

~~WYOMING~~

GTR WRECKS

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Misc.

1857 - 1920

SERIOUS AND PAINFUL ACCIDENT ON THE GRAND TRUNK RAILWAY.

We have been informed by a passenger on the up-train from Montreal on Thursday, that a serious accident occurred about, as our informant thinks, fifteen or twenty miles east of Coburg. It is supposed that a rail was broken or displaced, whether by the action of the frost or the sinking of the road on an embankment, we are not at present able to say; and that, as the train was passing very rapidly over it, two passenger cars and a baggage car ran off. The locomotive and tender passed over the break without accident; but the two succeeding passenger cars and the baggage car running off they became detached from the engine and tender, and from the rear cars, and were precipitated down the embankment and overturned. The scene in such a place, and on such an evening—for it was, we are informed, about five o'clock in the evening, and when the thermometer was many degrees below zero—must have been heart-rending. We could not learn from our informant, who was herself seriously hurt, the number of persons injured, or the nature of their injuries. One lady, who was thrown upon the stones, was dreadfully burnt besides being badly bruised. A medical gentleman from New York, whose name we could not learn, it was thought, was fatally injured, and so also was reported the Baggage Master. The passenger cars are reported to have been about two-thirds filled; and as the evening was extremely cold, a large number gathered round the stones, and were, besides being dreadfully bruised, very badly burnt. As however—for some reason we cannot well divine—the telegraph has no report of the casualty, we have to trust to the information we have derived from a passenger. What blame to attach to the road, if any, or what blame to attach to those who had the management of the train, we cannot, of course, now determine. But a searching enquiry should be made into the whole matter. Let us have no suppressions or concealments in things which

January 20
1857

THE RAILWAY ACCIDENT.

(From the Toronto Leader.)

Toronto, Jan. 16, 1857.

As one of the travellers by the Grand Trunk train, who providentially escaped destruction from the accident of yesterday evening, which occurred about four miles East of Brighton, I take the liberty to offer you the following statement of facts and a few remarks on the occurrence.

The train consisting of locomotive, tender, freight-express car, post-office car, one second class car, and one first-class passenger car, were proceeding West, and had approached to within about four miles of Brighton. This now appears to me to have been about 6 P. M.—though I do not pretend accuracy either as to time or distance. The first-class passenger car was full of men, women and children; some being obliged to stand. It did not appear to me that we were travelling at an unusual rate of speed. Suddenly the car made a rapid succession of bounds, indicating that the wheels were off the track and on the sleepers, and in less time than I write it, the car with its crowded contents was thrown over, bodily on its right side. By the mercy of God, as it fell, it stopped. I do not believe it dragged an inch. This night was very cold and every window, of course, closed, so that the passengers and the wreck of the left side of the car fell upon the passengers and the wreck of the right, and the whole upon the tier of windows. There was also a stove well heated on the right side of the car. As I scrambled to my feet, I found a young lady by my side; her lower extremities had sunk through the glass of one of the windows into the snow; and the stove separated from the pipe, had fallen across and confined her knees; happily it fell with the door uppermost. I extricated her from her dangerous position, I am glad to believe, without serious injury either from glass or fire. The passengers, after the first shock, behaved very well. The Conductor was calm, collected and active; the children were all unhurt; two ladies with confused faces, and one somewhat cut, were got out of the car with some difficulty; the stove followed them. One gentleman, struck violently on the chest appeared to suffer greatly, and the baggage master, crushed by the luggage, and apparently suffering internally, were left at Brighton, to which place we were brought, after a delay of about three hours by means of a way train from Cobourg, which unable to pass the ruins of our train to Belleville brought us to Cobourg.

My object is not imagination—it is plain matter of fact. It is to suggest precaution and to avert misfortune. It should be remembered that in this climate of ours, the oldest established and best ballasted roads are liable to be "hove up," and to spread under the influence of frost, in the most unexpected places, and in the most capricious and unaccountable manner. Each independent sleeper or tie, will act independently, and may, from some cause peculiar to itself, throw the track out of gauge. It should also be remembered that this roughness of track may be imperceptible to the Engine Driver under the huge weight of the locomotive, but is painfully perceptible in the rear of the train, where the first-class passenger car, being the last, "wobbles about" like the tail of a kite. The only remedy for this, if you have not a Pilot Engineer, is the invariable use and test of the hand car, every morning before the passage of a train, with laborers to rectify, where possible, and to notify, where not. The Engine Driver should trust by places so indicated. The Conductor, before leaving every station, should see that the line which passes through the car is properly connected with the whistle or bell in the rear of the engine. Perhaps to secure this, it would be well that the conductor should always start his train by this signal. This would ensure its always being in order, and any touch, after starting, should perceptibly along the train.

That a whole train could have been so completely ruined, without greater loss of life and

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22
1857

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MONTREAL GAZETTE

limb, is almost incredible. The locomotive was injured, the tender and all the cars on the track. The occurrence took place most fortunately in a cutting of about four feet deep. All the cars except the first-class car had fallen against and were stayed by the left bank of the cutting. The first-class car lay on its right side, diagonally, across the track. I observed that one, if not two, of the rails were broken, and a number of sleepers displaced. The left side truck wheels, which had run up upon the side of the cutting apart the car.

My object, however, is not so much as to give an account of the disaster as to draw some conclusions from it which may be useful hereafter in this peculiar climate of ours. In Europe, or in our summer, a railroad accident involves death by crushing, in all its horrid forms; but to these in Canada, in the winter, must be superadded death, in the still more terrible form of fire and freezing. We have red hot stoves in our cars and a thermometer at ten below zero without. I have said before that the first-class passenger car stopped as it fell. Had it dragged one-half yard, the lady I extricated would have had her legs jammed, crushed, broken, and held between the under side of the car and the next sleeper. Others would have been shaken through the other windows of the car, as through a sieve, to encounter the same fate, aggravated, perhaps, by cuts from the broken glass. Before, in our confused state, with our imperfect means and implements, the huge mass of the car would have been raised, some of the exhausted sufferers might have been frozen to death. Then, on the other hand, had the stove burst open, which it did not, what might not have been the horror. I do not want to paint a picture which every imagination can depict.

Again, there should be conveyed on every tender a box containing four axes, four hand saws, and four crow-bars, independent of the tools usually carried; of this box the Conductor, the Engine driver and the Baggage Master should have keys. The implements in this box should never be used except in cases of emergency. The knowledge where such things are to be found would conduce to confidence and to safety. In the United States the law compels Steamboats to be provided with a certain number of axes conspicuously placed.

Again, care should be taken by the Station masters or Agents to sand, or salt, or throw ashes on the platforms of their respective stations. At many, nay nearly on all Lines, this precaution is neglected; the surface of the platform is glare ice. By the veriest touch a man would be driven, gliding hopelessly and helplessly, under the wheels of a train approaching at snail's pace. It is only a few days since that a huge, hulking fellow with a bag in each hand, rushed out of the Kingston Depot, fancying that a train arriving was his departing, and thrust five or six gentlemen over the slippery surface, one or two of whom were only brought up by putting their hands against the car themselves.

It is unnecessary to say that I write this in no spirit of cavil or disparagement. I look upon the Grand Trunk Railroad as an immense benefit, *coute qui coute*. There is no man


who had known these roads before they were made. Who wouldn't fall upon his knees and bless General Wolfe.

No man, who having travelled as I had from Monday to Thursday through bye-tracks and rugged ways, and across pathless lakes, accomplishing in that time only 126 miles, who would not as I did, feel grateful on getting into the rail-car at Kingston. But the Managers of the Grand Trunk Road are new to the working of a new road in winter. On their extended line many of their people must be equally so. I feel that the only way in which I can practically show my gratitude to God for my merciful preservation of yesterday is by the endeavor to avert a recurrence of like dangers from those around me. I hope and believe that the above hints will be taken in good part from

AN OLD RAILROAD MAN.

Montreal Gazette

January 22

 **STILL ANOTHER RAILWAY ACCIDENT.**—A serious accident occurred on the G. T. Railway, about 15 or 20 miles east of Cobourg, on the afternoon of Thursday last. It is supposed that a rail was broken or displaced by frost, or the sinking of an embankment, and as the train was passing rapidly over it, two passenger cars and the baggage car ran off the track, and were precipitated down the embankment, being thus overturned and creating a scene of disorder not easily imagined; many of the passengers being severely injured, and some burnt, by coming in contact with the stoves. According to the latest accounts, no deaths had occurred, although one or two individuals were so severely injured that their lives are despaired of.—It would appear the accident is one of a purely accidental nature, and not the result of any lack of care on the part of the officers in charge of the train.

Sarnia
January 22
1857

Cobourg

CANADA.

DELAY OF THE GRAND TRUNK TRAIN FROM TORONTO.—On Wednesday morning, at seven o'clock, an accommodation train left Toronto for Montreal. On arriving at Kingston, from some cause or other the train was three hours too late. On reaching Mallory it came in contact with a goods train, which seems to have been negligently left on the track; the consequence was that the engine, besides damaging itself, smashed some of the cars of the freight engine. On account of this mishap the passenger train was delayed several hours. At length another engine came from the nearest station, and conveyed the passengers to this city, where they arrived at noon, yesterday, having been delayed 12 hours beyond their time. The following train from the West was, on account of the accident, detained so late, as to arrive here about half-past two o'clock yesterday afternoon.—*Montreal Herald*.

THE LADIES' BENEVOLENT SOCIETY.—Yesterday we had great pleasure in attending at the above Institution, Berthelot Street, to witness the festivities inseparable from the exhibition of a "Christmas Tree." The children, nearly 100 in number, seemed so delighted that their pleasure became contagious. The "Tree" was very long, and, in addition to the toys and sweetmeats exhibited, at least a hundred tapers were burning upon it. It was really delightful to witness the joy of young and old upon the occasion—all seemed pleased; and amongst the numerous visitors present, we feel sure, to say the least, that none will enjoy the approaching holiday the less on account of their kind assistance and attendance upon the occasion. The Hon. Mrs. Rollo, who, for some years past, has paid great attention to these annual enjoyments of the inmates, dis-

December

30

1859

Accident on the Grand Trunk. —The special train that left Kingston on Thursday evening with the head quarters of the Royal Canadian Rifles, ran off the track at Nepanee about 10 at night. The accident arose from the gross carelessness on the part of the railway officials at Nepanee. The day switchman was aware that a special was coming on, but on leaving at night he failed to inform his superior, and the switch was consequently left open for the down train. The accident was happily unattended with any injury to the soldiers, but we hear that the engine is seriously disabled. A force was sent up from Kingston to put matters to right, and after considerable delay the train again proceeded on its way.

July 1861

GTR Nepanee

A very daring feat highly creditable to the humanity and bravery of one of the Grand Trunk engine drivers came to our knowledge yesterday. Mr. T. Laughland, driver of engine No. 73, was coming down the line on the 10th ult. with No. 7 freight train when on crossing round the curve two miles west of Cornwall he saw a drunken man sleeping on the track. He immediately whistled down brakes, which the conductor and brakeman applied as quickly as possible; but the distance was so short that it was impossible to pull up in time. Laughland immediately ran out on the cow-catcher, and as the locomotive came up he stooped forward and seized the man by the neck and endeavored to pull him on to the cow-catcher, but being unable to do so jumped off with the man and succeeded in throwing him clear of the train. The whole train of 17 cars passed the place before it could be stopped. On learning the facts the authorities ordered that two days pay should be handed over to Laughland as a slight reward for his gallant conduct.

April 4

1866

Montreal Gazette

Cornwall

RAILWAY ACCIDENTS.—On Friday night the passenger train on the Grand Trunk, due here about midnight, ran off the track near Belleville and did not reach the city till next morning. A passenger named Daly was considerably bruised in the head through the accident. On the same night a collision took place at the Queen street Junction, west of the city, between a passenger and a freight train, considerably damaging the engines on both, and injuring the engineer on one of the trains, Mr. Britton. The accident was caused through the inability of the brakemen on the freight train to work the brakes in time to stop the train, in consequence of a heavy grade existing at this point. The accident near Belleville appears to have been a serious one, the mail conductor, named Trahey, being injured by the upsetting of the mail car into a ditch, at the side of the track. The accident was caused by a broken rail on the track. The engine passed over in safety, and the rail appears to have been displaced by the baggage car, which rolled over, throwing Mr. Trahey violently against the side of the car, and placing the Hon. Mr. Cockburn, who was in the car at the time, under a load of mail bags. He, however, escaped without injury. The car afterwards took fire, burning a cushion, but was extinguished before any further damage was effected.—*Globe.*

January 19

1867

London F.P.

s Memorial Librar

removed, and the train was the cause of the express (?) train. The cause of the accident we were unable to learn, as it is a standing regulation well understood, if not openly expressed, that these affairs should be "smothered up," if possible; but we apprehend it is to be found in fact to be the natural result of that want of practical supervision which is alleged to exist or instance in the not unimportant matter of selection of rails. However, as it is a common occurrence, and no lives were lost, and no exceptional circumstances attached to it, we suppose no enquiry will be made, the public being required to be content with the dictum of Mr. Brydges, and the fallacious hope that "it won't occur again."

At ten minutes past two the train was announced to leave Brockville, but, by a seeming paradox, it was two minutes past ten ere it was finally clear of that thriving town and again on its journey, being a slight matter of eight hours difference between promise and performance, ample time on a well managed line for a train to have landed its passengers at the foot of Front and York streets, in the city of Toronto. It soon became evident from the jolting that the driver was endeavoring, perhaps with a little recklessness, to put on greater speed than was either ordinary or desirable, considering the wretched condition of the track. The natural result on the Grand Trunk of course followed—there was a "spill," this time being of far greater importance than any that had yet taken place—the freight car which had been previously substituted for the damaged baggage car, injured in the previous "spill," and the second-class passenger being pitched clear down an embankment of some eighteen or twenty feet in depth. The baggage car, it was found, had turned a complete somersault, and was lying with the letters "G. T. R." in a somewhat similar position to the finances of the line—topsy-turvy; and the passenger-car was turned completely round, the end previously west being now due east. On examination, it was found that the fore axle-tree of the freight cars had followed suit with its predecessor, having broken, throwing the baggage car and that immediately following from the rails on to the sleepers, after jerking for about an hundred yards on which the coupling chain of the tender broke, and both cars dashed down the embankment, with the result as stated. It was most fortunate that the coupling link between the second-class and smoking car broke, or else the whole train, including even the private car of the Superintendent, however irreverent it may be to think it, would have also gone over, and no doubt with fatal results. Luckily of the twenty persons who were awoke so rudely from their dozing in the second-class car, none received anything worse than a severe shaking, a few bruises, and a fright. But for this they may thank the two feet of snow on the embankment, and the fact that it was only a gentle slope of some eighteen feet. As it was the shrieks of women and cries of children were sufficiently appalling and produced intense excitement among the passengers till the actual result was ascertained. One axle-tree, with its wheels, of the passenger car, was cut clear off, and the other was heavily damaged, the car lying in a slanting condition on its side on the embankment. The baggage car met with a worse fate, for on going down the incline it made a complete somersault, and half of one of its sides was smashed into ribbons. The scattered debris lying around—broken axle-trees, smashed wood, &c., an iron bar of 1 1/2 inches diameter snapped completely asunder—told of the force of the descent, and of the narrow escape from a violent death that the passengers had miraculously made. Energetic measures were at once adopted by the Conductor and others on the train to get out the passengers and luggage from the broken cars, the other part of the train which had proceeded ahead, alighted back some 250 yards to the scene of the accident, and the baggage was placed in one of the first-class cars; the passengers in another. Of course, at this point great assistance was derived from the presence and superintendence of Mr. Spices—the spot being some ten or fifteen miles east of Kingston—"cut in the wilderness!" "All being safely aboard again, this "march through covenant" was resumed; the two cars, with the surrounding debris, being left on the embankment, looking very picturesque, no doubt, but not calculated to have a soothing impression to follow.

February 4

1870

Toronto

Brockville

"A CHAPTER OF ACCIDENTS."

THE TRAIN SERVICE ON THE GRAND TRUNK
—THREE "SPILLS" IN 150 MILES—EX-
PRESS TRAIN AT NINE MILES AN HOUR."

A [striking comment on the glowing description of the excellent (?) arrangements of the Grand Trunk, recently given by Mr. Brydges in his Annual Report, and Mr. Potter, the President, in his speech at the late meeting, in London, and a corroboration of the strictures passed upon it by various shareholders, which have been lately published, may be found in the "chapter of accidents" which befel the day express from Montreal to Toronto. In accordance with the authorized time tables of the Company, the train left Montreal about half-past eight on Wednesday morning, but in marked want of accordance with the published time of arrival, it got to Toronto at half-past twelve noon yesterday instead of midnight on Wednesday.

The train met with two of what are technically termed "spills," and, in addition, was delayed for hours by another "spill," which happened to a freight train on the line, and by waiting for other trains, &c., the unfortunate through passengers spending no less than twenty-eight hours in the badly ventilated cars, which it is the fashion of the Grand Trunk authorities to designate by the ill-deserved title of "first-class." It is not a matter of surprise that fear of a similar infiction which may happen at any time to travellers on its line deters people, more especially those of delicate health, from undertaking the perils of a journey on this badly managed line.

The train in question had proceeded about thirty miles from Montreal, and was near Vaudreuil Station, when accident No. 1 happened. The axle-tree of the baggage car, through some unexplained cause, snapped; and the driver of the train, seeing that something was wrong, pulled up. He had orders, however, to "go ahead" again, and did so for a short distance. A freight train at that time came up from the West, one of the cars was detached, and the contents of the damaged baggage van were transferred to the freight car, which took its place in the West Express. The dilapidated car was removed no doubt to that "outer limbo" which so many of the Grand Trunk cars—both passenger and freight—have visited, or need to visit, in order to recuperate their drooping condition. The delay caused by the above little incident—by no means an uncommon one, and which if it had occurred by itself without being followed by others, would hardly have called for notice of any sort—was about four hours, which, to say the least, was not a bad beginning.

The condition of the road, in consequence of the heavy fall of snow, undoubtedly made matters worse, and by the time the train got to Brockville it was over six hours behind time. At this point a further stoppage of two hours and a half occurred, owing to the "spill" of a freight train coming from the West, when within half a mile from Brockville station. By some means, some of the cars went off the road, and another stand-still was necessitated. This time three cars got off, one of them containing bags of flour, being planted by a twist square across the track. The proviso of *Punch* that Directors should be compelled to ride on their own railways as a guarantee to the public of their safety, was exemplified fortunately to a certain extent in the present case; for attached to the West Express, by which we have got at present as far as Brockville, was the private car of Mr. Spicer, the superintendent of the line. The car, by the way, we may say, is very elegantly fitted up, and inspires anyone who is unfortunate enough to be condemned to travel by the Grand Trunk first-class carriages—not to speak of the transmogrified cattle

Toronto Globe

February 4
1870
1870

Vaudreuil
Station

Brockville

Don

Time, 20 minutes. The locomotive was home by the 7.07 train.

ACCOUNT OF TWO GRAND TRUNK RAILROAD.—DOWNTOWN OF CANADA.—Saturday morning, about three o'clock, an accident occurred on the Grand Trunk line, at the bridge over the Don, which resulted in the maiming and killing of several head of valuable cattle. The facts of the case are as follows.—Mr. William Kelly, the extensive stock dealer, had in a field adjoining the line, near the crossing on the Kingston road (about a quarter of a mile from the bridge) some 125 valuable steers, 80 of which belonged to himself, and the balance to other persons. The pasture is separated from the track by an exceedingly rotten board fence, which was probably blown down in the storm last night; at all events, the beasts strayed on to the track, and a freight train bound for Toronto appears to have created a stampede among them and driven them before it to the scene of the disaster. The panic appears to have reached its climax at the bridge, where the scene, judging from the appearance of the place when our reporter visited it, was evidently a terrible one; jammed into the narrow space between the parapet, with the open sleepers of the bridge before them, the river flowing beneath them, and the train immediately in their rear, their position was indeed a helpless one. The locomotive dashed in amongst them, throwing some clear over the parapet into the water, crushing others, and scattering the frightened herd in every direction. A visit to the spot on Saturday revealed a sickening spectacle. In a field near Mr. Kelly's house we saw several fine bullocks with their hind-quarters so severely crushed that it was with difficulty they could move at all. On the bridge, the sleepers are for some distance torn up, leaving a great chasm open to the water of the Don; and just off the track, forced down between the ties nearest the parapet, was a fine beast, mangled frightfully. Mr. Kelly only a few days ago gave \$75 for it. Farther on, lying half in the water, with its head resting on the bank, lay a handsome white steer, with both its hind legs smashed and one of its fore legs doubled up, crushed to a jelly. The poor animal was just at its last gasp. Farther on again lay the carcasses of some others, which had been precipitated into the water and had floated down almost to the Grand Trunk wharf. The value of these averaged \$75 each, and some of them were intended to be shown at the coming exhibition. In a field close to the bridge a really

October 3
1870

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Globe

nearest the passengers, Mr. Kelly only a few days ago gave \$75 for it. Farther on, lying dead in the water, with its head resting on the bank, lay a handsome white steer, with both its hind legs smashed and one of its fore legs doubled up, crushed to a jelly. The poor animal was just at its last gasp. Farther on again lay the carcasses of some others, which had been precipitated into the water and had floated down almost to the Grand Trunk wharf. The value of these averaged \$72 each, and some of them were intended to be shown at the ensuing exhibition. In a field close to the bridge a really pitiable sight presented itself. There was one fine blue steer humped about on three legs, the fourth merely hanging by an integument, and seeming ready to drop off at any moment; another had its back crushed frightfully; on several others cuts and gashes about their heads and bodies were distinguishable. The bridge was bespattered with blood and brains. Mr. Kelly can hardly at present estimate the total amount of his loss, until he ascertains how many of the injured animals will recover or be made serviceable. Eleven head are either disabled utterly or dead. Four are rendered totally useless; three have been recovered from the water, and there are three still in the river, but the chances of finding the carcasses are very doubtful, as with the strong wind which was blowing at the time of the accident, it is possible they may have floated to some distance from the scene of the catastrophe. One most reckless act was perpetrated soon after the white steer, above alluded to, was dragged out of the water, a rope which had been made fast to its horns and a telegraph post, for the purpose of preventing it slipping back into the water was cut, but fortunately the design of the malicious person who did the cowardly trick was frustrated, as the animal was too weak to stir. Mr. Kelly complains of the insecure condition in which the fences along the line are kept. In this case they are quite rotten and have been propped up from time to time with old ties and pieces of telegraph poles. In the place where the cattle got through, a good kick would send yards of it down.

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October 3
1870

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YET ANOTHER RAILWAY ACCIDENT.

Close upon the catastrophe at Shannonville on Friday night, we have to report another accident which might have proved little less fearful. Our information of the fact comes from a gentleman who, on Tuesday morning, was a passenger on the down train to this city, and saw some of the wreck caused by the disaster of which we speak. He says that on Monday evening the express through train, which left here at 9 o'clock, when it came to Dickinson's Landing ran into a freight train,

June 26

1872

Shannonville

Montreal
Daily
Pilot

July 4
1872

THE G. T. R. CATASTROPHE AT SHANNONVILLE.

CONTINUATION OF THE INQUEST—SECOND DAY
(Specially Reported and Telegraphed for the Witness).

BELLEVILLE, July 3.

THE ADJOURNED INQUEST

met again at half-past seven in the evening.

Robert Nelson Roddy sworn—Was a passenger on the train on the night of the accident; the deceased Joseph Berthiaume was in the second-class car, and was one of those who were fatally injured; he was scalded, and was first taken to the freight shed and then to the hospital; saw him afterwards dead. I was in a first-class car at the time of the accident—the one next to the smoking-car. My first intimation of the accident was a sudden jar, and the train then stopped. We might be going at 25 or 30 miles an hour; it was the escaping steam that injured the passengers.

By Mr. Bell—Did not particularly observe the speed between Belleville and Shannonville; could not say the speed was accelerated; heard no whistle; noticed no unusual motion of the train just before its getting off the track; there was no jar of any description except one.

Adolphus Davis, sworn—Am locomotive foreman at Belleville station; have been so for fourteen months; before then was an engine driver; have been 18 years in the G. T. R., and before then was in a mechanical department for nearly 18 years. I knew the engine No. 3; it was close on 11 years old; the wheels of the truck were put on last July; the trucks were reconstructed three years ago; saw the locomotive two days previous to the accident, and it was then in as good order as the best we had; the wheels had been constantly used since they were put on; had heard that about three months ago the engine broke a crank action near Bowmanville; it was repaired at Stratford. Went down to the scene of the accident with the auxiliary train; arrived there before daylight; examined the track by daylight; about an hour afterward going back upon the track found five pieces of flange, three of them near where the wheel first mounted the south rail, and from two to four inches from the rail; the other pieces I found were about 100 feet off and the other about 150 feet further on the inside of the rail; the three pieces were in a line, and between four and six inches apart; had a short piece given to

WITNESS.

put up on the road; should not say the road there wants ballasting badly; it could be improved. There were a good many short rails, and a good many much worn; there were many bad rails; found many points fished with single plates—that is with two bolts only—others with full fish plates, with three bolts; did not observe any with no bolt on one rail; it is desirable that there should be two bolts in each rail, and if there were no bolts in one rail that would be very bad; it should be three; noticed that some of the fish-plates did not fit, but protruded from the side of the rail; noticed that these were worn by the flange of the wheel. The track was on a good line; there were some undulations on the surface, especially where there was a laminated rail; there was occasionally a joint off the ties. It is very often the system to put joints between ties; it makes a more flexible line, but in such a case it would be more desirable to have a full complement of both. Saw some largish stones among the ballast, but none that could throw a train off the track; did not see any rails so short as six feet. From the evidence should not think that the train had been going more than 30 miles an hour before it got off the track; this must necessarily be all supposition. I think the flange was broken by some hard substance that became jammed against it, and that the breakage and running off the rail were simultaneous.

By Mr. Bell—Think the flange was formed of very good iron; there was no fault in the wheel; it was of good iron, very well chilled. Noticed several marks on the rail made by the wheel in the act of mounting. The cause of the accident I judge to have arisen where the accident itself took place. The bolts and ties at this place were about the same as elsewhere, and the track seemed solid at that point; saw no low joints, and the fish plates were all right at that part. Examined carefully where he saw bolts out; was up at the rock cutting, but at the point of the accident thought the track was in very fair condition; the two flat places in the rail just where the truck went off had a deflection of not more than an eighth to a quarter of an inch in a distance of two feet; had charge of the maintenance of the Northern road himself for two years; the deflection would certainly not cause the breaking of the flange. Saw nothing on the road from Shannonville downwards to account for the accident; thought the flange would cut the fish-plate, because the flange is cast-iron and the fish-plate wrought-iron; had known fish-bolt heads cut off without hurting the flange; if a flange struck the end of a rail it would be more likely to mount the rail than to break the flange. There is nothing in the rails not meeting by an inch; it is often done on purpose. Joints of rails are often put between ties; the part of the road from Shannonville down was well tied as to humbers; it would be good enough practice there to put the points of rails between the ties; it is common enough to have only one bolt in each end of the rail; should not think it dangerous to leave it in this manner on a straight line; on a curve it might be different. Most of the roads in Pennsylvania are ballasted entirely with broken stones. It would be safe to run over the track in question at 30 miles an hour and more; rate of speed would not account for this accident; it might have happened on the very best steel rails. Can't do much in the way of putting ties down in the winter season. The average life of a hemlock tie is six years; ash is shorter lived; oak ought to last more than ten years. The ties which I saw split at the end were of elm; the splitting of them does not alter their efficiency. The spiking and tying of the road were good; the fact that 400 feet of the track was undisturbed after the engine had run off the track is good presumptive evidence that the track must have been in fair order.

By Mr. Coleman—Only spoke from what he had seen yesterday morning.

SERIOUS COLLISION ON THE G. T. RAILWAY.

---A serious collision took place on the G. T. R. on the evening of Saturday last, about 10 o'clock, near Seward's Pond, about one mile from Point Edward, between two freight trains, resulting in the destruction of the two locomotives, and a large number of freight cars, but, fortunately without loss of life. The accident is said to have been caused through a misunderstanding between Mr. Charles Brown, the train despatcher at Pt. Edward, and the conductor of a train going east, Brown having told the conductor that a train from the eastward would arrive in a few minutes, when he could start. Instead of waiting till this train arrived, the conductor started immediately, and had only gone about one mile when he was met by this freight train coming west from Camlachie. Owing to a curve in the line, the drivers of the two trains did not see each other, or were aware of the close proximity of the trains, till too late to avert the collision which they saw was inevitable, and they had barely time to whistle for brakes, reverse their engines, and jump off, before the crash took place, the firemen saving themselves in the same way. The locomotives rolled down the embankment, dragging a large number of cars with them. The boilers at the same time exploded, and the wreck took fire, but the flames were quenched by the conductors and their assistants before they had made much headway. The train going east was light, but the incoming train was heavily loaded with flour, a large quantity of which was of course lost. The damage to the engines and cars, and the loss of the flour, &c., the Port Huron Times puts at \$30,000, but we apprehend it will foot up to a much larger amount. The despatcher and conductor are said to have been placed under arrest; but as no lives were lost, we presume no criminal proceedings can be taken against them. It is a serious matter for the

Sarnia
Observer

September

27
1878

Point Edward

may
safe.
Lake
were heard, mostly appeals by Reformers. A
great many appeals were laid over, an adjourn-
ment being made until Oct. 14.

OFF THE TRACK.

A broken wheel threw a G. T. R. freight
train off the track near Dundas on Sunday
morning. One car was badly damaged and
traffic was somewhat delayed. Passengers on
the morning express were taken to the Falls
and sent west over the Air Line.

VIOLATION OF THE CROOKS ACT.

The two charges against Henry Pearson for
selling liquor during prohibited hours.

October 6,
1886

COPETOWN

JUNE 24, 1890.

SMASH ON THE GRAND TRUNK

ONE MAN KILLED AND SEVERAL SEVERELY HURT.

Two Sleepers and a Dining Car of No. 8 Express Jump the Track Near Cope-town. Mr. McDonnell of Chicago Killed. Eight Persons More or Less Injured. The Disaster Caused by the Track Spreading. Two Sleepers With Their Passengers Roll Down a Steep Embankment—Exciting Scenes and Incidents—Carelessness Alleged by Travelers on the Train—A Complete and Detailed Account of the Disaster.

DEAD.

ED. J. McDONNELL, publisher, a member of the firm of McDonnell Bros., 185 Dearborn street, Chicago.

WOUNDED.

Mrs. McDONNELL, wife of E. J. McDonnell, injured about the breast and badly bruised; considered serious.

JOHN A. SMITH, bartender, 394 West Jackson street, Chicago; right arm badly broken at the elbow.

Mrs. SMITH, wife of John A. Smith, face and head badly bruised and cut; not serious.

JAMES F. BLACK, traveler, Montreal, contusions on back and knees and badly shaken up; not serious.

MRS. REGINALD CASE, Petrolia, daughter-in-law of Postmaster Case, of Hamilton, right arm broken.

T. L. L. LEWIS, Chatham, right hip sprained and legs out about the thigh; not serious.

CONDUCTOR LEWIS LARMOUR, of the Wagner sleeper, 811 Sixty-ninth street, Chicago, scalp wounds; not serious.

REGINALD CASE, Petrolia, son of Postmaster Case, badly shaken up and bruised about the legs.

These are the names of the victims of the railway disaster that occurred yesterday afternoon a few miles west of this city. The casualties were comparatively few, and of the wounded survivors it is improbable that any has received serious or permanent injury. But the news of the disaster, spreading rapidly through the city, caused intense excitement. The people of Hamilton still have vivid recollections of the events of that terrible Sunday morning in April of last year, when in the disaster at the Junction cut, a score of human lives were suddenly extinguished, most of them by a flaming death, and nearly as many more came out of the wreck maimed and injured for life. The scenes of that dark day were not repeated yesterday; but the disaster was a serious one, serious enough to call for that careful investigation into its causes or causes which is sure to follow. An accurate account of the disaster, and interviews which Special reporters had with eye-witnesses, are given below.

The Wrecked Train.

The ill-fated train was No. 8, known as the Atlantic express, from the west. It is due in Hamilton at 1:55, and is a through train from Chicago to New York and the eastern states. It consisted of locomotive 762, a baggage car, three passenger coaches, the dining car Continental and two Wagner sleepers, the New Mexico and Kinderhook. Conductor Stewart, of Windsor, was in charge, with George Phippe, of London, as engineer, and Wm. Smith, of London, as fireman. The train consists of two sections. One section comes from Detroit over the main line, and

doctor Larmour exhibited considerable nerve when the physicians were attending him. "For heaven's sake, don't send my name away," said he to a reporter. "I don't want my wife to hear about this. She might think I'm killed, when I'm all right." He was on the platform of the dining-car and was on his way to tell the people to jump and save their lives.

Mr. McDonnell and his wife, Reginald Case, Mrs. Case and their child were in the sleeper Kinderhook. This car was completely demolished. It was lying on its side and was smashed to pieces. The seats were broken and the bedding was scattered about. Out of all this debris the passengers were dragged. Poor McDonnell was sitting with his wife on the south side and when the coach went over the embankment he tried to escape by jumping out of the window. He was half way out when the car landed on its side, after turning a couple of somersaults, and he was crushed to death. His body was pinned in the wreck and the workmen had to cut away the side of the car before they could get him out. His face and neck were purple and his hands were cut. He was killed outright. The doctors did not dare tell Mrs. McDonnell that her husband was dead. Her injuries were more serious than any of the other passengers who escaped with their lives. All the occupants of the Kinderhook were injured.

Mr. and Mrs. Smith and T. L. L. Lewis were taken from the New Mexico, which was not as badly demolished as the other sleeper. The other occupants were Mrs. Myrah Strout, of 222 Lynden street, Salem, Mass., who was on her way from Los Angeles, Cal., and J. F. Black, of 2,492 St. Catherine street, Montreal. Mrs. Strout was not injured, but she was badly shaken up and was very much excited. Black had his back and leg hurt. A brakeman was also in the sleeper and escaped unhurt.

The New Mexico was the last coach on the train. In descending the hill it was turned right around, and the rear of the coach fell in front. The front and back of the car were broken. Lying beside it was one truck; the other one was left on the track. The New Mexico was flat on the ground. It had recently been taken out of the shop, after having been thoroughly repaired. The damage to the sleepers will be heavy, as they are so broken up that they will have to be almost rebuilt.

Lying across the track was the dining car. The front truck was broken, but the other portion of the car was not damaged. It was made secure, so that there would be no danger of it dashing down the hill.

The Scene of the Crash.

The accident occurred west of a bridge over what is known as Bowman's creek. On either side of the track is a steep embankment. The sleepers went over on the south side into a dried-up mill pond. There was considerable litigation between the railway company and the owners of property near the track when the former wanted to drain the pond, claiming that it would back the water on to their land. The notorious Tom Head was one of the litigants. Yesterday he was around as large as life, freely giving information about his suit. By an arrangement the suits were withdrawn and the mill pond was drained. The embankment is thirty feet deep, and at the bottom of it there is a bog, in which the sleepers were embedded. If the coaches had gone over the bridge, below which runs a shallow stream, the result would have been more serious than that. Fortunately the locomotive was stopped a few yards west of the bridge, which is about fifty feet above the ravine. There is no grade at this point, the line being almost level until it strikes the switch east of Copestown station, where the descent into the Dundas valley begins. An accident occurred at this spot about twenty years ago, when a number of people were killed.

Clearing Away the Wreck.

Shortly after the departure of the relief train, the auxiliary, with a gang of men on board, left the station, and quickly reached the wreck. Under Pat Nelson, the superintendent, the men went to work

traverse the tidings of the wreck swiftly spread abroad. "Another wreck," everybody called it. Soon anxious, white-faced women and excited men came crowding about the telegraph office, craving the details of the disaster, only to make sure their friends were uninjured. But little could be learned there, and it was not until four o'clock when the uninjured portion of the ill-fated train arrived, and the Evening Spectator's full report of the wreck was sold on the streets that accurate information was available by the anxious friends of the travelers.

On the train were Mr. and Mrs. Case and their baby. Mrs. Case looked very pale but happy, and seemed to forget all about her broken arm, roughly bound up in splints lined with weeds and grass; as she looked lovingly at her rosy youngster who had so narrowly escaped injury. The ladies crowded about them and did everything to make the mother and child comfortable. Mr. Case was very pale, and there was blood on his clothes, but he did not complain of serious injury. On the same train were Mr. Black and Mr. Lewis, and they were speedily removed to the Royal hotel, where Dr. Olmsted attended them.

On the floor of the baggage car lay a dark, still shape covered by a white sheet, and it did not need an expert eye to detect the rigid outlines of a corpse cerned beneath the placid folds. It was the body of Edward J. McDonnell, of 185 Dearborn street, Chicago, a member of the publishing firm of McDonnell Bros. The car was detached from the train and run up to the Victoria avenue crossing, from whence the body was removed to the morgue.

A Fatal Sight.

A few minutes after the first train had pulled out, an engine and car arrived, bringing four more of the wounded. Two of them were women. Mrs. McDonnell, the wife of the dead man, lay back on a pile of pillows in a rocking chair placed in the center of the aisle. Her head was bandaged up, and her dishevelled form writhed from side to side, torn by physical anguish. Mr. and Mrs. Smith, a young newly-married couple, drew the sympathies of the sentimental. Young Smith had his right arm badly shattered at the elbow, and may lose it, though the doctors hope that will not be necessary. Mrs. Smith, a plump and pleasing young person, was not badly hurt, but she was suffering from the shock and her cheek was swollen from a contusion produced by coming in contact with the car seats. Her clothes were torn and a mass of luxuriant brown hair had broken loose and flowed over her shoulders. Conductor Lewis Larmour, of the Wagner sleeper Kinderhook, had sustained a bad scalp wound and numerous minor cuts and bruises. He had heroically rushed to turn on the air-brake the moment he felt the car go off the track, and had got badly banged about. Drs. Griffin, Maclellan, A. Wolverton and Ridley accompanied the patients up to the hospital, as did Chief McKinnon; also James Wallace, C. E. Donville and other railway officials.

At the Hospital.

At the Victoria avenue crossing the ambulances, patrol wagon with stretchers, and several hacks were in readiness, and a large crowd had assembled. The transfer was quickly and carefully accomplished, and in a few moments the sufferers had emerged from the hot, noisome cars into the cool, hushed wards of the hospital, where their hands, prompted by kindly hearts, soon made them as comfortable as the circumstances of their misfortune would permit.

Alleged Gross Carelessness.

Numbers of the passengers who escaped from the wreck and examined the track after the accident state most positively that the section men had failed to restore the track to proper order before the train came along, and that this was the cause of the disaster. James T. Black told a reporter last night: "I was in the sleeping car New Mexico, and there was only one other passenger, an elderly lady, named Miss Strout, of California, who was on her way to visit friends in Salem, Mass. When the car left the track, it lurched

June 24

1890

Copestown

THE PETERBORO' ACCIDENT.

No Lives Were Lost When the Belleville Train Plunged Into the Otonabee—Placing the Responsibility.

Peterboro', Oct. 11. (Special).—The accident to the Belleville train on the Grand Trunk at the Locks Bridge last night happily proves to be less serious than was at first reported, inasmuch as no lives have been lost, though some of the train hands, and at least one passenger, had an escape from death which was little short of miraculous. The wrecked train consisted of an engine, baggage car and one passenger coach. The occupants of the latter were:—Mr. Hoar and wife of the Nartowa, near Campbellford; Mrs. K. Lancaster, Daniel R. Wright and John Welsh, all of Hastings; Robert Harston, merchant, Warkworth; W. J. McMillan, Westwood; Mr. Feltwell, Campbellford, and another whose name has not transpired. A tenth passenger, Mr. A. A. Mark, traveller for Messrs. J. D. King & Co., Toronto, and living at 94 Major street in that city, was in the baggage car when it fell into the river.

The train hands were Driver Andrews of Belleville, Conductor Staunton, Fireman Haines, Brakeman Brown and Baggage-man Gardner. When Andrews saw the open bridge and realized that his engine must plunge into the river he jumped, and as the train was moving very slowly he escaped unhurt. Staunton, who was in the back coach, also escaped with the other occupants of that vehicle, but the rest of the train hands went into the water, and only escaped by breaking through the debris and swimming ashore. The engine and baggage car took the leap over the embankment and the passenger coach only stopped after a third of its length had passed over the edge of the embankment. Mr. Mark, who was having a quiet smoke in the baggage car, was badly bruised by the shifting baggage, and has been resting to-day at the Oriental Hotel. His injuries are not thought to be serious, and he will soon be round again.

The responsibility for the disaster is distributed among all those concerned giving an

April 1
1895

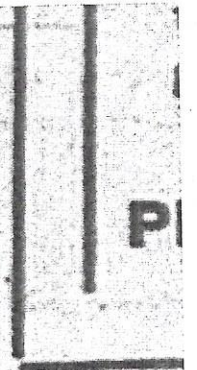
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The responsibility for the disaster is difficult to place, all those concerned giving an account of themselves which appears to indicate that they were carrying out instructions. Bridgetender Jackson adheres to his statement that he set the semaphore against the approaching train before he went on the bridge to swing her open, and several witnesses are prepared to corroborate his assertion. The train hands admit that the red lights were displayed against them as they came up to the semaphore, but declare that after a brief interval white lights appeared, and they took them to be an indication that the road was clear. The lights on the bridge itself are similar to the ordinary railroad signal, red on one face and white on another. When the bridge is open the white face would show to the track if the signal was set at danger were the bridge closed. As the bridge proceeded to swing into position to allow the train to pass the white light would first show to the back and then the red. It would seem, therefore, that the engineer mistook the bridge light for the semaphore, and seeing the white light there took it to be a signal to go ahead. This theory is borne out by the fact that the bridge was nearly closed when the engine struck the edge of the embankment, and a few seconds' delay would have found it in position and saved the train.

If this is not the correct explanation of the cause of the disaster the most probable remaining is that someone interfered with the signals, but this is not deemed likely, as



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April
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If this is not the correct explanation of the cause of the disaster the most probable remaining is that someone interfered with the signals, but this is not deemed likely, as after the accident it was noticed that the red lights were displayed properly at the semaphore. An official inquiry is in progress, at which the actual facts will doubtless be elicited.

A wrecking train was on the scene from Lindsay shortly after the accident, and after several hours' work the track was cleared and traffic resumed by noon. The engine and

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It must be remembered I was standing in the shadow of the building, and the light from the signal-board throws no light within fifteen feet of the semaphore handle, and, as regards the light in the office, the curtains on the window are always down after night, and no light would come from that point. The statement is made that there was a light in the baggage-room window. This also is a mistake. Further, Arthur Dawson states he retired before 12.30 a.m., not at 1 a.m., as has been stated." This statement is signed by A. L. Courtney.

April 1
1895

RAILROAD WRECK IN FOG CAUSED DEATH OF TWO

Engineer Walsh and Fireman Ramsay, of Sarnia, Died in City Hospital of Injuries.

Thomas Ramsay, fireman, Sarnia, died in city hospital.

William Walsh, engineer, Sarnia, died in city hospital.

Several passengers slightly injured.

This was the toll at an accident on the G.T.R. at Stony Creek this morning, at 5:04, when a passenger train and an extra freight collided. The freight was proceeding in the direction of Hamilton from Fort Erie, and at

Stoney Creek pulled into a siding to give the passenger train No. 7 the right of way. The freight was then started to go on its journey, and passenger train No. 8, from Chicago to New York, ran into the side of the freight at the switch points. The engine of the passenger train was thrown over a steep embankment and turned over, reducing the big locomotive to scrap, hardly a part of the engine was left together, and how the engineer and fireman escaped instant death is too deep for anyone to understand. The passenger train was carrying two express cars of shells, and those are scattered around the ground. Loads of merchandise were ruined.
(Continued on Page 10.)

TIMES

December 18
1897

Stoney Creek

STILL WORKING AT IT.

The Landslide on the T., H. and B. Not Yet Fixed Up.

Men are working night and day on the land slide on the T., H. and B., and it is expected that trains will be running over the track this afternoon. The trouble is the same that Pigott & Ingles had on the spur line back of the cemetery. The earth continues to settle and it is a difficult matter to keep the place filled in.

All the Buffalo trains went via Welland to-day.

December 18
1897

MS

ENGINEER STUCK TO HIS POST

John Robertson, One of the Oldest Men
on the G.T.R. Injured in an
Accident

He Was Pinned Under the Engine
and His Foot Was Badly
Crushed

The Doctors Found It Necessary to Am-
putate the Foot—Loss to the
Rolling Stock

A freight and passenger train came together at the Harrisburg station of the G. T. R. about 4.30 yesterday afternoon, and as a result, John Robertson, of Niagara Falls, one of the oldest engineers in the company's employ, lost his right foot. The local railway officials have not received any particulars of the accident, but say that Mr. Robertson was in charge of the passenger train, bound for Hamilton, and ran into the side of the freight. The fireman on the passenger train jumped, but Engineer Robertson remained at his post, and when the engine rolled over on its side he was pinned beneath it, and had a close call from being badly scalded by escaping steam. When freed it was found that his foot was badly crushed. He was brought to Hamilton and removed to the city hospital, where it was found necessary to amputate the injured foot. Mr. Robertson is the father of Geo. Robertson, of this city.

The damage to the company's roll-

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Harrisburg

October 11,

1901

LONDON,

NOVEMBER 28,
1903.

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lower portion, and to window coverings on the

A FREIGHT SMASHED.

RUN INTO BY C. P. R. EXPRESS
AT DIAMOND CROSSING.

Cars Hurled Against the Signal
Tower, and Watchman Pomeroy
Injured—Semaphore Set Against
the C. P. R. Train—Accident at
London.

London, Nov. 27.—Four G. I. R.
freight cars were smashed, the signal
tower wrecked, and Watchman Pomeroy
slightly badly bruised in a collision at
the London Junction, Diamond crossing.
A double-header freight on the Grand
Trunk line from Stratford, of 20 cars,
was coming into the London yard at
moderate speed, when the C. P. R. ex-
press, bound for Toronto, pitched into
the seventh car from the rear of the
Grand Trunk freight. The C. P. R.
train consisted of a baggage car, ex-
press car, city coach, sleeper and din-
ing car, and when the locomotive struck
the freight the crash was tremendous.
Two freight cars were hurled bodily off
the tracks and hurled into the signal
tower, which stood a few feet from the
diamond, and in which Watchman Pomeroy
was stuck to his post. Another car
was thrown on the north side of the
tracks and several were derailed. Pomeroy
was found pinned to the wall by
the heave of his little house, in which
a fire was burning, and was dragged
from his perilous position. Pomeroy's
overcoat was partially burned on his
back, his head scratched, and one leg
badly lacerated and burned, but the
plucky fellow insisted that he was all
right and went about the work of in-
vestigating the officials at London of what
had happened. Pomeroy was in fact the
two semaphores against the C. P. R.
train, but for some unexplained rea-
son the express came on at a moder-
ate rate of speed. The express was in
charge of Conductor J. Anderson and
Engineer Kirkby of Toronto. The en-
gines of the C. P. R. freight were run
by Joseph Doran and A. Baker re-
spectively, with Hugh G. Diamond at
London as conductor. Several promi-
nent officials of the C. P. R. were in
London last night and they were on
the scene this morning. They were
Master Mechanic Pearson of Toronto,

November 28
1903
Globe

Fatal Wreck on G. T. R.

Continued from page one.

which caused the death of H. Campbell.

The watch which the deceased carried when killed stopped shortly after 8.15. Other articles, including a ring and a roll of bills, were also found in his possession.

The inquest will be held by Coroner Merritt tonight at seven o'clock. The deceased man Campbell had one leg completely severed at the thigh. His right arm and his right ankle was broken and his face and head was badly cut and bruised.

Women's Home

Missionary Society

January 28 1908

St Catharines

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RAILWAY MISHAPS

Series of Accidents None of Which
Resulted Seriously

A misplaced switch resulted in an engine jumping the track in the west end of the Stuart street yards yesterday morning about 2 o'clock. It ploughed up a quantity of the road bed, and the wrecking crew was busy for some time putting it back on the rails and repairing the damage. No one was near at the time, and as the engine was running light not much damage resulted. No one was injured.

At 7 o'clock last evening a freight train was delayed at Winona station. While making a run to this city one of the cars jumped the track and was ditched. The wrecking crew soon had it replaced and little time was lost. The roadbed was not seriously damaged.

Friday evening an engine and some freight cars went through the tracks at the corner of Rebecca street and Ferguson avenue. The damage was soon repaired, and the cars and engine placed back on the rails. No person was injured.

BUILD COMEDITION

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October 26

1909

G. I. R. EXPRESS NO. 3 CRASHED INTO FREIGHT

Pitch-In At Wyoming on Sunday
in Which Nobody Was Ser-
iously Injured.

SMASHED CARS CAUGHT FIRE IN THE MIX-UP.

Accident Near Wyoming Line Was
Blocked for Several Hours As a
Result.

Grand Trunk passenger train No. 3,
Niagara Falls to Chicago, ran into the
rear end of a westbound freight yester-
day at noon, near Wyoming.

The caboose of the freight train was
smashed to kindling wood, and a Cana-
dian Pacific car immediately ahead was
also crushed. Conductor Charles Cooper,
of Sarnia, and the brakeman managed to
escape in time. Engineer Herb Crothers
and Fireman Harvey Finch were in the
cab of the locomotive hauling the pas-
senger train. Finch jumped and had a
narrow escape from being run over by an
eastbound freight passing on the south
track. The front of the engine was dam-
aged and the tender derailed.

Fire Was Extinguished.

Fire started, but was soon extinguis-
hed. Passengers on No. 3 suffered noth-
ing more than a shaking up, but a dining
car employee was badly scalded. Con-
ductor Jackson is suffering from a sprain-
ed back.

The London auxiliary was called out
and had the track cleared in a short time.
Train No. 3, due to arrive in London
from Chicago at 11:55, is said to have
been kept waiting by a wreck at Durand,
Mich. The Waukegan wreck rendered the
train five hours and a half late, while
No. 2, due in London at 1:10, was one
hour late in going through. Engineer
Tom Connors was driving the freight.
The cause of the wreck has not been as-
certained as yet. An investigation is be-
ing held to-day.

Continued on Page 1

March 3
1913
London
Free Press

Wyoming

YARD ENGINE COLLIDED WITH P. M. TRAIN

G. T. R. ENGINE RAN AMUCK LAST
NIGHT—NO ONE
INJURED

With no person in the cab to control it, a yard engine of the Grand Trunk Railway last evening figured in a runaway dash of about 800 yards and finally crashed into the South-bound Pere Marquette train at the Diamond. Fortunately the passengers of the last named train observed the approach of the engine and managed to avoid the crash.

Several small boys are thought to be responsible for the runaway. The engine was standing in front of the G. T. R. station. A number of youngsters were observed playing about and it is supposed that they invaded the cab and in some manner started the engine, afterwards jumping to the ground and fleeing. The engine swung down the tracks until it reached the William street crossing at which point the C. W. & L. E. Ry. crosses. The monster here jumped several derails, tearing up the planking in the crossing for some distance. Then in a most remarkable manner it regained the irons and continued its mad flight.

When yet some distance from the Diamond the south bound Pere Marquette train pulled across the tracks and came to a standstill. Fortunately a passenger noticed the runaway's approach and gave an alarm. The occupants of the cars scurried for safety. Within thirty or forty feet of the second coach the engine left the rails and ploughing along over the ties, drove itself with terrific force into the side of the coach. No one was injured by the collision although several were shaken up to some extent.

The side of the Pere Marquette coach was partially demolished. The front of the engine was also badly damaged and will need considerable repairs. Had the engine remained on the rails until it reached the coach, the undoubtedly would have been

Chatham
Daily
Planet

August 26
1914

to know more we do," he re-
 e the man
 arked.
 I depend upon
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 ind that your
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 hat many mys-
 main to be ex-

ot speak. Then
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 named Petra?"
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 from motives
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 o hesitate to
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until she ap-
 aid.
 a will do," I
 es her, make
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 is to be dead,
 to disprove

Kemsley has disappeared as complete-
 ly as though the ground has opened
 and swallowed him."

(To be continued.)

LIMITED WRECKED

Engineer H. Helge, of Belleville Fatal-
 ly Hurt

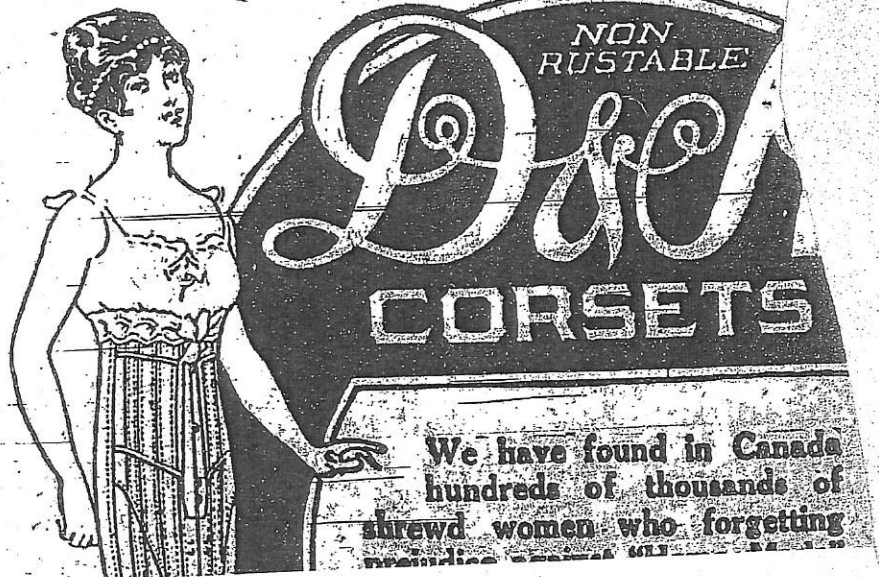
Port Hope, Sept. 26.—The Grand
 Trunk International Limited for
 Montreal, which left Toronto at 9
 o'clock this morning, in charge of
 Conductor Thos. Parsley, was wreck-
 ed in the Newtonville yards, about
 eight miles west of Port Hope, and
 Engineer Hiram Helge, of Belleville,
 was killed. The rest of the crew and
 passengers escaped injury. The en-
 gine, No. 204, and tender cleared the
 split switch leading to the siding, but
 the remainder of the train jumped
 the switch and took down the yard
 the first five cars plowing up the
 track, but fortunately remaining up-
 right. The engine went only a few
 car lengths before turning almost

completely over, the end of the ten-
 der tearing open the sides of the bag-
 gage car and second-class coach.
 Fireman Norman Williamson jumped
 and escaped injury, but Engineer
 Helge was pinned beneath the cab
 and was with difficulty extricated
 from the debris.

The C.P.R. lake shore line parallels
 the G.T.R. tracks at this point a few
 yards to the north, and Helge was
 transferred to the C.P.R. flyer, but
 died before the train reached Port
 Hope, and his remains were taken on
 to Belleville. He leaves a wife and
 child. The auxiliary from Belleville
 arrived about 1.30 p.m., and cleared
 the north track for traffic, after
 which the passengers went east on a
 special.

BRAKESMAN KILLED

Niagara Falls, Ont., Sept. 26.—
 Owen K. Shugg, brakeman on the
 M.C.R., was killed in the Montrose
 yards yesterday morning. Charles
 Emes, conductor on a freight train,
 while getting off a freight train fell



NON RUSTABLE
D & C
 CORSETS

We have found in Canada
 hundreds of thousands of
 shrewd women who forgetting
 prejudices against the D & C

Hamilton Spectator
 September 27
 1915

THREE KILLED IN PORT CREDIT TRAIN WRECK

(Continued from Page One.)

son, Dennis' mate, had no time to escape, while Heenanah, of the passenger train, jumped from the cab at the urgent request of Overend when the latter saw it was impossible to prevent a collision.

G.T.R. Blames Freight Crew.

According to Grand Trunk officials, the fault lies at the door of the freight crew. The freight train had pulled into the siding, waiting for the eastbound train, Buffalo-Toronto flyer, No. 106, from Buffalo, and No. 16, Toronto to Detroit, to pass. They were running ten minutes behind each other. On receiving instructions from the dispatcher to go ahead after the Detroit train passed, Conductor Ward, of the freight, claims that he sent instructions ahead with brakeman Martin, who was killed, to tell Engineer Dennis to proceed.

The G. T. R. issued an official statement embodying these facts. Through some apparent misunderstanding in the verbal instructions, Engineer Dennis interpreted them to mean that he should follow out the next passenger train which as a matter of fact was the Buffalo-Toronto train No. 106, and not the Detroit-Toronto flyer No. 16. So when the No. 106 rushed by, Engineer Dennis started to pull out of the siding on to the main line to proceed east on the wake of the Buffalo-Toronto No. 106 train. He had his engine and two cars out on the main line when No. 16, the Detroit flyer crashed into the freight while racing along close to 60 miles an hour. According to the evidence which the G.T.R. has received, the freight train after pulling out on the main line stopped. Dennis, the engineer getting out with a wick torch to examine a sand-pipe on the opposite side of the engine.

When Dennis saw the Toronto flyer coming he vainly waved his blazing torch to signal Overend, but as Overend was on the south side of the cab and Dennis on the north side of his engine, Overend did not get the signal. Heenanah, his fireman, shouted across the cab, but in the roar of the flyer Overend had little time to get his train under complete control in such a short distance. Overend threw over his shoulder, applied the emergency brakes, and stuck to his post, knowing that he was going to instant death.

The G. T. R. officials claim that if the freight crew had obeyed their orders and stayed on the siding till both trains went by nothing would have happened. How the train crew misunderstood the instructions, knowing that the two trains according to schedule were behind them, is yet to be determined. An investigation was conducted to-day by Supt. Gordon, of the Hamilton division.

The Inquest at Port Credit.

Coroner Marshall Dutton, of Cooksville, to-day opened the inquest into the death of Engineer Harry Overend, 673 Bathurst street; fireman W. O. Anderson, and brakeman L. W. Martin, both of Mimico, who were instantly killed when the Grand Trunk express train, speeding along at 60 miles an hour, caromed into a Grand Trunk engine and two box cars at a siding one mile and a quarter east of Port Credit at 10.10 last night.

After the identification of the bodies, Coroner Dutton informed the jury that a strict inquiry would be made into the accident and that no stone would be left unturned to discover who was responsible for the fatality. The bodies were removed by special train to Toronto and the further hearing would be held at Orange Hall, Port Credit, next Monday at 1.30.

Owing to the fact that all three bodies were so badly charred, it was impossible to establish positive identification, with the exception of the case of Overend, who was identified by his brother, Mr. Thomas Overend.

Railroad officials "believed the other bodies to be those of Anderson and Martin."

Mr. Thomas Overend's Story.

Mr. Thomas Overend in an interview with The Star said that he had learned that the train was 30 minutes late, and passed through Port

the Montreal passenger east. On the relief train returning to Toronto a subscription was taken up among the passengers, and \$75 raised for the widow of Engineer Overend.

Dr. Rice Early on Scene.

Dr. Gordon Rice, division surgeon of the G. T. R., reached the wreck about midnight, and found a fearful scene. The freight train lay about in scattered bits of wreckage. The only carriage, of the passenger train still on the rails was the parlor car, which was the last coach. The others were all upright on their wheels, but standing some as far as ten yards away from the track.

The engine lay on its side and Dr. Rice noticed that one huge piece of it had been thrown fully thirty yards away. After the impact the passengers all gathered in the baggage car and were only got out when a bridge was improvised across a deep ditch. "Why more people were not killed will always be a mystery to me and a special providence must have been looking after Edward Heenanah, the fireman of the passenger train, for he escaped by a miracle," said Dr. Rice. "In a conversation I had with him while examining his torso he told me that he and the engineer had a short time before changed places. He escaped with comparatively slight injuries and the engineer was killed."

To the doctor when he arrived the passengers were full of wonder at the fireman's fortitude and courage. When they got out of their cars and reached the engine they found Heenanah, in spite of injuries and shock, feebly groping about with the aid of an electric torch amongst the ruins of the engine for the body of his mate. He only desisted after persuasion.

Dr. Rice talked with most of the passengers and examined them for injuries. They all agreed that the train was traveling at least 60 miles an hour. "First there was a horrible swaying and then things swung around in a sickening sort of fashion. After that a thud and then silence, except for the excited ejaculations of men and a whimpering whimper or two of fear from the women." That's how a passenger described the wreck to him.

R. G. Dodds Hurdled Along Aisle.

Most of the passengers, according to the doctor, were unhurt, but shaken. Several had escaped death or injury by miracles. Mr. R. G. Dodds, 617 Markham street, he said, had been thrown the whole length of the aisle, in which he had been standing when the impact came. His only injuries were a black eye and a badly bruised face. His was a wonderful escape. Mr. A. N. Wagner, of London, Ont., fell under the wash basin and had his chest badly bruised. He was attended to before Dr. Rice's arrival by Dr. Lemieux, brother of the Hon. Rodolphe Lemieux, both of whom were uninjured. The doctor also examined Mr. J. Coleman, of Montreal, a Grand Trunk official who escaped injury, but he found the conductor of the passenger train, Edward Higgins, of Detroit, suffering from a badly wrenched back. "This man, with the dead engineer, Overend, had made the same trip together for 17 years."

Mrs. T. T. Robinson, of London, Ont., daughter of the Rev. T. Albert Moore, was a passenger on the ill-fated train, but escaped injury. Her father, hearing of the accident, went there after midnight and brought her home. This morning she feels no ill effects except a slight shakiness. In conversation with The Star she said: "I knew something was going to happen when I heard the emergency brakes go off, but we had hardly time to become frightened when a terrible grinding was heard. After that for a few seconds the noise was terrific." Mrs. Robinson said that most of the passengers remained quite calm. She was in the second day coach with a few other women passengers and only one little child. This last took not the slightest notice.

L. W. Martin's Death Sad One.

Lionel W. Martin, the dead brakeman, was on his last trip for the Grand Trunk. He had been five years in the service of the company. He had recently resigned to take a position with Toronto City. Ordinarily he would have gone to his new position earlier in the week, but to fulfill his obligations to his former employers he made the run again yesterday. As he left his home at 573 Bathurst street in the morning he kissed his wife good-bye and said: "Well, sweetheart, this is my last run for the Grand Trunk." Last

stance, a most beautiful child, aged only 11, came and threw her arms about her mother's neck and said: "Oh, I did love my dear daddy so, and now he is dead." Lionel, his little son, aged 9, was heart-broken, too. L. W. Martin was born in Ramsgate, England, 28 years ago. He had been for about 12 years a resident of Toronto. He was a member of the Brotherhood of Railway Engineers, and of the Masonic Order. His wife, to whom he was married twelve years ago, has been doing what she could to help him financially by giving massage treatments at her home.

Says Nothing Done For Hours.

"I was standing up in the car, ready to get off at Sunnyside," said Mr. R. J. Dodds, of 617 Markham street, who was a passenger on the Detroit train, to The Star to-day. "I just pulled on my coat when we hit the freight train. The shock threw me the entire length of the car, and my head struck one of the seats. My eye was badly cut and my face lacerated, but I was soon outside, and was helping to locate the bodies of the fireman and engineer."

For three hours nothing was done at all," continued Mr. Dodds. "A man had to walk to Port Credit before assistance could be secured, and then after three hours an engine and an old caboose came out with absolutely no equipment on it at all. A doctor was picked up at Port Credit, who turned his attention to the badly injured fireman."

Mr. Dodds was the only passenger who was badly injured. He declared that the train could not have been more than five minutes late, the time being lost at Woodstock, in taking water. He said, however, that the engineer was making up time when the train struck the freight. From the time the train was wrecked until the time the auxiliary arrived three hours later no attention was paid to the passengers who were slightly injured. Mr. Dodds said he was forced to wait until he reached Toronto before he could get any attention.

Rottenest Wreck Ever.

Dr. Forbes Godfrey, M.P.P. of Mimico, was the first physician to reach the scene.

"It was the rottenest wreck I think I have ever seen," said he to-day.

"They call the coal train the 'five spot.' Its engine and two cars were moving slowly, perhaps about a rail to the minute, when the Chicago flyer came through at 60 miles an hour and crashed through cars and engine."

"The two cars and engine had been left on the main track, somehow, unprotected. I don't know where the blame is, but something went wrong in clearing the track for the flyer."

Two of the passengers were Hon.

Rodolphe Lemieux and his brother, Dr. L. J. Lemieux, a sheriff in Montreal.

Hon. Mr. Lemieux, former Postmaster-General of Canada, had been in Chicago, where he delivered an address on Wednesday at the annual congress of the Railway Engineering Association of America.

"The impact was terrible," said Mr. Lemieux. "The crew behaved splendidly and did everything possible."

Railwaymen Proud of Overend.

The way Engineer Harry Overend met his death is the talk of railroad circles to-day, and his devotion to duty nearly overshadows the wreck and the loss of three lives.

He had been in charge of the International train, recognized as the fastest and finest train in Canada, for 15 years. Mr. Overend was born

in Orillia, Toronto services widow, I survive. Peter, a 17, of I home, a Columbia, place from and Mar was in c which c of Conn through I Twelve nearly ki running t catcher a and Mr. head and When I home at up, waiti

EAT LESS MEAT AND TAKE SALTS IF KIDNEYS HURT

Says a Tablespoonful of Salts Flushes Kidneys, Stopping Backache.

Meat Forms Uric Acid, Which Excites Kidneys and Weakens Bladder.

Eating meat regularly eventually produces kidney trouble in some form or other, says a well-known authority, because the uric acid in meat excites the kidneys, they become overworked; get sluggish; clog up and cause all sorts of distress, particularly backache and rheumatism in the kidney region; rheumatic twinges, severe headaches, acid stomach, constipation, torpid liver, sleeplessness, bladder and urinary irritation.

The moment your back hurts or kidneys aren't acting right, or if bladder bothers you, get about four ounces of Jad Salts from any good pharmacy; take a tablespoonful in a glass of water before breakfast for a few days and your kidneys will then act fine. This famous salt is made from the acid of grapes and lemon juice, combined with lithia, and has been used for generations to flush clogged kidneys and stimulate them to normal activity; also to neutralize the acids in the urine so it no longer irritates, thus ending bladder disorders.

Jad Salts cannot injure anyone; makes a delightful after-dinner

Port Credit

MARCH 24 1916

Wilton Spectator

Yesterday's
Net Circulation **31,171**

IN CANADA SATURDAY MAY 11 1918

WEATHER PARTLY

E OF GRAND TRUNK WRECK

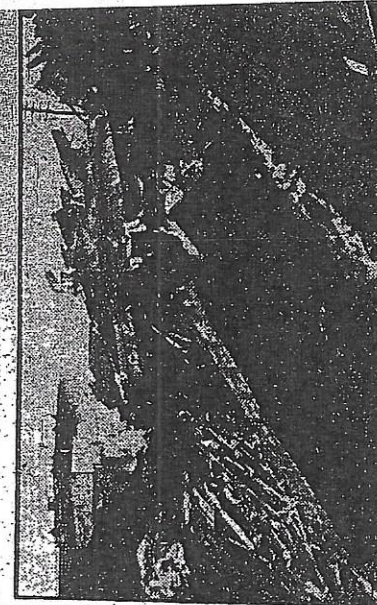
COSTLY FREIGHT WRECK ON THE GRAND TRUNK

Occurred a Short Distance
West of This City
Engineer and Fireman
Jumped to Safety
Great Damage to Rolling
Stock and Merchandise.



Wreck was taken a few minutes after the big engine plowed
and cars of the standing freight.

CARS SMASHED TO SPLINTER



Another view of the Grand Trunk wreck west of the city limits
dog, giving some idea of the terrific impact.

The air-brakes refusing to respond are held responsible for one of the most costly freight wrecks that has occurred on this section of the Grand Trunk Railway system in many moons. Shortly after 3 o'clock yesterday afternoon word reached the city fire department that two freight trains had collided with disastrous results west of the city. Chief Ten Eyck responded in his speedy motor-car and found that the accident had happened at the point where the Grand Trunk bridge crosses the Guilford road, about a mile and a half west of the city cemetery. Nobody was seriously injured, but the wreck presented one of the most formidable spectacles that has ever met the gaze of the railroad auxiliary crew.

ENGINE ORDER JUMPED
According to the railway officials, a heavy freight train, coming from the west, was brought to a standstill at this point to await orders of a favorable semaphore. While at a standstill the big motor engine, in charge of Engineer William Oldfield and Fireman Bruce Rae, both of Sarnia, rounded a sharp curve with sixty-five heavily-laden freight cars behind. Upon seeing the stalled freight train a short distance ahead, Engineer Oldfield immediately applied the emergency brakes, but they seemed to have no effect.

May 11
1918

FREIGHT TRAIN DASHED DOWN INTO RAVINE

**Big Engine Doubled Up and 26 Loaded Cars Smashed—
Record Wreck on G. T. R. Near Hamilton**

The air-brakes refusing to respond are held responsible for one of the most costly freight wrecks that has occurred on this section of the Grand Trunk Railway system in many moons. Shortly after 3 o'clock yesterday afternoon word reached the city fire department that two freight trains had collided with disastrous results west of the city. Chief Ten Eyck responded in his speedy motor-car, and found that the accident had happened at the point where the Grand Trunk bridge crosses the Guelph road, about a mile and a half west of the city cemetery. Nobody was seriously injured, but the wreck presented one of the most formidable spectacles that has ever met the gaze of the railroad auxiliary crew.

According to the railway officials, a heavy freight train, coming from the west, was brought to a standstill at this point to await orders or a favorable semaphore. While at a standstill the big mogul engine 563, in charge of Engineer William Oldfield and Fireman Bruce Rae, both of Sarnia, rounded a sharp curve with sixty-five heavily-laden freight cars behind. Upon seeing the stalled freight train a short distance ahead, Engineer Oldfield immediately applied the emergency brakes, but they seemed to have no effect. The steam was shut off, but there being a slight down grade, and

enormous weight behind, the big engine plowed forward. When Oldfield and Rae saw there was no chance of avoiding a collision, they both jumped. Oldfield fell and scraped his face rather severely, while Rae escaped without a scratch.

With terrific force the monster engine crashed into the rear of the standing freight train, telescoping some of the cars, pushing others over the embankment on either side of the track, and piling wreckage up as high as 25 feet in the air on the center of the roadbed.

Conspicuous objects in the wreck were several huge tanks containing gasoline, and fire broke out shortly after the collision.

It is estimated that sixteen cars, some belonging to the Santa Fe, the Chicago & Northwestern, and other roads besides the Grand Trunk were totally wrecked. Many of them which lay at the bottom of the deep ravine, on either side of the track, were almost reduced to kindling wood. In addition to the sixteen referred to, there were six or eight more cars which will require a lot of repairs before they can be put in commission again.

The engine which crashed into the rear of the standing freight train was a complete wreck. The smoke-stack had been carried away, and the front of the engine was apparently damaged beyond repair.

MAY 14

1918

Welland Press

TWO BADLY INJURED

Train From Hamilton Wrecked Near Hespeler

Guelph, Feb. 5.—The Grand Trunk train from Hamilton to Guelph was wrecked about a mile and a half south of Hespeler about 5.15 p.m., caused by a split rail or a broken rail.

The engine was completely ditched, the tender partly so, the baggage and mail car thrown crosswise of the track, the second coach partly off, but the third stayed on.

Eng'neer Thos. Martin, of Palmerston, was badly scalded, and was taken to a hotel in Preston.

Brakenian George Fink, also of Palmerston, was got out with great difficulty, being caught between the engine and the tender in such a way that it took three hours before the rescuers succeeded in extricating him. He was conscious all the time and gave instructions himself as to what to do, meanwhile being supplied with hot drinks. It is hard to tell the extent of his injuries, and he was conveyed to Galt Hospital.

Conductor Stevens, of Palmerston, was not hurt. No passengers were seriously injured, but a few were shaken up.

The line was badly blocked for some hours.

February 6