Swartman, H. Barrans, A. H. Monnelly, G. Price, J. Dessop, F. Gervais, B. Brodeur, G. Marcoux, W. Kinsman, and W. Gill, foreman. The jury found that William Redpath came to his death from injuries received in a rear end collision on the Grand Trunk Railway, near Tanners on December 11, 1912, between way freight No. 94 and a double header extra, running from Tiffin loaded with grain. We find that said collision was caused through neglect on part of the crew to protect the rear of No. 94 and also through the double header not receiving orders to look out for the shunter at Tanners. We also find that A. DeLong, the rear end brakeman of No. 94, was not guilty of wilful criminal negligence. A rider was added to the effect that in all cases when a train was to be delayed through shunting, on the main line, that all following trains should be ordered to keep a sharp lookout, and at busy sidings the train should be protected by semaphore. Mr. Redpath, sr., of Lakefield, father of the deceased fireman, was present at the inquest.

The Women's Home Missionary Society of the Presbyterian church, met at the home of Mrs. Hugh Darrach, on Thursday, December 12, and the following officers were elected for the coming year: President, Mrs. O. H. Shoppard, 1st Vice President, Mrs. T. Carter; 2nd Vice President, Mrs. A. Monnelly; Secretary-Treasurer, Mrs. Edward Lord, Pioneer Secretary, Miss Kate Carter. The Mission has had a most successful year, \$114 was realized during the year. Two large bales of clothing were sent West. After the business was over, all partook of a dainty luncheon.

On Monday afternoon while shunting cars near the G.B.L. office, the tender and one car were thrown off the track. No one was hurt.

Mr. George Groom is home from Percy Sound.

Miss Amy Lord, of Barrie, is visiting her parents, Mr. and Mrs. Wm. Lord.

Mr. Joseph McKandry, of Victoria Harbour, was in town on Thursday.

Mr. George Pelee, sr., returned on Thursday from visiting in Toronto.

Misses Jessie Carter and Beryl Gregg spent Monday in Coldwater.

In spite of the inclemency of the weather, on Thursday afternoon and evening, the Ladies Aid of the Methodist church held a most successful bazaar and oyster supper.

December 17

THURSDAY, DECEMBER 12, 1912.

ONE KILLED AND THREE INJURED IN BAD WRECK ON THE GRAND TRUNK

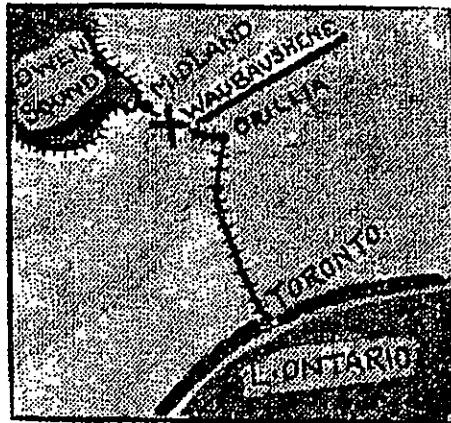
Double-Headed Freight Train
Ran Into Rear of Way
Freight at Midland.

LINDSAY MEN VICTIMS

Sharp Curve Hid Way Freight
From View—Six Cars of
Grain Destroyed.

Special to The Star.

Midland, Dec. 12.—Fireman Red-path, of Lindsay, was killed, an engineer, Herbert Elliott, of Lindsay, was badly scalded, and Fireman Stanley Witherup seriously injured, when a double-header freight train carrying grain from here ran into the tail end



SCENE OF THE WRECK.

of the way freight, which was standing on the main line near Tanner's Station, yesterday. It is feared that Elliott's injuries may prove fatal. A second engineer, whose name is not available, is also critically injured.

The double-header from Midland was traveling at a high rate of speed near Tanner's, and had to round a sharp curve before reaching the station. The engineers did not see the caboose of the way freight on the main line soon enough to reduce to any extent the speed of their train.

Six cars of grain were destroyed in the wreck.

December 12
1912

NO OFFICIAL ANNOUNCEMENT MADE REGARDING NEW G.T.R. ROUNDHOUSE

1912
6/21

For some time past rumors have been in circulation to the effect that the G.T.R. would commence work on a new roundhouse in Lindsay at an early date, and would make improvements which would greatly add to the town's importance as a railway centre.

It has been known for some time past that the Grand Trunk had acquired property in the vicinity of the present round house, and this fact of course has given strength to the rumor that the company would proceed with the erection of the structure referred to.

The Post referred to the purchase of the property at the time and was informed by a prominent railway official that no official announcement had been made regarding the company's intentions of undertaking important improvements at Lindsay. Since that time the statement has been frequently made that a new roundhouse would be built in the near future.

It is a well known fact that the G.T.R. has taken the initial steps to-

wards improving its roadbed between Midland and the front. Bridges will be strengthened, heavier rails laid down and heavier engines with greater drawing capacity will take the place of the ones now used for hauling freight.

A Post reporter had a talk with a railway man some time ago regarding the proposed improvements and was informed that insofar as the talk of an early erection of a roundhouse in Lindsay was concerned it could be dismissed as idle talk. No official announcement had been made as yet regarding the company's intentions.

In answer to a question regarding the installation of heavier engines, the reporter was informed that this was part of a policy decided upon. This would mean that longer hauls would be made.

Reference was made to the rumor that Port Hope would be made a G.T.R. centre—that the round house would be erected there as well as the shops. The railway man also characterized this as another rumor.

JUNE 21

1912

TRAIN MET

WITH MISHAP

The six-twenty-three G. T. R. from Port Hope was over two hours late last night on account of various mishaps along the line. At Peterboro a flat car was shunted into them from the C. P. R. tracks at the diamond. The engine was damaged somewhat and the baggage and express car was almost put out of business.

One coupling was destroyed and a hour and a half was consumed in trying to repair the damage and get the baggage car to the rear of the train where only one coupling would be necessary. No other baggage cars were available at Peterboro so it was necessary to bring it to Lindsay before a new one could be secured and the baggage transferred. The car was left here for repairs.

9/5/1913

In answer to Mr. Staples—
said that whatever hour light train
left Lindsay, it should have taken
forty minutes in reaching Grass
Hill.

Mr. Pratt here intimated that the
railroad would hold an investigation.

The witness said he got orders
from clearance regarding trains
ahead of him. There is no agent at
Grass Hill. The switch targets indi-
cate which way switch is set.

To Mr. Staples—The light engines
would not receive notice that my
train was ahead. They would know I
had not arrived at Lorneville. I
would not like to say there should
be a semaphore at Grass Hill.

Thos. Deyman, engineer on the Co-
boconk train, said I received same
orders as my conductor. I ran
scheduled speed, with 20 minutes late
order. I corroborate Mr. Mercer's
evidence regarding time. I had no
intimation of any train following.

To Mr. Porter—The distance from
Lindsay to Grass Hill is 11 miles.
My train was not heavy. The actual
time to make run would be less than
40 minutes, leaving out stops. We
won't run over 20 miles an hour. I
agree with Mr. Mercer that we were
7 minutes late in leaving Grass Hill.
No warning was given of approach-
ing train. We were over siding long
enough to give signal to approaching
train. My actual running time is not
taken into account. We take account
of schedule time.

To Mr. Hopkins—I don't know
what time it was when we got to
Grass Hill station. The time of our
first stop at Grass Hill was 7.30 o'-
clock. I did not notice other train
coming. I was on the engine. The
brakes were off.

J. Caissie, brakeman on Coboconk
train, said he recognized time given
by Mr. Mercer re arrival of train as
correct. I was unloading freight
when we were struck. Seven minutes
was lost in pulling into station, un-
loading passengers and freight. We
did not flag incoming train because
of 20 minutes block and because we
felt we had plenty of time. If our
train had been at Grass Hill at 7.50
o'clock we would have found it ne-
cessary to protect it.

To Mr. Hopkins—The schedule
time at station is leaving time. We
would not be able to keep schedule
if we did not arrive before leaving
time. We arrive only a minute or
two at Grass Hill before leaving
time. We sometimes reach Cambray
4 or 5 minutes before leaving time.
I got out of the box car before col-
lision occurred.

Mr. O'Connor—What does word
"immediately" mean in schedule?

This was objected to.

Mr. Staples—I wish to find out if
witnesses are properly instructed in
the rules.

Witness said he understood mean-

JUNE 21
1912

SERIOUS WRECK NEAR OPS STATION TUESDAY G.T.R. NO. 93 TOPPLED INTO

THE INJURED.

REV. G. BROWN, of Barrie, collar-bone broken, scalp wound, concussion of the brain; delirious.

REV. F. W. WHITE, of Plainfield, scalp wound. He is a brother of Dr. White.

MR. DEACON, of Collingwood, bad scalp wound.

NEWS AGENT MOYES, bruised hip and side.

PTE. RHODES, of Whitby, shock.

TED POWERS, of Emily, bruised ankle and jaw.

MRS. E. E. SHARPE, of Lindsay, bruised chest and probable internal injuries.

Unknown young lady, bruised knee.

Conductor Buller, scalp wound and injured side.

MRS. JOHN GLASS, Lindsay, cut in wrist.

MRS. GOULD, of Uxbridge, mother of Mrs. T. A. Claxton, Lindsay, scalp wound.

At ten o'clock this morning the news spread like wild-fire that No. 93 train (Port Hope-Toronto) had met with a mishap near Ops station—that the rear coach had left the rails and toppled over into the ditch and that several passengers had been killed. The news created great excitement, especially among those having relatives on board, regarding their safety. A later report, however, from the scene of the wreck, conveyed the good tidings that no one was killed, but that several passengers were badly injured.

Many Visited Wreck.

The report of the accident had been given out only a few minutes until the highway leading to Ops Station was alive with autos hurrying to the scene. Drs. White and Blanchard had been notified and lost no time in motorizing out, and rendering assistance to the injured. A Post reporter was the first on the scene, outside of the doctors, and a number of farmers living in the immediate vicinity. The injured, as well as the passengers who escaped unhurt, were taken to Lindsay on a special. The injured were then taken to the Ross Memorial hospital.

Where Accident Occurred.

The accident occurred about 140 rods east of Ops station, or midway

killed. The road bed is torn up a distance of twenty rods, the ties split and broken into kindling wood, while the rails are badly twisted. One of the coaches is partially embedded in the earth, with a rail forced through the side of it. When one considers that the passengers were thrown with considerable force against the side of the coaches when they were tossed from the track the wonder grows that the list of injured is not greater. Conductor Buller's head struck a hat rack, and when he fell to the floor a number of passengers fell on top of him.

News Agent's Story.

News Agent Moyes told The Post that he had been on the road for twenty years, and this was the second accident in which he figured. He was in the mail and smoker coach when the accident occurred, and was just about to make a trip through the train. There was very little time for a person to plan a line of action when the jolt came as they were toppled over like tenpins.

Mrs. Brasier's Experience.

Mrs. S. Brasier, of Lindsay, was a passenger on the train, and was in the last coach. She had her baby with her and when the jolt came she grabbed the car seat. This offered no protection, however, and she was soon sprawling with other passengers on the floor. The scene was indescribable, but Mrs. Brasier, with her baby, escaped unhurt, and were assisted from the coach by other fortunate passengers.

Consider Themselves Lucky.

When a Post reporter arrived at the scene a mail clerk was trying to sort the letters in his upturned car. He was forced to give up the task, however.

Out on the north side of the big engine, the engine crew were partaking of their mid-day meal. They expressed themselves as grateful that injuries received by passengers were not more serious. They considered that they were lucky to escape unhurt. Credit is due the engine crew for the manner in which they slowed up after the jolt, as had they proceeded further the results would undoubtedly have been more serious.

Auxiliary Near Beaverton.

The auxiliary was working in Beaverton district when the accident occurred and had not reached the scene

JUNE 20
1919

ENGINE TURNS OVER, KILLING ENGINEER

Spreading Rails Cause Freight Wreck Near Madoc Junction

(Special Despatch to The Globe.)

Peterboro', July 13.—David O'Brien, locomotive engineer, of Peterboro', was killed and W. Strickland, fireman, of Lindsay, was seriously burned when the engine of a Grand Trunk freight train was derailed and turned over on a steep hill near Madoc Junction, about 5 o'clock this morning.

The sharp grade necessitated breaking the train into sections. The first section had been hauled up and the engine was backing down the hill to pick up the second section, when it was derailed and turned turtle, crushing O'Brien to death. Strickland managed to escape after he had been seriously burned.

According to reports reaching here the accident was caused by spreading rails. The line was cleared by a wrecking crew at noon.

An inquest is being held at Stirling, where the body was taken. The tracks were cleared shortly after 10 o'clock this morning. The Belleville auxiliary was used to clear the line

June 13 1921

RACING THROUGH FOG, FLIER IS WRECKED

Peterboro' Express Piles
Into Freight Engine and
Kills Fireman

TORONTO TRAINMEN HURT

(Special Despatch to The Globe.)

Lindsay, Nov. 13. — When the Canadian National express from Peterboro', bound for Toronto, crashed into a freight engine and caboose obscured by fog here to-night, fireman J. H. Peck of Ottawa was almost instantly killed, and his mate, Engineer George Hannigan of Lindsay, driver of the freight engine, was badly scalded. Thomas McCabe of York, Toronto, driver of the passenger train, was injured about the head, and his fireman, John Levelly, was scalded, while Freight Conductor Archie Hoover of Lindsay, who was standing on the caboose attached to the freight engine, was jolted from the platform and shaken up. Mail Clerk E. H. Frost and express helpers R. Powell and C. R. Kidd, part of the crew of passenger train were bruised and shaken.

Passengers Shaken Up.

Passengers on the train from Peterboro' were badly shaken up, but none was seriously injured. The two engines are locked together, and traffic will be blocked until the wrecking crew, which is now busily at work, gets the line cleared. The accident happened about 8.30 p.m.

The freight had just pulled into the siding in the corporation limits, and the caboose had been shunted to the main line. Two or three unsuccessful efforts were made to couple the caboose and the engine, and while trying to make the coupling No. 95 approached from the east, piling into the tender of the freight.

Expected Wife Soon.

Peck was thrown forcibly through the window, falling under the wheels, and was crushed to death. He had been employed on the Depot Harbor line, but was moved with a number of other Ottawa men to Lindsay quite recently, to handle the grain rush. Just a few days ago he secured a pass to bring his wife to Lindsay.

When the passenger train struck the light engine and caboose the latter, which was ahead of the engine, was shunted with terrific force down a long grade, dashed past the depot and ended on a siding near the freight shop, half a mile away.

NOVEMBER 13,
1923

One of the oldest railroads in Ontario, the "Nip and Tuck", Canadian National Railways spur line between Port Whitby and Port Perry, has gone out of active service. Making the last run in July, the final freight train brought the line's 74 years of service to a close. Here, the crew, James Wheelan, engineer; Cliff Condre, fireman; P. Alexander, conductor, and Alf Becker, brakeman, gathers about the engine preparatory for the last run. **BELOW**—John Jeffrey, 84, of Prince Albert, Ont., a passenger on the first trip over the line more than 70 years ago, was the last passenger on the final run.



Early in July, the "Nip and Tuck", a part of the Canadian National System, and one of the oldest railroads in Ontario, closed its 74 years of service. It had a romantic career. Some of it is told in the following account published in the GAZETTE AND CHRONICLE, Whitby, under date-line Port Perry, July 8.

TODAY the "Nip and Tuck", one of the oldest railroads in the province, is but a memory, with the closing of the Port Whitby-Port Perry spur line of the C.N.R.

Yesterday, over rust-streaked rails, a puffing shunter engine hauled its last load. Today crews of workmen began tearing up the steel, which is destined to become material of war.

As the mournful call of the locomotive whistle echoed through the streets of Port Perry, and residents gathered for the last time to hear the rhythmic click of turning wheels fade in the distance with the last wisp of smoke, many of the more romantic memories of the line became once more vivid in the minds of the old timers.

Sir William Mulock, Chief Justice of Ontario, now 97, began his early law practice as counsel for the railway, and

The "Nip and Tuck" No More

his desk was in the old "head office" of the company, over the station at Whitby.

That the Port Whitby-Port Perry link should be but the first in a transcontinental line competing with the Canadian Pacific, which was projected at that time, was the dream of James Holden, managing director of the company in 1873. His untimely death by pneumonia in Western Canada in 1881 spelled the end of the dream which might have made Whitby the eastern terminus of a mighty road.

Once when the Nip and Tuck was in one of its many financial depressions, Sheriff Reynolds was ordered to attach one of the engines.

"It wasn't just as easy as that," J. F. Holden, 82-year-old son of the original managing director, recalls. "He finally decided he would stop the engine when it came into the station at Whitby and slap an order on it. We had wind of the plan, and the engineer was warned accordingly.

"Pulling through the station at Whitby, the engineer, Ben Sweet, could see a barricade of ties across the line near what is now the College road. Calling to his fireman to 'stoke her up', Ben opened the throttle full, and with a full head of steam headed straight for the barricade where the sheriff and his deputy waited.

"With whistle blowing and with great clouds of smoke the old engine took the barricade in its stride at 40 miles an hour. Ties flew in all directions when the cowcatcher hit the pile, and the sheriff and his man fled for their lives

For the people of Whitby to see fast trains speeding through the town was not unusual—but when the trains were going extra fast it usually meant they were out of control.

Coming down the slight grade from Port Perry, sometimes a train that was loaded specially heavy would get the better of its brakes and speed past the stops at a great rate. On one occasion a load of mast timbers destined for Whitby harbor almost landed into the water, train and all, after roaring the entire length of the run out of control. It was brought to a stop within a few feet of the end of the rails.

The school trains, carrying scores of boys and girls from the back concessions to the halls of learning at Whitby, were sometimes hours late as snow blocked the rails. It was on one of these "snow blocked" occasions that James Holden, junior, serving as a relieving operator on the railway, was sent up to Port Perry where the operator was ill.

An opportunity to drive the engine was one that was not regarded lightly at that time, and the local steamed engine with J. Holden, engineer pro-tem, at the throttle. Just north of Manchester the line was blocked with heavy drift, and under direction of the engineer, the amateur driver "opened her up" and plowed into the drift in a flurry of snow. The engine stalled, and half way through refused to move either ahead or back.

Crew and passengers spent the night in the train, but they didn't go hungry. With several cases of eggs and sides of bacon in the baggage car they had

FAREWELL to the "CANNONBALL EXPRESS"

By JOHN HARTNETT

PHOTOGRAPHS BY THE TELEGRAM, TORONTO

ON A SUNNY afternoon of May 31st, "Old 95" pulled out of the station at Port Hope, Ontario, for the last time. The mayor and other public officials joined the hundreds who waved and shouted "good-bye" as the train chugged down Port Hope's main street. Northbound to Peterborough, 31 miles away, Engineer Ernest Rainbow, of Lindsay, was taking the "Cannonball Express" on its final run.

It was a crowded train on this last trip. More than 75 people climbed aboard the single coach, which trailed behind the swaying baggage cars. A few were regulars, but most were there to pay their respects to the Cannonball on its farewell performance on the 94-year-old run.

Retired railroaders, newspapermen, town officials, railway historians, and those who just went along for the "last ride" reminisced about "Old 92, and 95," the last trains to use the line.

Canadian National men on the train said that if such a crowd could have been enticed aboard every day, the train would have continued running.

The railway was forced to abandon the Port Hope-Peterborough mixed freight and passenger service because it has been losing money for a number of years. The line was almost closed in 1942 when passenger and freight volume had dropped so low that the Board of Transport Commissioners gave the CNR permission to curtail service. Only wartime emergency allowed the route to remain open as long as it did, and permission to discontinue the run was granted again this year.

To the people living along the line, the last trip of the Cannonball was a sad occasion. They turned out in large numbers to bid farewell to the train

and its crew, as they passed the stations, and at the Millbrook stop the locomotive was welcomed by nearly the whole population of 800, led by the high school band.

The oldest rider on the final run was Ralph Carlson, 84, of Peterborough. He recalled riding on the line when it was one of the busiest in Eastern Ontario, running at least four passenger trains a day each way, in addition to the freights carrying lumber and grain to the then bustling harbour of Port Hope, for transportation to England and the United States.

The youngest passenger was oblivious to the sentimental and historic occasion. He was two months old Paul Edward Terry, of Peterborough, who slept in his mother's arms throughout the trip.

Along too, for the last ride, was James Marks, 67, of Lindsay, retired

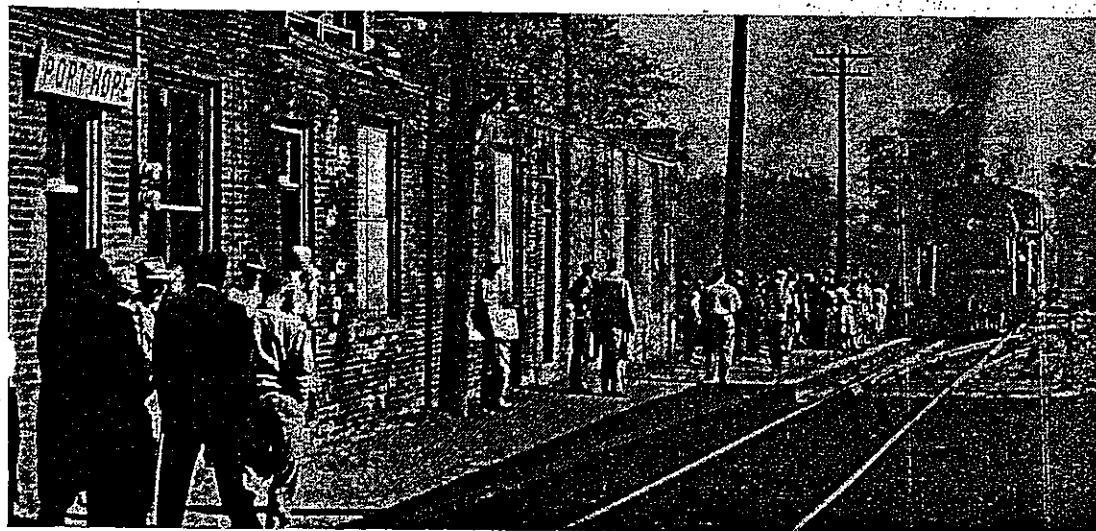
(Continued on page 21)



Mayor W. N. Moore, of Port Hope, bid Engineer Ernie Rainbow, of Toronto, goodbye before the train started on its last trip.



Passengers waited to board the "Cannonball" at every stop along the 94-year-old line for a "last ride".



Engine No. 95 was greeted by an enthusiastic crowd as it puffed into the tiny Port Hope station on its last entry into the Ontario town.

Cannonball Express

Continued from page 9

conductor who worked four years on the Cannonball during World War II. E. P. Daniel of Toronto, was the conductor on this last trip, and he heard a lot of Cannonball history in the crowded coach.

Dr. Walton Ball, a Toronto dentist, and member of the Upper Canada Railway Society, another passenger, recalled that his grandfather rode the train on the gala day, October 16, 1857, when the first locomotive ran over the line from Port Hope to Lindsay.

Also making the trip was H.R.S. Ryan, K.C., of Port Hope, who fought a long unsuccessful battle to rescind the 1942 order of the Board of Transport Commissioners. One of the region's foremost historians, Mr. Ryan said that the municipality of Port Hope had invested nearly a million and a half dollars in the railway since it was first incorporated in 1846 as the Peterborough and Port Hope Railway Company.

Eight years later the name was changed to the Port Hope, Lindsay and Beaverton Railway. Within another two years, construction began, with the municipality advancing nearly \$700,000 and owning approximately one-third of the stock. That was the day of

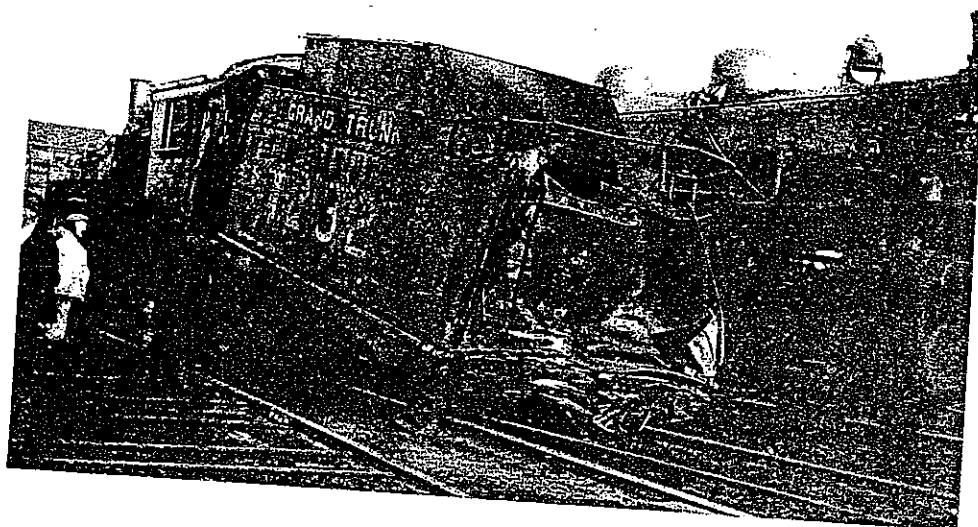
the two-wheel drive engine, the full freight car, poor roads, and no trucks to compete with the train's freight business.

In 1865, the town's contribution toward the line had gone up to more than a million dollars. In 1869, the name was again changed to that of the Midland Railway Company of Canada. It was during this era that the railway became mired in financial difficulties, and, at one point, it was forced to suspend temporarily operations when an angry sheriff blocked the track until the company's obligations were met.

In 1893, the rail line became a part of the Grand Trunk Railway, which in 1923, was incorporated into the present day CNR system.

Sectionmen have already started tearing up the 16 miles of track between Port Hope and Millbrook. The remainder of the track, from Millbrook to Peterborough, will only be used for occasional freight services. Though the physical evidence of the Cannonball Express may disappear, railwaymen and citizens of the Port Hope district will fondly remember her as an old friend and an unforgettable link with the past. ★

Using the "carrier current" system and automatic printing machines, the Canadian National Telegraphs can transmit 192 messages simultaneously over a single pair of wires.



The impact of the collision left its impact in the tender of engine GTR 1232, shoving the tender portion ahead against the cab of the engine. The Grand Trunk had 205 large moguls. GTR 1232 was built in the Grand Trunk shop at Montreal in 1902, was originally numbered GTR 854, changed in 1910 to GTR 1232 and in 1924 to CNR 769.



Grand Trunk engine 1224 on Extra East Lindsay to Belleville, Conductor Frank O'Connor, Engineer David O'Brien, in the early morning hours of July 13, 1921, when backing down the hill at Madoc Jct. tender first to get the rear portion of the train, the engine was derailed and turned over on its side fatally injuring engineer David O'Brien. The cause of the derailment was given as oscillation of the tender possibly caused by running backwards too fast. The track was of 65 pound rails and the roadbed was not of the same standard as it is today.

Engine 1224 was a large mogul built in the Grand Trunk shops at Montreal in 1902. It was originally GTR 893, and was changed in 1910 to 1224 and in 1923 to CNR 761. It was scrapped in May 1931.