

MERRITON
WRECK
GRAND TRUNK

WELLAND
RAILWAY

JULY 19, 1892

A FRIGHTFUL ACCIDENT.

Trains on the Grand Trunk
Crash Into Each Other

NEAR ST. CATHARINES

Three Men Lose Their
Lives.

INDESCRIBABLE WRECK.

A Number of Hairbreadth Ex-
cerpts

A TORONTO MAN'S MEDIATION—LIST OF THE
DEAD AND INJURED—A CONDUCTOR

PROTECTED BY LAW.

JULY 19
1892

Toronto
Globe.

Merritor
Wreck.

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PRICE THREE CENTS

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NEAR ST. CATHARINES

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A TORONTO MAN'S NARRATIVE—LIST OF THE
DEAD AND INJURED—A CONDUCTOR
DISMISSED OR DISCHARGED.

St. Catharines, July 18.—(Special.)

and then kindling wood, cushions, seats and everything else flying through the car.

Brakeman James Groome of the boat train jumped through the door of the baggage car and escaped unharmed.

Mr. W. Jackson of Rochdale, Eng., one of the passengers on the train from the Falls, said:—"How I escaped I do not know. We had just left Merritton, and were proceeding at a speed I should say of not less than 30 miles an hour. I happened to look toward the end of the car when I saw the brakeman and another man suddenly spring for the brake, and work it as though for life. Then both jumped, and as they did so I heard a crash, and immediately a mass of wood and stuff came rushing through the car, glass cracked and flew around and then came terrible darkness. The car seemed to turn over twice, then stopped, and I felt the water pouring on to me. In falling the cars formed a kind of archway, through which I crawled, then climbed on to the outside and to dry ground. God only knows how I escaped death. I do not. We started from the Falls about 25 minutes late, and I heard the driver say then that the air brakes would not work. I escaped with a slight scratch wound."

Conductor Borrie was seen at the residence of Mr. Sherriff, where he was lying on a lounge with his head bandaged up. He said:—"I was on the platform taking a drink of water. When I heard the air-brakes I looked out to see what was the matter, and then I was pitched out on my head and knew nothing more for some time. When I recovered most of the people were out of the wreck." He would say nothing more. He has since been removed to his home in Port Colborne.

A man named Farwex, who was in the engine of the boat train, had to crawl out into the ball race to get from the wreck.

Thomas Allen of Louth, with his wife and four children, were on the boat train, but between a severe fright and shaking up escaped without injury, although the car in which they were left the track, and one end rested on the cars in the ball race.

Miss Stephen Bradley was pulled to her full share by the collision. Pictures of the

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A TORONTO MAN'S NARRATIVE—LIST OF THE
DEAD AND INJURED—A CONDUCTOR
IMPROVISED ORDERS.

St. Catharines, July 18.—(Special.)—
A terrible accident occurred about 10:30 this morning on the Welland division of the Grand Trunk about two and a half miles from here, and between this city and Merritton. The accident was at the point where the line crosses the raceway from the Lincoln Paper Mills near the concession road leading from the mills to the Hartsell road. The train coming from Buffalo in charge of Conductor John Peckham of Niagara Falls to connect with the steamer Empress of India at Port Dalhousie met the mail train from the latter place, in charge of Conductor James Boyle of Port Colborne. The collision resulted in the death of three men and the serious injury of a number of others. The trains were each running fast, but owing to a curve in the road the engineers did not see each other until they were but a short distance apart. One of the trains whistled down brakes, but the speed was not even reduced. The shock was terrific. The boat train from Buffalo consisted of an engine, a baggage car, a shooting car and a passenger coach, and the other of an engine, mail car and passenger coach. Both trains were lit-

A man named Farrow, who was in the smoker of the boat train, had to crawl out into the mail race to get from the wreck.

Thomas Allen of Louth, with his wife and four children, were on the boat train, but beyond a severe fright and shaking up escaped without injury, although the car in which they were left the truck, and one end rested on the cars in the mail race.

Mrs. Stephen Bradley was going to her field close by the collision. Pieces of the wreck flew around her in all directions, but she escaped unharmed. The next thing she saw was the two trains piled up in a heap.

Charles Phemister, Niagara Falls, was sitting in the baggage car of the boat train near David Hunt when the accident occurred. Hunt was instantly killed, but Phemister escaped with a bruised back.

CASES OF THE DISASTER.

The cause of the disaster has not been fully ascertained yet. So far as the evidence taken at the inquest goes it would seem that Conductor Peckham was to blame. According to the evidence of Harry Davis, station master at Merritton, Conductor Peckham's train was late in arriving there, and therefore lost the right of way, and could not cross Conductor Boyle's train anywhere else without orders. Davis says that the operator at Merritton told him Peckham left that station without orders. The operator's own testimony will be heard to-morrow, and if the statement is correct then Peckham was to blame. Peckham had the privilege of leaving Merritton without orders if he could reach St. Catharines by 10:30, but as a matter of fact it was after that hour before he reached Merritton. Strange to say all the officials on Peckham's boat train except William Chapman, who had little to do with it, left the scene of the wreck immediately for Niagara Falls, and did not wait for

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NOTES.
Arrives from Russia the famine district the cholera-stricken nothing allowed to a paper. The fact facts and exaggerated by German it is unable to move. Russian official air has received no telegram of carbolic physicians in condition already exhausted of funds.

— The "Standard" says a woman has disease in Trieste are unable to decide if cholera or a case that killed her. bling cholera have sanitarium village near

The Russian War restrictions to the Asian garrisons that being similar to that corps must interfere use ball cartridge

JULY 18.—Eighteen occurred on board been Australian and the last three days are died from the Caucasus Railway, was issued to-day of cases of cholera deaths which result in the 15th and 16th and 600 deaths.

CELEBRATION.

IN CATHOLIC CHURCHES.

not see each other until they were but a short distance apart. One of the train whistled down brakes, but the speed was not even reduced. The shock was terrific. The boat train from Buffalo consisted of an engine, a baggage car, a smoking car and a passenger coach, and the other of an engine, mail car and passenger coach. Both trains were literally smashed to pieces. The engine lay side by side on one side of the track, a mere mass of scrap iron. A passenger car lay splinters by beside them. The coach of the boat train shot over the bank, leaving the trucks on the rails. The smoker of this train was hurled into the mill race upside down. The cars are perfect wrecks. As soon as possible

THE WORK OF RESCUE.

was begun. Dr. Merritt, Father Alain, Capt. William McAtee and Mr. F. B. McNamee were among the first from this city to arrive at the wreck, and they worked like Trojans. The special from Niagara Falls brought Dr. Reid, the company's surgeon, and Dr. Campbell. The employees of the paper mills, sawmill factory and other establishments also turned out in full force. Mr. Stiff, division superintendent of the G. T. R., arrived from Hamilton about 2 o'clock. Auxiliary trains from the bridge arrived about 1. Mr. D. Morris, assistant superintendent, arrived from London about 7 in the evening. The water was let out of the race-way in order that the smoker might be reached. It is little short of a miracle that any of the per-

sonal in the statement is correct then Peckham wins to blame. Peckham had the privilege of leaving Merritton without orders if he could reach St. Catharines by 10:25, but as a matter of fact it was after that hour before he reached Merritton. Strange to say all the officials on Peckham's boat train except Welsh, cookman, who had little to do with it, left the scene of the wreck immediately for Niagara Falls, and did not wait for the inquiry.

NOTES.

Conductor Peckham is one of the oldest on the line, and has always been regarded as a reliable man, though a trifle accident-prone. The railway company will be represented by counsel at the inquiry tomorrow.

Conductor Boyle and Express Messenger Grobb were in an accident about a year ago, and Grobb was laid up for some weeks.

Richard Walters, operator at Merritton, was unable to leave the station to-day, but will attend the inquiry tomorrow, and say whether Conductor Peckham had orders to leave there.

The loss to the company will be about \$150,000.

The track was cleared at 10 p.m. Conductor Peckham's train was on the way to Port Dalhousie to meet 500 passengers on the Empress of India. Fortunately these passengers were not on the train at the time of the collision or the catastrophe would have been horrific. The Grand Trunk applied to the Niagara Central Railway for permission to use the latter's track between St. Catharines and the border. This was cheerfully granted, and the passengers went on their way.

One of the most remarkable escapes was that of Conductor Boyle's son. An hour after the wreck he was cast out of one of the cars alive and well with the exception of a few bruises.

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Merritton Wreck



Niagara Falls brought Dr. Reid, the company's surgeon, and Dr. Campbell. The employees of the paper mill, soap factory and other establishments also turned out in full force. Mr. Still, division superintendent of the G. T. R. arrived from Hamilton about 2 o'clock. Auxiliary trains from the bridge arrived about 1. Mr. D. Morrice, assistant superintendent, arrived from London about 7 in the evening. The water was let out of the race-way in order that the smoker might be reached. It is little short of a miracle that any of the passengers in it escaped alive. Thomas Hestoff, Merriton, engineer of the boat train from the bridge, and his fireman, William Fowler, jumped and escaped with but slight injuries. Silas Chapman, Port Dalhousie, engineer of Conductor Boyle's train, stuck to his post and was instantly killed, his head being smashed to a jelly. Fireman Pattison escaped unhurt.

KILLED AND INJURED.

Following is the list of the dead.—
Silas Chapman, Port Dalhousie, instantly killed, head smashed.

David Hunt, Niagara Falls, baggage man on the boat train, head smashed, instantly killed.

A. H. Vanderveer, King's Iron Works, Buffalo, living when found but died soon afterwards, head badly crushed.

The wounded will all recover, though some of the injuries are very serious. The list is as follows:

Philip H. Grobb, St. Catharines, expressman on Boyle's train, received a terrible cut over the right eye and was badly shaken up. Dr. Leitch sewed up the wound and says he will be all right. He was restored to his home here.

Eris Walford, William Clark, both of London, news agents, badly cut. Both were removed to the hospital here and are doing nicely.

Conductor Peckham's train was on the way to Port Dalhousie when 500 ex-circumists on the Empress of India. Fortunately these ex-circumists were not on the train at the time of the accident or the catastrophe would have been horrible. The Grand Trunk applied to the Niagara Central Railway for permission to use the latter's track between St. Catharines and the bridge. This was cheerfully granted, and the circumists went on their way.

One of the most remarkable escapes was that of Conductor Boyle's son. An hour after the wreck he was cut out of one of the cars alive and well with the exception of a few bruises.

Thomas Hastings and his son, Hugh, were on opposite trains, but uninjured.

THE INQUEST.

EVIDENCE THAT CONDUCTOR PECKHAM PROCEEDED WITHOUT ORDERS—PROCESSION ADJOURNED UNTIL THIS AFTERNOON.

An inquest was held in the Town Hall at Merriton this afternoon by Coroner Dr. E. Goodman, mayor of St. Catharines. The jurymen were James P. Fox, reeve of Merriton, foreman; Michael Brennan, Richard Lessow, Wm. Troubridge, Richard Clark, James Clegg, R. E. Boyle, Lorenzo Bradley, R. B. Hunter, Dennis Hartley, Michael Docock, Peter Flynn, Chas. A. Wilson, John S. McClelland, Wesley Phelps, William Niles, Patrick Dibber, John Wallace, William Jimstone.

James Webb, Niagara Falls, check-man on the boat train, and the only official on that train who was present at the inquest, said:—This morning we left the bridge at 8:50 or 9:00 and came to Merriton. Train backed up on Welland road as usual. I did not notice the time of arrival at Merriton. Cannot leave the bridge until the operator reports that Toronto express No. 9 has passed St.

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DEATHS.

KILLED AND INJURED.

Following is the list of the dead.—
Silas Chapman, Port Dalhousie, instantly killed, head smashed.

David Hunt, Niagara Falls, passenger on the boat train, head smashed, instantly killed.

A. H. Vanstryke, King's Iron Works, Buffalo, living when found but died soon afterwards, head badly crushed.

The wounded will all recover, though some of the injuries are very serious. The list is as follows—

Philip H. Grob, St. Catharines, expressman on Boyle's train, received a terrible gash over the right eye and was badly shaken up. Dr. Letch sewed up his wound and says he will be all right. He was removed to his home here.

Erin Walfeard, William Clark, both of London, news agents, badly cut. Both were removed to the hospital here and are doing nicely.

W. Jackson, Rochdale, Lancashire, England, badly shaken up and slightly cut on the scalp.

W. Spratt, brewer, Port Colborne, had his foot badly crushed. He was removed to his sister's residence here and the foot was amputated. His brother was also injured, but slightly.

Charles H. Phenister, night operator at Merritton, had his back badly wrench-
ed. He now lies in a neighboring house, but will recover.

Brakeman Jephson of Conductor Boyle's train was slightly hurt about the head.

Collector Flynn of Niagara Falls, slightly injured.

Peter Welsh, Port Colborne, passenger on Boyle's train, injured internally. He was removed to the hospital and is recovering.

Thomas Gilroy, Toronto, slightly cut about the face.

Jac Boyle, Port Colborne, conductor, and his son, mail clerk on the other train, were seriously hurt and were removed to the residence of Mr. John B. Smith. Both will recover.

Dr. Yonman, St. Catharines, scratched and bruised.

HIGHWAY ACCIDENT.

Some of the carmen were half-breed. Mr. Thomas Hastings of this city was running down in the smoking car that plunged upside down into the mill race. He says there were probably twelve people in the car. He hardly knows how he escaped with such a severe injury. He was in the hospital without exception. Strange to say his son Frank was coming up on Boyle's train and he also escaped with only a scratch. Mr. Hastings says all the carmen

INQUIRIES UNTIL THIS AFTERNOON.

An inquest was held in the Town Hall at Merritton this afternoon by Coroner Dr. E. Goodman, mayor of St. Catharines. The jurymen were James P. Lee, reeve of Merritton, Frederick M. Allen, Brewster, Richard Lewis, Wm. Tremble, Richard Clark, James Cavan, R. D. Boyle, Lorenzo Bradley, R. S. Hunter, Thomas Barber, Michael Derockel, Peter Flynn, Chas. A. Wilson, John S. McClelland, Wesley Phelps, William Niles, Patrick Disher, John Wallace, William Jamieson.

James Welsh, Niagara Falls, checker on the boat train, and the only official on that train who was present at the inquest, said:—This morning we left the bridge at 3:30 or 4:30, and came to Merritton. Train backed up on Welland road as usual. I did not notice the time of arrival at Merritton. Cannot I see the bridge until the operator reports that Toronto express No. 9 has passed St. David's. I did not notice the time the train reached Merritton. I heard the crash fifteen or twenty minutes after leaving Merritton. I got out and helped those in the cars out on the bank. I searched around the wreck and found Sil Chapman and David Hunt. They were dead when I found them. I heard some one shouting in Boyle's train, and assisted in getting those who were in the train out of it. The train from the bridge or from either direction does not leave the station at Merritton without orders from the train dispatchers. The operator receives orders from dispatchers at Hamilton and Allanburgh. These orders are given to the conductor. The conductor cannot leave the main line of the railway to go on a branch line without orders. The accident was on a branch line. When the conductor gets orders he can leave Merritton to meet the train from the boat at St. Catharines or Port Dalhousie. I heard a whistle before the collision for brakes, but could not tell which train whistled. The boat train was not going over fifteen miles an hour. Cross-examined. Welsh said—I often meet the Port Dalhousie train at Merritton. Did not notice the time we reached or left Merritton.

MERRITTON STATIONMASTER.

Henry Davis, station master, G.T.R., at Merritton, said—I was instructed to send a pilot engine to Port Dalhousie at 10:30 or 10:35 a.m. This train passed me in the yard at nine o'clock. Conductor Rockham stated me to be the conductor of the pilot engine to be sent to meet the Port Dalhousie train. The next train, Conductor Rockham, he stated, was from Conductor Boyle's train at Port Dalhousie to St. Catharines.

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Puckham registered as having arrived at Merritton at 10.27 a.m. Her time to leave Merritton for Port Dalhousie is 10.07 a.m. The boat train being late, had lost her rights, as conductor Boyle's train anywhere on the line without orders. Conductor Puckham had no right to leave Merritton station without orders. When I got to the station the operator asked me had the boat train left. I said "Yes." I asked the operator if Conductor Puckham's train (the boat train) got orders. The operator first said "Yes" and then said that he misunderstood—that Puckham had no orders. The operator told the dispatcher at Allansburgh that the boat train had left Merritton, and I understood that the dispatcher tried to stop Boyle's train at St. Catharines to hold it there till Puckham's train arrived. It was too late; Boyle had left. Puckham had the privilege of leaving the Merritton station without orders if he could make St. Catharines by 10.25 a.m., but he did not register at Merritton until 10.27. He could not leave Merritton without orders, as Boyle's train leaves St. Catharines at 10.29 a.m. Conductor Puckham failed to observe the regulations laid down for his guidance, provided he got no orders. Conductor Boyle has the right of way and does not remain unless held.

COULD VERY EASILY

Wm. Jackson, a chemical manufacturer, of Rockdale, Lincoln, N.C., said:—I was on the boat train a mile from the bridge. I thought it was late. I never heard any alarm, and thought we were going very fast; I thought about 30 miles an hour. When

terior of the wrecked car exclaim, "Don't leave me here." This was Boyle, the mail clerk, and son of the conductor, and him we also released after some further effort. Neither of these men were seriously hurt, though how they escaped is a mystery.

"Dr. Youmans of St. Catharines and myself were the only physicians on board, and we did all we could to temporarily relieve the suffering of the injured. Conveyances from St. Catharines were on hand in an incredibly short space of time, and in these the wounded were converged to the hospital in St. Catharines."

"In the Erie baggage car, which had toppled over into the mill-race, we found a small boy of about twelve years. Fortunately he was caught in the upper end of the car, and we got him out without injury. We went through the car, but could find no others, and I do not believe any bodies will be found under that car. There was a passenger car on our train behind the smoker I was in, with possibly twenty passengers in it, but none of these sustained any injury. Of course I am unable to say who is to blame for the disaster, but I would like to add that the train hands who were not injured did everything in their power to help the unfortunate wounded and alleviate their suffering. I returned to Toronto on the afternoon train, and Mr. Gilroy came back on the Garden City at night."

NEWS FROM MONTREAL

THE GREAT CONFLAGRATION — LOCATIONS

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ANOTHER ACCOUNT.

SWELLING EXCITEMENT IN ST. CATHARINES—
INTERVIEW WITH THE WOUNDED—SOME
THRILLING SCENES.

St. Catharines, July 18.—(Special)—
The most intense excitement was felt throughout the city to-day when vague rumors came that a terrible and fatal collision had occurred near Merritton. The wildest statements found ready credence, but fortunately the first statements of eighteen or twenty killed have to be materially discounted. But the truth is bad enough. Your correspondent at once drove to the place of the accident, where an indescribable scene was presented. The engines of two trains on the Welland division of the Grand Trunk and their full make-up of passenger coaches, etc., were piled up in wildest confusion. The engines were locked in a destructive embrace. Baggage cars and tenders were piled on top and in the ravine lay the ruins of the coaches, cut and hacked in order to rescue the ill-fated occupants. As usual the employees of the railway were dumb as to giving information and it had to be gleaned under great difficulty. It seems that the Erie Flyer, in charge of Conductor Peckham, and the train from Port Dalhousie, in charge of Conductor Horle, carrying passengers from the eastern Provinces of India, met at a curve near Merritton. Not only is there a sharp curve at this point, but the view is further obscured by a house, barn and some surrounding trees. The impact must have been one of terrible force. Fire, ruin and death followed. The engine of the Erie remained beside the track, but the coaches were hauled down a steep bank to the mill race below a distance of 20 or 30 feet. Conductor Horle's train was not so badly wrecked as the other, nor were the fatalities so great. The horses escaped at Merritton. Cyrus Chapman, engineer of the Welland, and David Horley, engineer of the Erie, are in charge of the work. A man evidently from Port Dalhousie has been reported missing, but has not been accounted for. There is also said to be one man from the neighbourhood of the accident who has not been accounted for. The Welland, which had been running in full force, has stopped, so that no more trains can be sent to Port Dalhousie, but the passenger train from Port Dalhousie to St. Catharines will run to-morrow morning. The Welland is to be put in full force again to-morrow afternoon.

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TORONTO MEN'S EXCHANGE

~~CHARACTERISTICS OF ONE OF THE PARENTHOCYSTS
WHICH MOST LIKELY INDUCED THE SCENE OF
DEATH IN PATRON.~~

Dr. R. J. Wilson, one of the passengers on the local train, was seen at his residence, 3 Yorkville Avenue, Toronto, last evening, and gave a graphic account of his experience. He said he had been to the Garden City yesterday morning, and there took the ill-fated train for company with Mr. W. L. Hubbard, manufacturer, of Kitchener Avenue, and Mr. H. C. Gilroy, butcher, Taylor Street, who were sitting in the smoker smoking when they heard the fair train - passed and their car slowed up with a sudden jar. "That's a very quick stop, doctor," remarked Mr. Hubbard, but before any remark could be made the crash came.

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St. Catharines, July 21.—(Special.)—
The adjourned inquest in connection with
the late Merritton disaster was resumed
at 3 o'clock this afternoon before Coroner
Goodman. Conductor James H. Doyle,
sworn.—Was conductor on train No. 53
leaving Port Dalhousie at 10.20 a.m.
on time. Stopped at St. Catharines at
10.29 by my watch. Saw the order
board was clear. Mr. Christie, the oper-
ator, said: "You are going on," which
I understood as meaning that there were
no orders. Left St. Catharines within
a minute or so and started the train
ahead. Had collected the tickets and
was taking a drink of water in the rear
car when I felt the air brakes applied.
The crash followed and I was pitched
down the aisle. Heard no whistle for
brakes and had no idea of a collision
until it happened. My regular time to
leave St. Catharines was 10.28. I had
the right of way over any train coming
from an opposite direction. Inquired be-
fore leaving Port Dalhousie where the
boat train was and was told by Mr.
Flair, the agent, that it had not arrived
at Merritton. It was due at St. Cathar-
ines at 10.12 and Port Dalhousie at 10.20,
the same time I was due to leave. Have
met the boat train at St. Catharines fre-
quently, probably oftener than at Port
Dalhousie. In all such cases orders were
given. My watch is correct with Port
Dalhousie time and was correct on the
morning of the accident. If I find any
discrepancy at stations the operator is
requested to call up the head office at
London and get the correct time. The
boat train should have remained at Mer-
ritton unless it received an order against
my train.

To J. C. McClelland.—The usual prac-
tice was to meet the boat train at
St. Catharines. Never knew the boat
train to come into St. Catharines on my
time without an order. My train would
have stopped on the morning of the col-
lision within another month of itself.

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CANDAL.—THE
SELECTION.

in connection, practically, as one road, explains the action of the C. P. R.

Two weeks ago an Indian was killed while intoxicated on the C. P. R. It is well known where the dead man got his supply of liquor, but no action has yet been taken in the matter by the Dominion police. This morning a complaint was laid before the inspectors by a very respectable-looking aborigine, of the amount of liquor obtained by members of his tribe who are camped on the Quebec side of the river. He states that any number of cases can be proved where liquor is sold, but the question arises as to who will deal with them. The inspectors say it is not their business, as it is a Dominion law, and they refuse to go to expense when no payment is forthcoming. The Dominion officials have refused to bear the cost of prosecution.

OTHER NOTES.

Mr. A. B. Ingram, M.P. for East Elgin, arrived in town this morning, and accompanied by Mr. J. W. Hutchinson, mayor of Aylmer, and Mr. G. J. Walker of the same town, had an interview with

WHO WAS TO BLAME?

Inquest in Connection with the
Merriton Disaster.

NO AIR BRAKES ON ONE TRAIN

The G. T. R. Carelessly and Criminally Negligent.

so SAYS THE CORONER'S JURY AT ST.
CATHERINES—DANGEROUS DISCREP-
ANCIES IN TIMETABLES.

St. Catharines, July 25.—(Special.)—

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doctors had very small hope of saving the patient's life.

STRUCK BY A LOCOMOTIVE.

Joseph McLean of Port Credit was brought to the Union Station yesterday morning, and from there taken to the hospital in the ambulance. It appears that he went to a picnic at Lorne Park on Tuesday, and in the evening started to walk home along the railway track. A train came along, and before he could get out of the way he was struck by the engine, which passed over his right leg, severing it below the knee. The poor fellow would probably have laid there till morning but for a fortunate accident which caused the conductor of a six - o'clock freight train to stop to cool a hot box. He heard the groans of the injured man, and at once placed him in the caboose and brought him to the station. At the hospital he received every attention, and will recover.

Late in the afternoon another railway casualty occurred, this time on the Grand Trunk Rail Line about five miles outside the city limit. The victim, Henry McKenna, was helping to load a grain of corn when the overhanging clay embankment gave way, knocking him down and severely bruising and shaking him. He was brought to the foot of Tecumseh street and taken to the hospital, where a few days' treatment will set him up again.

WALK DOWN BY TRAIN.

B> LINE.

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Sunday week.

A NARROW ESCAPE.

A serious smash-up occurred in the C. P. R. yards at the foot of Bathurst street last Monday night, which resulted in considerable loss of freight and rolling stock and caused much alarm over the heavy cost of the most frightful local railway disaster of recent years. About 10.30 o'clock on the night in question a heavy freight train of 40 cars left Toronto Junction for the city. At Parkdale the bands detached 25 cars, and leaving the balance in the station brought them on to the switching yards at Bathurst street. The engine had run her cars on to a siding and was engaged in distributing them to their several locations when the 25 cars which had been left at Parkdale came thundering down the steep grade and smashed into the locomotive, totally wrecking it, with ten or fifteen cars, and badly damaging an many others. In one of the wrecked cars were a number of horses. Five of these were killed outright, and twice that number more or less injured. An inquiry into the cause of the disaster is now being held by the company's officers, the main question as has been before now is this: about that the cars were left at the top of a steep grade without sufficient protection against their running off in the manner they did. The most vicious part of the accusation, however, rests in the fact that the 40 cars from Glendale in the Grand Trunk came on the track of the company barely five minutes before they came down, and the offices of those 40 cars did not enter the heavily loaded yard in question and the long train with its 25 cars having been separated.

A DAY'S EXCURSIONS.

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Saturday June

A NARROW ESCAPE.

A serious smash-up occurred in the C. P. R. yards at the foot of Bathurst street last Monday night, which resulted in considerable loss of freight and rolling stock and came within an ace of being one of the most frightful local railway disasters of recent years. About 10.30 o'clock on the night in question a heavy freight train of 40 cars left Toronto Junction for the city. At Parkdale the heads detached and fifteen cars, and leaving the balance in the station brought them on to the shunting yards at Bathurst street. The engine had run her cars on to a siding and was engaged in distributing them to their several locations when the 25 cars which had been left at Parkdale came thundering down the steep grade and smashed into the locomotive, totally wrecking it, with ten or fifteen cars, and badly damaging many more. In one of the wrecked cars were a number of horses. Five of these were killed outright and twice that number more or less injured. An inquiry into the cause of the disaster is now being held by the company's officials. It was generally agreed at least before both came about that the cars were left at the top of a steep grade without sufficient protection against their running off in the direction they did. The most vicious part of the accident, however, will be the fact that the 10.40 express from Hamilton on the Grand Trunk crossed the track of the accident entirely. One hundred feet before they came down, and the arrival of these 25 cars, the train had the "runaway" headed up, and had the two trains collided would have been terrible.

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the day
and we were all very
tired. But we had a
good time. I am all
tired with a great deal of work in the
house from the first days of
winter. The children have
been the only company of the
house. We all have worked out of
the house and our parents over the house for a
long time now. The children
have been out of the house every day
since probably last fall. All work is done
by the children of the family but the children
of the two local schools go home out of
the house. I have never seen the sun above
the house since the winter of 1911.
I have never seen the sun above
the house since the winter of 1911.

THE LITTLEST GIRL IN THE WORLD
BY
JOHN BROWN

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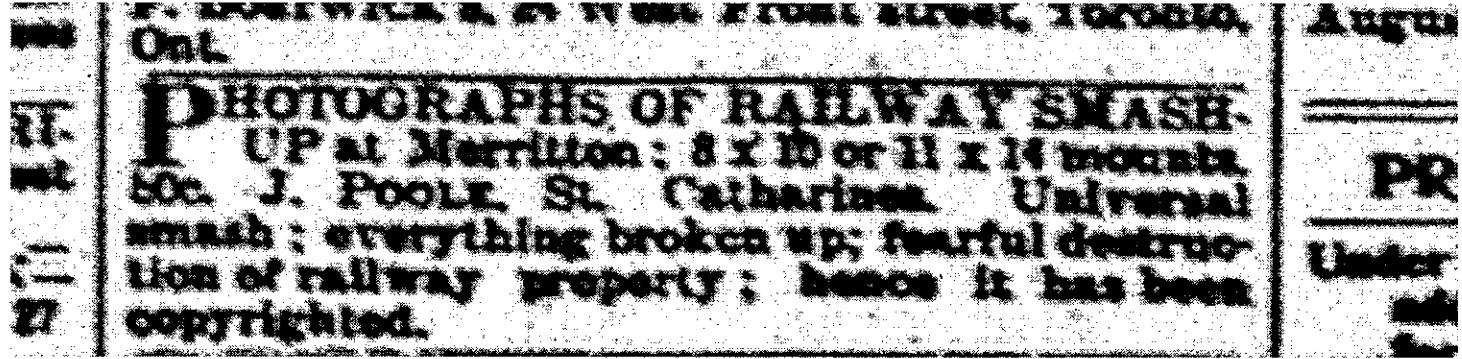
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To Juror McClelland—The usual practice was to meet the boat train at St. Catharines. Never know the boat train to come into St. Catharines on my time without an order. My train would have stopped on the morning of the collision within another length of itself. The force of the collision would have been lessened if the boat train had been equipped with air brakes. Was running between 30 and 40 miles an hour when the six brakes were applied on my train.

THE ALLANBURG DISCUSSIONS.

James Lynch, train dispatcher at Allensburg Junction, sworn—About 10.16 or 10.18 on the morning of the collision I asked the operator at Merritton how the boat train was. He said he had no report of her leaving the Falls. Then called Port Dalhousie, and asked how Boyle's train would be, and he said "On time." I said "Let her go," as the instructions on the time card gave Boyle's train the right of way. About 10.24 or 10.26 the Merritton operator said the boat train was there. I sent a message to the Merritton agent to send a light engine from Merritton to Port Dalhousie to assist the boat train from Port Dalhousie. Asked Merritton if the pilot engine was on No. 52, and he said "No; it was not turned." Decided to send pilot engine to Port Dalhousie ahead of the boat train. To make sure Boyle's train was on time, called St. Catharines and the operator said she was there or coming. Told him "All right," or "Let her go on," meaning that it was all right for it to go to Merritton. Then called Merritton, and started to send a holding order. Got as far as "Hold No. 5" (boat train) and 54 (Powell's train) for orders, when the operator stopped me and said "What number?" He told me No. 52 had left. Was not trying to hold No. 52 because it was necessary to hold her against Boyle's train, but because I intended to send an engine down ahead of her. When the Merritton operator said she had left I said "She can't surely have gone." He said "She left at 10.27." I called St. Catharines immediately, and asked if No. 52 (Boyle's train) had gone. He said "Yes, left at 10.30." I asked him if he could stop her, and he said "No; she had gone." Verified the time ten minutes after the collision, and found the clocks in my office and St. Catharines and in London correct. No. 52 should have remained at Merritton on the day of the collision, or at least an order from me to

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you at 10.15 it would have been too late for it
to run against Bayle's train. It would be
too close.

To Mr. German—Mr. Phemister was
the operator at Merriton when I first
communicated with that office at 10.05
or 10.15 but it was Walters who re-
plied to me at 10.24 or 10.25. Phemister
got on Peckham's train, and left with him
for Port Dalhousie. Peckham could not
have made St. Catharines for Bayle's
train if he left Merriton at 10.24. Peck-
ham should have asked for an order be-
fore leaving Merriton.

STATION MASTERS.

James Blair, station master at Port
Dalhousie, gave corroborative evidence as
to Bayle's train leaving Port Dalhousie
on time.

George Teneh, station master at Niag-
ara Falls, sworn—The boat train left
Niagara Falls on the morning of the ac-
cident at 10.05. The time to Merriton
is 17 minutes. If the boat train could not
make St. Catharines by 10.25 it should
have remained at Merriton or obtained
orders. There were no airbrakes on the
boat train because the locomotive de-
partment did not supply an airbrake en-
gine. Excursion trains as a rule do not
have air brakes on them. Would rather
be on a train with air brakes on
than one without. To Foreman Prior—
Hired Conductor Peckham and Foreman
Broughton discussing the
fact that the train had no air brakes on
it. Could not say whether Peckham
would be obliged to take out his train
without air brakes. It is an exceptional
thing to send out a passenger train with-
out air brakes.

Thos. Hiscox, engineer on the boat
train, sworn—Left Niagara Falls at
10.05 a.m. on the morning of the acci-
dents arriving at Merriton about 10.22
left Merriton between 10.22 and 10.24
when about a mile towards St. Cath-
arines saw another train approaching
headed for Inglewood and having

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thing to send out a passenger train without air brakes.

Thos. Hutton, engineer on the Westbound train—Left Niagara Falls at 10:05 a.m. on the morning of the accident, arriving at Merriton about 10:22. Left Merriton between 10:22 and 10:27. Walked about a mile towards St. Catharines saw another train approaching, whistled for brake, reversed my engine, opened the sand valve, and by that time the trains were so near together that a collision was inevitable. Told my fireman to jump and I followed him. Alighted on my feet and then on my hands and knees to distance from the train.

Johnathan Price Welsh of Boyle's Hotel witness they left town Philadelphia on 26th. He did not know there was a

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CONDUCTOR PECKHAM.

John R. Peckham, conductor of the boat train, return—Left Niagara Falls at 10:05 a.m. Complained to Mr. Broughton, the locomotive foreman, on account of having a freight engine without an air brake. Said it was ridiculous to furnish such an engine, when it was known the time was fast. Arrived at Merritton switch, near the bridge, between 10:21 and 10:22. Jumped off the train at the station before it stopped; ran into the telegraph office to register my train. Asked if there were any orders and he said: "No; all right." Registered 10:24 by their clock, and left the office. On passing out to the platform took out my watch and looked at it, at the same time giving the driver a signal to back up. It was then very near 10:22 1/2. The driver responded quickly and the agent, Mr. Davis, said, "Stop; Powell is coming down the grade; let's make sure he has stopped." We had scarcely come to a stand when Mr. Davis said, "All right." We continued backing until we passed the switch, which did not occupy more than half a minute. Started quickly from the switch and was walking through the train when the crash came. It never occurred to me for a moment that I had struck Royle's train, but thought my engine had jumped the track and gone into the raceway. When I noted the two engines I pulled out my watch and it indicated exactly 10:22. Hestree jumped up just a minute before this and said, "Jack, what in the world are these people doing here at this time," meaning that they were running on our time.

To Foreman Prior—Have been employed railroading 35 years and for 25 years have been a conductor. Paid no attention to the Merritton clock except to register my arrival by it. Ran the train by my own watch.

To Mr. German—If I have the running time to get from one point to another I don't care for time, asking for orders. Have

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me.

To Foreman Prior—Have been employ'd railroading 35 years and for 25 years have been a conductor. Paid no attention to the Merritton clock except to give my arrival by it. Ran the train by my own watch.

To Mr. German—If I have the running me to get from one point to another I don't waste time asking for orders. Have frequently asked for orders and was told by despatcher that I had my running time and did not need them. Had in my mind that Boyle was due to leave St. Catharines at 10:28 when I left Merritton.

Mr. Wilfred Christie, operator at St. Catharines, recalled produced train register showing Boyle's train arrived at 10:20 and left at 10:30 1/2. Shortly after the accident I called up the despatcher at Allenhurst and he asked London. The time was given as 10:56. Our clocks all agreed. The station clock on the main line at St. Catharines also agreed with this time.

To Mr. German—I told Boyle to hurry on to Merritton to meet 52. The despatcher had previously told me that 52 would go to Merritton.

THE VERDICT.

The verdict of the jury was as follows:—"That Sam'l Chapman, Peter Hunt and A. H. Van Slyke came to their death by being killed in a collision between train No. 52 and train No. 53 on the Welland branch of the Grand Trunk railway near the boundary line between the Municipalities of St. Catharines and Merritton on the morning of July 18th, 1892, and further, this jury finds that the authorities of the G. T. R. are culpably and criminally negligent in not having attached air brakes to train No. 52 and in allowing excursion train to be run without air brakes to the imminent peril of human life. Further, the jury do consider are the G. T. R. authorities for permitting such dangerous discrepancy to exist the time-past in the several departments, therefore this deplorable accident was rendered possible. The jury further find that the operators should not be called upon to sacrifice any duty except that to which they should be compelled to exclusively devote themselves."

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