

GREAT
NORTHERN
RAILWAY

WRECKS AND
COLLISIONS

WRECKS, COLLISIONS AND
DERAILMENTS REPORTED TO THE
RAILWAY COMMISSIONAIRES OF
CANADA

GREAT NORTHERN RAILWAY

January 28 1912 Ocean Park, B. C.

August 8, 1912 Victoria and Sydney

May 21, 1912 White Rock, B.C.

December 31, 1912 Vancouver, B.C.

April 22, 1919 Ardley, B. C.

August 5, 1919 Vancouver, B.C.

March 17, 1919 Ardley, B. C.

January 7, 1920 Vancouver, B.C.

November 23, 1920 Colebrook, B. C.

WRECKS, COLLISIONS AND DERAILMENTS

December 27, 1923	British Columbia Electric
May 13, 1929	Sapperton, B. C.
October 20, 1932	Vancouver, B. C.
November 28, 1932	Vancouver, B. C.
January 16, 1934	White Rock, B. C.
July 24, 1941	Endot, B. C.



RECKLESS STREET CAR

CROWDED ELECTRIC CAR IS HURLED FROM RAILS AND IS TURNED COMPLETELY OVER

THE DEAD AND INJURED

THE DEAD
R. J. DUTHIE, 485 Twentieth ave. north, Seattle, chartered accountant, died of shock in General Hospital at 1 minute to 12 o'clock last night.
ALEX. McDONALD, 1828 Fourth Avenue east, B.C.E.R. conductor No. 3701, legs badly crushed; St. Paul's hospital.

SERIOUSLY INJURED
MRS. W. F. BALL, Williams street, suffering from internal injuries and may die; General hospital.
MISS LAWSON, address unknown, contusion of chest and suffering from shock; General hospital.

The following persons were removed to St. Paul's hospital in Kearney's ambulance:
H. E. VICARS, 1848 Georgia street east, finger lacerated and broken ankle.
C. STANDEEN, motorman No. 711, in charge of street car, 341 Marine drive, Point Grey; back badly injured.

The following persons were removed to the General hospital:
LAURA HOBBS, 26 years old, 2305 Dunsmuir street, telephone operator of Seymour exchange; two ribs and collarbone broken.
WILLIAM F. BALL, Williams street; minor bruises.

MR. DODDS, 1055 Fifth Avenue east; bruises about face.
VICTOR HOBY, clerk at Outhbertson's clothing store, 2428 Twenty-first Avenue east; bruises about the head.
H. D. MILLMORE, 1845 Venables street; postal worker and member of Amputation club; bruises and shock.

STANLEY HUGHES, Manitoba hotel; neck cut.
DAVID HUGHES, Lyric rooms, brother of Stanley Hughes; head, back and legs injured and glass in eye.
WILLIAM WILCOX, Lyric rooms; shoulder injured.

The following persons were able to proceed to their homes following the accident:
MUNRO McLEAN, 2133 Third Avenue east.
DONNA McLEAN, his daughter; knee injured and face cut.
MADDALENE BARTER, 2051 Third Avenue east; slight injuries to leg.

WALTER WILKING, driver at General Post office; First Avenue east; cut about arms and head.
D. McLEAN, 1722 Cothran drive.
CHARLES ODLUM, son of Brig.-Gen. Victor W. Odium, 2033 Grant street.
ARTHUR ODLUM, 15-year-old son of Professor E. Odium, 1710 Grant street, not badly injured.

R. J. Duthie of Seattle and Alex. McDonald, Fourth Avenue E., Die in Hospital—Many Injured Are in Serious Condition

FLAGMAN DECLARES WRECKED CAR STARTED UP AFTER HAVING OBEYED HIS SIGNAL TO STOP

Freight Struck It Broadside, Threw It Against Post and It Somersaulted Into Ditch—Roof Fell in on Frantic Passengers

Latest reports from the General hospital indicate that the condition of the wreck victims there is about the same. St. Paul's hospital report the condition of their accident patients as being good.

Police state the number of fatalities in the accident is wonderfully small when the number of persons involved and the way the car was demolished is taken into consideration.

TWO men are dead, 12 are in local hospitals, seven others are badly injured, and nearly a score of others sustained cuts and bruises as the result of an accident last night at 10:20 when a Great Northern yard train crashed into and demolished a heavily-loaded eastbound Grandview street car on the level crossing at Baymur Avenue and Venables street.

The street car had practically every seat filled and it is estimated that between 40 and 50 people were in it when the crash occurred.

As usual the car stopped just west of the Baymur Avenue Great Northern tracks, then went ahead and was struck just abreast of the front trucks by the first of 15 cars, loaded with wheat, which were being pushed north to the government elevator by a Great Northern yard engine.

The impact tore the body of the car with its load of human freight from the trucks, turned it over and then crushed it against a tall lighting wire pole, which sheared completely through the car, breaking it into matchwood and throwing it down on the helpless passengers. Human bodies were tossed about within the car then pinned beneath sections of the walls and roof.

There was a brief moment of deathly silence. Then the air was rent with shrieks of the injured and dazed passengers.

PATHEPIC SCENES OCCUR AMONG THE WRECKAGE
Members of the train crew and residents in the vicinity, who heard the terrific crash, rushed to assist the victims who were pinned in the wreckage. Many passengers who were rendered temporarily unconscious on reviving, went to the assistance of their fellows.

A call was sent to police headquarters and Inspector H. W. Long despatched all available men to the scene and summoned ambulances from the establishment of T. J. Kearney & Co. and the Mount Pleasant undertakers.

The rescue work quickly and within half an hour after the accident had all those pinned in the wreckage released. There were many pitiful scenes as fathers and mothers, husbands and wives tried to locate each other.

Nearly houses were turned into temporary hospitals and those slightly injured were given first aid by the householders, while the more serious cases were harbored until they could be taken to the hospital.

NOVICES AND OPENED TO THE SUFFERERS
Mrs. Peter Milne, 1031 Union street, threw her home open to the injured and numbers of cases of serious and minor injury were taken there. With the assistance of other women in the home, one of whom had been a nurse, they could be taken to the hospital.

Constable C. Kane, who was with the car when it was wrecked, was taken to the hospital.

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Police Are Holding Strict Enquiry Into Street Car Accident

AT AN early hour this morning the police were conducting a strict investigation in the hope of establishing the responsibility for last night's fatality as a result of their preliminary inquiries made immediately after the accident.

Inspector George Thompson and Detective Sergeant A. Champion closely questioned the members of the Great Northern train crew as to the speed of the yard train and the precautions taken as to flagging at the crossing. The trainmen declared that all rules as set down by railway practice and the Railway act had been observed.

Later Detective Champion went to St. Paul's hospital and secured a statement from Motorman Standen, who though badly injured was able to talk. The police stated that they were not ready to make this statement public at present.

Victim Was Accountant

SEATTLE, Dec. 27.—R. J. F. Duthie of this city, reported killed when a train struck a street car tonight in Vancouver. B. C. was employed by a firm of public accountants.

INJURED TELL OF COLLISION

All survivors of the accident had practically the same story. "There was a stop. The car started, then a crash, a grinding and inferno. Splintering wood and falling glass, a tossing about in the body of the car followed by unconsciousness."

broken.

WILLIAM F. BALL, William street; minor bruises.

MR. DODDS, 1855 Fifth Avenue east; bruises about face.

VICTOR HOBV, clerk at Cuthbertson's clothing store, 2455 Twenty-first Avenue east; bruises about the head.

H. D. BILMORA, 1943 Venables street; postal worker and member of Amputation club; bruises and shock.

STANLEY HUGHES, Manitoba hotel; neck cut.

DAVID HUGHES, Lyrice room; brother of Stanley Hughes; head, back and legs injured and glass in eye.

WILLIAM WALCOTT, Lyrice room; shoulder injured.

The following persons were able to proceed to their homes following the accident:

MUNRO McLEAN, 2133 Third Avenue east.

DONA McLEAN, his daughter; knee injured and face cut.

MADDALINE BARTER, 2001 Third Avenue east; slight injuries to leg.

WALTER WHEELING, porter at general post office; First Avenue east; cut right arm and hand.

D. McLEAN, 1722 Cotton drive.

CHARLES ODUM, son of Brig.-Gen. Victor W. Odum, 2323 Grant street.

ARTHUR ODUM, 15-year-old son of Professor E. Odum, 1710 Grant street; not badly injured.

Police Are Holding Strict Enquiry Into Street Car Accident

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Inspector George Flood and Detective Sergeant A. Champion closely questioned the members of the Great Northern train crew as to the speed taken as to flagging at the crossing. The trainmen declared that all rules as set down by railway practice and the Railway act had been observed.

Later Detective Champion went to St. Paul's hospital and secured a statement from Mortimer Standen, who though badly injured was able to talk. This police stated that they were not ready to make this statement public at present.

All possible witnesses of the accident and those in the car at the time of the accident will be looked up and asked to furnish whatever information they have. Police guard was kept at the wreck all night.

On the order of Coroner T. W. Jeffs, the bodies of the dead were removed to the city morgue and whatever information and evidence the police may secure will be submitted at the inquest, the date of which has not yet been set.

Victim Was Accountant

SEATTLE, Dec. 17.—R. J. F. Duthie of this city, reported killed when a train struck a street car tonight in Vancouver. He was employed by a firm of public accountants.

INJURED TELL OF COLLISION

All survivors of the accident had practically the same story. There was a stop. The car started then a crash, a grinding and inferno of splintering wood and falling glass, a tossing about in the body of the car followed by unconsciousness.

Mrs. R. J. F. Duthie, who sought frantically for her husband until told that he had been taken to the hospital, where he later died, said: "We were sitting in the car, aware of danger and hardly noticed that it had stopped and started when the crash came."

"It was followed immediately by the lights going out. Then we were tossed about in the car, which was crumpling up."

ROOF OF CAR FELL IN

Maddeline Barter, 11, of 2155 Third Avenue east, said: "I was sitting with another girl near the back of the car when all of a sudden there was a terrific noise and the lights went out. I was knocked around and as the car turned over, was thrown down into a seat on the other side of the car. My leg was hurt. Then the roof of the back part of the car fell down on top of me. After a while I heard lots of screams and started screaming too. Somebody lifted the roof up and pulled me out."

STOPPED, THEN STARTED

Maddeline's companion, Donna McLean, 8, of 2154 Third Avenue east, told a similar story. "The car stopped, then started again. Something hit it with an awful noise. People started screaming. The lights went out. Then the car turned over and I was thrown down among the seats. A piece of the car fell down on top of us. Maddeline and I started to scream and my daddy came and pulled us out. Oh—the poor people!"

"It was awful, we were caught like rats in a trap and glass and wood fell all about me. I know nothing more until I was being scooped out of the wreck and someone started looking for my husband, who I knew had been hurt. The screams of these injured were close to my ears for life."

D. McLEAN, 1722 Cotton drive, who escaped with bruises and scratches, said: "The car was practically lifted."

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Police state the number of fatalities in the accident is wonderfully small when the number of persons involved and the way the car was demolished is taken into consideration.

TWO men are dead, 12 are in local hospitals, seven others are badly injured, and nearly a score of others sustained cuts and bruises as the result of an accident last night at 10:20 when a Great Northern yard train crashed into and demolished a heavily-loaded eastbound Grandview street car on the level crossing at Reymur Avenue and Venables street.

The street car had practically every seat filled and it is estimated that between 40 and 50 people were in it when the crash occurred.

As usual the car stopped just west of the Reymur Avenue Great Northern tracks, then went ahead and was struck just abreast of the front trucks by the first of 15 cars, loaded with wheat, which were being pushed north to the government elevator by a Great Northern yard engine.

The impact tore the body of the car with its load of human freight from the trucks, turned it over and then crushed it against a tall lighting wire pole, which appeared completely through the car, breaking it into matchwood and throwing it down on the helpless passengers. Human bodies were tossed about within the car then pinned beneath sections of the walls and roof.

There was a brief moment of deadly silence. Then the air was rent with shrieks of the injured and dazed passengers.

FATUOUS SCENES OCCUR AMONG THE WRECKAGE

Members of the train crew and residents in the vicinity, who heard the terrific crash, rushed to assist and release those pinned in the wreckage. Many passengers, who were rendered temporarily unconscious on reviving, went to the assistance of those followed by a head.

A call was sent to police headquarters and Inspector H. W. Jones despatched all available men to the scene and summoned ambulances from the establishment of T. J. Kearns & Co. and the Mount Pleasant undertakers.

The rescuers worked quickly and within half an hour after the accident had all those pinned in the wreck released. There were many pitiful scenes as fathers and mothers, husbands and wives tried to locate each other.

Nearby houses were turned into temporary hospitals and those slightly injured were given first aid by the housewives, while the more serious cases were harbored until they could be taken to the hospital.

HOUSES ARE OPENED TO THE VICTIMS

Mrs. Peter Milne, 1031 Union street, threw her home open to the injured and numbers of cases of serious and minor injury were taken there. With the assistance of other women in the home, one of whom had been a nurse, all the available cloth was torn up for bandages, even napkins and sheets being sacrificed. The police were high in their praise of the manner in which Mrs. Milne aided them.

Dr. T. R. Ponton, superintendent of the general hospital, personally supervised the admission of cases and as soon as word of the accident was received, nurses were rushed to the emergency admitting department from all other wards of the institution. The usual procedure of taking names and other details about patients was dropped and as each ambulance arrived the injured were rushed to the various wards with the precision of clockwork.

Many motorists arrived on the scene and took those able to proceed to their homes. This led to the police being unable to secure a complete list of the passengers last night, but it is thought that the names will be secured today.

LACK OF LIGHTING

There is a deep ditch and a piece of swampy ground beside the Great Northern tracks, where the accident occurred, and it was into this ditch that the wrecked car fell and many of the passengers had narrow escapes from being suffocated or drowned when almost dark as the moon was setting. Rescuers were also hampered by lack of light, which made their work exceedingly difficult and for a time it was thought that some of the injured might have been overlooked.

INJURED CONDUCTOR

Charles James Harrison, 47, who was conductor of the Great Northern yard train, was injured when the train struck the street car. He was taken to the hospital with a broken leg and a concussion of the head.

Donna McLean, 8, of 2154 on the same street, was found underneath a large section of the roof and dragged out by rescuers. It was found that another piece of wreckage had prevented them from being crushed to death.

DID MOTORCAR FALL TO THE TRACKS?

The direct cause of the accident has not yet been ascertained, but police advance the theory that the motorcar of the street car did not see the train flagman at the crossing or else misunderstood his signals.

The street car, No. 124, was in charge of Mortimer A. Standen, and Conductor B. Keenan was proceeding on regular schedule. The yard train was in charge of Conductor E. Keenan, with brakemen J. Macgregor and J. Smith, Engineer Ray Gray and Fireman Howard Cook. The train had a train of 15 wheat cars and the engine was pulling the cars and proceeding at a moderate speed.

Police say that one brakeman was acting at the crossing as a flagman in compliance with train regulations. Brakeman J. Macgregor, Recco, British Columbia, who acted as flagman and who with Constable C. K. Smith, was the only one to escape with minor injuries.

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POLICE DEFER MOVE IN LEVEL CROSSING WRECK

Continued from Page One

Inspector J. Jewitt, who is in charge of the case for the police.

Motorman Standen sticks by his first story that he thought the train flagman on the crossing intended the signal for him to come ahead quickly and defies that he was interfered with by men in the vestibule of the car.

Conductor Messam, who is confined to bed in his home as result of the accident and his strenuous endeavors to rescue passengers, could give little information as to what led up to the accident, but said that he did not give the motorman a bell signal to go ahead at the crossing.

A number of persons, in the car at the time of the accident, were questioned by the police yesterday but could furnish no further information.

TRIED TO STOP CAR

Police say that yesterday's investigation failed to find that the train crew's story that all proper precautions had been taken regarding the train crossing the point of the accident was incorrect, and Brakeman J. Meagher, Ecco hotel, who was flagging at the crossing, stuck to his first declaration that he had signalled the street car to stop and when it started to cross did all in his power to have it pull up.

William Rae, Inspector of railways, visited the scene of the wreck yesterday, interviewed Motorman Standen in St. Paul's hospital and expressed his intention of attending the inquest. If the evidence produced there warrants it, he declares his intention of holding a railway inquiry.

B.C.E.R. STATEMENT

Officials of the B.C.E.R. are conducting their own inquiry but decline to make any statement regarding responsibility at present.

"I am making a thorough investigation into the causes of the accident but it would be bad taste for me to make any statement until the inquest is held on the bodies of the victims," stated W. G. Murrin, assistant general manager of the B. C. Electric, yesterday.

"The report in yesterday morning's Vancouver Sun is a correct version of the accident as far as I am aware. Certain statements have been made as to what caused the collision which at present I cannot see my way clear to either affirm or deny. Until a month ago, the company has had a long period of good fortune as far as accidents are concerned and it seems that misfortune has fallen all at once upon the activities of the railway company."

EXONERATES TRAIN CREW

Trainmaster M. J. Welch of the Great Northern railway, in a statement yesterday, declared that he had investigated the accident and found that the crew of the G.N. yard had taken all possible precautions in negotiating the crossing.

The police will continue their investigation in the hope of securing all possible evidence bearing on the fatality.

"The jury for the inquest on the bodies of the victims of Wednesday night's fatal street car accident will be empaneled on Saturday morning, when the bodies will be viewed," stated Coroner T. W. Jeffs last night. "An adjournment will then be made until sometime next week to allow more thorough investigation by the authorities and to permit some of the witnesses who were injured to recover sufficiently to attend the inquest."

MAY NOT RECOVER

Authorities at the General hospital stated last night that the condition of Mrs. W. F. Ball, 1562 Williams street, was still serious. She is suffering from internal injuries. Miss Mary Mawson of Toronto, suffering from shock, is also not out of danger. All other victims of the accident are reported to be well on the way to recovery.