

FILE No. 39713.246

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA

DORMANT

SUBJECT

C.PR. accident at Struthers ,Ont., mile 34.1

Heron Bay Subd, July 9th,1967.

Initial Date July 18th,1967.

IMPORTANT

This file is charged to your section. Do not fail to NOTIFY RECORDS if passed direct to another Branch.

FILE NO. 39713.246


S Y N O P S I S

August 30th, 1967.

R'cd, September 7th, 1967.

Report of Board Inspector re accident on the C.P.R.
at Struthers, Ont., mile 34.1 Heron Bay Subd, where 25 employees and 94
passengers were injured, July 9th, 1967.

INDEX TO SITTINGS OF THE BOARD

Place of Sitting	Date of Sitting	Volume No.	Page No.
			

December 7th, 1967.

File: 39713.246

MEMORANDUM TO THE SECRETARY, R.T.C.

Please note Mr. Miller's letter of November 30th with accompanying report concerning collision which occurred on July 9th, 1967, on the Heron Bay Subdivision.

The information contained therein does not deviate from that contained in the report of the District Inspector and no further action appears necessary.

L. J. Hare
Director of Operation.

EJH-hj



22

J. A. Wright, O.C.,
Vice President, Law

G. P. Miller, O.C.,
General Solicitor

J. E. Paradis, O.C.,
D. J. Levesque,
Senior Solicitors

J. C. Hill,
Solicitor

J. M. Pelrine,
R. J. Madge,
M. S. Bistrisky,
Assistant Solicitors

Canadian Pacific

LAW DEPARTMENT — WINDSOR STATION, MONTREAL 3, QUE.
November 30, 1967

File No. C 27073

C.W. Rump, Esq.,
Secretary,
Railway Transport Committee,
Canadian Transport Commission,
OTTAWA, Ontario.

Dear Sir:

File No. 39713.246 - Re: Collision
which occurred on July 9, 1967, between
eastward train No. 70 and train No. 1
at Struthers, Ontario, Heron Bay Subd.

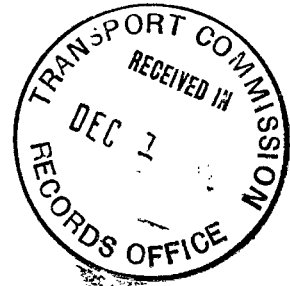
With reference to your letter dated
October 23, I have been instructed to submit attached report to
the Committee in connection with above mentioned collision.

Yours truly,

G. P. Miller
am
General Solicitor.

DM/dp

enc.



TORONTO, November 20, 1967

The Heron Bay Subdivision is single main track and on the day of the accident, trains were operated by Timetable, Train Order, Automatic Block Signal System and Centralized Traffic Control. CTC was operative between White River, Mileage 0.0 and Mobert, Mileage 23.2, ABS was operative between Westward Absolute Signal 339 at Mileage 33.85, located at the west siding switch at Struthers and Schreiber, Mileage 118.3. Westward signal 329, Mileage 32.9 located at the east siding switch at Struthers remained in service as an approach signal to the ABS. The block of eastward signal 340, located at the west switch at Struthers extended to the east end of the siding, with the location marked by "block end" signs. The trackage between Mobert and Struthers was outside ABS territory; the signals having been removed from service on June 28th to permit installation of CTC. Station block between trains was being maintained between train order offices located at Regan, Mileage 21.2 and Struthers, Mileage 33.6.

Westward on the main track from Mileage 32.4 to Mileage 34.3, the point of accident, there are in succession a compound curve to the right having a maximum curvature of $1^{\circ}4'$, 1798 feet, a tangent 2376 feet, a 1° curve to the right, 1630 feet, a tangent, 792 feet, a $1^{\circ}50'$ curve to the left, 699 feet, a tangent, 2429 feet.

The grade for westward trains from Mileage 32.4 to Mileage 33.5 varies from level to between 0.12% and 0.03% descending and from Mileage 33.5 to Mileage 34.3 from 0.05% to 0.39% ascending.

Eastward from Mileage 34.9 to 34.3, there are in succession, a tangent, 833 feet, a compound curve to the right with a maximum curvature of $4^{\circ}58'$, 985 feet, a tangent, 201 feet, a $4^{\circ}9'$ curve to the left, 1039 feet.

The grade for eastward trains from Mileage 40 to Mileage 39 averages 0.67% ascending; from Mileage 39 to Mileage 37, 0.6% ascending; from Mileage 36 to 35.1, the crest of the grade, 0.9% ascending; from Mileage 35.1 to Mileage 34.3, 1.2% descending. The grade at the point of accident is 0.39%, descending.

Train 1, DE units 1404-8581-1418, coupled in multiple unit control with consist of 21 passenger cars was brought to a stop with the front end at Mileage 34.3. Moments later, at approximately 8:53 a.m., this train was struck head on by Train 70, DE units 4200-8780-8752, coupled in multiple unit control, with unit 8562 idling, 37 loads and 56 empties, 4252 tons. The first and second units of Train 1 were derailed, but remained upright, parallel to the track. The first and second units of Train 70 were derailed, but remained upright, parallel to the track. The third unit overturned to the north, landing on its side clear of the track. The 1st, 37th, 38th, and 39th cars were also derailed. The engineman, head trainman and a deadhead engineman of Train 70, 17 dining car employees, 5 sleeping car employees and 94 passengers of Train 1 were injured.

Train 1 left White River at 8:02 a.m., ten minutes late and received train orders at Regan, including 19-Y order No. 120, which read:

"No. 1 engine 1404 wait at Struthers until
8:45 a.m. for No. 70 engine 4200".

Train 1 approached Struthers at about 8:50 a.m., 5 minutes off the time specified in the wait order, at a speed of approximately 50 miles per hour. The engineman and fireman, who were in their respective seats in the cab stated that when signal 329 came into view, it was displaying a clear aspect and that they called this aspect to each other. After passing this signal, they observed Train 70 was not in the siding. The engineman stated he made a brake pipe reduction to reduce the speed of the train approaching the train order office located on the south side of the track approximately 1,000 feet east of the west end of the siding. Both the engineman and fireman said they directed their attention on the station and on observing the train order signal to be clear, the engineman released the brakes. Both men stated they continued to direct their attention toward the Operator who was on the platform, until passing the station. They then directed their attention ahead and observed absolute signal 339 displayed at Stop. A full set brake was initiated when about halfway between the station and the signal and the train came to a stop with the locomotive approximately 2,600 feet west of the signal.

The engineman commenced to sound signal 14-(h) to notify the train crew he wished to back the train clear of signal 339 and after sounding the signal, it was his intention to send the fireman out to protect the front of the train. After one whistle blast had been sounded, Train 70 was observed approaching and the engine crew had just time to detrain before the collision occurred.

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Train 70 left Schreiber at 6:25 a.m. and when passing Marathon, Mileage 63.0, received train orders which included 19-Y order No. 120. Approaching Pringle, Mileage 43.8, the head-end and rear-end crew members communicated by radio and it was decided that they would proceed to Struthers to clear Train 1, as it was considered there was sufficient time to do so. The train left Pringle at approximately 8:23 a.m. and when on 0.67% ascending grade in the vicinity of Mileage 40, engine trouble developed on unit 8780. The trouble was found to be a hot engine and before it could be corrected, the train lost momentum and approximately 15 minutes running time.

It became evident when the engine trouble developed there would be insufficient time to proceed to Struthers. However, instead of stopping the train, providing flag protection in both directions and arranging to secure Train 1, all crew members considered Train 1 would be held by the absolute signal at Struthers and if they proceeded to that point, the delay to Train 1 would be lessened.

Train 70 proceeded and on approaching eastward signal 354, located at Mileage 35.4 it was observed to display Clear aspect. After passing this signal the train proceeded on descending grade. The engineman made a service application of the brakes in order to stop at the west switch at Struthers to enter the siding. As the train proceeded out of a 4°9' left hand curve Train 1 was observed standing about 4 pole lengths distant. The brakes were applied in emergency and the speed of the train was reduced to approximately 8 to 10 miles per hour when contact occurred.

When Train 70 passed the east switch at Pringle at approximately 8:23 a.m., signals 329 and 339 which governed the approach of Train 1 to the point of accident, were actuated to display approach and stop aspects, respectively. Under clear weather and other conditions existing the engine crew of Train 1 had a view of signal 329 for a distance of approximately 1,000 feet, the train order signal for a distance of approximately 2,400 feet and signal 339 for a distance of approximately 3,100 feet.

Tests made after the accident disclosed that signals 329 and 339 functioned properly.

The evidence developed disproves the statements of the engineman and fireman of Train 1, that signal 329 was displaying Clear aspect for their train.

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- 4 -

The cause of the accident was due to failure of the crew members of Train 70 to clear the time of a superior train and failure of the engineman and fireman to operate Train 1 in accordance with signal indications.

The operation of Train 70 involved violation of Rules 87, para.1, 99, para.7 and 106, para.2, U.C.O.R. All crew members shared responsibility and were dismissed. The operation of Train 1 involved violation of Rules 285 and 292 U.C.O.R. The engineman and fireman shared responsibility and were dismissed. No responsibility rests with the members of the train crew of Train 1 as they were carrying out their respective duties in the train and were not in position to observe the indications of signals 329 and 339.

TORONTO, November 20, 1967

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When Train 70 passed the east switch at Pringle at approximately 8:23 a.m., signals 329 and 339 which governed the approach of Train 1 to the point of accident, were actuated to display approach and stop aspects, respectively. Under clear weather and other conditions existing the engine crew of Train 1 had a view of signal 329 for a distance of approximately 1,000 feet, the train order signal for a distance of approximately 2,400 feet and signal 339 for a distance of approximately 3,100 feet.

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The operation of Train 70 involved violation of Rules 87, para.1, 99, para.7 and 106, para.2, U.C.O.R. All crew members shared responsibility and were dismissed. The operation of Train 1 involved violation of Rules 285 and 292 U.C.O.R. The engineman and fireman shared responsibility and were dismissed. No responsibility rests with the members of the train crew of Train 1 as they were carrying out their respective duties in the train and were not in position to observe the indications of signals 329 and 339.

GH/MP

follow up Nov. 23, 1967

400 Laurier Ave. West,
Ottawa 4, Ontario.

October 23, 1967.

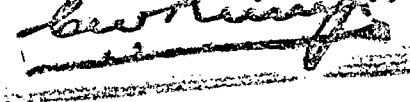
Mr. G.P. Miller, Q.C.,
General Solicitor,
Canadian Pacific Railway Co.,
Montreal, P.Q.

Dear Sir: File No. 39713.246 - re: Collision which
 occurred on July 9th, 1967 between eastward
 train No. 70 and train No. 1 at Struthers, Ont.,
 Heron Bay, Subd.

Reference is made to the collision which occurred
on July 9th, 1967, between two Canadian Pacific Railway
trains at the above noted location.

You are requested to file with the Commission full
particulars with respect to this accident.

Yours very truly,



C.W. Rump,
Secretary,
Railway Transport Committee.



October 17, 1967

File No. 39713.246 ✓
Inv. 74766

Memorandum to the Secretary,
Railway Transport Committee.

Please note report of District Inspector C.W. Polley concerning head on collision at mileage 34.1 Heron Bay Sub-division, C.P.R., July 9, 1967.

The accident resulted in injuries to 94 passengers and 25 employees. Damage amounted to \$73,770.

Briefly the events which led to the accident are as follows:

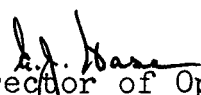
Eastward Train No. 70 received an order at Marathon that Train No. 1 would wait at Struthers until 8.45 a.m. They passed Pringle, the last point at which they could enter the siding before Struthers at 8.20 a.m. and, while travelling at a speed of 8 to 10 miles per hour, came into collision with Train No. 1 some 2600 feet west of the signal at the west switch at Struthers. The time was established as 8.53 a.m.

Meanwhile, Train No. 1 had been approaching Struthers through a section of the subdivision on which the block signals had been declared inoperative by Train Order namely between Signal 232 at the west switch at Moberg and Signal 329 located at the east switch at Struthers. The engine crew of Train No. 1 claimed that when Signal 329 came into view it was displaying a green or clear aspect. After passing the signal they noticed that Train No. 70 was not in the siding but at this time focused their attention on the Train Order signal until they had passed the station. At this moment they observed that the signal west of the west siding switch was displaying a stop indication. The engineman initiated a full service application of the brakes bringing the train to a stop some 2600 feet west of the west signal at Struthers. It was while they were standing in this position that they were struck by oncoming Train No. 70.

The accident was due to a failure on the part of Train No. 1 to comply with the requirements of a signal indication, violation of Rule 285 and 292 of the Uniform Code. The crew of Train No. 70 were equally at fault in that they failed to clear the time of a superior train, a violation of Rules 87, 99 and 106 of the Uniform Code. The company has assessed suitable discipline to the members of the two crews.

It is suggested that the company be requested to file full particulars of the accident.

EJH/SJ


for Director of Operation.

OPERATING DEPARTMENT

File Inv.

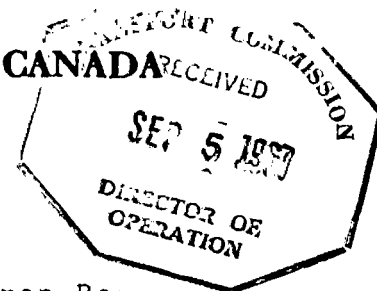
74766

O.D.X. 62163

Q-104
Form "B"

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA
OPERATING DEPARTMENT

ACCIDENT INVESTIGATION REPORT



1. Railway C.P.R. Mileage 34.1 Subdivision Heron Bay
2. Place (if town, village or city) Struthers Province Ontario
3. Date and year July 9, 1967 Time (a.m. or p.m.) 8:53 a.m.
4. Weather conditions partly cloudy - 60°F
5. Train (passenger, freight, etc.) (a) passenger (b) freight
6. Number of train (a) 1 (b) 70 Direction (a) west (b) east
7. Engine number (a) 1404-8581- Number of cars in train (a) 21 cars
1418 (b) 4200-8780-8752 8562 (b) 93 cars
8. Engineman or motorman
9. Conductor (a) [redacted] (b) [redacted] s.19(1)
10. Number of brakes in operation (a) all (b) all
11. Speed of train at time of accident (a) stopped (b) 8-10 m.p.h.
12. Nature of accident
Head on collision between #1 passenger train and # 70 freight train.
13. Cause of accident Failure of #1 to comply with signal indication, violation of rule 285 and 292 V.C.O.R. and failure of # 70 to clear the time of a superior train, violation of rules 87, 99
14. Result of accident (give names of killed and injured) and 106 V.C.O.R.
25 employees injured --- see attached sheet
94 passengers injured
15. What attention was given to the injured
Doctors taken from Marathon to scene - Injured removed to Marathon hospital by automobile and ambulance for treatment.
16. Remarks and recommendation, if any

Train 70 consisting of 4 diesel units and 37 loads and 56 empties. While moving at a speed of 8 to 10 miles per hour contacted the head end of train 1 consisting of 3 diesel units and 21 passenger cars which has stopped at mileage 34.1 Heron Bay Subdivision. Train #1 has a crew in addition to sleeping and dining crew:

Engineman, [redacted] with Fireman / helper

Conductor, [redacted]

Trainmen, [redacted]

Baggageman, [redacted]

s.19(1)

District Inspector.

Office:

Date:

Bd 39713-246

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Train # 70 has as crew:

s.19(1)

Engineman, [REDACTED] with fireman [REDACTED] helper
[REDACTED]
Conductor, [REDACTED]
Brakeman, [REDACTED]

Investigation conducted by Railway Officers reveals the following:

The Heron Bay Subdivision is single track tangent at point of impact, 0.07 % decending grade westward, with timetable and train orders and automatic block signal system operation.

Train #1 left White River, Ontario at 8:02 a.m. after receiving a #2 brake test. At Regan the operator gave orders to train 1 among which was Order 120, which stated that train 1 would wait at Struthers until 8:45 a.m. for train 70 engine 4200. Because of installation of C.T.C. on the Heron Bay Subdivision the block signals 232 located at the west switch Mobert and 329 located at the ~~west~~ switch Struthers had been removed from service and covered by train order, in addition signal 329 located at the east switch of Struthers served as an approach signal to A.B.S. west of Struthers.

The engine crew of train #1 state that when signal 329 came into view it displayed green - clear and this indication was relayed as per rule 34 V.C.O.R. After passing this signal the engine crew of #1 could see that # 70 was not in the siding and they claim their attention was focused on the train order signal and operator until passing the station. Only at this time did they notice the signal west of the siding was displayed at stop. A full set brake was applied about halfway between the station and the signal and the train came to a stop 2600 feet west of the signal.

s.19(1)

Engineman [REDACTED] claims he began to whistle signal 14N for a reverse movement intending to back clear of the signal and he intended to send his fireman west to protect the train however the approach of train 70 and resulting collision occurred before the actions were complete.

Train # 70 left Schriber, Ontario at 6:25 a.m. and report a normal run eastward. Orders were obtained at Marathon, Ontario including order # 120 for #1 to wait at Struthers. At the time all crew members felt they had sufficient time to go to Struthers for #1, train 70 was at Pringle at 8:20 a.m. located at mile 74.0 Heron Bay Subdivision and train radio was used to discuss the time at Struthers etc. Crew still felt they could clear at Struthers according to rule.

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s.19(1)

After leaving Pringle the crew state during investigation that difficulty was experienced with diesel engine and the speed reduced account of this failure. The Conductor was advised of the difficulty by radio and Fireman [REDACTED] was able to return the diesel to the line without the necessity of stopping.

From this point on the crew of # 70 were in error instead of stopping and flagging in both directions to secure train #1 the crew of # 70 considered #1 would be stopped by the absolute signal at Struthers and by proceeding they would lessen any delay to the passenger train.

The crew of the freight train state that as approaching signal 354 at mileage 35.4 the time was 8:45 a.m. and the wait order had expired, however as signal was clear no stop was made and the engine began a service application of the brakes in order to have train control at the west switch Struthers.

When rounding a right hand curve of 4°9' train #1 was observed about 4 pole length away. An emergency application of the brakes failed to stop the train before impact.

White River auxiliary and Fort William auxiliary were ordered as soon as possible. The diesel engines of train 1 were completely derailed and the diesels of train 70 were derailed with diesel unit 8752 down an embankment on its side. In addition 4 cars of the freight train were derailed and damaged. The main track was cleared and returned to service at slow speed at 2:35 a.m. of July 10.

Train #1 was returned to Struthers and after passenger attention routed via the C.N.R. through Manitouwadge and Hillsport to the Lake Head. The more serious injured were treated at Marathon hospital and later transported by automobile to meet the train at Port Arthur or by other means to destination.

Owing to vast difference in the crews statements and facts as developed by railway officers, tests by signal and operating officers disproved the statement of the engine crew on #1 regarding the aspect displayed on the approach signal at Struthers. Also "O S" given by the operator at Marathon for train 70 was 8:03 a.m. while the crew of 70 state they passed this station at 7:55 a.m.

s.19(1)

It was also developed that brakeman [REDACTED] of train 70 entered the service December 21, 1966 as a trainman, laid off January 20, 1967 returned to work March 13, 1967 and was employed on train 70 as head end brakeman without a standard watch.

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Cost of the accident exclusive of detour and claims
is given as follows:

Engines	56,000
Cars	9,120
Lading	2,000
Track	6,100

Total 73,770

Dicipline assessed as follows:

Train #1

s.19(1) Engineman [REDACTED]
[REDACTED]

Fireman [REDACTED]
[REDACTED]

The train crew of #1 were proved to be in their
proper positions and could not be held responsible
for the accident.

Train # 70 had the following crew members discharged
for failure to clear the time of a superior train and
violations of rule 87, 99, V.C.O.R. and time table
instructions:

s.19(1) Conductor, [REDACTED]
Engineman, [REDACTED] Fireman
Trainmen, [REDACTED]

Previous rest for diciplined train and engine
crews is as follows:

Train 1

s.19(1) Engine [REDACTED] train 1 - arrived White River
train 2 at 5:57 a.m.
July 9 ordered for
train 1 at 7:52 a.m.
July 9 on duty for
3½ hrs. train 2.

Fireman [REDACTED] - same as above

Conductor [REDACTED] - on duty Chapleau 4:10
a.m. - 22 hrs. rest.

Train 70

Engineman [REDACTED] - ordered Schrieber
5:30 a.m. July 9
32 hrs. rest.

Fireman [REDACTED] - ordered Schrieber 5:30
a.m. July 9 16 Hrs. rest.

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s.19(1)

Conductor		- ordered Schrieber 5:30 a.m. July 9 31 hrs. rest.
Trainman		- ordered Schrieber 5:30 July 9 31 hrs. rest.
Trainman		- ordered Schrieber 5:30 July 9 11½ hrs. rest.

Following the accident, passenger and manifest freight trains were detoured via Manitouwadge and Little Current over C.N.R. lines with train 1 and 6 delayed 13 hours. Freight trains were held until track blockage was cleared.

Office: Ottawa

Date: August 30, 1967

C.W. Pollack
C.W. Pollack
District Inspector.

14

~~Access to Information Act~~

Injured Passengers who required Medical Attention

s.19(1)

Age 19	Right skin lacerated.
Age 77	Right ankle and back injured.
Age 70	Large hematoma on right hip and bruised right side of head.
Age	Neck pain. Hematoma of forehead.
Age 65	Shock and abrasion to left leg.
Age 72	Bruised left shoulder and left side of back.
Age 72	Bruise to left side of head.
Age 67	Bruised back of head and left side of body.
Age 55	Severe bruise on left elbow.
Age 32	Pain in back. Bruises to face with both eyes swollen and discoloured. Four stitches in nose.
Age 35	Sprained left hand.
Age 9	Laceration to knee(right)
Age 11	Two front teeth loosened. Bruised head.
Age 40	Bruised chest.
Age 61	Undetermined back injury.
Age 20	Laceration to tip of nose requiring stitches.
Age 58	Bruised chest.
Age	Bruised left elbow and complained of pain of stomach and back.
Age 51	Previous surgery on back and complaining of back discomfort.
Age 61	Unconscious for short period and complaining of back pain.
Age 57	Laceration to upper lip requiring attention and stitches.
Age 45	Severe bruises to neck and body.
Age 60	Bruised right elbow. Pain in chest and neck.

Injured Passengers who did not require Medical Attention - cont'd

s.19(1)

Age 18	Bruised right arm & chest.
Age 55	Bruised right arm.
Age	Pain in stomach.
Age 72	Bruised right side of head and neck stiff.
Age	Sore neck.
Age	Left ankle bruised.
Age 32	Bruised shoulder blades.
Age 63	Bruised both arms and abdomen.
Age 58	Bruised both arms and abdomen.
Age 65	Severe bruise left arm leg.
Age 65	Bruised left hand and left side of body.
Age 67	Bruised abdomen & elbows.
Age 66	Neck sore and stiff.
Age 55	Bruised left ankle.
Age 66	Bruised abdomen.
Age 47	Bruised left arm.
Age 60	Neck pain and slight sprain both wrists.
Age	Bruised head.
Age	Bruised left knee.
Age 4	Sore teeth.
Age	Neck pain.
Age 34	Bruised left leg.
Age 55	Bruised right shoulder.
Age 36	Knees bruised
Age 70	Bruised left hip.
Age	Severely bruised nose.
Age 17	Bruised chest & abdomen.
Age 7	Bruised head.
Age 6	Laceration on left knee.
Age 4	Laceration lower lip

Injured Passengers who did not require Medical Attention

s.19(1)

Age Right groin sore and bruises
on forehead.
Age 55 Bruised ribs on left side.
Age 45 Bruise on left side of head.
Age 45 Abrasion to left shin.
(Diabetic)
Age Laceration to left leg.
Age 35 Bruised abdomen. son age 6½
bruised forehead.
Age 24 Bruised abdomen.
Age Sore neck.
Age Sore back.
Age 45 Abrasion left shin.
Age 70 Pain right wrist and right
knee bruised.
Age 69 Pain in chest.
Age 14 Bruised left shin.
Age 21 Bruise on head.
Age Bruised right shin.
Age 65 Body bruises and elbows
bruised.
Age 25 Bruised back, right elbow
and stiff neck.
Age 50 Back pain.
Age 50 Back pain, bruised legs.
Age 37 Bruised legs and stiff neck.
Age 6 Bruise to right side of head.
Age 63 Bruised right leg
Age 61 Neck pain.
Age 40 Bruise on head.
Age 40 Bruise on head.
Age 31 Left knee and forehead
bruised.
Age 10 Elbows bruised.
Age Abrasions to both knees.
Age 16 Body bruises.
Age 18 Body and lips bruised.
Age 37 Back pain.
Age 68 Bruised head and left shoulder
Age 60 Bruised left leg.
Age 21 Neck sore.
Age 68 Neck pain.
Age 50 Bruised neck and slight
sprain right wrist.
Age Bruised abdomen.
Age 65 Bruised right great toe.
Age 37 Neck stiff.
Age 60 Bruised abdomen.
Age 58 Bruised abdomen.

Appendix "B".

Statement of Injuries to Employees

<u>Name</u>	<u>Occupation</u>	<u>Age</u>	<u>Nature of Injuries</u>
s.19(1)		33	Injury to neck and ribs.
		64	Pains in neck, sore left knee and finger.
		61	Struck on left side elbow and hips.
		57	Struck on back and broken tooth
		31	Pains in chest, cracked ribs.
		60	Pain in back and head.
		19	First degree burns to right leg and ankle.
			Bruised shoulder
		44	Injury to ribs.
		19	Cut lip requiring four sutures.
		63	Injury to knee
		19	Bruises only.
			Pains in back and hip.
			Scalp and arm cuts, bruised hip.
			Pain in lower right side.
		50	Cut on arm and shoulder.
			Abrasion on leg.
		20	Pulled ligaments in right ankle.
		55	Right shoulder stiff and sore.
			Sore right ankle.
			Bruises on shoulders.
			Back and neck sore.
		62	Cut over left eye.
		60	Struck on right eye, slight concussion.
		29	First degree burns to wrist, second degree burns to left leg.
		62	Back pains.

62163

Form 1372 B
6/65

UPRR

CRB

DEPARTMENT

74766

Canadian Pacific

File Inv.....

Report to the Board of Transport Commissioners for Canada, as required by Section 288
of the Railway Act, and by General Order of the Board No. O-1

1. Date	July 9, 1967		
2. Hour	8.53 a.m. s.19(1)		
3. Train No. 1 & No. 70	Conductors Yard Foreman		Engines No. 1 - 1414-8581-1418 No. 70 - 4200-8780-8752
	Engineman		
4. Place.....	Struthers, Mileage 34.1 Heron Bay Subdivision		
Province	Ontario		
5. Name of person or persons injured	See attached lists of passengers injured.		
6. Age	-		
7. Passenger, employee or others (If employee, give occupation)	List of employees injured to follow. _____		
8. Residence.....	-		
9. Description of injury	- Minor injuries		
10. How accident occurred	<p>Train No. 1 with 21 passengers cars collided approximately twenty car lengths west of west switch Struthers with Train No. 70 with 93 cars. Both units on train No. 1 derailed and three units and four cars on train 70 derailed. Number of passengers and employees injured. Doctor and ambulance summoned from Marathon and injured taken to hospital in Marathon.</p> <p>94 passengers injured</p>		

NOTE: - If injury or damage be to a bridge, culvert, viaduct or tunnel, answer numbers 1,2,4, 9, and 10

Signature

L.R. Smith

Date July 21, 1967.

Title Vice-President.

Board file 39713.246

N.B. - Use only one form for each accident, attaching plain extension sheets if insufficient space here.

000026



TO: THE CHIEF OF POLICE
FROM: THE CHIEF OF THE
SUBJECT: [illegible]
[illegible text follows]

RE: [illegible]

THE [illegible] [illegible]

IT IS THE POLICY OF THE [illegible]

AND

THE [illegible] [illegible]

BY [illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]

Yours faithfully,

[illegible signature]

s.19(1)

STATEMENT OF PASSENGERS INJURED AND REQUIRING MEDICAL
ATTENTION AS RESULT OF COLLISION INVOLVING TRAINS 1
AND 70, STRUTHERS, ONTARIO, ON JULY 9TH, 1967

Age 19	Right shin lacerated. To have medical atten- tion at home.
Age 77	Right ankle and back injured. To see doctor at Regina.
Age 70	Large haematoma on right hip and bruised right side of head. Will see family doctor at home.
Age	Neck pain, haematoma of forehead. To see doc- tor at Calgary.
Age 65	Shock and abrasion to left leg. To see her own doctor at Fort William.
Age 72	Bruised left shoulder and left side of back. Medical attention on arrival home.
Age 72	Bruise to left side of head. Medical attention later.
Age 67	Bruised back of head and left side of her body. To seek medical atten- tion later.
Age 55	Severe bruise on left elbow. Will see doctor of her choice.
Age 32	Pain in back. Bruises to face with both eyes swollen and discoloured. Four stitches in nose. Seen by Dr. Rowett, Marathon, Ont.
Age 35	Sprained left hand. To see doctor on arri- val at Calgary.

Age 9 Laceration to knee (right) and two front teeth loosened. To seek attention from orthodontist. Seen by Dr. Rowett, Marathon.

Agell Bruised head. Parents to have child examined at Vancouver by doctor of their choice.

Age 40 Bruised chest. To be seen by doctor upon arrival at Vancouver.

Age 61 Undetermined back injury. Medical attention at Marathon. X-rays show advanced arthritis long standing.

Age 20 Laceration to tip of nose requiring stitches at Marathon Hospital. Further medical attention will be required.

Age 58 Bruised chest. X-rays at Marathon Hospital negative. Will see her doctor at Calgary. Has old tubercular condition and pleurisy problem.

Age Bruised left elbow and complained of pain in stomach and back.

Age 51 Previous surgery on back and complaining of back discomfort. To see own doctor.

Age 61 Unconscious for short period and complaining of back pain. Dr. Rowett saw her at Marathon and to see own doctor.

Age 57 Laceration to upper lip requiring attention and stitches. Left knee badly swollen. Attended hospital in Marathon. To have further medical attention.

Age 45 Severe bruises to neck and body. Seen at hospital in Marathon and released after being furnished with cervical collar.

Age 60

Bruised right elbow.
Pain in chest and neck.
Will see family doctor.

s.19(1)

Age Right groin sore and bruise
on forehead.

Age 55 Bruised ribs on left side.

Age 45 Bruise on left side of
head.

Age 45 Abrasion to left shin.
(Diabetic)

Age Laceration to left leg.

Age 35 Bruised abdomen. Son age
6½ has bruised forehead.

Age 24 Bruised abdomen.

Age Sore neck.

Age Sore back.

Age 45 Abrasion left shin. 000031

Age 70 Pain right wrist and right
knee bruised.

Age 69 Pain in chest.

Age 14 Bruised left shin.

Age 21 Bruise on head.

Age Bruised right shin.

Age 65 Body bruises and elbows
bruised.

Age 25 Bruised back, right elbow
and stiff neck.

Age 50 Back pain.

Age 50 Back pain, bruised legs.

Age 37 Bruised legs and stiff neck.

Age 6 Bruise to right side of head.

Age 63 Bruised right leg.

Age 61 Neck pain.

Age 40 Bruise on head.

Age 40 Bruise on head.

Age 31 Left knee and forehead bruised.

Age 10 Elbows bruised.

Age Abrasions to both knees.

Age 16

Body bruises.

Age 18

Body and lips bruised.

Age 37

Back pain.

Age 68

Bruised head and left
shoulder.

Age 60

Bruised left leg.

Age 21

Neck sore.

Age 68

Neck pain.

Age 50

Bruised neck and slight
sprain right wrist.

Age

Bruised abdomen.

Age 65 Bruised right great toe.

Age 37 Neck stiff.

Age 60 Bruised abdomen.

Age 58 Bruised abdomen.

Age 18 Bruised right arm and chest.

Age 55 Bruised right arm.

Age Pain in stomach.

Age 72 Bruised right side of head and neck stiff.

Age Sore neck.

Age Left ankle bruised. 000035

RAMPTON, ONT. - SEAT 23, CAR 121-

Age 32 Bruised shoulder blades.

Age 63 Bruised both arms and
abdomen.

Age 58 Bruised both arms and
abdomen.

Age 65 Severe bruise left arm and
leg.

Age 65 Bruised left hand and
left side of body.

Age 67 Bruised abdomen and elbows.

Age 66 Neck sore and stiff.

Age 55 Bruised left ankle.

Age 66 Bruised Abdomen.

Age 47 Bruised left arm.

Age 60 Neck pain and slight
sprain both wrists.

Age Bruised head.

Age Bruised left knee.

Age 4 Sore teeth.

Age Neck pain

Age 34 Bruised left leg.

Age 55 Bruised right shoulder.

Age 36 Knees bruised.

Age 70 Bruised left hip.

Age 60 Severely bruised nose.

Age 17 Bruised chest and abdomen.

Age 7 Bruised head.

Age 6 Laceration on left knee.

Age 4 Laceration lower lip.

s.19(1)

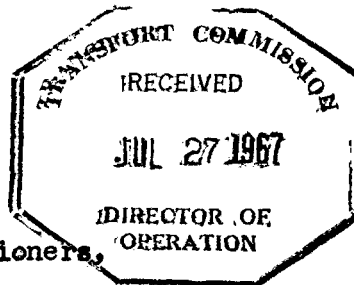
Appendix "B".

s.19(1)

Statement of Injuries to Employees

<u>Name</u>	<u>Occupation</u>	<u>Age</u>	<u>Nature of Injuries</u>
		33	Injury to neck and ribs.
		64	Pains in neck, sore left knee and finger.
		61	Struck on left side elbow and hips.
		57	Struck on back and broken tooth
		31	Pains in chest, cracked ribs.
		60	Pain in back and head.
		19	First degree burns to right leg and ankle.
			Bruised shoulder
		44	Injury to ribs.
		19	Cut lip requiring four sutures.
		63	Injury to knee
		19	Bruises only.
			Pains in back and hip.
			Scalp and arm cuts, bruised hip.
			Pain in lower right side.
		50	Cut on arm and shoulder.
			Abrasion on leg.
		20	Pulled ligaments in right ankle.
		55	Right shoulder stiff and sore.
			Sore right ankle.
			Bruises on shoulders.
			Back and neck sore.
		62	Cut over left eye.
		60	Struck on right eye, slight concussion.
		29	First degree burns to wrist, second degree burns to left leg.
		62	Back pains.

62163
Canadian Pacific



7/SCH

TORONTO, July 26, 1967.

R. M. MacDonald, Esq.,
Director of Operations,
Board of Transport Commissioners,
OTTAWA, Ontario.

Dear Sir:

With reference to my schedule report covering injuries to
passengers in affair at Struthers, July 9, 1967.

Attached herewith is further list of employees injured in same
affair.

L R Smith,

Vice-President.

Desk-Fax

Canadian Pacific

TELEGRAPHS

Desk-Fax



CP

EXT. 10

OTTAWA, July 21, 1967

CLASSIFICATION: _____

L. R. Smith,
Canadian Pacific Railways,
TORONTO, Ont.

Please forward Schedule report to cover injuries
at Struthers, Ont., Heron Bay Sd., M. 34.1, July 9th,
Psgr Train No. 1 & Frt No. 70.

R. M. MacDonald, *ly*
Board of Transport Commissioners

Frank BM-1633
DHF

Charge to _____

Aux frais de _____

Send the above message, subject to the terms on back hereof, which are hereby agreed to
Envoyer le message ci-dessus, sujet aux termes au verso, lesquels sont convenus par la présente.

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER — DO NOT FC
S'IL-VOUS-PLAIT DACTYLOGRAPHIER OU ÉCRIRE CLAIREMENT EN DEDANS DE LA MARGE — NE PLIEZ
SENDING BLANK

000041

Document disclosed under the Access to Information Act -
TERMS AND CONDITIONS UPON WHICH TELEGRAPH AND CABLE MESSAGES SHALL BE TRANSMITTED ARE
PRESCRIBED BY ORDER NO. 49274, DATED DECEMBER 5TH, 1932, OF THE BOARD OF TRANSPORT COM-
MISSIONERS FOR CANADA AND PUBLISHED IN THE CANADA GAZETTE.

It is agreed between the sender of the message on the face of this form and this Company that said Company shall not be liable for damages arising from failure to transmit or deliver, or for any error in the transmission or delivery of any unrepeatable telegram, whether happening from negligence of its servants or otherwise, or for delays from interruptions in the working of its lines, for errors in cipher or obscure messages, or for errors from illegible writing, beyond the amount received for sending the same.

To guard against errors, the Company will repeat back any telegram for an extra payment of one-half the regular rate; and, in that case, the Company shall be liable for damages suffered by the sender to an extent not exceeding \$200.00, due to the negligence of the Company in the transmission or delivery of the telegram.

Correctness in the transmission and delivery of messages can be insured by contract in writing, stating agreed amount of risk, and payment of premium thereon at the following rates, in addition to the usual charge for repeated messages, viz.: one per cent for any distance not exceeding 1,000 miles, and two per cent for any greater distance.

This Company shall not be liable for the act or omission of any other Company, but will endeavour to forward the telegram by any other Telegraph Company necessary to reaching its destination, but only as the agent of the sender and without liability therefor. The Company shall not be responsible for messages until the same are presented and accepted at one of its transmitting offices; if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the sender's agent; if by telephone, the person receiving the message acts therein as agent of the sender, being authorized to assent to these conditions for the sender. This Company shall not be liable in any case for damages, unless the same be claimed, in writing, within sixty days after receipt of the telegram for transmission.

No employee of the Company shall vary the foregoing.

LES CLAUSES ET CONDITIONS SUIVANT LESQUELLES LES DEPECHEES PAR TELEGRAPHE ET PAR
CABLE SERONT TRANSMISES, SONT PRESCRITES PAR L'ORDONNANCE NO. 49274 DE LA COMMISSION
DES TRANSPORTS DU CANADA, EN DATE DU 5 DECEMBRE 1932 ET PUBLIEE DANS LA GAZETTE
OFFICIELLE DU CANADA AINSI QUE PAR L'ORDONNANCE NO. 57471 EN DATE DU 22 MAI 1939.

Il est convenu entre la compagnie et l'expéditeur de la dépêche écrite au verso que la dite compagnie n'encourra aucune responsabilité au delà du montant perçu pour la transmission de la dite dépêche, à l'égard de tous dommages pouvant résulter du défaut de transmission ou de livraison, ou d'une erreur dans la transmission ou la livraison de toute dépêche non répétée, que ces dommages soient imputables à la négligence des employés de la dite compagnie ou autrement, ou à des retards causés par une interruption dans le fonctionnement de ses lignes; ou à toute erreur dans des dépêches chiffrées ou de sens obscur ou à toute erreur due à une écriture illisible.

Pour éviter tout risque d'erreur, la compagnie répètera toute dépêche moyennant un versement supplémentaire de la moitié du tarif régulier, et dans ce cas, la responsabilité de la compagnie vis-à-vis l'expéditeur sera limitée à \$200, à l'égard de tous dommages dus à la négligence de la compagnie dans la transmission ou la livraison de la dépêche.

On peut s'assurer contre tout risque d'erreur dans la transmission et la livraison des dépêches, au moyen d'un contrat écrit stipulant le montant de l'assurance, et sur paiement (en sus du taux ordinaire pour les dépêches répétées) d'une prime calculée sur la base suivante: soit, 1% du montant assuré, pour toute distance n'excédant pas 1000 milles, et 2% pour toute distance plus grande.

La dite compagnie ne sera pas responsable du fait ou de l'omission d'une autre compagnie, mais s'efforcera de transmettre toute dépêche par toute compagnie de télégraphe dont il faudra se servir afin de faire parvenir la dépêche à destination, mais la compagnie n'agira en ce cas qu'en qualité d'agent de l'expéditeur et sans assumer de responsabilité. La compagnie n'assumera de responsabilité qu'à l'égard des dépêches présentées et acceptées à l'un de ses bureaux d'expédition; lorsqu'une dépêche est expédiée à un tel bureau par un messenger de la compagnie, ce messenger sera censé être l'agent de l'expéditeur; lorsqu'une dépêche est communiquée par téléphone, la personne qui la reçoit sera censée agir pour l'expéditeur et avoir l'autorité nécessaire pour consentir aux présentes en son nom. La compagnie ne répondra d'aucuns dommages, à moins qu'avis ne lui en soit donné par écrit dans les 60 jours qui suivront la remise de la dépêche pour transmission.

Aucun employé de la compagnie n'a le droit de changer les présentes conditions.

000042



62163

COLLISION

JUL 9 1 51 PM '67

ZCRNB202ZC RS RUSH

SCHREIBER ONT 9

DIRECTOR OF OPERATION

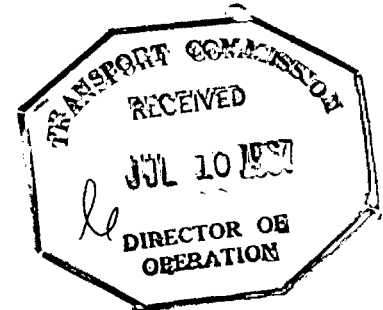
BOARD OF TRANSPORT COMMISSIONERS OTTAWA ONT

A - JULY 9 1967. STRUTHERS ONT

B - CANADIAN PACIFIC RAILWAY COMPANY

C - PASSENGER TRAIN NO 1 AND FREIGHT TRAIN NO 70

D - ABOUT 25 PASSENGERS SUSTAINED MINOR INJURIES



RNB202

RNB202/2 DIRECTOR OF OPERATION OTTAWA ONT

E - NIL

F - TRAINS 1 AND 70 MET HEAD ON AT MILEAGE 34.1 HERON BAY SUB
DIVISION AT 853 AM DATE.

G - W GEROW CONDUCTOR TRAIN NO 1.

-O-

NO SIG

RNB202

ENTERED

000043

Canadien
Pacifique
TÉLÉGRAMME

Canadian
Pacific
TELEGRAM

Canadien
Pacifique
TÉLÉGRAMME

Canadian
Pacific
TELEGRAM

HEURE LOCALE C.D. 1R5M B1 LOCAL TIME C.D. 1R5M B1 HEURE LOCALE C.D. 1R5M B1 LOCAL TIME C.D. 1R5M B1 HEURE LOCALE C.D. 1R5M B1 LOCAL TIME C.D. 1R5M B1


July 14th, 1967.

File: ODX. 62163

MEMORANDUM TO THE SECRETARY:

In view of the fact that a transcontinental passenger train was involved in the recent accident which occurred on the C.P.R. Heron Bay Subdivision at Struthers, Ontario, Inspector Polley was directed to proceed to the scene of the accident the following day for the purpose of obtaining first-hand information re the occurrence. His report is on file and the information developed will no doubt be of interest to the Board. This is simply a preliminary report.

Encl:
RMM:C


Director of Operation.

b7. aug 2/67
✓ p.c.

0-104
Form "B"

O.D.X. 62163

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA OPERATING DEPARTMENT

ACCIDENT INVESTIGATION REPORT

1. Railway Canadian Pacific Mileage 34.1 Subdivision Heron Bay
2. Place (if town, village or city) Struthers Province Ontario
3. Date and year July 9th, 1967 Time (a.m. or p.m.) 8.53 a.m.
4. Weather conditions Partly cloudy, 60 above, calm.
5. Train (passenger, freight, etc.) (a) one passenger and (b) one freight train.
6. Number of train (a) No. 1 Direction (a) west
(b) No. 70 (b) east
7. Engine number (a) 1404-3581-1418 Number of cars in train (a) 21 passenger cars
(b) 4200-3780-8752(idling)-8562 (b) 37 loads 56 empties.
8. Engineman or motorman (a) No. 1 engineman fireman
(b) No. 70 engineman fireman
9. Conductor (a) Conductor No. 1
(b) No. 70 Conductor
10. Number of brakes in operation s.19(1)
11. Speed of train at time of accident (a) No. 1 stopped
(b) No. 70 as yet not developed.
12. Nature of accident Head on collision
13. Cause of accident Under investigation
14. Result of accident (give names of killed and injured)
19 injured - 9 passengers, 10 employees
List of injured attached
15. What attention was given to the injured Treated at Wilson Memorial Hospital,
Marathon, Ontario and released.
16. Remarks and recommendation, if any
Attached

District Inspector.

—Office:
Date:

000045

16. Remarks and Recommendations

On arrival at Schreiber, Ontario, on July 11, train C.P. 1, I was met by Mr. W. J. Presley, General Manager and Mr. J. D. Bromley, Superintendent.

After some discussion and after the purpose of my visit was explained I was advised that, although several theories as to the cause of the accident were being investigated, none of the crew members involved had been in for investigation.

The engineman and fireman of train #1 were out of service for investigation for violation of rules 285 and 292, Uniform Code of operating rules.

The entire crew of train #70 were out of service for investigation for violation of rules 87 and 99, Uniform Code of operating rules.

The following information was given me by Mr. Bromley and Mr. Presley with the understanding that none of the violations had been proved and it was quite possible the investigation may last several weeks because of the variation in the statements.

The Heron Bay subdivision is single track with automatic Block System and train orders with trains scheduled in the time table.

Due to the proposed installation of C.T.C., one portion of the A.B.S., is out of service and it is reported that all trains are issued with a train order advising them that the signals are "out" between Hobart at mile 22.4 and the east switch of Struthers at mile 32.9. The signal at 32.9 is in service and is an advance signal for the home signal at the west switch mile 33.9 for westward trains. It is reported all signals both directions west of Struthers are in operation.

It was further reported that trains #1 and #70 held a train order that Train #1, Engine 1404, would wait at Struthers until 8.45 a.m. for train #70 engine 4200.

Train #1 passed Struthers station according to the operators "OS" at 8.50 a.m., passed signal 339 at the west switch displayed at stop and continued westward approximately 2600 feet before stopping and almost instantly being struck by eastward train #70.

It is further reported that train #70 with 4 diesel units and 93 cars passed Marathon the last open train order station at 8.02 a.m. which is about 30 miles west of Struthers; passed Heron Bay with siding capacity for 130 cars and Pringle with siding capacity for 118 cars; received a green proceed indication on the home signal at Pringle and a green proceed indication at the advance signal to Struthers at mile 35.4.

Unofficially the engine crew of #1 state that the advance signal at mile 32.9 indicated green-proceed and when they saw the home signal at the west switch displayed at stop emergency application of the brakes was made but stop could not be made before passing of signal.

16. (continued)

Regional signal officers C. Canning and R. O'Brien are presently checking all phases of signal operation at this location.

Result of the collision was the derailment of 4 diesels and 3 cars from train 70 with diesel 8752 turned over, the derailment of two leading units of train #1. There were 9 passengers injured and 10 crew members as per attached list with injured transported to Marathon hospital for treatment then to Nipigon to continue their journey.

Train #1 was detoured via the Manitowadge branch to the C.N.

The auxiliaries from White River and Fort William had main track clear for 10 mph at 2.10 a.m., July 10; other passenger trains detoured #6 of the 9th and 4 manifest freight trains.

As a matter of information I viewed the scene from a train and the west switch signal 339 can be seen by an approaching train for 27 pole lengths with cars in the Struthers siding (no cars at time of accident). Signal 329 east switch can be seen by an approaching train, a minimum of 17 pole lengths.

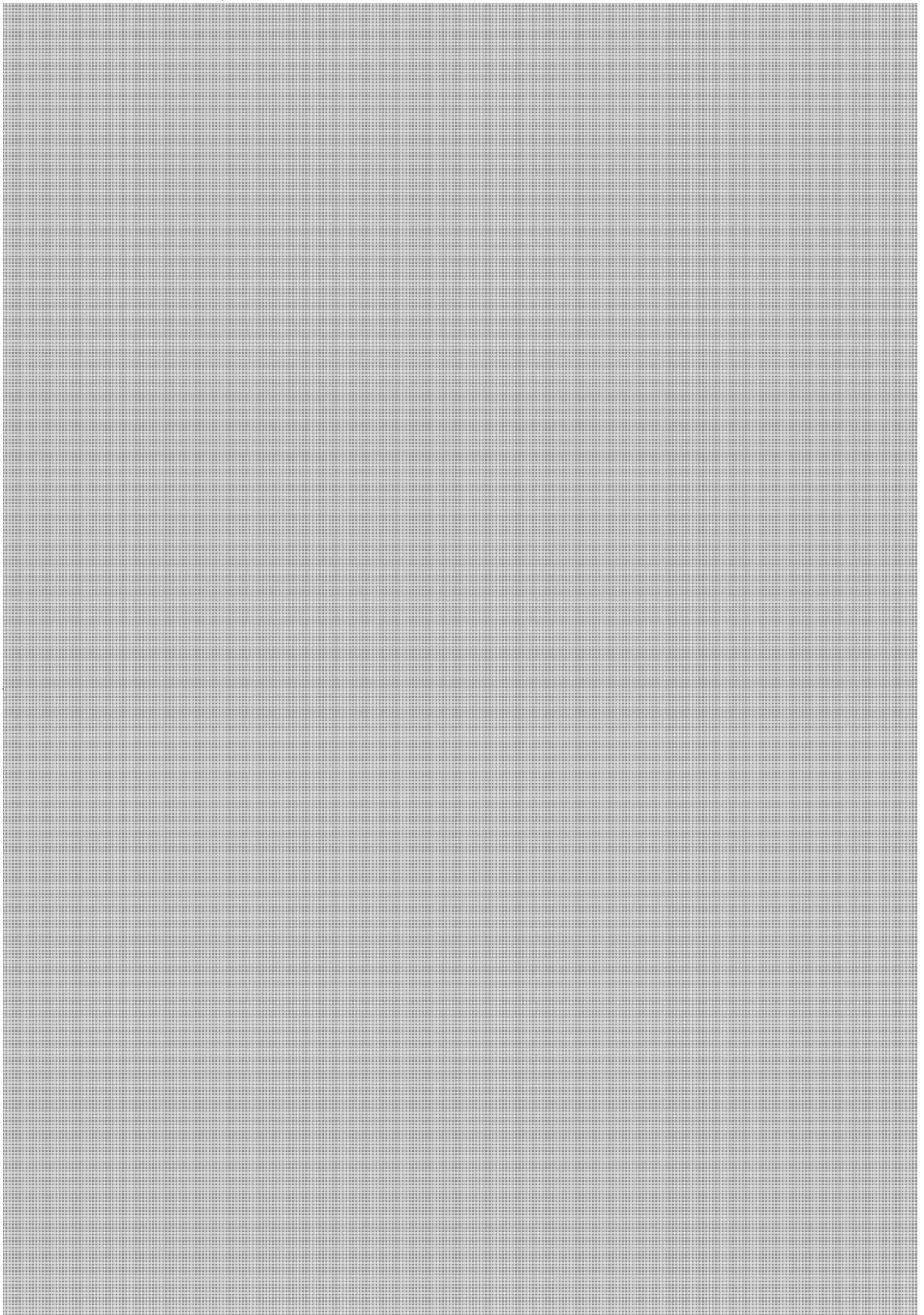
Sketch as supplied attached.

Ottawa
July 13/67

C. W. Polley
C. W. Polley

s.19(1)

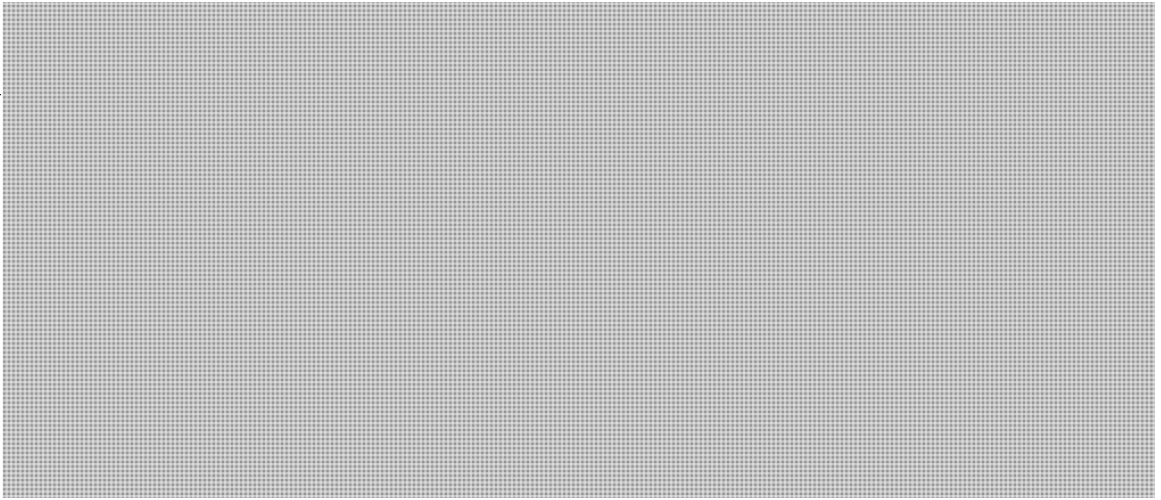
Passengers injured



....2

s.19(1)

- 2 -



July 10th, 1967.

File: ODX. 62163

MEMORANDUM TO THE SECRETARY:

You may wish to furnish the Members of the Board with the following preliminary information relating to the head-on collision which occurred on July 9th, 1967, involving the C.P.R. "Canadian" en route from Montreal to Vancouver:



Date: July 9th, 1967.

Time: 8:53 a.m.

Type of Accident: Head-on collision between C.P.R. No.1 and Train No. 70, a fourth class freight train.

Point of Accident: Struthers, Ontario, mileage 33.6 of the Heron Bay Subdivision which extends from White River to Schreiber, Ontario.

s.19(1)

Particulars of Accident: No. 1 - 21 cars, 3 diesel electric units.
Conductor - 
Engineman - 

No. 70 - 37 loads, 56 empties, 3 working diesel electric units and one unit idling.

Injuries: It is reported by Canadian Pacific that 25 passengers on Train No. 1 sustained injuries who were treated at hospital in Marathon located some 30 miles west of the point of accident.

Particulars: Canadian Pacific is presently engaged in converting the ABS signal system on their transcontinental line to a CTC operation. The Board has already approved the completion of this work up to and including White River. A recent inspection was made by the Board's officers leading to a further extension of the system of operating trains by signal indication on the Heron Bay Subdivision. This conversion has not as yet taken place.

- 2 -


Particulars:
(Cont'd)

I was informed by Mr. E. Marlin, Assistant Chief of Transportation, Canadian Pacific Railway, Montreal, in a telephone conversation this morning that the ABS signals were in service in the area involved in the collision and the accident occurred west of the west switch at Struthers. It is assumed that the governing signal at the west switch at Struthers would be displaying a stop indication with the eastward freight train approaching Struthers on the main track and there is a suggestion that Train No. 1 passed this signal displaying stop indication without complying with the requirements of the rules.

Inspector Polley is en route to the point of accident and during his investigation he will review the circumstances leading up to this occurrence with Superintendent J.D. Bromley at Schreiber.

The preliminary report of the Inspector will be referred to the Board in due course.

RMM*C


Director of Operations.

Phone Conversation with Mr. Macdonald asst
Chief of Transportation - CPR re Collision Struthers and

Date. July 9/67

Time. 8:53 a.m.

Type of accident Head-on Collision No. 1 and No. 70

No. ~~1~~ ~~Card~~ W. G. Snow Engineer in Charge

No. 70 Card H. Rasko Engineer in Charge

No. Cars No. 1. 21 Cars 3 units No. 70. 3 units in

Ex. Schreiber

8:56 v delay.

37-56

at Rues west of West New Struthers.

No 1 stopped at after passing sign.

Acc occurred at Struthers mil 33.6 of the
Huron Bay Sub which extends from
White River to Schreiber

19 are injured in collision of two trains

Special to The Globe and Mail

MARATHON — Nineteen persons received minor injuries yesterday when the CPR transcontinental passenger train, the Canadian, collided head-on with a freight train in the station at Struthers, near this community 200 miles east of the Lakehead.

Witnesses said the freight train was moving about 15 miles an hour and the passenger train was almost stopped when the accident occurred. The lead engine of the passenger train and three cars and an engine of the 96-unit freight train were derailed.

The injured were treated at hospital in Marathon and taken by bus to Nipigon, 100 miles west of here, to meet the Canadian, which was re-routed along CNR lines toward the Lakehead.

Taken from Globe & Mail, July 10, 1967.

19 are injured in collision of two trains

Special to The Globe and Mail

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B.T.C. 561

RECORD ROOM TRANSFER FILE No.

39713.746
~~0BX-62163~~

FROM		TO		
.....	Chief Commissioner	Draw Order
.....	Assistant Chief Commissioner .....	.....	For your information .....	.....
.....	Deputy Chief Commissioner .....	.....	For Report .....	.....
.....	Commissioner Woodard .....	.....	Hold for days .....	.....
.....	Commissioner Irwin .....	.....	What action should now be taken? .....	.....
.....	Commissioner Kirk .....	.....	Write as suggested .....	.....
.....	Secretary .....	.....	Take no further action .....	.....
.....	General Counsel .....	.....	Hold until we hear again .....	.....
.....	Director of Engineering .....	.....	No answer necessary .....	.....
.....	Director of Traffic .....	.....	Ask for a reply to your last letter .....	.....
XX	Director of Operation .....	.....	For Approval .....	.....
.....	Director of Economics and Accounting .....	.....	Board Meeting Agenda .....	.....
.....	Accountant	File Away
.....	Record Room
.....
.....	Date July 14th, 1967.

[Handwritten signature]

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39713

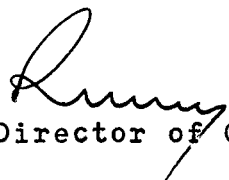
July 14th, 1967.

File: ODX. 62163

MEMORANDUM TO THE SECRETARY:

In view of the fact that a transcontinental passenger train was involved in the recent accident which occurred on the C.P.R. Heron Bay Subdivision at Struthers, Ontario, Inspector Polley was directed to proceed to the scene of the accident the following day for the purpose of obtaining first-hand information re the occurrence. His report is on file and the information developed will no doubt be of interest to the Board. This is simply a preliminary report.

Encl:
RMM*C


Director of Operation.

B.T.C. 561



RECORD ROOM TRANSFER FILE No. ODX.62163

FROM		TO		
.....	Chief Commissioner	Draw Order
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.....	Accountant	File Away
.....	Record Room
.....
.....	Date <u>July 10th, 1967.</u>

Noted
MA JED
NOTED + I WANT TO SEE
MR. POLLEY'S REPORT - WHEN
RECEIVED.



July 10th, 1967.

File: ODX. 62163

MEMORANDUM TO THE SECRETARY:

You may wish to furnish the Members of the Board with the following preliminary information relating to the head-on collision which occurred on July 9th, 1967, involving the C.P.R. "Canadian" en route from Montreal to Vancouver:

Date: July 9th, 1967.

Time: 8:53 a.m.

Type of Accident: Head-on collision between C.P.R. No.1 and Train No. 70, a fourth class freight train.

Point of Accident: Struthers, Ontario, mileage 33.6 of the Heron Bay Subdivision which extends from White River to Schreiber, Ontario.

s.19(1)

Particulars of Accident:

No. 1 - 21 cars, 3 diesel electric units.

Conductor -

Engineman -

No. 70 - 37 loads, 56 empties, 3 working diesel electric units and one unit idling.

Injuries:

It is reported by Canadian Pacific that 25 passengers on Train No. 1 sustained injuries who were treated at hospital in Marathon located some 30 miles west of the point of accident.

Particulars:

Canadian Pacific is presently engaged in converting the ABS signal system on their transcontinental line to a CTC operation. The Board has already approved the completion of this work up to and including White River. A recent inspection was made by the Board's officers leading to a further extension of the system of operating trains by signal indication on the Heron Bay Subdivision. This conversion has not as yet taken place.

- 2 -


Particulars:
(Cont'd)

I was informed by Mr. E. Marlin, Assistant Chief of Transportation, Canadian Pacific Railway, Montreal, in a telephone conversation this morning that the ABS signals were in service in the area involved in the collision and the accident occurred west of the west switch at Struthers. It is assumed that the governing signal at the west switch at Struthers would be displaying a stop indication with the eastward freight train approaching Struthers on the main track and there is a suggestion that Train No. 1 passed this signal displaying stop indication without complying with the requirements of the rules.

Inspector Polley is en route to the point of accident and during his investigation he will review the circumstances leading up to this occurrence with Superintendent J.D. Bromley at Schreiber.

The preliminary report of the Inspector will be referred to the Board in due course.

RMM*C


Director of Operation.

0-104
Form "B"

O.D.X. 62163

BOARD OF TRANSPORT COMMISSIONERS FOR CANADA OPERATING DEPARTMENT

ACCIDENT INVESTIGATION REPORT

1. Railway Canadian Pacific Mileage 34.1 Subdivision Heron Bay
2. Place (if town, village or city) Struthers Province Ontario
3. Date and year July 9th, 1967 Time (a.m. or p.m.) 8.53 a.m.
4. Weather conditions Partly cloudy, 60 above, calm.
5. Train (passenger, freight, etc.) (a) one passenger and (b) one freight train.
6. Number of train (a) No. 1 Direction (a) west
(b) No. 70 (b) east
7. Engine number (a) 1404-8581-1418 Number of cars in train (a) 21 passenger cars
(b) 4200-8780-8752(idling)-8562 (b) 37 loads 56 empties.
8. Engineman or motorman (a) No. 1 engineman fireman
(b) No. 70 engineman , fireman
9. Conductor (a) Conductor No. 1
(b) No. 70 Conductor
10. Number of brakes in operation s.19(1)
11. Speed of train at time of accident (a) No. 1 stopped
(b) No. 70 as yet not developed.
12. Nature of accident Head on collision
13. Cause of accident Under investigation
14. Result of accident (give names of killed and injured)
19 injured - 9 passengers, 10 employees
- List of injured attached
15. What attention was given to the injured Treated at Wilson Memorial Hospital,
Marathon, Ontario and released.
16. Remarks and recommendation, if any
Attached

District-Inspector.

Office:

Date:

000061

16. Remarks and Recommendations

On arrival at Schreiber, Ontario, on July 11, train C.P. 1, I was met by Mr. W. J. Presley, General Manager and Mr. J. D. Bromley, Superintendent.

After some discussion and after the purpose of my visit was explained I was advised that, although several theories as to the cause of the accident were being investigated, none of the crew members involved had been in for investigation.

The engineman and fireman of train #1 were out of service for investigation for violation of rules 285 and 292, Uniform Code of operating rules.

The entire crew of train #70 were out of service for investigation for violation of rules 87 and 99, Uniform Code of operating rules.

The following information was given me by Mr. Bromley and Mr. Presley with the understanding that none of the violations had been proved and it was quite possible the investigation may last several weeks because of the variation in the statements.

The Heron Bay subdivision is single track with automatic Block System and train orders with trains scheduled in the time table.

Due to the proposed installation of C.T.C., one portion of the A.B.S., is out of service and it is reported that all trains are issued with a train order advising them that the signals are "out" between Moberg at mile 22.4 and the east switch of Struthers at mile 32.9. The signal at 32.9 is in service and is an advance signal for the home signal at the west switch mile 33.9 for westward trains. It is reported all signals both directions west of Struthers are in operation.

It was further reported that trains #1 and #70 held a train order that Train #1, Engine 1404, would wait at Struthers until 8.45 a.m. for train #70 engine 4200.

Train #1 passed Struthers station according to the operators "OS" at 8.50 a.m., passed signal 339 at the west switch displayed at stop and continued westward approximately 2600 feet before stopping and almost instantly being struck by eastward train #70.

It is further reported that train #70 with 4 diesel units and 93 cars passed Marathon the last open train order station at 8.02 a.m. which is about 30 miles west of Struthers; passed Heron Bay with siding capacity for 130 cars and Pringle with siding capacity for 118 cars; received a green proceed indication on the home signal at Pringle and a green proceed indication at the advance signal to Struthers at mile 35.4.

Unofficially the engine crew of #1 state that the advance signal at mile 32.9 indicated green-proceed and when they saw the home signal at the west switch displayed at stop emergency application of the brakes was made but stop could not be made before passing of signal.

16. (continued)

Regional signal officers C. Gunning and R. O'Brien are presently checking all phases of signal operation at this location.

Result of the collision was the derailment of 4 diesels and 3 cars from train 70 with diesel 8752 turned over, the derailment of two leading units of train #1. There were 9 passengers injured and 10 crew members as per attached list with injured transported to Marathon hospital for treatment then to Nipigon to continue their journey.

Train #1 was detoured via the Manitouwadge branch to the C.N.

The auxiliaries from White River and Fort William had main track clear for 10 mph at 2.10 a.m., July 10; other passenger trains detoured #6 of the 9th and 4 manifest freight trains.

As a matter of information I viewed the scene from a train and the west switch signal 339 can be seen by an approaching train for 27 pole lengths with cars in the Struthers siding (no cars at time of accident). Signal 329 east switch can be seen by an approaching train, a minimum of 17 pole lengths.

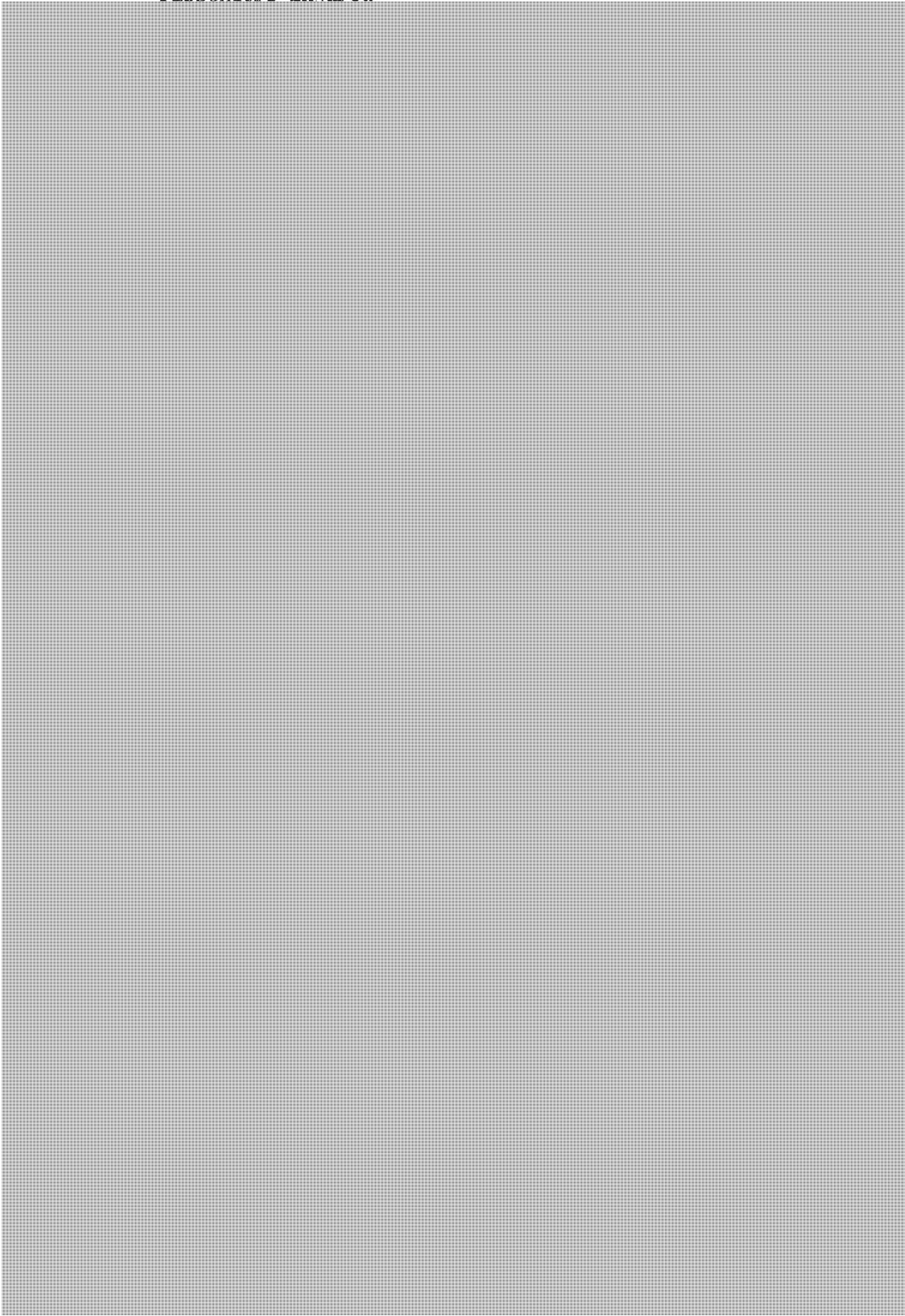
Sketch as supplied attached.

Ottawa
July 13/67

C. W. Polley
C. W. Polley

s.19(1)

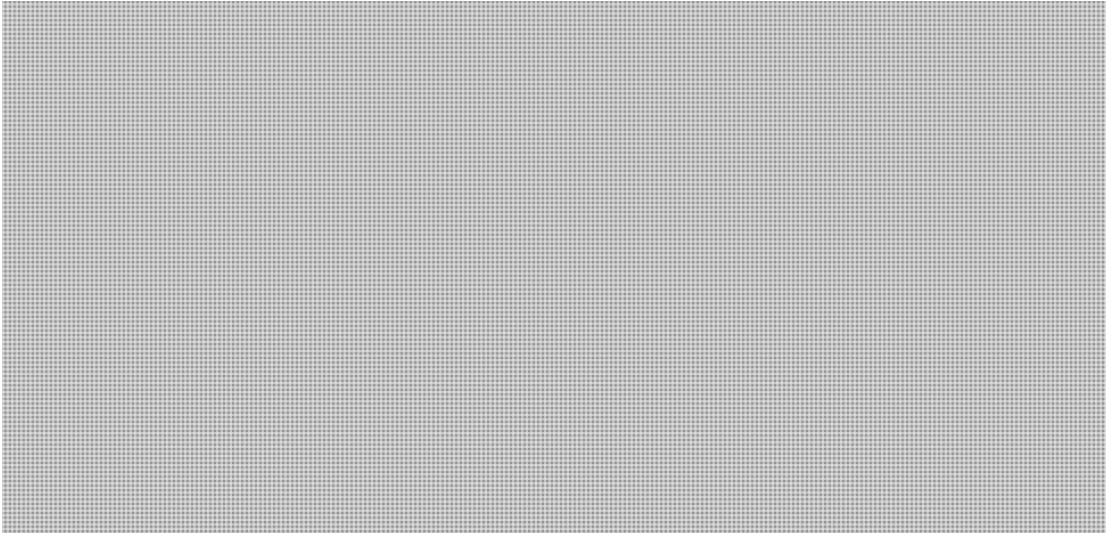
Passengers injured

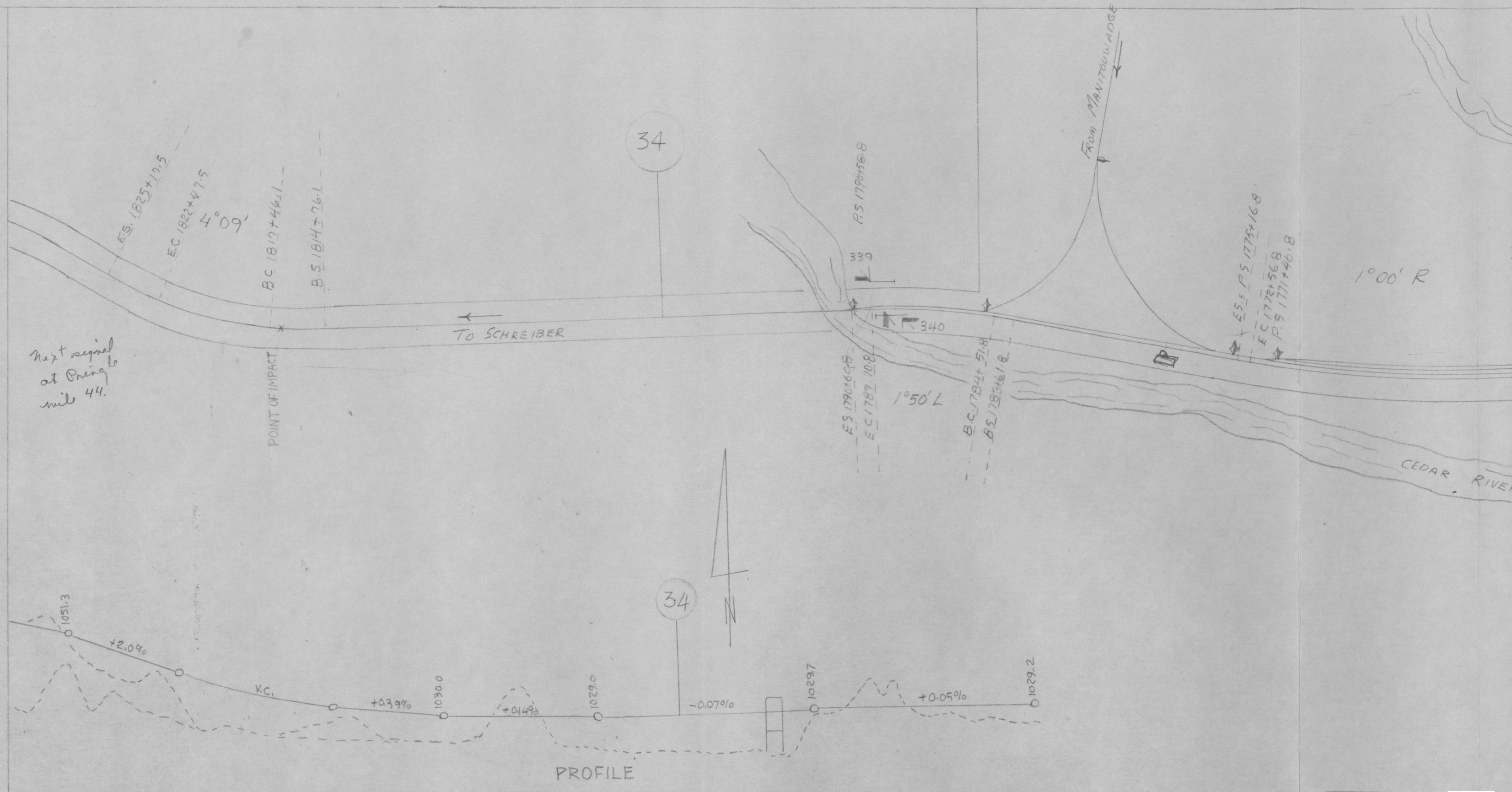


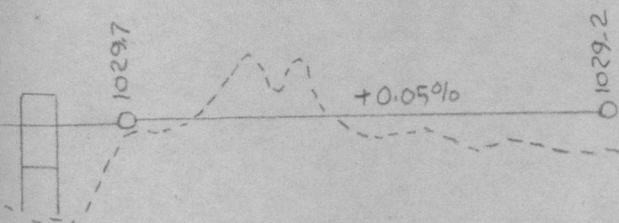
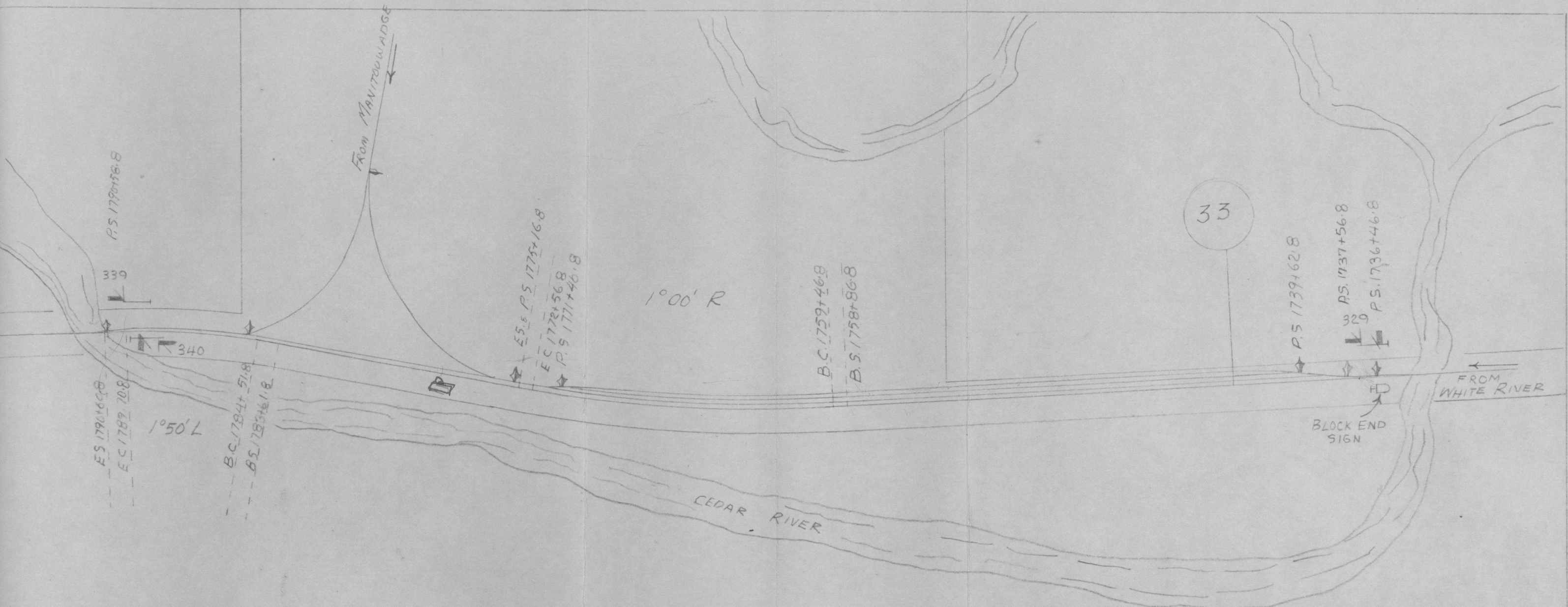
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s.19(1)

- 2 -







CANADIAN PACIFIC RAILWAY
EASTERN REGION SCHREIBER DIVISION
MI 33.6 HERON BAY SUBDIVISION

STRUTHERS ONTARIO
SCALE 1"=400'

SCHREIBER ONTARIO
JULY 11, 1967

W. C. Tripp
DIVISION ENGINEER
PLAN No. C-7-3

0-104
Form "B"

O.D.X. 62163

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Date:

000068

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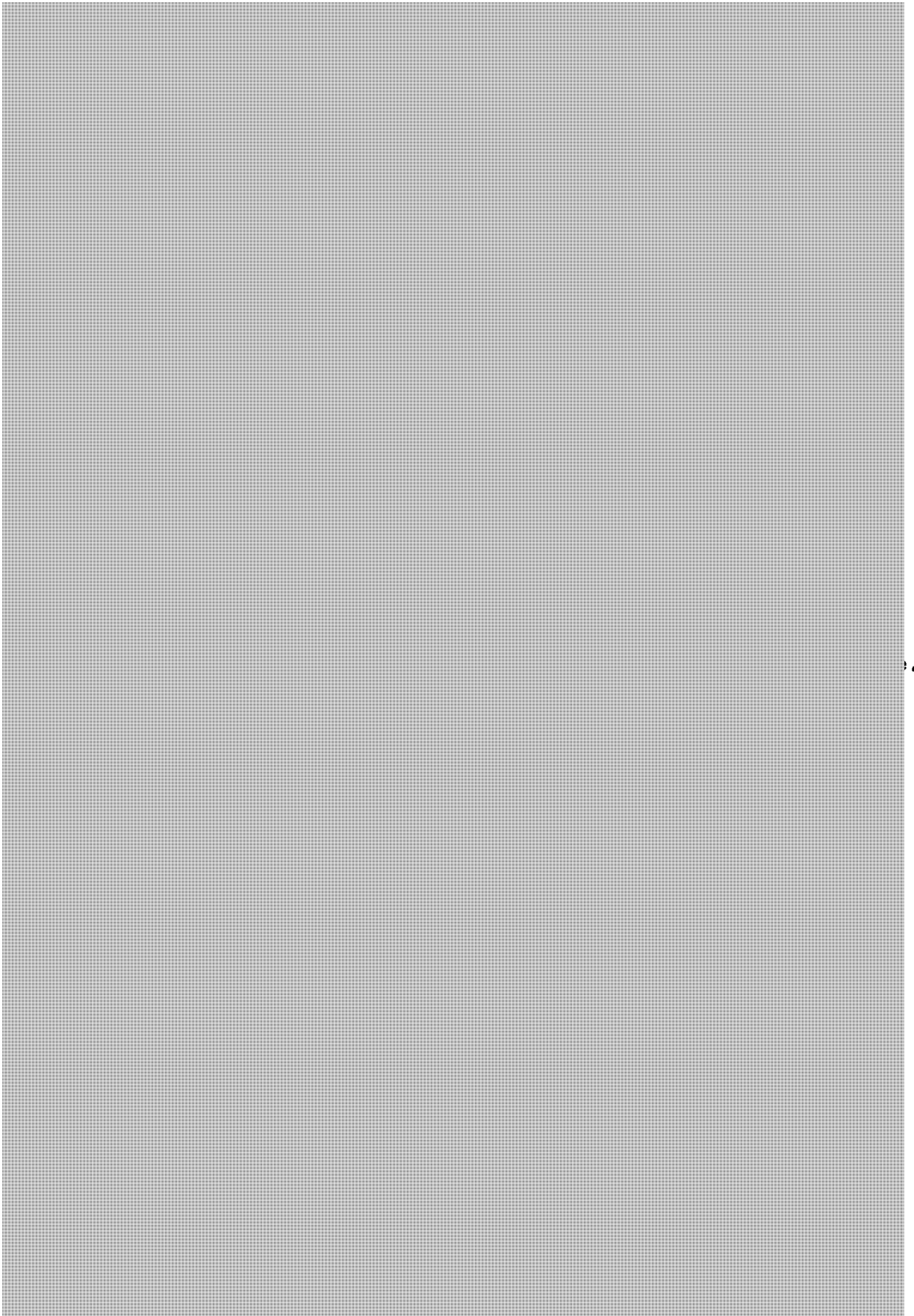
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Ottawa
July 13/67

G. W. Polley
G. W. Polley

s.19(1)

Passengers injured



....2

s.19(1)

- 2 -

