

BRANTFORD, ONTARIO

FEBRUARY 2, 1945

ENGINE CNR 6077

PRESERVED NORTERN
ONTARIO RAILWAY
MUSEUM,
CAPREOL, ONTARIO

The two men in the pilot engine were removed and taken to ambulance at the Hamilton General Hospital where they were attended by Dr. J. W. Duggan. In addition to shock and other injuries these men were suffered from burns and scalds.

Station trains were around the pilot engine immediately after the crash. Two passengers from the Saint Frank Express of the United States Navy and P. D. L. Thomas, Hamilton, Ont., were reported to be the first men down the embankment to reach the end of the pilot engine.

That of the crew man was out of the cab, said Taveras. "We looked the other way and said 'May we have God's sake help us.'"

"We were afraid the engine would explode, but Higgins and I climbed into the cab," Taveras said. "We found the man on his knees and I appeared to me he was some distance back in the engine. We helped him out and carried him to the bank."

Members of the Hamilton Fire Department, who were seen on the spot in response to an alarm, managed to remove the two men from the second engine.

ARRIVAL OF RESCUER

Taveras, who was employed at the station and who was working there was among those seen on the spot. He had seen the end of the train the moment the engine arrived on the bank and had others helped to remove the dead and injured from the pile of wreckage.

"Passengers on the train were among the first and most willing to help," he said.

He stated that even at that time about 1500 there were many cars and persons on the street. It was quite a juggling through the crowd to the ambulance," he said.

Another man who was in the street early commented on the same condition, adding that in case of accidents (and wrecks) there should be no admittance and no parking area.

HAD A SHOCK

Arthur Smith, Negro, seen back of the shack which lay directly in the path of the second locomotive in its plunge down the embankment, had a shock when the building literally shook as the engine came to rest against the board fence immediately behind the shack. He hurried outside, saw the two wrecked engines, one of them in flames, and realized what a close call he had had.

Charles Gamble, who lives nearby, and who was one of the persons who telephoned to fire men for the ambulance, said: "The roar of the crash was so great I thought the roof was coming in."

Rescue workers were hampered for a time by lack of light until spotlights from the Barber-Edin plan nearby were turned on, and their beams directed on the scene of wreckage.

NO BOXCARS

Because the refrigerator car which crashed in ruins on Clarence Street had the appearance

of a boxcar, it was mistaken for one by several later operating street cars until they had passed the scene of the wreck.

Two eastbound trains which had been due to leave Hamilton shortly after the wreck occurred had to be re-routed. These trains operated from Paris by way of Strathford to Toronto. Westbound trains also had to be detoured.

HAD LONG DELAY

Passengers on the "La Salle" were long delayed as a result of the wreck, but the fact that they had had a fortunate escape from death or serious injury made the long wait in Hamilton rather inconsequential in comparison with what they might have experienced.

Long after midnight the cars were still standing on the line, half of them west of the Clarence Street subway and half of them east of the subway. The last coach on the train had stopped just at the point where the engine left the rails.

The cars which had not been derailed were finally hauled back eastward by relief locomotives dispatched from Hamilton. This portion of the train was taken back eastward as far as Lynden Junction, then proceeded via Godick. The wrecked train was in charge of Condon for George Boyles, Baroka.

The official railway statement after the accident stated that a local night train was operated from Hamilton to the side of Toronto, and special trains operated from Toronto to Montreal to accommodate delayed eastbound passengers.

NO ONE ON STREET

It was a fortunate circumstance that no one was on Clarence Street in the immediate vicinity of the subway when the refrigerator car plunged down to the roadway. It blocked the entire street, sidewalk and roadway, and struck the Gibson Coal Company premises adjoining the railway line.

F. U. C. buses on the East Ward North run operate through the Clarence Street subway. Heavy loss of life might easily have resulted if a bus had been approaching or leaving the subway at the time.

Late in the night large crowds remained at the scene of the wreck, and many others arrived to view the wreckage after daybreak this morning, while a large gang of railway men worked on the clearing of the line and restoration of traffic.

many more were injured by engine No. 31, in charge of Engineer Miller and Conductor Al Bishop, who live in this city. The rest of the crew reside in Elsdon, Ill.

There were about 100 passengers in all on the train and it is very fortunate that no more of them were killed or injured. The train was running at a high rate of speed, having just passed the top of the hill, and was going down the grade.

The engineer of the switch engine, which shoves the freights up this grade, says that he was over this place at 11 o'clock. This was the last train that passed the place before the wreck. It was the intention of the train dispatcher to have trains Nos. 6 and 7 meet at Climax, instead of at this station. In this case the wreck would not have been going up the grade and could not have been running as fast as No. 6.

There is no doubt that there was a deliberate attempt to wreck the train, as the fish plates were removed from the rails. A bolt had been placed between the rails and plates, so that it could not spring back into place.

It was just getting light at the time of the accident. The lights were lit yet in the cars, but most of them went out at once when the car turned over.

The outrage has caused the wildest excitement here, and if the miscreants are caught during the day it may not be well for them. All of the citizens are indignant at the cowardly crime.

The following were injured in the wreck; Robert W. Lavel, bruised hip; Carl Benson, Annapolis, Mo., back injured and face cut; Nic Kuehn, Chicago, gash on head; H. S. Gaskill, mail agent on car, bruised; James Keefe, Chicago, right knee hurt.

A reward will be offered for the apprehension and punishment of the persons who caused the accident.

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Two Dead, Two Seriously Injured After Locomotives Jumped Rails; Passenger Cars Remained Upright

TWO MEMBERS of a Canadian National Railways train crew were killed almost instantly, two others were seriously injured, and passengers in a long string of coaches had a fortunate escape, when two big engines left the rails a short distance east of the Brantford C. N. R. station Thursday night and plunged down a steep embankment.

Killed in the cab of their engine were John A. Jarvis, engineer, and L. McIntyre, fireman, both of Sarnia.

Seriously injured were George McRitchie, engineer, and James Arnew, fireman, both of Hamilton.

Less seriously injured were two passengers, Stanfield Wright, United States Navy, and R. West, Windsor, and an unidentified dining-car employe.

Passengers in most of the coaches were shaken up, but were fortunate by reason of the fact that all passenger coaches remained upright after the two engines, a refrigerator car and two express and baggage cars had been wrecked.

On the north side of the subway, a baggage car plunged down the embankment, to come to a halt standing almost on end in Greenwood Cemetery.

Two City blocks farther west, in the vicinity of George Street, a wrecked express car lay astride both eastbound and westbound rails after the engine-less train had finally stopped.

CARS ENGULFED

None of these three wrecked cars was occupied at the time. Other cars which were derailed but remained upright, were the baggage car, one express car and two coaches, and parked the end of the line.

Car wheels, broken tracks, sections of road and steamed rails, were strewn along the railway line all the way from the curve east of Clarence Street to the station.

Cause of the derailment was not immediately disclosed, but officials of the railway today sought to determine what had caused the double-header engines to leave the rails.

It was Brantford's worst train wreck in many years, and the most spectacular one, a surprising feature being that heavier loss of life was averted. The crowd which had soon gathered on the scene marveled that the passenger coaches had not followed the engines to destruction, or at least piled up on the line.

Instead, most of the train remained on the rails and coasted almost to the station, from the point where the wreck occurred, in the vicinity of the "Y" where the mainline curves northward, a short distance east of Clarence Street.

After the engines had crashed at the bottom of the embankment, the first car on the train, a refrigerator car, plunged down off the Clarence Street subway and was smashed to firewood on the street, south of the subway.

line between Elgin and Clarence Street subway, the two big engines for some unexplained reason left the rails.

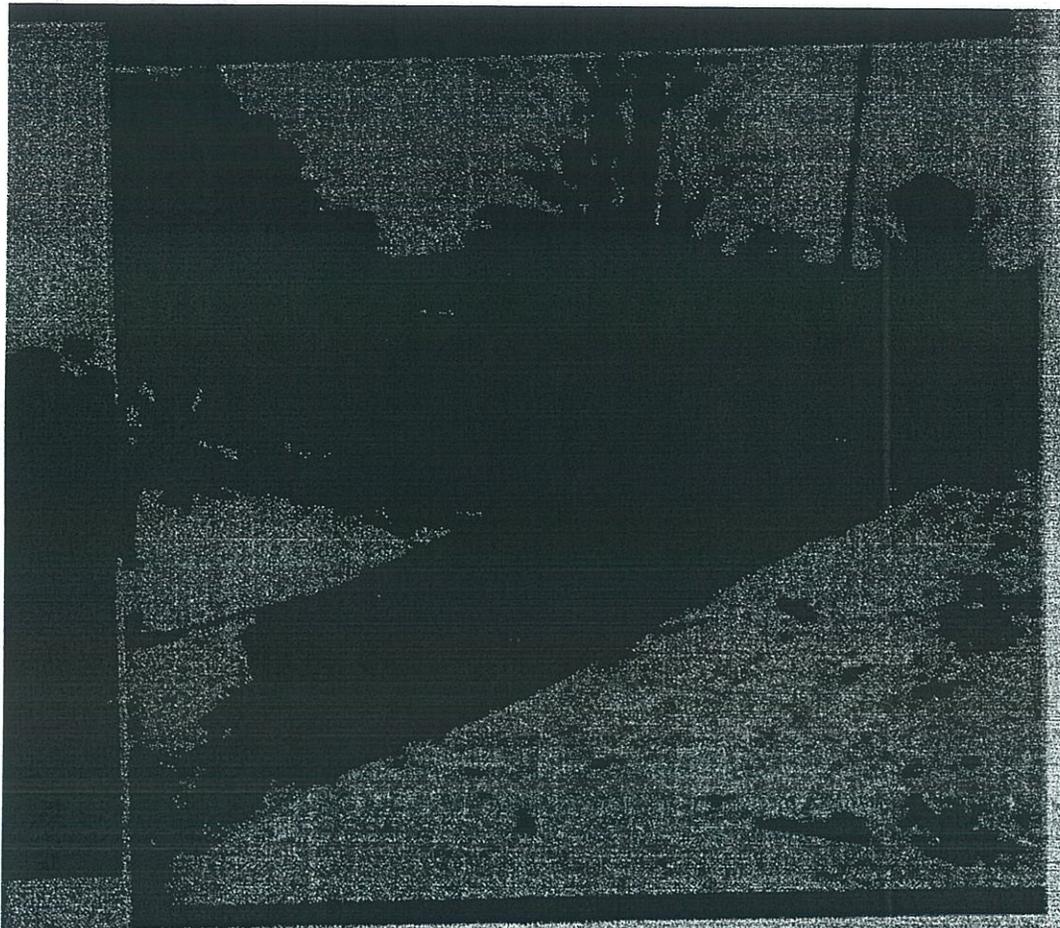
The engines ripped across the right-of-way, tore up rails of the eastbound main line, the Tillsonburg branch line and the Buffalo and Goderich line, demolished a battery house opposite the black signal system, then plunged down the embankment, coming to rest within a few feet of an occupied coach

whose two occupants had a real scare and a narrow escape.

The two locomotives had pulled loose from the cars, all of which completed the curve and continued westward toward the station.

According to an official statement issued by J. F. Pringle, Vice-President and General Manager of the C.N.R. Central Region, the train was traveling at approximately 10 miles an hour.

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Greenwood Cemetery. How the rear end of the car bo-
 so badly smashed is something of a mystery. 5, is a
 strange view looking north on Clarence Street and shows
 refrigerator car—a tangled pile of wreckage—strewn
 the street. This picture was taken as workmen en-
 dored to clear the tracks over the subway. 9 is a pic-
 of the lead engine, which rolled down the embankment
 halted wheels up at the bottom, while 10 is all that re-
 ns of the second locomotive on the right-of-way, the re-
 nder being at the foot of the embankment. The remain-
 picture, 11 shows the baggage car resting on one end in
 enwood Cemetery.

TRUCK AND CAB ESCAPED CRASH

Just Missed Falling Re- frigerator Car on Clar- ence Street Last Night

Add another to the list of mir-
 aculous escapes that occurred
 last night at the Clarence Street
 subway when the refrigerator
 car fell from the C.N.R. right-of-
 way to the street below. A local
 taxi man, Louis Rodcar, had de-
 livered a fare out on West
 Street and became stalled in
 the snow. A truck, owned by the
 Dependable Motor, went out to
 extricate the cab. The chore was
 accomplished and truck and
 cab started for the city, arriving
 along Clarence Street, no many
 yards apart. The truck, driven
 by Peter Flick, got through the
 subway, then came to a crash.
 Louis Rodcar stopped his taxi
 cab on the northern side of the
 subway. Fortunately, he was far
 enough behind the truck to es-
 cape a crash. He felt that the
 C.N.R. refrigerator car, as the
 car, can easily be imagined.

CONDITION OF THOSE KILLED IN WRECK

R. W. Digby, who attended
 injured in the C.N.R. train
 ck Thursday night, said
 es Agnew, fireman, was seri-
 injured, having a com-
 fracture of one arm, was
 y scalded, and was suffer-
 from shock. His condition
 unchanged today.
 erge McFitchie, engineer,
 John Street North, Hamil-
 ton, had lacerations and was
 suffering from shock.

Stanfield Wright, United
 States Navy, who was traveling
 to San Francisco, suffered lac-
 eration of the forehead and was
 able to leave the hospital after
 having his wound dressed.
 John A. Jarvis, 59, engineer,
 one of two Sarnia railway men
 killed in the derailment, was
 born in Hamilton and went to
 Sarnia three years ago. His body
 will be taken to Sarnia. The
 other victim, Lawrence McIn-
 tyre, 41, Hamilton, was a native
 of Toronto. He was transferred
 to Sarnia three years ago. His
 railway service covered 33
 years. Funeral rites will be held
 in Toronto.

Engine Crewmen Said Recovering

Wrecked Locomotives Now Hauled From Scene

Further improvement in the condition of Engineer George McRitchie and Fireman Charles Agnew crew of a Hamilton pilot injured in the derailment at Brantford last Wednesday evening, was reported at Brantford General Hospital to-day. Mr. McRitchie's condition is "fairly good," and Mr. Agnew whose left forearm was amputated is said to be "resting better." Mr. Agnew's condition is still serious, however.

The pilot locomotive and another immediately behind it, were drawing a Chicago-bound flyer when the accident occurred. Both locomotives left the rails and crashed over an embankment a half mile out of Brantford station.

Both locomotives were lifted back to the rails yesterday, according to a Canadian Press report from Brantford. Three railway cranes lifted them back and they were later hauled into Brantford yard. Damage to the locomotives is estimated at \$60,000.

coaches, some of which were derailed, remained upright on the right-of-way.

Amazed From Seats

Frank Taverna, of the U.S. navy, was a passenger on the train. In a Canadian Press story he was quoted as saying: "The train came to a stop without more than a heavy jostling which lifted us from our seats."

The engineer, and Fire D. L. Hughes, of Exeter, were the first down the embankment to the cab of the pilot locomotive.

"One of the crew men was out of the cab," said Taverna. "We heard the other one crying, 'Help me, for God's sake, help me.'"

"We were afraid the engine would explode, but Hughes and I climbed into the cab. We found the man on his knees and it appeared to me he was some distance back in the engine. We helped him out and carried him up the bank."

Both men were taken to hospital in an ambulance.

Fire Breaks Out

Members of the Brantford fire department removed Jarvis and McIntyre from the second engine. One of the two was still alive, but he died later.

Both engines were damaged. The undercarriage was ripped away from one and wreckage was strewn for more than a city block along the right-of-way.

Charles Gamble, of Brantford, who lives nearby and telephoned for the ambulance said: "The roar of the crash was so great I thought the roof was coming in."

A fire broke out in the pilot engine after the two crew members were out but it was soon brought under control.

Hundreds of citizens came to the scene.

Line Cleared For Traffic

In Toronto the railway said today that the line was cleared for traffic early to-day.

It was Brantford's worst train wreck in years and the most spec-

(Continued on page 11, column 1)

CHICAGO FLYER LEAVES RAILS NEAR STATION AT BRANTFORD

Two Locomotives Roll
Down Embankment—
Passengers All Escape
Injury, Officials Say

One Hamilton trainman was killed and two others seriously injured when the Canadian National Railways' Chicago-bound flyer left the rails near Brantford station, last evening, sending two locomotives and one car of the train hurtling down an embankment. Cause of the derailment is undetermined. The fireman on one of the locomotives—a Sarnia man—also lost his life in the mishap.

The dead are John A. Jarvis, engineer, formerly of Hamilton, who lately had been working out of Sarnia, and L. McIntyre, fireman, whose home is in Sarnia.

Those injured are George McRitchie, engineer of a pilot locomotive, helping draw the crack passenger train, and Charles Agnew, fireman of the pilot. Mr. McRitchie's home is at 178

