

ONTARIO
AND
QUEBEC
RAILWAY

TRAIN WRECKS

C. H. RIFF

PLUNGED TO DEATH.

A. C. P. R. ENGINE RUNS UNEXPECTEDLY INTO A WASH-OUT.

Five Men Who Are on Board Lose their Lives.

TORONTO, June 18th. — An accident happened on the Canada Pacific railway between Claremont and Myrtle last night by which five residents of Toronto lost their lives. A washout was reported on the road and a light engine was sent out to repair the damage. There were on board John Wandless, jr., Bridge Inspector of Parkdale; James Allen, engineer; F. Oliver, fireman, and section men Lott and Moriarty. The engine while running at a moderate rate of speed came unexpectedly on a washout and without a moment's warning it plunged with its five victims into a break caused by the flood. They were all drowned. The evening and night trains to and from the east did not get through, but the regular train left Toronto at 8 45 this morning and will transfer its passengers at the gap and receive and bring back those from the other side. The body of Mr. Wandless was found at six o'clock this morning. He leaves three young children.

[Mr. Wandless, one of the victims, was in Woodstock yesterday afternoon for a while.]

WOODSTOCK

JUNE 18 1890

A WASHOUT ON THE C. P. R.

FIVE RESIDENTS OF TORONTO DROWNED IN THE HOLE.

**The Bridge Inspector, Engineer,
Fireman and two Section Men the
Victims.**

Toronto, June 18.—An accident happened on the Canadian Pacific Railway between Claremont and Myrtle last night, by which five residents of Toronto lost their lives. A washout was reported here on the road, and a light engine was sent out to repair the damage. There were on board, John Wanless, jr., bridge inspector, of Parkdale; James Alton, engineer; F. Oliver, fireman, and Sectionmen Lott and Moriarty. The engine, while running at a moderate rate of speed, came unexpectedly on a washout, and without a moment's warning the engine with its five victims plunged into the break caused by the flood. They were all drowned. The evening and night trains to and from the east, last night, did not get through, but the regular train left Toronto at 8.40 this morning, and will transfer its passengers at the gap and receive and bring back those from the other side. The body of Mr. Wanless was found at 6 o'clock this morning. He leaves three young children.

London
Free Press

JUNE 19
1890

AN AWFUL FATALITY.

A. C. P. R. Engine Smashes Through a Culvert—Five Lives Lost.

An awful disaster occurred on the Ontario and Quebec division of the Canadian Pacific railway between Claremont and Locust Hill at 11:30 o'clock on Tuesday evening, which resulted in the instant death of five employes of that company, some of whom leave sorrowing families.

The details of the disaster are these: After the heavy rains a few days ago, followed by a downpour on Tuesday morning, the companies officials had been busily engaged in repairing culverts and portions of roadbed damaged by washouts. Bridge Inspector Wanless had been busily engaged superintending repairs west of Toronto, and he came through on Tuesday night to the city. Mr. Wanless had an idea that a culvert near Claremont ought to be looked after, and he went on east on the local train which runs as far as Havelock. When the train arrived at Locust Hill station the inspector decided to leave the train with its passengers at that point, while he went on with the engine to examine the culvert in question before allowing a passenger train to run over it.

On the engine which was detached from the local were the following employes of the road:

JUNE 19 1890

THE CLAREMONT DISASTER

DEATH LURKED IN GREEN RIVER'S SWOLLEN WATERS.

**Five Men Drowned in What Was Previous to the Recent Floods a Puny Stream—
Mr. John Wanless, Jr., Inspector of Bridges, One of the Victims.**

TORONTO, June 19.—A few miles west of the little village of Claremont was the scene of a terrible railway disaster on the line of the Canadian Pacific Railway just before midnight of Tuesday. The accident is to be ascribed only to the late heavy rains, for the extra and conscientious precautions were taken by the officials of the road in looking after the safety of the traveling public. Three miles east of Locust Hill, the station formerly known as Green River, at mileage 24½ east of Toronto, is a culvert crossing Green River and erected at a height of about 20 feet from the water. This Green River is little more than a creek, except when swollen, as it has been of late, by very heavy downpours of rain. The culvert which crosses it is a solid piece of masonry and no suspicion as to its perfect soundness and safety was ever entertained. The foundations, however, were undermined by the heavy rains and the tragedy resulted.

On Tuesday evening it was reported that a culvert some distance below that which gave way was in an unsafe condition. Inspector of Bridges John Wanless, jr., decided to visit this culvert and detailed locomotive No. 188 to visit the place. There were then on board: Mr. Wanless; James Atton, engineer; George Oliver, fireman; J. Moriarty, section foreman; Hiram Lott and David Nighwender, section men.

The engine arrived at the first culvert, which is some distance above the one which the men had intended to inspect, shortly before 11½ p.m. Precisely at 11:26 this culvert must have collapsed, for when the body of the engineer was found his watch was found to have stopped at the minute. All the occupants of the cab perished excepting Nighwender, who escaped unscathed.

Trains and workmen were despatched from Toronto, and during the whole of yesterday work went on without interruption. At an early hour yesterday Inspector Wanless' body was recovered some distance down the creek. At 2¼ Engineer Atton's body was recovered. The surroundings at night presented a wild and novel appearance. The trunk of a large tree was set on fire and served to light the workmen in endeavoring to recover the bodies and in the transmission of the passengers from the express train to the special provided to convey them to Toronto.

The only survivor, David Nighwender, seems to be somewhat confused as to the manner of his escape. In one interview he says that he jumped from the engine into the water, and in another statement says that he simply fell from the engine and thus escaped.

Inspector Wanless, whose body was brought to Parkdale yesterday, had been with the

JUNE 19
1890

John Wanless, jr., of Parkdale, inspector of bridges and buildings along the Ontario division.

James Atton, of West Toronto Junction, engine driver.

George Oliver, of West Toronto Junction, fireman.

Jerry Moriarity, of Green River, section foreman.

Hiram Lott, of Green River, sectionman.

David Highwander, of Green River, extra employe, repairing washouts.

The culvert, of the safety of which Mr. Wanless had his suspicions, is about two miles west of Claremont. To reach this suspected culvert from Locust Hill the engine had to cross a massive stone culvert, which had an arch of about 25 feet, giving plenty of room, one would think, for storm water to run through. That this solid piece of stonework was unsafe was far from the mind of the bridge inspector. He was anxious as to the safety of the culvert beyond. But, at the same time, it was right here that Mr. Wanless and his fellow-employes went down to their death. As soon as the weighty locomotive reached the middle of the arch the west abutment went to pieces, throwing the engine into the swollen stream beneath. Five of the crew lost their lives, while one of their number, Highwander, who was hanging to the end of the tender, jumped and escaped with a broken leg.

Yesterday morning the body of Mr. Wanless was recovered. The body was badly bruised and scalded, while both legs were broken. The remains were taken home to his bereaved wife and four children in the afternoon.

At half-past two o'clock yesterday afternoon, after dragging the stream for a distance, the body of Engineer Atton was found a half a mile below the scene

of the accident. The body was recovered at 11:20 p. m. and was buried at the time the river was in flood. He had evidently jumped when the crash came, but the swirling waters beneath soon had him as a victim. He was drowned and not killed when the engine went down. His remains were also taken in the evening to his home at West Toronto Junction. Mr. Atton leaves a wife and seven children. Fireman Oliver also leaves a wife and two children, while the others had no families.

Owing to the high water, it was impossible to make any attempt yesterday to lift the engine out of the bed of the stream. At 10 o'clock yesterday it was completely under water, but the torrent subsided about six feet in the evening. The engine is upside down, having turned completely over after falling off the culvert. As the bodies of Oliver, Moriarity and Lott cannot be found, it is the opinion of the company's officials that they are under the locomotive. Wrecking apparatus, such as steam derricks, etc., are at the scene of the disaster, and an attempt will be made this morning to lift the engine out of the stream.

Mr. James Atton, the engineer, was a former resident of this town; Mr. John Wanless formerly resided at Uxalton and much sympathy is expressed for the bereaved families.

JUNE 19, 1890

A Pitch In.

A pitch in occurred at Winchester station on the C.P.K. short line road on Thursday night. No person was injured. A way freight was standing on the track when the through freight from Montreal came along and smashed into it. The van and four cars were completely wrecked, and the engine considerably damaged. Engineer Jas. Lewis, who is well-known here, and the fireman of the through freight jumped before the collision and escaped unhurt. The track was blocked for some hours, and in consequence the Toronto train had to come through Ottawa on its way to Montreal.

HAVELOCK.

February 3, 1898

Around The Station.

Thirteen new locomotives, six of which are of the Baldwin compound type, will be built at the Canadian Pacific shops at Montreal this winter.

The Perth car shops are working full time on an order for 1,500 freight cars, which are to be ready for use by March 1. The Canadian Pacific is evidently preparing for a tremendous year's business.

NO PROMOTION FOR WIPERS.

A notice has been issued by the Canadian Pacific, notifying the roundhouse employees that in future promotions to the rank of firemen shall not be made from the roundhouse as formerly was the case, but that men will be hired as firemen direct. This will cause a large amount of dissatisfaction among the engine wipers, nearly all of whom have entered the roundhouse merely as the apprentices to the running department.

THE RUSH OF FREIGHT.

The Canadian Pacific are now running three regular way freights and two special freights a week to Owen Sound. The new elevator is responsible for the heavy business, which will likely continue until spring.

The Grand Trunk is after the fast freight records. On Sunday a train of 18 cars of Chicago beef, consigned to Boston for export, made the run from Sarnia tunnel to Little York in 9 hours and 15 min.

HEATER FOR GOODS CARS.

The Canadian Pacific Railway is using a new system of heating their freight cars. A circular has been issued, informing the employees that a new heater may be obtained for cars containing goods liable to damage by frost, and giving instructions for their use. The new heater is on the principle of the railway lamp, and will hold oil enough to burn for from 16 to 24 hours.

HAVELOCK

JANUARY 6

1898

RAILWAY SMASHES

**The Klondike Express on the C.P.R.
Ditched While Running Forty
Miles an Hour.**

**A Collision on the Grand Trunk at How-
manville Between an Express
and Fast Freight.**

**Both Accidents Were Due to Misplaced
Switches—A Number Injured,
But No One Killed.**

Havelock, Ont., Nov. 14.—No. 172, the Klondike express, going east, was badly wrecked at Blairton, four miles east of here, at 4:25 p.m. to-day.

The whole train was thrown into the ditch while going at 40 miles an hour. Baggage man Joseph Campbell had his leg severely injured by the safe falling on him.

W. Edgworth, of Smith's Falls; Mr. Raymond, brakeman; Mr. Price, porter of the Pullman, and Mrs. Clapper, of Dummerie, were also injured.

A Carpenter's Error.

The accident, so far as can be learned, happened through the error of a carpenter, who was engaged in boxing a switch. This is a thing that is done every year to protect the tracks against the snow. In connection with his work the frogs on the main line were closed tight. When train 291, with Engineer Plaxton on board, came along these were by some mistake not opened.

The train, which was running at a high speed, made a rapid swerve on to the switch, and as a result toppled sideways off the track, the engine alone remaining on the track.

Baggage man Joseph Campbell, who was struck by an iron safe, received injuries to his leg, and was taken to Toronto to-night. Baggage man Raymond also belongs to Toronto and was taken to that city, too.

The accident took place between 5 and 6 p.m.

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November 15
1898
Spectator

A Bad Smash.

The Kloukike express was badly wrecked at Blairton Station, four miles east of here, at 4.25 p. m. on Monday. The accident was caused by the carelessness of a carpenter who was boxing the switch at that place. He threw the switch open, and the express, which was running about 40 miles an hour, plunged into the siding, the sharp curve throwing the passenger, and baggage coaches, and tender into the ditch. The locomotive never left the rails. By a miracle, no one was killed, and only five persons were injured. Mr. Jos. Campbell, baggage man, had his left leg severely bruised by the safe falling on it; Mrs. Clapper of Dummer, had slight injuries in the head and chest; Brakeman Raymond, a brother-in-law of Mr. Jos. O'Brien, of town, had his knee bruised; W. Edgeworth, of Smith's Falls, was cut over the nose and badly bruised in several other places and Mr. Price, the porter of the Pullman, was cut over the eye. The baggage car and tender were overturned, but the rest of the train was right side up in the ditch about 15 ft. from the track. The marvellous escape of the passengers is due to the staunchness of the coaches which were very slightly injured. The auxiliary from this place was immediately sent down to the scene, when the wounded were attended to by Dr. Holdcroft. Supt F. P. Brady of Smith's Falls, was on the wrecked train.

ANOTHER WRECK.—The West-bound G. T. R. Montreal express crashed into a freight train at Murray Hill, a small station near Brighton, at 3.35 on Tuesday morning. Twelve people were killed and eleven injured. The accident was caused by the passenger train taking the wrong track owing to an open switch. The list of killed and injured are as follows. Killed, Driver Wm. Brady, Belleville; Fireman J. McDonald, Belleville;

NOVEMBER
17
1898

NOVEMBER 15, 1898

WRECKED NEAR HAVELOCK.

The Klondyke Express Goes Into the Ditch While Running Forty Miles an Hour—Few People Injured.

No. 172, the Klondyke express going east was badly wrecked at Blairton, four miles east of Havelock, at 4.25 p.m. yesterday afternoon.

The whole train was thrown into the ditch while going at forty miles an hour.

Baggage-man Joe. Campbell had his leg severely injured by the safe falling on him. Mr. W. Edgworth, of Smith's Falls; Raymond, brakeman; Mr. Price, the porter of the Pullman, and Mrs. Clapper, of Dunsmuir, were also injured.

The accident was caused through the switch at a siding at Blairton being left open. The train ran off the siding into the ditch, but the main line was not obstructed in any manner.

The statement in the Toronto papers to the effect that the afternoon express did not reach that city until after midnight was incorrect. It was a special train, awaiting for connections at North Bay, which reached Toronto at so late an hour. The afternoon express was only five minutes late. The ditched train was replaced on the siding again by an auxiliary from Havelock.

HAVELOCK

NOVEMBER 15, 1898

Another Wreck.

CONDUCTOR JNO. THOMPSON INJURED.—The way freight from Toronto broke loose two miles west of Peterboro on Tuesday evening about 6.30 o'clock, and a through freight which was following close behind, pitched into the rear of the train, smashing the van and two box cars to pieces, and severely injuring Conductor Jno. Thompson, about the head and legs. The wrecked cars were burnt on the spot. Mr. Thompson was brought to Havelock, and sent to his home in Toronto on the early train. His many friends in town wish him a speedy recovery,

DECEMBER 8, 1898

SMASH ON THE C.P.R.

A Special Freight Breaks in Two and a Collision Follows.

1898

Peterboro, Dec. 8.—There was a bad wreck on the C. P. R. last evening about six miles west of the town and two miles from Cavanville. Fortunately no lives were lost, although Conductor John Thompson and Detective Greer had miraculous escapes from death. Three cars, two loaded with oats and one with general merchandise, and a van were wrecked and destroyed by fire, which broke out immediately after the smash.

The accident occurred about 6:55. A special freight of 28 cars, in charge of Conductor John Thompson, of Toronto, with Driver Finlay and Brakemen George Parker and Frank Piller, was coming east and was making the heavy grade about two miles and a half this side of Cavanville, when three cars and the van parted from the rest of the train.

In the van were Conductor Thompson, Brakeman Parker and Detective Greer. After bringing the cars to a standstill, Brakeman Parker went back on the line to flag a through freight, No. 52, a beef train, which they knew was following them closely. He flagged No. 52, which pulled up close behind the stranded end of the special. Brakeman Parker was then proceeding eastward to flag from that direction, when the second accident that caused the trouble occurred.

Finding that the tail end of his train had broken away, Driver Finlay was backing down to pick it up again, when twelve more cars parted company with the train and went down the grade, smashing into the three cars and the van, which had first broken away. The twelve cars were all loaded, three of them being flat cars of lumber, and they gathered consider-

able speed on the down grade, and the shock when the two parts of the train came together was severe.

When the crash came Conductor Thompson and Detective Greer were in the cupola of the van. The latter immediately jumped for the snow bank and escaped injury. Thompson stuck to the brakes, hoping to keep the cars off the engine of No. 52, which was standing behind. But the shock was terrific, for the car next the van telescoped, smashing the van to kindling wood. Thompson was pinned down in the wreck and the wonder is he was not instantly killed.

The fire in the stove in the van started a blaze, which spread with great rapidity. This fire threatened to cause Thompson a horrible death, but he succeeded in freeing his limbs of the timbers that held him prisoner and escaped. The front of the engine on No. 52 was damaged, the headlight being smashed and the front pretty well battered. However, it could do its work, and it hitched on to the burning cars and pulled them away from the rest of the train. The three cars and the van were totally destroyed, and when a reporter arrived on the scene with an auxiliary gang from here, nothing remained of the cars and van but the trucks, ironwork and a heap of oats, with which two of the cars were loaded. The ruins showed how the car next the van had telescoped, as the trucks of the two were lying side by side, as though they belonged to one car.

The front end of the train proceeded to Peterboro, bringing Conductor Thompson here. Dr. Bell was summoned and attended to his injuries. He had several nasty cuts, and he may possibly have received internal injuries. He went to bed at the Oxford and was taken home. Traffic was delayed for hours.

Detective Greer lost his overcoat and his satchel with its papers. They were in the van and were destroyed by fire.

HAMILTON SPECTATOR
DECEMBER 9 1898

A FIREMAN KILLED

Charles Broadbent Stuck His Head
Out of the Window and His
Skull Was Crushed.

His Head Struck Against a Large
Water Tank on the C. P. R.
at Myrtle Station.

The Deceased Was a Hamilton Young
Man, Being the Son of George
Broadbent, York Street.

Toronto, Sept. 11.—Charles Broadbent, a Canadian Pacific fireman, left on his train at 6 o'clock last night for the east. Three hours later he was a corpse in the little village of Myrtle, having been killed almost instantly.

He was on the run from Toronto Junction with a passenger train. As the train was passing through the station at Myrtle Broadbent looked out of the caboose window. Directly north of the tracks is the large water tank from which locomotives get their supply. No sooner had Broadbent leaned out than his head went with a thud against the side of the tank. The engineer, who was an eye-witness, stopped his train as quickly as possible and picked up the unfortunate man, who was leaning out of the window. He was carried to the ground, but expired almost at once. A physician was called, but on his arrival the man was dead. Broadbent's skull had been crushed in a dreadful manner and his neck was broken. The remains were removed to an undertaking establishment pending an investigation.

Deceased was 30 years of age and unmarried. He boarded on Vine street in Toronto Junction, and had been employed on the C. P. R. for a number of years. His parents reside in Hamilton.

The unfortunate man was well known here. His parents live at 577 York street, and his father, George Broadbent, is employed in the G. T. R. shops. His two brothers are engineers. One of them just arrived home from British Columbia on Sunday morning. His mother only returned home a few days ago after spending a week in Toronto with the deceased. Mr. Broadbent and another son left this morning for Toronto to take charge of the remains.

HAMILTON
SPECTATOR

SEPTEMBER 11
1899