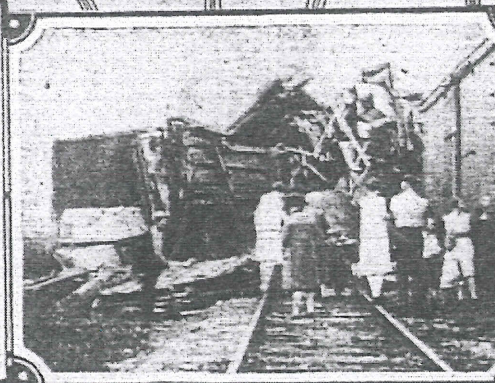
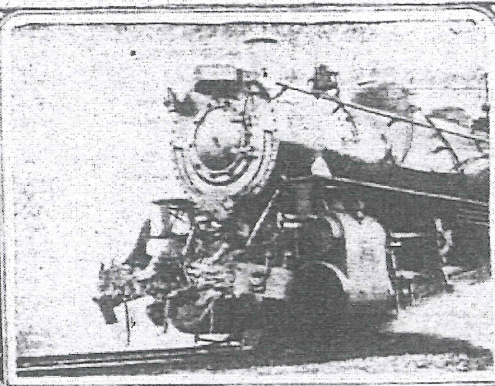
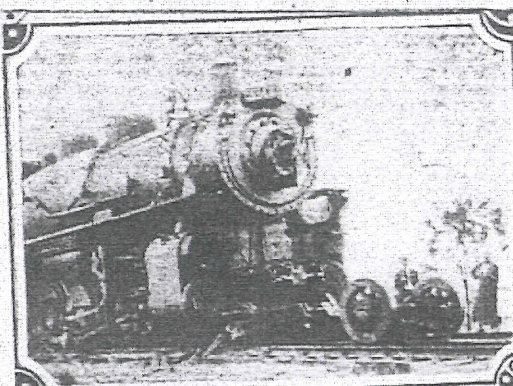


ORIOLE STATION

JULY 17, 1929.

Freight Trains Crash and Two Are Injured



Two Canadian National Railway freight trains met in a head-on collision at Oriole Station, north of Leaside, yesterday evening about 8.50 o'clock, standard time, resulting in injuries to two railwaymen. Fireman H. E. Firman of 212 Royce Avenue, Toronto, sustained a cut on the head, several teeth knocked out, with possible serious internal injuries. The other victim of the wreck was Brakeman George Altchison of New Toronto, who suffered a sprained ankle following the impact of the smash. The illustrations above show, at the upper left, engine No. 3458, which was drawing the southbound freight train, travelling from Gravenhurst. It was derailed, and the front trucks and tender were

smashed. At the upper right is engine No. 2344, which was pulling the northbound work train. Though damaged, it remained on the rails, and was able to reverse following the collision, clearing a space between it and the southbound freight, which is said to have overrun the switch at that point, crashing into the work train. The lower left photograph shows one of the freight cars in the southbound train, loaded with laths, buckled up, with its cargo spilled over the right of way. At the lower right can be seen other cars in the southbound train, several of which were forced high in the air by the force of the collision, they and their contents being reduced to wreckage.

TWO OF TRAIN CREW ARE HURT IN WRECK AS ENGINES COLLIDE

Four Narrowly Escape In C.N.R. Crash North of Toronto

FIREMAN IN HOSPITAL

Freight Train Is Said to Have Overrun Switch

Two railwaymen were injured, one of them seriously, and four others had a narrow escape, in a head-on collision of two Canadian National freight trains at Oriole Station, on the north edge of the Leaside Division, last evening.

The injured are: Fireman H. E. Firman, 212 Royce Avenue, Toronto, who suffered a severe scalp wound, had his teeth knocked out, and who also possibly has internal injuries. Taken to Grace Hospital.

Brakeman George Altchison, New Toronto, who suffered a twisted ankle. Taken to Grace Hospital. Those who escaped are: Conductor H. Mahoney, Engineer F. Goodwin, Conductor T. Seale and Engineer R. Hughes.

According to a statement, made publicly by railwaymen at the scene of the wreck, the collision was the result of a long freight, bound from Gravenhurst to Toronto, overrunning a switch at Oriole. It crashed headlong into a work train, running from Rosedale to Leaside, which at the time of the collision, it is reported, was just south of the switch.

Engines Are Damaged.

The fronts of both engines were badly damaged and the southbound engine went off the track. Several cars of the southbound freight buckled, strained high in the air, and came down in a heap of debris, shattering cars and piles of laths and metal casings with which they were loaded. This wreckage was strewn for several yards along the track.

July 17 1929

3458 north

2344 south

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Firman was the fireman on the southbound engine, No. 3344. It was stated last night that, seeing a crash was inevitable, he jumped and sustained his injuries in the fall. Brakeman Aitchison sprained his ankle in the shock of the collision.

Other members of the crew on the southbound train were Conductor Mahoney and Engineer Goodwin, while Bearles and Hughes were on the work train, pulled by engine No. 3452.

According to the railway report, the collision occurred at 6.50 p.m., standard time. The noise of the crash could be heard almost a mile away.

Motor Traffic Stopped.

As a result of the collision, the long length of the Gravenhurst freight lay on the tracks across the motor road which runs from Lansing through Oriskany and on to Agincourt. Hundreds of

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As a result of the collision, the long length of the Gravenhurst freight lay on the tracks across the motor road which runs from Lansing through Orillia and on to Agincourt. Hundreds of motorists who make an evening run through this district were forced to turn back. Motor traffic was blocked for more than an hour.

About an hour and a half later, a passenger train, comprised of empty cars, and returning from a trip to Huntsville, came south on the track, and it, too, was stalled behind the Gravenhurst freight. Finally, however, the passenger train hooked up with the freight and pulled a section northward, thus opening up the motor road to traffic.

Following the collision the work train was able to back up under its own power and clear a space between the damaged engines.

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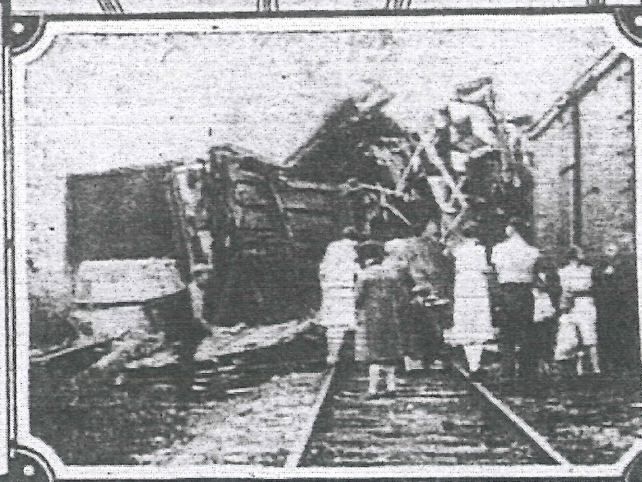
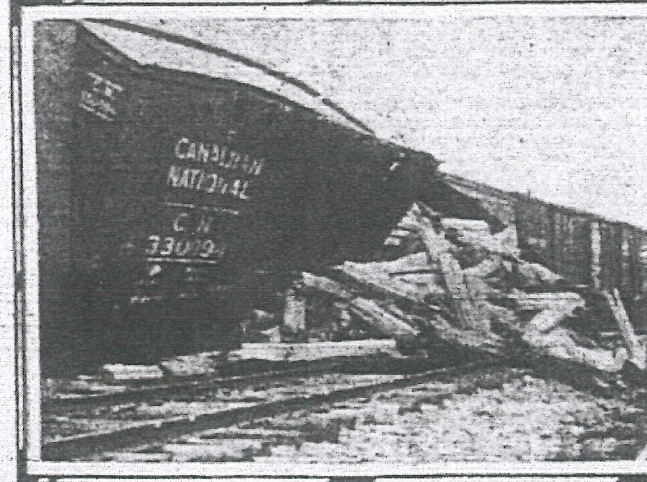
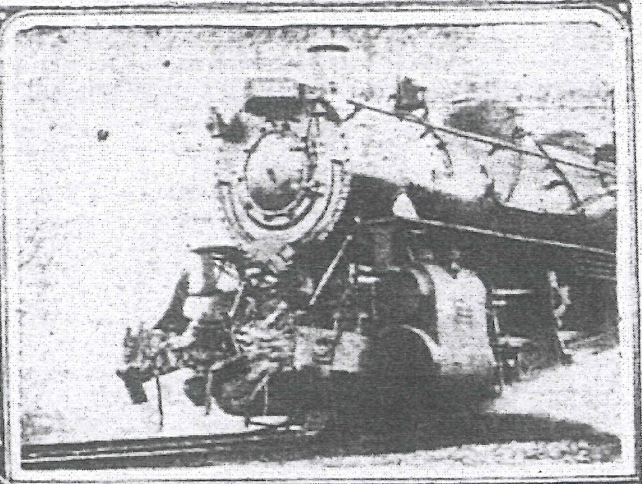
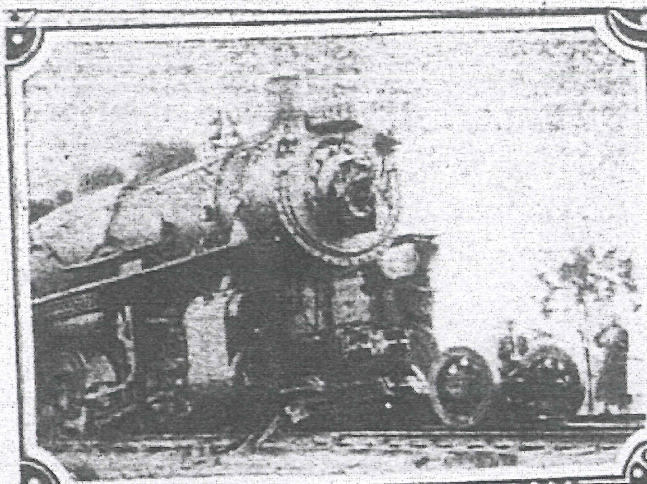
At the first word of the wreck to be flashed in to Toronto, ambulances and nurses were ordered to rush to the scene. But with further details the order for nurses was cancelled. After first-aid treatment at the Orillia Jun-

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TORONTO, WEDNESDAY, JULY 17, 1929.

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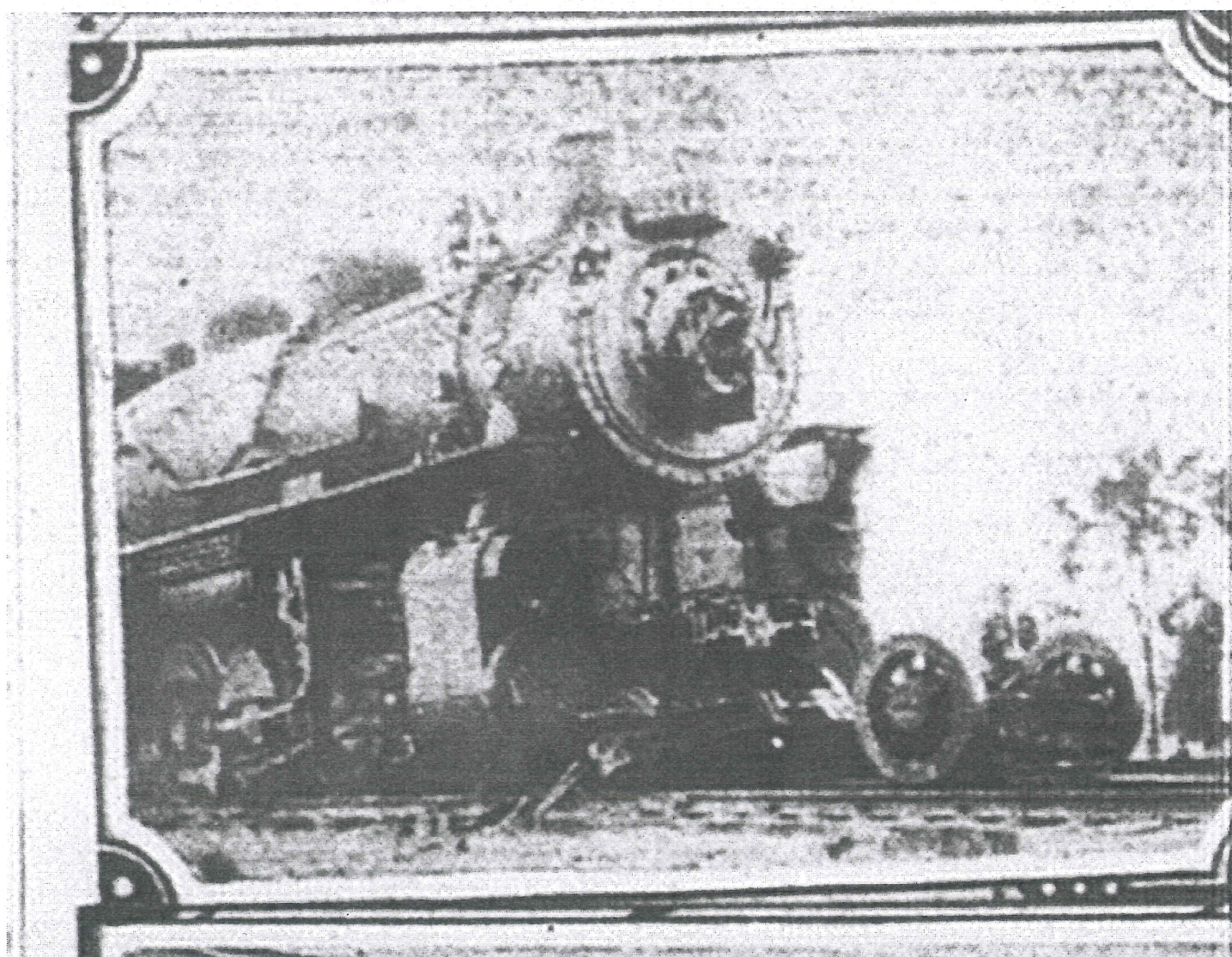
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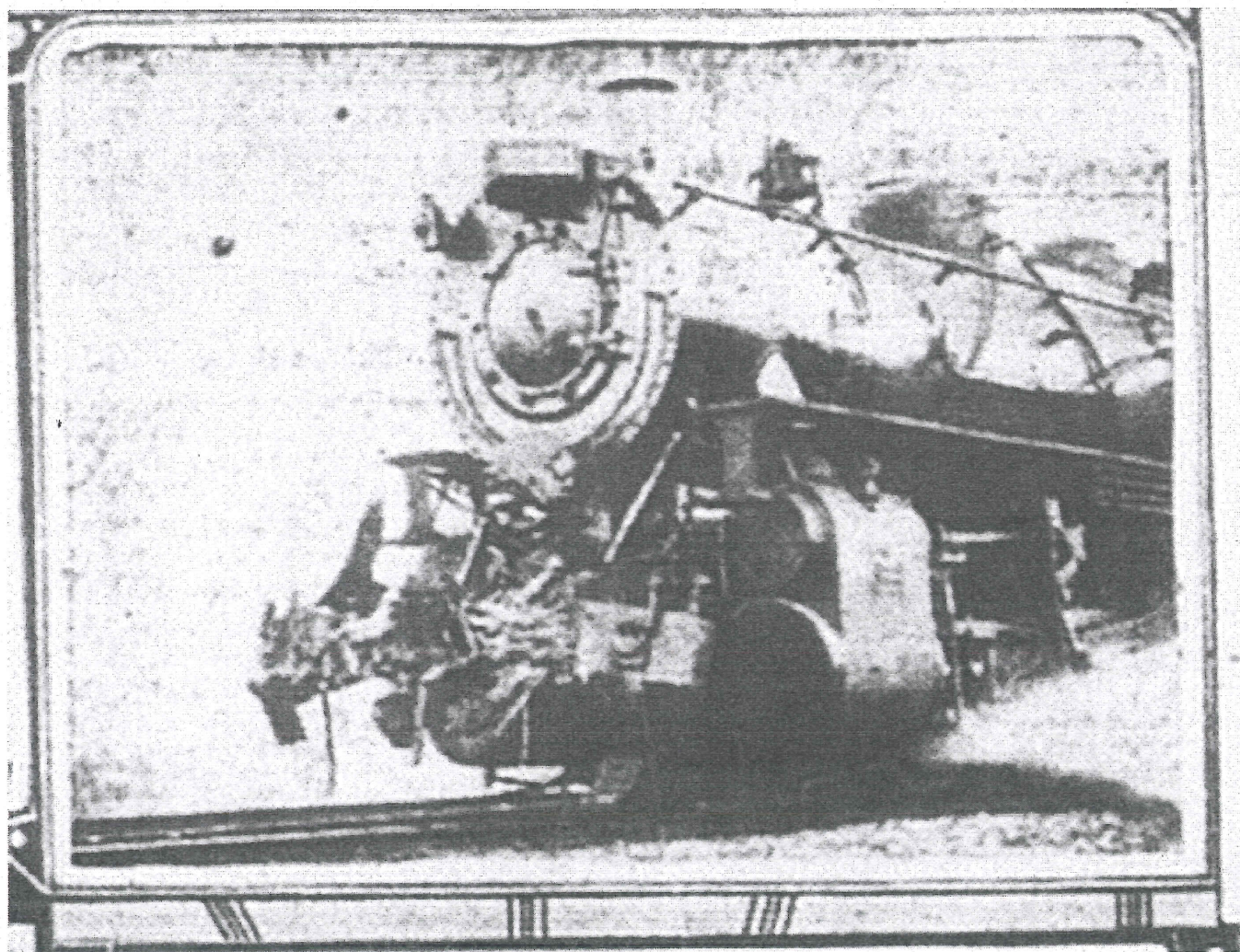
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