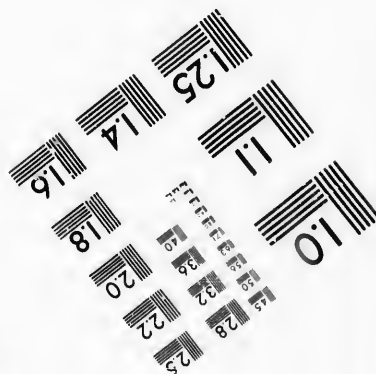
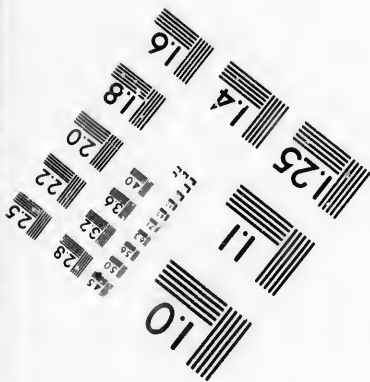
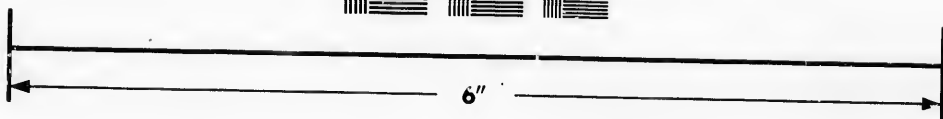
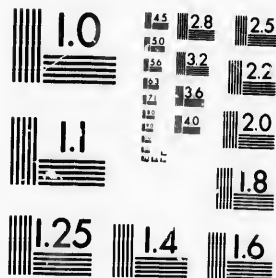


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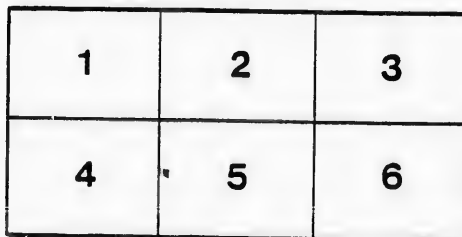
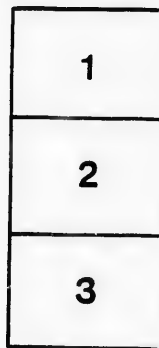
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TO THE PRESIDENT, VICE PRESIDENT AND DIRECTORS
OF THE
GRAND TRUNK RAILWAY.

GENTLEMEN—

I, the undersigned, lately Station Agent at Gananoque, respectfully request that an investigation into the cause of the collision between No. 1 Through Train and Ballast Train, at Gananoque Station, on the 17th November, 1856, may be made, in order that justice may be done, having had no opportunity of defending myself in respect to the charge made against me by S. Keeler, Esq., the Superintendent.

In support of the prayer of this Memorial, the following facts are submitted:—

On Monday, November 17th, I received the following telegraphic message from S. Keeler, Esq., Resident Engineer and Superintendent G. T. R., Montreal and Belleville Section:

"Numbers one and two (trains) will cross at Gananoque; arrange accordingly. Reply."

I immediately replied to Mr. Keeler:

"We have three gravel trains on siding; please have driver instructed to approach slowly."

To this Mr. Keeler replied:

"Put out red flags. Stop trains before reaching station, and inform them about ballast trains."

Upon receiving the last message, I sent out two men with red flags—one man East, to stop No. 1 train, and one man West of station, to stop No. 2 train. I instructed both men to stop the trains and inform them of the position of the gravel trains. No. 1 train was approaching from the East. The man with a red flag went half a mile East of the station, but only 350 yards East of where the line was obstructed with gravel trains; the man should have gone 600 yards. However, from the position in which the man stood, the flag could be seen 850 yards from the end of gravel trains by any train approaching from the East. The train approached, but no notice seemed to be taken of the red flag, and a collision took place. Upon enquiring at engine driver, why he did not approach slower, knowing the position of the gravel trains at the station, as telegraphed by me to Mr. Keeler, he informed me that he knew nothing of gravel trains, Mr. Keeler not having mentioned the fact to him. Mr. Keeler was on board the train which caused the collision, and knew the position of gravel trains at Gananoque; yet he did not inform the engine driver of the circumstance. Had the engine driver been aware of the position of gravel trains, the collision would not have occurred, as he had sufficient time to stop the train. Even had the red flag been 600 yards from the end of gravel train, the result must have been the same, so long as the engine driver was ignorant of the position of the gravel trains. It was apparent to impartial witnesses, that the engine driver took no notice of the red flag. The flag was distinguishable at 850 yards from the end of the gravel trains, the man with the flag standing at a distance of 350 yards, exhibiting the red flag, but still the concussion was so great that it knocked one engine and tender off the track, and raised the cars completely on top of each other.

In consequence of the collision I have been discharged, without an opportunity being

afforded me of defending myself, Mr. Keeler having instructed me not to report the circumstance, and that he would report it himself. I applied to S. P. Bickler, Esq., General Manager, and to S. Keeler, Esq., Superintendent, to know why I was discharged, and four days after my dismissal I received a letter from Mr. Keeler, of which the following is a copy:—

"In your letter of 27th ultimo, you desire to be informed upon what charge you are dismissed from the Company's service, stating Mr. Bailey had informed you that you were not considered free from blame for the disaster which occurred recently at your Station.

"You have a right to know, if you have not already been informed of the fact, that your removal from that Station was considered necessary in consequence of your mismanagement which caused the collision between No. 1 Through Train and the Ballast Train at your Station, on Monday, the 17th of November last. You were ordered to stop approaching trains, arranged to cross there on that day, and inform them of the position of the Ballast Trains, but which you failed to do, from not sending out the red flag to the proper distance required by regulations when a train is to be stopped. Of this fact I was myself an involuntary witness, being on the up-train and seeing the position of the red flag."

In the above I am charged with mismanagement, but the charge is so vague that it is difficult for me to answer it. I will therefore trouble your Honorable Body with a few facts and deductions in my own defence, as I do feel, unless I can defend myself from blame, that my character will suffer, and I will be regarded as a person who cannot be trusted with important duties.

I am charged with mismanagement, but how Mr. Keeler brings such a charge against me is more than I can understand. I took every precaution to prevent the collision. I telegraphed to Mr. Keeler, but that gentleman took no notice of my telegraph. I sent out men with red flags, and although the man did not go the distance required by regulations, yet I could do no more than I did, as I implicitly obeyed orders. The Engine driver discerns a red flag 850 yards distant from a Train, and he runs into the very Train that the flag is there to caution him against; he knocks one Engine to one side off the track, and piles the Cars on top of each other, but still there is nothing said to him. The man with the Red Flag only goes 350 yards, and fails to stop the train, contrary to my instructions to him. Mr. Keeler receives a Telegraph Message from me warning him of the position of Gravel Trains at Gananoque, and he takes no notice of it; still I am charged with mismanagement, and I am discharged, yet I am the only one who performed the duty according both to rule and instruction.

Hoping that your Honorable Board will grant the prayer of this Memorial,

I remain, Gentlemen,

Your most humble servant,
J. W. BROWN.

Brockville, Dec. 11, 1856.

