

CANADIAN
PACIFIC
TRAIN
WRECKS
IN
BRITISH
COLUMBIA.

C H RIFF

TWO MEN KILLED IN THE WRECK

**Westbound Freight Dashed Into
a Rock Slide West of Lytton
Early This Morning.**

As a result of crashing into a rock slide which obstructed the C. P. R. track, four and a half miles west of Lytton station, two men, the engineer and fireman of the train, are dead.

An extra westbound freight train in charge of Conductor Harris ran into the slide at 5:15 o'clock this morning, while it was still dark. Engineer Randall and Fireman Pottruff were aboard the locomotive, which was derailed and ran over the dump. Both men were killed, presumably by the engine rolling on top of them, and its immense weight crushing them to death. The damage to the rolling stock consisted of one broken flat car and three derailed box cars. Only four pairs of rails were torn up, representing 120 feet of track. Judging from this fact, it becomes apparent that the engine headed straight down the embankment, when the rock slide was struck.

Less than three hours previous to the wreck a freight train had passed the same point westbound, and the regular watchman who patrols that beat states that twice during the night he covered that ground, the last time but about an hour before the wrecked train came along. When he made his rounds everything was clear, so the slide must have fallen shortly before Conductor Harris' train passed along.

Both Engineer Randall and Fireman Pottruff belonged to Kamloops and both were married men. It is known that Randall had no children, and it is thought that Pottruff was situated likewise in that respect. The bodies of the deceased men were removed to Kamloops on a special train. Wrecking crews are now at work clearing the line, but it is expected that the train from the east will arrive from seven to eight hours late. The report of the wreck was furnished the press by General Superintendent Marpole.

December 7

1901

Vancouver
Province

KILLED IN COLLISION.

Two Firemen Lost Lives Near Revelstoke on Saturday.

Two trainmen were killed as a consequence of a head-on collision between a westbound transcontinental passenger train and an eastbound freight on the C. P. R. near Revelstoke, at 7:15 o'clock on Saturday night. The men who suffered fatal injuries were firemen. The engineers of both trains were slightly injured, and a few of the passengers on the express were shaken up.

According to information received to-day, the accident is said to have occurred through the fault of the crew of the freight train.

The accident occurred near Downie siding, about ten miles west of Revelstoke. The first section of the transcontinental express due at Vancouver at 12:20 o'clock yesterday was steaming westward at a good rate of speed, when just as Downie siding was being neared, the eastbound freight was sighted. Engineer R. Moscrop of the passenger, and Engineer W. McNab of the freight became aware of their danger almost simultaneously and both jumped after shouting to their firemen to do the same. Unluckily the firemen, N. Scott and J. Eastwood, failed to escape. The latter was killed instantly when the locomotives came together. Fireman Scott is reported to have lived for about eight hours. Both the deceased were residents of Revelstoke, and as far as can be learned both were unmarried.

The line was cleared for traffic at 12:30 o'clock yesterday afternoon, and the delayed sections of the transcontinental express were brought through. They arrived here at 5:30 o'clock this morning. The first section of the express which was in collision consisted of mail, express, baggage and colonists cars, carrying second-class passengers.

May 2

1905

Vancouver
Province.

THIRTEENTH YEAR.

WHO IS RESPONSIBLE FOR KAMLOOPS ACCIDENT?

Seamen Give Contradictory
Testimony at the Inquest
To-day.

STORY OF EYEWITNESS.

Jackies Lost Their Clothing
and Were Given Outfits
by Railway.

Kamloops, Nov. 14.—(Special).—The coroner's jury sitting with Dr. Burris on the investigation of the collision at Tranquille has been hearing evidence all morning.

From the evidence as adduced it appears that the first section of No. 96 had orders to meet No. 97 at the point where the accident occurred. The conductor sent out his brakeman to flag the second section, which was in charge of Conductor Aconley, with Engineer Mosher at the throttle.

The latter in giving his evidence says that he saw no one flagging him, and heard no torpedoes. He had no copy of the orders, so, thinking that the road was clear to Kamloops, he kept on after whistling for Tranquille station. The road is very crooked west of the siding, and when he saw the tail lights of the first section he had no time to jump, but after putting on his emergency brakes he was compelled to stick to his cab. He swears positively that he was not flagged or warned in any way.

Says Speed as Too Great.

Brakeman Crowe, on the other hand, says that he was back of the first section a distance of at least twelve telegraph poles, but that the second section was coming too fast to stop.

The conductor of the second section said that he was sitting in the second car from the engine when the crash came. He got out at once, and the first man he saw was Crowe. He thought Crowe could not have gone back very far, not fifty yards.

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The explosion of acetylene took place before he got out, not more than three seconds after the crash. Everything was burning when he got out. He helped take some of the injured back to his train, then looked after his own passengers, none of whom were injured. He saw the man who was killed, after the remains had been laid down by the river.

Will View the Scene.

Seaman Brian, of the Shearwater, gave evidence as to the finding of the remains of the cook, and also brought out the fact that he had seen Brakeman Crowe go back from the first train with a light.

Dr. Archibald told how the body of the dead man was examined immediately after the wreck. The injuries were sufficient to cause death.

Engineer Mosher asked that his fireman and the front brakeman on his train should be examined, which was done, the latter corroborating the engineer's statement as to time and speed.

The jury has expressed a wish to examine the scene of the wreck, and for that purpose the coroner's jury adjourned his court to 2 p.m.

Several in Hospital.

Kamloops, Nov. 14.—(Special).—All the injured sailors in the Tranquille disaster are doing well in the hospital here. One poor fellow was pinned under the burning ruins, and had both legs burned off below the knees. The marines saved but few belongings, and the men surely formed an unusual-looking party when they arrived here after the accident. A partly clothed man might be seen talking to one wrapped in a blanket in lieu of his ordinary attire; there another without shoes would be seen hobnobbing with another who had shoes but no hat.

Passengers who arrived on the train from the East last night declare that not a vestige of the wooden parts of the cars burned remains at the Tranquille siding.

"I was awakened just after we had come on the siding," said a Vancouver man this morning in describing the accident. "I was told that the cars of the first section had caught fire. I looked out and saw them. The sky was red with the blaze, and the flames leaped up the rocks and the river in a dancing way. Then we backed up to Kamloops and did not leave there for Vancouver until after noon yesterday. When he passed the scene of the accident the fire had consumed all of the three cars except the steel frames, and these were warped and strained into a twisted mass."

Outfits Were Lost.

November
13
1906
Vancouver
Province

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Engineer Hoaker asked that his fireman and the front brakeman on his train should be examined, which was done, the latter corroborating the engineer's statement as to time and speed.

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Details Were Lost.

November 13

1906

Vancouver Province

ONE MAN KILLED IN REAR-END COLLISION NEAR KAMLOOPS

Trainmen Failed to Signal the Following Section.

TELESCOPED CARS CAUGHT AFIRE.

Several Members of Shearwater's Late Crew Injured in Accident.

One man killed and ten injured, none of them fatally, according to reports; three C. P. R. coaches burned, considerable personal baggage damaged, and the east-bound Overseas Limited express delayed so that she is twelve hours late, is the story of an accident on the C. P. R. near Kamloops at 3:30 o'clock this morning.

At that hour a rear-end collision took place at Tranquille Siding, seven miles west of Kamloops. The accident was caused by the second section of express No. 98, which left here yesterday afternoon at 3:30 o'clock, running into the first section which left Vancouver at 1:15 o'clock yesterday afternoon.

The first section carried time-expressed men of the crew of H. M. S. Agria, who were on their way to Quebec en route to England.

The man killed was A. Rowe, second cook on the commissary car of the sailors' train.

The injured men were sailors, waiters and cooks.

The second section of the east-bound train carried passengers. It is reported that none of them were injured, and the members of this train crew escaped injury in a miraculous manner.

No Overrunning of Orders.

The responsibility of the accident is declared to rest entirely with the crews of the first and second section of the east-bound train. There was no overrunning of orders on the part of the crew of the second section, as both sections had been ordered to wait on the main line at Tranquille Siding till train No. 97, bound west, had taken the siding and passed.

From such information as is at present obtainable it would appear that the lagging of the second section, if any was done, by the crew of the first section, was performed too late to prevent the overtaking train from crashing into the one carrying the sailors.

Proper Signals Not Set.

Quoted at the local offices of the C. P. R. not much is known concerning him.

Overseas Train Is Late.

To the west of the wreck the Overseas Limited express, with the Oriental mails and passengers for England, was pushing east at top speed endeavoring to make up time lost in departing from Vancouver. When she reached the scene of the wreck she was held up for hours, and did not get away from Kamloops till shortly after 11 o'clock this morning, twelve hours behind schedule time in leaving that point.

The Overseas Limited pulled out of C. P. R. depot here at 9:40 o'clock last night, fifty-five minutes after the arrival of the steamship Empress of China from Hongkong and Yokohama. She got away just as soon as the China's mails and passengers had been transferred to her. Scheduled to have left for Quebec at 1 o'clock yesterday afternoon the Overseas was eight hours and forty minutes late in pulling out. She was doing her best to make up some of the lost time between this city and Kamloops, and was something to the good when stopped at Tranquille siding till the track was cleared of wreckage.

Being twelve hours behind now, it is not thought by railway or steamship officials that the Overseas will be able to reach Quebec on time. It is thought that she may pick up about seven hours on the run.

The Overseas Limited is scheduled to make connection with the C. P. R. steamship Empress of Britain at Quebec for Liverpool. The Empress is scheduled to sail on Friday. It will now be up to the Atlantic liners to show that they can equal the Pacific steamers in making up lost time when mails and passengers are turned over to them late.

Incoming Train Stalled.

Train No. 97, due here from Montreal at 11:50 o'clock this morning, is not expected to arrive till midnight tonight. She was delayed at the scene of the wreck.

November 13, 1908

Vancouver Province

Sections had been ordered to wait on the main line at Tranquille Siding till train No. 27, bound west, had taken this siding and passed.

From such information as is at present obtainable it would appear that the passing of the second section, if any, was done by the crew of the first section, was performed too late to prevent the overtaking train from crashing into the one carrying the sailors.

Proper Signals Not Set

On reaching Tranquille Siding the first section of the eastbound train came to a standstill on the main line at a point near the eastern end of the siding. The crew of this first section was to wait there till the second section arrived; both were then to await the passing of the westbound express. This latter traffic, traveling in the inferior direction according to train rules, would take the siding in passing, leaving the main line to the east bound or superior-direction trains.

It is a cause of much astonishment among railway officials here that the crew of the first section, having made Tranquille siding, and knowing that the second section was not far behind them, did not take proper precautions to flag it. It is not believed that proper signals were set by the crew of the first section against the oncoming second section.

However, it is expected that the responsibility for the accident will be fully placed by the Coroner's jury which will immediately investigate the affair.

Sailors Are in Hospital

Had the sleeping coach containing the late crew of the Shearwater been attached to the rear of the first section in the position occupied by the commissary car, it is almost a certainty that dozens of lives would have been lost. When this section pulled out of Vancouver yesterday it consisted of an engine, baggage car, sleeping cars for the officers in charge, sleeping car for the sailors and commissary car.

The naval officer in charge of the men was slightly hurt; five of the sailors were injured, one having a broken rib; the chief of the commissary car was hurt, one waiter badly injured and two other waiters slightly hurt.

Of the sailors, it is reported that two men, Whiting and Logan, were badly burned. They are now in the hospital at Kamloops, as are also other injured sailors, the commissary chef and several waiters.

Then Cars Caught Fire

When the second section of the train dashed into the first at terrific speed, wreckage flew in all directions. The commissary car, the rear one on the first section, was demolished, and it was taken out that Howa, the cook who was killed, was sleeping. The man most seriously injured, the waiter, was also on this car.

It is thought that the injuries received by the sailors in the car ahead were more the result of being tossed from their bunks by the terrific air following the impact than of the men being hit by flying wreckage.

The three rear coaches, all of which were derailed, caught fire shortly after the collision and all were destroyed.

In Charge of Train

The first section of train No. 27 was in charge of Conductor H. J. Doune at Kamloops, and Engineer T. Sawyer at Kamloops. W. Anselmy of Vancouver and Engineer E. J. Harker of Kamloops were in charge of the second section. Engineer Howa is not an employee of the Pacific Railroad, but has a reputation of being one of the most careful engineers on the coast.

November 13
1908

LABORER FATALY INJURED

Three Others Seriously Hurt in Collision at Ashcroft.

Ashcroft, May 16.—William Ardrossa, a C. P. R. employee attached to the maintenance of way department, was fatally injured and three other railway workmen seriously hurt in a collision which occurred in the railway yards here at 2 o'clock on Saturday afternoon. The accident was caused by a westbound freight extra over-running her distance in the yards and striking a work train which was waiting for the freight to pass.

The injured men were on a flatcar which was ahead of the engine of the work train. The engine of the freight train struck the flatcar at slow speed, hurling the men from the car. The car was badly splintered and the front of the freight engine slightly damaged. The injured men were removed to the hospital.

MAY 14 1910

Vancouver Province

B. ENGINEER KILLED IN B.C. WRECK

SLIDE IS CAUSE OF SMASH-UP

The People's Paper
EVENING SUN
 10c a week
 Delivered

The Evening Sun Grows Just Like Vancouver

D-1989 VOL. LXVIII NO. 124 VANCOUVER WEDNESDAY FEBRUARY 25, 1925

Fireman in Hospital; Engine and Two Cars Derailed

Crashing into a small rock slide in a cut, eight after rounding a curve and too late to allow the engineer to say the speeding train, Engineer A. Ballock was killed and Fireman C. W. Pughan badly injured when engine, mail and express cars of Canadian Pacific train No. 2, eastbound, were derailed by the impact at 6:40 o'clock this morning at Cherry Creek, 14 miles west of Kamloops.

Four of the passengers were left on the train and no further injuries were reported. The body of Ballock was rushed to hospital and Pughan was taken to hospital for treatment.

Passengers for Kamloops were taken to that city in a caboose.

CARS LYING IN CUT

W. J. Rank, master mechanic and F. W. Alexander, were on the train and reported that the wrecking train arrived from Kamloops. The engine and two cars are lying in the cut, then it will take it some time to get the train back to the city.

The cut and is being re-routed via Kamloops, over Canadian National lines.

The probable cause of the accident was the slide and the train when it struck the obstruction while rounding the curve at Cherry Creek. The engine was badly damaged and the mail and express cars were derailed.

Passengers were taken to hospital and the injured were being treated.

Doctors and nurses from Kamloops and the wrecking train have arrived at the scene.

PRIMER AND ENGINE

The train was immediately after the accident with the engine and two cars. The train was a passenger train and the mail and express cars were derailed.

The train was derailed at the time also gave help.

The bodies of the two men who were killed were found in the wreckage. The engineer and fireman had been killed.

February 25
 1925

SLIDE IS CAUSE OF SMASH-UP

Fireman in Hospital; Engine and Two Cars Derailed

Crashing into a small rock slide in a cut, sighted after rounding a curve and too late to allow the engineer to stay the speeding train, Engineer A. Belleck was killed and Fireman C. W. Peiham badly injured when engine, mail and express cars of Canadian Pacific train No. 2, eastbound, were derailed by the impact at 6:40 o'clock this morning at Cherry Creek, 14 miles west of Kamloops.

None of the passenger cars left the track and no further injuries were reported. The body of Belleck was rushed to Kamloops and Peiham was taken to hospital there for treatment.

Passengers for Kamloops were taken to that city in a caboose.

CARS LYING IN CUT

W. J. Reitz, master mechanic and F. W. Alexander were on the train, and supervised operations when a wrecking train arrived from Kamloops. The engine and two cars are lying in the cut, and it will take all day to get them out. The train was backed from the cut and is being re-routed via Pasqua, over Canadian National lines.

The rockslide was at the opening of the cut, and the train, when it struck the obstruction while running at high speed, ricocheted between the sides of the cut. The engine was badly smashed, and the engineer, imprisoned, was badly mangled.

Peiham was also imprisoned in the wreckage, but sustained less injuries than might have been expected.

Dosters and staves from Kamloops taken out on the wrecking train gave him treatment at the scene.

FIRST AID GIVEN

First aid was given immediately after the accident by E. A. Odum, Vancouver, who served with the Ambulance Corps in France, and was a passenger on the train. Other passengers on the train who were up and dived at the time also gave help.

Two hoboes riding on the tank came through the wreck without any injuries, neither requiring even a scratch.

The engineer and fireman pulled from Kamloops.

February 25
1925

DEAD ENGINEER HERO OF WRECK

The horrors of train wreck were minimized by the quick action of Engineer Alex. Belleck in applying the air brakes as the Imperial Limited, Canadian Pacific train, which he was driving crashed into a small rock slide on Wednesday morning at Cherry Creek, west of Kamloops. In the smashup Belleck died. But passengers are agreed that it was his presence of mind which averted a heavy casualty list.

As the train eased its speed and rammed into the piled up rock which covered the track for about six yards and was nearly six feet high there was only a grinding noise and few of the passengers felt the shock of impact, most of them still sleeping. There was no panic and little excitement, according to V. H. Brown, a Vancouver passenger on the train now in Calgary.

February 27
1925

FREIGHT JUMPS TRESTLE

Bodies of Men Cremated in Burning Debris

DEAD

Conductor J. P. Quinn, Hope.
Engineer W. H. Quinn, Penticton.
Fireman R. Letts, Penticton.
A. Johnson of Penticton.
Several unknown persons.

INJURED

Fireman R. Letts, Penticton.

Charred human remains found in the wreck of freight train Extra No. 3401, which plunged over the trestle in Coquitella pass Sunday morning, shows that more than the train crew were traveling on the Kettle Valley railway train.

Railroad officials admit there must have been several men "riding the freight," but cannot state how many. They say the "tramps" may have boarded at any point the train stopped at while proceeding toward the coast.

Considerable anxiety has been created locally by the fact that several young men who had been in the Okanagan Valley picking fruit, and announced intention of returning in time for school opening, are not home yet.

Boys and youths have been giving railroad authorities much trouble by "riding freights" recently and grave anxiety will be felt until the missing youths get home.

NONE IDENTIFIED

Fears that some of the unofficial passengers on the freight train were Vancouver youths or men are grounded on the theory that it is very unlikely that ~~tramps~~ would be coming to the coast at this time.

With farmers offering \$5 and more per day on the harvest fields, workers have been moving toward the prairie. The westward trend is not likely to start for several weeks.

Nothing on the remains found in the wreck throws light on the identity of the dead people.

The freight train was carrying a heavy consignment of ore from Trail and Nelson. It had collected freight from numerous points on the Kettle Valley line and after reaching Hope would have been switched on to the C.P.R. for the coast.

STORY OF WRECK

MERRITT, B. C., Sept. 7.—Four members of the train crew were killed and Ray Letts, fireman, narrowly escaped death by tumbling

September 7
1926

TRAIN STRIKES ROCK SLIDE

Engineer on C.P.R. No. 2 Injured

Engineer A. E. Shaw suffered a fractured right leg when C.P.R. train No. 2 eastbound from Vancouver struck a rockslide 102 miles west of Kamloops at 2:35 a.m. today.

The locomotive, mail cars, and baggage car jumped the rails. Mr. Shaw the only person injured in the accident, was admitted to the Royal Inland hospital at Kamloops for treatment.

While the slide was being cleared, Canadian National railways officials offered the use of their lines to the C. P. R. The train was reassembled and routed via C.N.R. from Petaia to Hope.

February 24

1930

Vancouver Sun

ENGINE AND THREE CARS LEAP TRACK

Victim Pinned Under Falling Loco- motive

Special to The Vancouver Sun

MERRITT, B.C., March 29.—

Mr. Robert L. Barwick, 27, oldest son of Mr. and Mrs. N. J. Barwick, pioneer residents of the Nicola valley, was injured fatally in a train wreck in the Coquihalla yesterday afternoon.

A slide of rock struck the west bound freight train between Brodie and Juliet, knocking the engine 50 feet over the embankment.

Fireman Barwick was trapped under the engine, suffering fatal burns and scalds on the upper part of his body and face.

Engineer M. J. McLellan was severely burned and Trainman R. McLado was slightly bruised. All were rushed by special train to Merritt hospital.

In a wreck three years ago, Mr. Barwick gained distinction by uncoupling the helper engine just before the leading train went over the bank.

Wrecking crews were rushed to the scene and quickly cleared the track. The engine and three cars went down the embankment.

Another accident occurred Friday morning at 7 o'clock near Myra, 80 miles east of Penticton, when the engine of the local train hit a rock and was derailed. Nobody was injured.

The track was cleared early this morning.

The Kettle Valley train, that should have reached Vancouver at 10:45 p.m. Friday, arrived this morning.

MARCH 29

1930

Vancouver Sun

Roof Collapses and Kills C.P.R. Worker

REVELSTOKE, B. C., Sept. 10.
—A. Donald, C.P.R. bridgeman,
was instantly killed at Field
Thursday afternoon when the
roundhouse roof, which he was
assisting in dismantling, collapsed.
He was 30 years of age, and
unmarried.

July 2
1935