

C.N.R.-G.T.R.

INGERSOLL TO  
WOODSTOCK,  
ONTARIO.

C. RIFF.

# TRAINS CLASH AT INGERSOLL BRIDGE

Several Cars Piled Up and Line  
Blocked for Hours.

## ACCIDENT ON THE G. T. R.

First Train Slows and Second  
Overlooks Caution Signal.

INGERSOLL, August 7.—For several hours to-day traffic on the Grand Trunk Railway was completely tied up owing to a smash between two freight trains about a mile east of the town. The trains were westbound and just at the overhead bridge the one crashed into the other.

Four flat cars and the caboose were badly damaged. The caboose was knocked to the south side of the tracks while three of the flat cars were piled one on top of the other. The fourth car, which carried an empty oil tank, was broken in half.

The accident happened soon after the first train slowed down at the bridge and the other failed. It is believed, to observe a fuse that was dropped as a warning.

The London auxiliary cleared the line about noon.

August 8  
1916

London Free Press

# Ingersoll Daily Chronicle

INGERSOLL, ONTARIO, SATURDAY, OCT. 4, 1913.

## Freight Trains In Rear-End Crash

Running in Dense Fog—Fast Meat Train from the West  
Known as the "Highball" Crashed into Caboose of  
Standing Ore Train—Conductor Clement, Engi-  
neer Lockhart, and Fireman Ferguson, all  
of Sarnia, Jumped to Safety—Caboose  
was cut Through and Ore Car Buck-  
led up—Locomotive, Tender  
and Refrigerator Car Were  
Badly Damaged

Running in a thick fog, a fast freight train from the west, commonly known as the "Highball," crashed into the rear end of a heavy ore train one hundred and twenty-five yards west of the Grand Trunk depot at 11:05 last night. The caboose of the ore train was telescoped, being reduced to kindling wood, and fire which immediately followed, completed its demolition. Locomotive No. 191 was hauling the meat train, No. 92. Conductor Clement of Sarnia was in charge of the meat train, and in the cab were engineer Lockhart and fireman Ferguson, also of Sarnia. The engineer and fireman jumped when they saw that a collision was inevitable. They escaped practically uninjured, although it is understood that engineer Lockhart received minor injuries to his knee and shoulder. It is almost miraculous that no one was killed.

### How The Accident Occurred

The dense fog was the direct cause of the accident. The ore train had stopped here to allow the fast meat train to pass. The Chronicle reporter was informed that there was ten minutes' difference in the time of the trains at London. On the way to Ingersoll the fog grew thicker, and it was so dense it was almost impossible to distinguish an object a few feet away. When the meat train steamed into the yard the standing ore train was obscured by the fog, and not until they were directly upon it did the men in the cab realize their danger. The usual precautionary methods were taken with the time that was at their disposal, then the engineer and fireman made their leap for safety. It was also stated that men who were in the caboose of the ore train did likewise, but this was not verified.

It is certain that had the caboose been occupied at the time of the terrible impact there would have been no escape from instant death. The big locomotive ploughed its way through the whole caboose, severing it as nicely as though it had been wielded a terrific blow by a gigantic knife, then it crashed into one of the huge empty ore cars, buckling it up until one end of it almost rested on the smokestack of the locomotive. The front part of the locomotive was a mass of broken and twisted iron and steel. The tender of the locomotive was twisted to the north side, until it was off the track, and one refrigerator car was wrecked. This car was filled with meats and barrels of pop-

corn on the cob. Several of the barrels of corn were broken open and the contents spilled over the tracks.

### The Fire in Wreckage.

Fire which started in the wreckage added to the seriousness of the situation. An alarm was sent in and the brigade responded. To reach the scene of the wreck they found a difficult task owing to the fog. When the fire was burning fiercely it was almost impossible to distinguish it from the depot, so intense was the fog.

### The Impact.

The terrific impact was heard all over the town. There was a succession of crashes, as one after another of the steel cars were bumped. The noise was so great that hundreds of citizens were startled before the fire alarm sounded. The fire bell, however, quickened interest, and hundreds of citizens left warm beds to ascertain the cause of the trouble.

### The London Auxiliary.

The London auxiliary were rushed here and the work of clearing the line was commenced about an hour after the accident. One of the first tasks was to pull to the west the broken refrigerator car. The remaining barrels of pop corn were removed, as was also the large quantities of meats. It was an unusual sight to see the meats piled high, like cordwood, and many indeed were the curious glances that were cast in that direction. The piles of pop corn were looked upon as tempting, and many ears were carried away as "souvenirs." The refrigerator car was so badly damaged that it was pulled to pieces and burned.

### To Remove Locomotive.

The heaviest task of the auxiliary was to remove the locomotive, which was not commenced until nearly noon.

### Traffic Not Tied Up.

Although traffic was impeded by the accident, it was not tied up. Both east and west trains were delayed, but were sent on by means of the freight shed siding.

Superintendent Davidson was at the scene of the wreck this morning, and did not appear to treat the accident as a serious matter. However, a glance at the tangled and twisted mass of steel and the broken cars, was sufficient to force the conclusion that the damage will reach many thousands of dollars.

Ingersoll

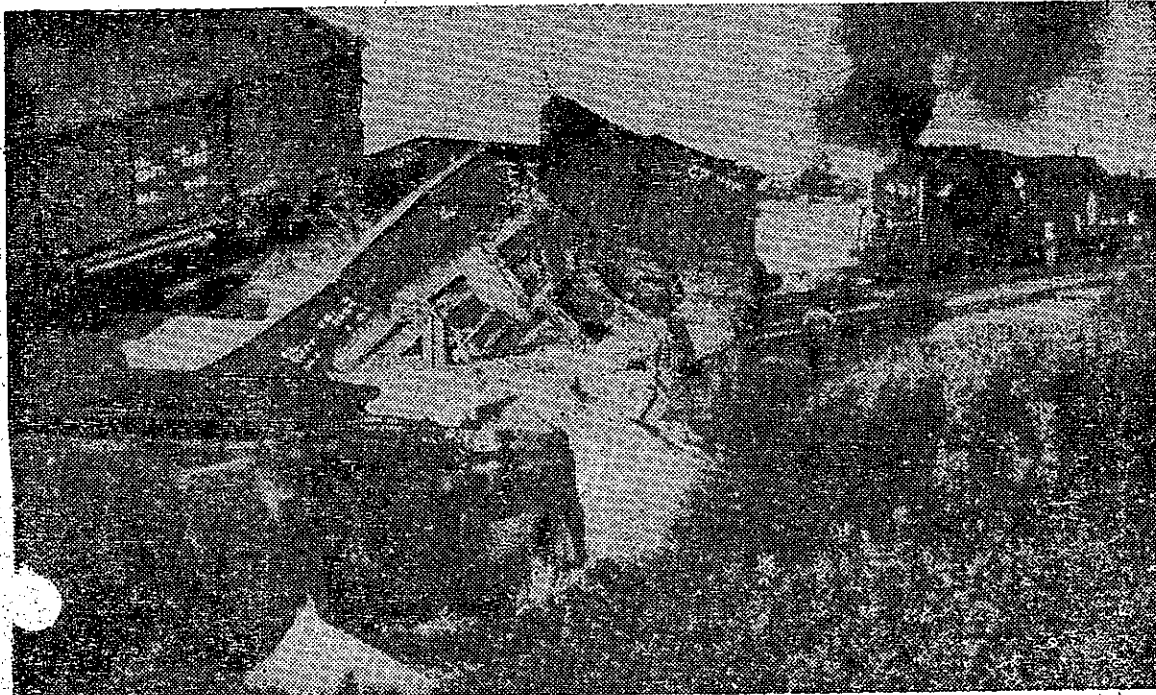
October 4, 1913

3, 1955

\$2.50 PER ANNUM IN ADVANCE. \$3.50 TO THE U.S.A.

## Train Collision Near Paris Blocks C.N.R. Lines

June 23  
1955



At about 7:15 last night a CNR freight train eastbound, entirely loaded with gravel, piled into the rear of a switching train on the main line about half a mile east of town between the Anglican Cemetery and Consolidated Sand and Gravel.

The engine went off the track down the embankment and burrowed into the earth at the bottom of the ditch on its side. Five loaded gravel cars buckled behind

it, and five empty ones in front, completely blocking the lines both ways.

The engineer, Harold Stephenson and the fireman, H. Wallace, both of London, went over with the engine but escaped out of the cab with only a few scratches.

The cause of the accident was not known last night.

Within an hour 150 men from Hamilton and London were on their way to the scene of the

wreck to clear the lines.

Approximately 400 feet of line were torn up on the south side of the tracks, three of the cars, one loaded with gravel and the tender of the engine, which was torn loose, were lying across both tracks.

Last night's estimate was that the westbound line would be cleared in six hours, a seemingly impossible feat to those who saw the wreck.

June 23 1955

Paris Star

The members of the Twentieth Century club intend holding a festival and hop in the town hall Friday evening next. A good time may be looked for.

#### SMASH ON THE G. T.

Tuesday morning a fruit train left Toronto bound for the Falls. It was hauled by two locomotives, No. 510 and No. 339. When Merritton was reached, shortly before eight o'clock, the locomotives were told to do some shunting on the tracks of the Welland division. They shifted about for a while, and finally came to a temporary standstill right opposite the ball grounds, and about 100 yards east of the passenger-station, with about eight cars behind them. Early in the morning train No. 736 left Fort Erie, bound for Toronto and eastern points. This train consisted of some 30 cars of coal, and was sent, as are most of the freight trains on the G. T. R., by way of the Welland division as far as Merritton. Just before entering the Merritton yards the engineer slowed up, but on seeing the semaphore drop he went ahead again, only to find that the semaphore said "come on" and the switch behind it said "don't do it." The engineer, however, had done it, and although he threw on the air and reversed, engine 736 bumped engine 510 fairly on the nose, while running at a speed of about five miles an hour, and with the weight of 30 loaded coal cars behind it. Engineer John Cullen and Fireman Neil Currie, of 736, saw the danger and jumped. It was well they did so, for the cab was smashed to kindling wood, and the tender soon reposed on the roof of the boiler. The crews of 510 and 339 also saw the danger and promptly made themselves scarce, but if they had remained on board it is not probable they would have been injured, for neither of these engines seemed to be damaged. Results: Engine 736 looked like a respectable citizen out on a foot; one freight-car stove in; six men somewhat scared; the G. T. R. out a few thousand dollars and Merritton sustains its reputation for being the most "accidental" place on the map.

PRESENTATION.

June 28, 1901

Niagara Falls

Few people in Merritton were aware, on the morning of the 26th, that a mishap had taken place on the Grand Trunk during the night. About midnight the local freight, No. 417, with engine 504, from Niagara Falls to Toronto, Conductor Vansyckle, pulled into the yard and ran down the siding farthest south. This train picks up all empty cars to be returned to Toronto, and the conductor left his train at the station to enquire how many cars he was to pick up. The train was run down the siding, and the rear brakeman, as is customary, cut it in two, and the first section continued as far as the canal bridge to give the brakeman on the following section a chance to stop. But the second portion was too heavy for the one man, and though the brakes were forcibly applied the section could not be stopped. In the meantime the first section had been "backed up," and just near the place where the old freight shed stood the two sections came together with a crash. Two cars were derailed, the one an oil car, the other a box-car filled with merchandise. The Niagara Falls auxiliary was summoned at once, and by daybreak there was not the slightest appearance of the little "smashup."

Thorsold

December 4

1903

crossing the C. & N. main line in a diagonal manner about half way between the point where the Wel- land line crosses the main line and the tunnel under the new canal, taking in the tunnel and the canal for a short distance north. It was near the west entrance to the tunnel, inside the town, that the accident occurred, although, as all operations along there are directed from Mer- ritt, and the remains and wreck- age were taken there, that village gets the credit, and there is no special reason why Thorold should complain, barring the question as to which coroner owns jurisdiction, which is not yet settled. Mean- time the Lincoln coroner, having found a dead body at Merritt station, in his county, opened an inquest and proceeded to investi- gate. So long as his investigation is thorough, and the real responsi- bility for these frequent and ter- rible accidents on the Grand Trunk properly fixed, there need be no war over the legalities.

The collision was between a light engine, on its way from Ni-agara Falls to Hamilton, and the morning express from the west. Through miscarriage of orders in some way, the light engineer was given to understand the express was forty minutes late, and that he was to pass it at Merritt. In reality the train was only twenty minutes late, and he should have waited at St. Davids. The col- lision was the result of the mis- understanding, the two fine mogul engines coming together with an indescribable crash just at the sharp curve well known to our readers, where neither could see the other but a few yards away. Both were on the small stretch of single track which yet remains here. Had the double-tracking been completed, the accident would have been im- possible. John Auld, despatcher at London, is said to be at fault, and has been suspended.

Fireman Abraham Desault of engine 681 (the express) was in- stantly killed, and fireman F. Warn- ing of the light engine (985) was so seriously injured that he died soon after being taken to the hospital. The other injured men will recover. Coroner Goodman opened an in- quiry on the body of Desault, which was viewed Saturday, and an ad- journment made until the 31st.

Thorold Post  
January 2  
1903

Wednesday morning a long freight train, with an engine at each end, stood in the yard, and the fireman of the forward engine was under the machine on the ground, fixing something. The engineer of the rear engine for some reason commenced to haul the train backward, and the unlucky fireman at the front was likely to be ground to powder. He yelled, and his engineer, taking in the situation, like a flash turned on his steam, pulling ahead against the other engine, which brought the train to a stand again in time to save the man underneath, who was not long in making his way out. 2/13/1903

December 4 1903

Thorold.

# TWO BRAKEMEN KILLED IN WRECK

Freight Cars Jump Rails at  
Thorold Road, Near  
Queenston

(Special Despatch to The Globe.)

Niagara Falls, Ont., July 13. -

Adrian Lefebvre, brakeman, 22 years old, 6 Berryman avenue, St. Catharines, was instantly killed last night, and Alfred E. Baker, who also was riding on the car, was so badly injured that he died in the Memorial Hospital, Niagara Falls, N.Y. A train of which Lefebvre was brakeman was travelling toward Queenston, with the cars ahead of the engine. Near the Thorold road crossing the head car jumped the rails and got crosswise on the track, the rest of the cars also being thrown off the rails and against the bank. Lefebvre was on the front car and was instantly killed.

July 4 1921

Niagara Falls

## COLLISION AT JORDAN.

This Morning's Express Crashes Into a Freight Train—Fireman Roddan Killed.

ST. CATHARINES, Sept. 5.—Early this morning the fast express passing this city at 1:58 a.m. collided with a freight train at Jordan station, seven miles west of here. As there is a bridge over the Twenty-Mile Creek at this point both trains were going slow, otherwise the accident might have been of a far more serious character than it was. The fireman of the express train, named Roddan, of London, jumped, but landing on the platform of the siding he slipped and fell between the siding and the train and under the wheels, and his head and one leg were completely severed from his body. The two engineers and the other fireman jumped and escaped without injury. The fronts of the two engines and the cabs were pretty badly wrecked, also the front of the smoking car on the express train; but, although the smoking car was pretty well filled with passengers no one was injured. The wrecking outfit was immediately sent for and the track was clear by seven o'clock this morning. The body of the unfortunate fireman was brought to this city, where an investigation will probably be held by the coroner.

Photo by Jewell.

# ANOTHER BAD WRECK

No. 4 Express Collides with a Light  
Mogul Near Merrittton Tunnel.

FIREMAN HORNING WAS KILLED

Both Engineers and the Other Fireman Injured—Marvel-  
lous Escape of the Express Messenger—Fire-  
man Desault Dies at Hospital.

Another serious and fatal accident occurred on the Grand Trunk Rail-  
way about 7:00 a.m. today, at a  
point about 100 yards west of the  
tunnel under the Welland canal.

It is customary for engine No.  
975, an 80-ton mogul, or another  
engine of similar type to leave Ni-  
agara Falls at 6 o'clock, for a little  
later each morning and run through  
to Hamilton light for the purpose of  
hauling No. 4, a through express  
train due at Merrittton at 1:27 p.  
m. from Hamilton to Niagara Falls.  
At just what hour engine 975 left  
the Falls this morning could not be  
ascertained.

No. 4 is one of the best and fast-  
est trains on the G.T.R., and usual-  
ly consists of an express and bag-  
gage car, two day coaches and two  
pullmans. It is due to arrive in Mer-  
ritton from Chicago at 6:28 a.m.  
this morning it was 21 minutes late,  
and it was just 6:59 a.m. when it  
rolled out of Merrittton station in  
charge of Wm. Neil, the well-known  
conductor, of Niagara Falls, and En-  
gineer Duke and Fireman Abraham  
Desault, both of Sarnia.

Light engine No. 975 was in  
charge of Engineer Buckpitt and  
Fireman Horning, of London.

The double track now in use be-  
tween the tunnel and Merrittton runs  
from the latter station to a point  
where an iron bridge permits the  
Welland division to cross the main  
line of the G.T.R. At this point is  
an operating station, and a switch.  
This operating station was estab-  
lished on Dec. 14th last, and this  
morning was in charge of Operator  
C. Andersson, formerly of Caledonia.  
The station takes the place of the  
semaphore formerly in use to guard  
the tunnel, and it is the operator's  
duty to switch trains from the  
double to the single track or vice-  
versa.

To a Standard reporter Mr. An-  
dersson said this morning he had  
practically nothing to do with the  
running of trains, and it was very

seldom he received an order. He  
also claimed he had nothing at all  
to do with the accident, and was  
about to say more when cautioned  
by his partner, the day operator.

As nearly as can be learned it  
was about 7:04 when the ill-fated ex-  
press train passed the small tele-  
graph station. A moment later and  
about one-third of a mile further  
east the engine of the express and  
the light mogul met with a terrible  
crash, while both engines were in a  
deep gully, and on a sharp curve,  
so that neither engineer could see  
the other engine for more than 200  
feet.

Both engines being the same size  
and type the heads of the boilers  
met each centre so, true to the other  
that one boiler was slightly tele-  
scoped into the other. The driving  
rods, cylinders, gear levers, cabs,  
ganges, and in fact everything but  
the boilers themselves and the driv-  
ing wheels of the engines were re-  
duced to scrap, and each engine re-  
sembled a mere skeleton of its former  
self. The rate of speed of both  
engines is not known, but each  
must have been going at a fairly  
fast gait, probably over 20 miles  
per hour. How any one of the four  
men in the engines escaped instant  
death will never be known. The ten-  
ders were jammed right up to the  
fire boxes and nothing was left of  
the cabs.

Engineer Duke, who was suffering  
with a broken arm and other ser-  
ious injuries, said everything was a  
blank to him after he tumbled into  
the gully, and he remembered noth-  
ing of the collision. He could do  
nothing but bemoan the fate of his  
fireman all the way to the hospital.  
His fireman, Desault, was jammed  
between the tender and the boiler,  
and so horribly mangled that when  
the remains were taken away his  
overalls still remained so tightly  
wedged between the tender and boiler  
they could not be pulled out, and  
one of the wrecking crew removed  
his watch (which was still going)  
and money from the pockets of the  
overalls without being able to ex-  
tricate the garment itself.

Neither Engineer Buckpitt or his  
fireman, Horning, could have jump-  
ed, for none of them probably had  
time. Buckpitt was badly cut up  
about the head, and Horning's con-  
sciousness is being fought out of his

the roof on the syringe pump.  
Flow Express Messenger James  
said to be of Hamilton, even ex-  
ed instant death is one of the  
modern miracles that sometimes  
occur. Three live sheep in this  
are also said to have escaped inju-  
ry.  
The scene of the wreck is w-  
worth visiting, and in spite of t-  
rain, slush and distance, hundreds  
people made the trip from Merritt-  
ton and Thorold this morning.

The baggage car behind the ex-  
press was knocked off its centre,  
but all the other cars of the train  
were uninjured, and the passenger  
escaped with a severe shaking up.

As soon as the accident happen-  
ed the conductor of the express went  
back to the operating station and  
called up Merrittton.

Station Agent McCraw lost no  
time but hastily summoned Dr. Van-  
derburg, and they and others hur-  
ried to the wreck on a pilot engine,  
and the doctor did all he could to  
alleviate the sufferings of the wound-  
ed.

The body of the unfortunate fire-  
man and the wounded men were  
gently placed in the baggage car of  
the ill-fated express train, and all  
the cars, with the exception of the  
wrecked express car, were hauled  
back to Merrittton by the pilot en-  
gine.

The body of Desault was left in  
the baggage car, and the injured  
men were placed in a box car and  
hurried to St. Catharines, where the  
ambulance and Dr. Sheehan were in  
waiting. From the Welland station  
here they were at once taken to the  
hospital, where their many wounds  
were dressed.

The day coaches and Pullmans of  
the express train were sent to the  
Falls with a special engine over the  
Welland road by way of Port Rob-  
inson, and all other trains over the  
line have had to go and come the  
same way since the accident.

The wrecking or auxiliary train  
from the Falls arrived on the scene  
an hour or so after the accident,  
and a similar train from Hamilton  
came up about 10:30 a.m. At 11  
a.m. very little progress had been  
made in clearing away the wreckage  
and the line will probably be block-  
ed all day.

At 10:55 a.m. General Superintend-  
ent McMillan arrived at Merrittton  
from Toronto in his private car,  
and promptly went inside and had a  
little chat with Day Operator Lynch,  
on coming out again the Standard  
reporter asked him if he had any  
statement to make. His reply was  
he knew practically nothing about  
the accident, the wires had been  
working badly all morning and his  
information was very meagre. He

then stepped aboard his car and was  
pushed up to the scene of the wreck  
by a switch engine.

As to who is responsible for the  
accident no one at present, except  
those whose lips are officially sealed  
with red tape, knows. Some one has  
blundered—who the spine one is will  
probably appear at the inquest,  
next week. St. David's is the first  
telegraphic station east of the tun-  
nel, and the presumption is engine  
975 should have been held there un-  
til the express had passed. Night  
Operator McMillan must have been  
on duty at Merrittton when the ex-  
press reported, for it was 6:59 when  
it pulled out, and Day Operator  
Lynch doesn't relieve until 7 a.m.  
Both men were in the station at the  
time, but Mr. McMillan probably had  
the key. Certain it is Conductor

January 3

1903

St Catharines

## Railway War.

On the 20th the following telegram was received from Chippawa:—"This morning the Erie and Niagara Railway Company made an attempt to recover possession of their road from the Great Western Railway Company. At three o'clock a party representing the former, took the Great Western Railway train to Clifton and began taking up the track connecting the Erie and Niagara with the Great Western Railway. In this they were interrupted by a posse of Great Western Railway employees who replaced the rails that had been taken up, and took the train back to Fort Erie, breaking open and retaking possession of the locked stations. Trains are running as usual." Again on the 22nd the wire flashed from Niagara:—"Early this morning Messrs. Wm. A. Thompson and N. Kingsmill with a gang of men took possession of all the stations on the road from Fort Erie down locking open the drawbridge at Chippawa to prevent the Great Western trains from passing. Arriving at Niagara about 5 a.m., they ran the G. W. R. freight car laying here off the track and took possession of the station. The usual train arrived at 10:30 from Fort Erie and Chippawa stations on the way down. It arrived at Niagara with a gang of Great Western Railway men on board who attempted to regain possession of the station, but were prevented by Mr. Thompson's gang and were after a little while obliged to return to Suspension Bridge, leaving the Canada Southern in possession. Mr. Thompson's men are now taking up the track in several places on the road near here, to prevent the Great Western Railway trains running over it. Had their men made any further effort to regain possession of the line there would no doubt have been very serious consequences, as Mr. Thompson's men were prepared to resist any attempt the others might make."

April 26 1872

Brantford

## THE CLIFTON DEPOT.

Formal Opening by Mr. Broughton, General Manager.

### A DESCRIPTION OF THE BUILDING.

The General Manager, Staff and Invited Guests Entertained by the Clifton Council.

On Saturday evening the new G. W. R. depot at Clifton was formally opened by the General Manager, Mr. F. Broughton. A special train, consisting of the official and another car, left Hamilton at six o'clock, having on board, besides Mr. Broughton, Messrs. Stiff, Superintendent; Joseph Hobson, Chief Engineer; N. J. Power, Chief Accountant; F. G. Armstrong, Station Master; W. S. Nixon, Clerk; and the Hon. Isaac Buchanan, of this city; and Messrs. J. E. Dawson, Assistant Superintendent; R. G. Nash and John Sanderson, of London. At St. Catharines Mr. J. W. Sutherland, station agent, was taken on. The party were met at Clifton by the retiring Mayor, Mr. Butters, who is also station agent, and were by that gentleman conducted through the various offices and rooms in the building, a description of which will doubtless be of interest.

It will be remembered that last April the old building was destroyed by fire, and almost immediately the erection of a new one was commenced. The present structure is built in semi-Gothic style, in brick, with stone caps, sills and corners. The depot is three hundred feet in length and consists of the main building, sixty feet in length and two stories high, on each side of which is a wing one hundred and twenty feet long; the main building is thirty-five feet wide and the wings thirty feet.

In the main building on the front floor are the ladies' and the gentlemen's waiting-rooms, 32 x 28 feet in size and elegantly furnished. Ticket offices open into each of

## Memorial Library

held, occupant of the refreshment rooms, and he furnished a repast which could not be excelled. The tables were abundantly supplied with turkey, duck, chicken, tongues and other meats, while plates and dishes of oranges, nuts, apples, jellies and other desserts were thickly scattered around. The various courses were served up in capital style, the greatest attention being paid to the wants of each guest. Rich wines were also provided, and after the substantial had received their full share of attention, and the tables had been cleared, the toasts which invariably follow on such occasions were proposed. It should be mentioned that the chair was most satisfactorily filled by Mayor Butters, on whose right and left were seated the staff of the G. W. B. The vice-chairs were taken by Messrs. Leggat and Bosli.

The CHAIRMAN proposed the toast of "the Queen," which was greeted with the National Anthem.

The "Governor-General" elicited a Scotch song from Mr. SUTHERLAND.

The "President of the United States" was received with great heartiness. It was responded to by Mr. S. S. POMEROY, who made a most happy, effective and humorous speech. He spoke in terms of praise of Canada and Canadians, but he mentioned particularly the fine building in which they were all then assembled. It reflected, he said, the greatest credit upon all connected with its erection. After tendering his thanks to the company for the hearty manner in which they had received the toast and hoping that the friendly relations which now existed between the two countries might long continue, he took his seat.

The "Army, Navy and Volunteers" was responded to by Major McGraw, Hon. Isaac Buchanan and Major Bender.

The "Dominion Parliament" brought Mr. Buchanan again to his feet. He said he regretted the absence of Mr. Bunting, M. P. for Welland. He made a very neat speech in regard to the Parliament of our country.

The CHAIRMAN read a telegram from Mr. Bunting, in which that gentleman regretted that he was prevented from accepting the invitation he had received to be present.

The toast of the evening was

### The Great Railway Suspension Bridge.

INSPECTION OF THE CABLES AND ANCHORAGE  
—THE BRIDGE NEW TIMBERED THROUGHOUT  
—THE STRUCTURE STRONGER THAN EVER.

Last year the parties interested in the new Bridge at Buffalo started a story that the great railway Suspension bridge, Olifton, was unsafe. Preposterous as the story was, it found believers, and the G. W. R. Co., ordered an inspection which was duly chronicled. Then the examination was from the top, with a view to ascertain the condition of the cables where they enter the ground, and it was found that even the paint was not effected, and the wire was as bright beneath it as on the day it was put there. This summer the Provincial Government ordered a general inspection of the Bridge and it was again found to be all right. Later, a suggestion having been made that perhaps the rock anchorage had been injured by water standing around it, the Government ordered another inspection, and of that particular part, so that hereafter there should be no chance for cavil about the safety of the Bridge. Accordingly, last week Superintendent Swan had the earth dug away and the rock quarried out on the north side of the Bridge at the west end of the cable. Everything was removed down to the face of the surface rock. The anchor chains, bearings, and everything connected with the cable, were found in as perfect a condition as when put down twenty years ago. In fact the oil was still standing on the links of the chains. It was perfectly dry when the iron entered the surface rock. Judging from these inspections there is no reason why the Bridge should not stand in just as perfect a condition as now while the world stands! To make everything doubly secure, the Bridge Company are this summer renewing all the timber work on both the carriage and railway Bridge. A strong new cord has been put in under the carriage Bridge, and that under the railway Bridge is to be renewed. All the ties and braces is to be renewed, and the bolts and nuts re-adjusted, so that when the work is completed the structure will be stronger than ever it was before. Indeed, with the addition of the cord under the carriage Bridge, competent engineers declare that it would support itself without the cables! The Suspension Bridge Journal (from which the above facts are gleaned), says the work of new timbering the Bridge began last May—getting out the timber—and it will be completed in October. Two gangs of hands are employed, one on the upper and one on the under Bridge, and so skillfully is the work planned that there has been no interruption of trains or teams. The Bridge has done a large business during the last twelve months, but the wants of the great west will be still greater from year to year for fifty years to come, and the company are determined to do all they can to accommodate the increased pressure of freight.

August 27

1873

Hamilton Times

used, occupant of the refreshment rooms; and he furnished a repast which could not be excelled. The tables were abundantly supplied with turkey, duck, chicken, tongues and other meats, while plates and dishes of oranges, nuts, apples, jellies and other desserts were thickly scattered around. The various courses were served up in capital style, the greatest attention being paid to the wants of each guest. Rich wines were also provided, and after the substantial had received their full share of attention, and the tables had been cleared, the toasts which invariably follow on such occasions were proposed. It should be mentioned that the chair was most satisfactorily filled by Major Batters, on whose right and left were seated the staff of the G. W. R. The vice-chairs were taken by Messrs. Leggat and Bosli.

The CHAIRMAN proposed the toast of "the Queen," which was greeted with the National Anthem.

The "Governor-General" elicited a Scotch song from Mr. STRIMMERLAND.

The "President of the United States" was received with great heartiness. It was responded to by Mr. S. S. Pomeroy, who made a most happy, effective and humorous speech. He spoke in terms of praise of Canada and Canadians, but he mentioned particularly the fine building in which they were all then assembled. It reflected, he said, the greatest credit upon all connected with its erection. After tendering his thanks to the company for the hearty manner in which they had received the toast and hoping that the friendly relations which now existed between the two countries might long continue, he took his seat.

The "Army, Navy and Volunteers" was responded to by Major McGraw, Hon. Isaac Buchanan and Major Batters.

The "Dominion Parliament" brought Mr. Buchanan again to his feet. He said he regretted the absence of Mr. Bunting, M. P. for Welland. He made a very neat speech in regard to the Parliament of our country.

The CHAIRMAN read a telegram from Mr. Bunting, in which that gentleman regretted that he was prevented from accepting the invitation he had received to be present.

The toast of the evening, "The prosperity of the Great Western Railway and the health of the General Manager and staff" then followed.

Mr. F. Broughton rose to reply. He returned his thanks to the Mayor and Council of Clifton for inviting himself and the other officers to the banquet. He only regretted that it had been impossible to have had the formal opening while the President, Col. Gray, was in this country. He then referred to the station and bestowed a high compliment upon Mr. Hobson and Mr. Stiff, to whose exertions were due the erection of a fine building at a small cost. He also thanked the agents officers for the courtesy and civility which they had ever displayed. He alluded to the mighty cataract, whose roar was heard a short distance away, and which would doubtless soon be utilized as an endless and powerful aid in mechanical and other purposes. After again returning thanks to the company he sat down.

Mr. STIFF, Mr. Haggan and Mr. Sanderson also responded on behalf of the staff.

Mr. Broughton then proposed "The Town and Trade of Clifton and the health of the Mayor elect."

Mr. CARTER, in replying, expressed his thanks for the toast and said that it was his intention to perform the duties that would devolve upon him to the best of his ability. He expressed the thanks of the people of Clifton for the liberal manner in which the G. W. R. Company had acted towards the town.

Mr. LEGGAT, one of the Vice-Chairmen, then proposed the Mayor and Corporation of Clifton, which was appropriately responded to by Mr. Batters.

Mr. Pomeroy, who was the life of the evening, asked to be excused for interrupting the Vice-Chairman, and proposed the health of Mr. Nash, to whom he said he was purchasing agent, a measure of praise was due for the present fine building.

The press given by Mr. Leggat was responded to by Messrs. Angus, of the Niagara Falls Review, Barrin, of the Welland Express, and S. Pomeroy, of the Suspension Bridge Journal, and A. R. Wood, of the Observer.

The dinner having been suitably varied

January 12 1880

Niagara Falls

## Another Collision on the G.T.R.

About five p. m. Tuesday a serious smash-up took place in the G. W. R. yard at St. Catharines, where trains are supposed to move slowly. Two heavy special freight trains met on the same track, doing considerable damage. No. 383 going eastward was waiting for a pilot engine to assist it up the grade from Merrittton to Elfriston, and No. 417 was going west, and should have slowed up on entering the station yard. Seeing the approaching train, the fireman of No. 383 jumped off. The engineer of the west-bound train, W. Young of London, remained on the engine too long, as, when he leaped, the engines had struck, so that in the fall caused by the shock his collar bone and arm was broken, and his head cut, and perhaps receiving some internal injuries. He was at once removed to the station, and his wounds, which are serious, attended to. Strange to say, the standing locomotive only had its cow-catcher broken, and some minor injury done to the engine, while No. 417 was badly wrecked. The car following it was knocked into kindling wood. Another car was thrown from the track, and all more or less shaken. The demolished cars contained merchandise, which was strewn along the side of the tracks for quite a distance. It was said that owing to the heavy rain during the day the east-end semaphore did not work quick enough to check the incoming train, and also that owing to the wet state of the rails the wheels when brakes were applied slipped. The injured man was forwarded to his home at London by a late train.—*Journal*.

September 16  
1892

Thorold Post

## G. T. R. SMASH-UP.

Two Freight Trains in a Wreck at St. Davids.

A serious smash-up occurred on the Grand Trunk railway, near St. Davids, at about 1 o'clock on Monday afternoon, resulting in considerable loss to rolling stock, but in no loss of life.

A freight from Sarnia tunnel, under Conductor Lewis and Engineer Michall, had been lying at the St. Davids siding, allowing No. 16, accommodation, to pass.

The accommodation having cleared, Conductor Lewis' train started to back out onto the main line and finish the trip to the Falls. This train, No. 88, was just in the backing motion when another freight, No. 290, under Conductor Williams came along from Hamilton and crashed into the rear of the backing train, smashing the caboose and two freight cars loaded with bran.

The engine of the advancing freight was thrown from the track and badly disabled. The auxiliary from the Falls was ordered out and the work of clearing and repairing the track commenced.

Owing to the accident trains over the line through here had to travel by way of Port Robinson, going from Merriton by way of the Welland branch, thus losing about thirty minutes.

The cause of the accident is supposed to be due to the operation of the semaphore at St. Davids, which was not done correctly.

Niagara Falls

April 10, 1906

## A BAD WRECK

A bad smash-up, attended, fortunately, by no loss of life or serious injury, occurred on the Grand Trunk main line at the Six Mile post on the mountain grade, west of this city at 2.12 Tuesday morning.

The Buffalo and Chicago express, No. 7, due to leave here at 12.30 p. m., did not leave till 2 a. m. It was preceded by pilot engine No. 441, running light, in charge of Engineer Slater and Fireman McIntosh. The train was drawn by engine No. 958, Engineer A. Ross, Fireman McIntosh. The train crew included Conductor Burton, Brakeman Moran and Baggage man Wright. The train was made up of a combination car, three coaches and four sleepers.

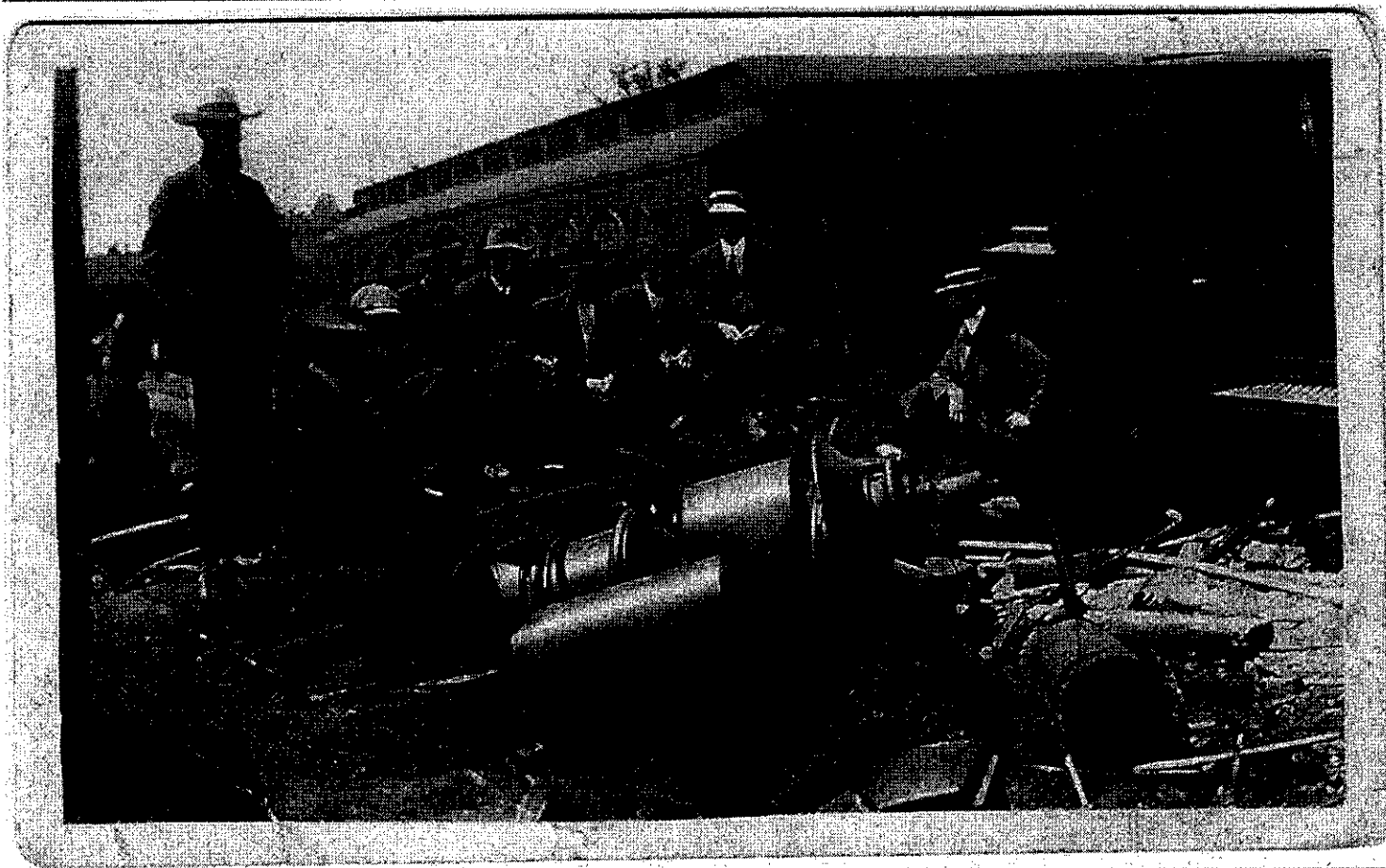
On reaching the Six Mile post the pilot engine stopped, the engineer intending to switch over to the east-bound track. Before the engine got on the switch, No. 7 came rushing down the grade and a terrific collision occurred. Both engines were thrown off the rails and badly upset. The combination car left the rails, but the weight of the other cars and the setting of the brake just before the smash kept them on the track. Both engine crews stuck to their posts and had miraculous escapes from death. All four men were more or less bruised and shaken. Engineer Slater of Hamilton suffered the worst of all. Baggage man Wright of this city got a bad shaking and cuts and bruises. Brakeman Moran got some nasty cuts. A number of passengers were thrown from seats or berths. The worst injured—none of them very badly—were Jas. Cochrane of Niagara Falls, N. Y., Mrs. Shreehan of Brooklyn and Jas. Hahn of Lyndenville, N. Y. Others were Mrs. Cochrane of Philadelphia, E. Beach and wife of Lennox, N. Y., Jas. Hunter, Grindstone, Mich., Wm. Page, New York, and Wm. Mack of Buffalo.

As soon as the news reached here

Niagara Falls

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