

THE RAILWAY STRIKE.

SERIOUS ACCIDENT AT GLASGOW.

DUMFRIES MAN KILLED.

A serious accident, involving the death of one man and serious destruction of property, occurred on the Caledonian line at Glasgow, near Buchanan Street station, on Wednesday night about a quarter past seven. A coal train was proceeding from Ross Junction, about a mile out of Motherwell, for St Rollox. It was unable, through want of sufficient brake power, to stop at St Rollox, and ran down the gradient towards Buchanan Street till it came in contact with the goods train which was on its way to Edinburgh. Fortunately the goods train had, with the exception of the last four waggons, managed to clear the various lines which intersect near the place where the collision occurred, and had got well on to the up rails, else the consequences would inevitably have been more serious. As it was, the engine of the coal train, which was proceeding tender first, struck the fourth waggon, severing it and the others from the fore part of the goods train, and was itself thrown round on its side, and lay almost at right angles with the line. The driver and fireman of the coal train, seeing the danger almost immediately before the smash took place, jumped off their engine, but Mr William Hunter, stationmaster, Bishopton, who was on the engine to show them the road, was thrown under the wheels, and was not extricated for over three hours. During this period of terrible suffering, he was sustained by small quantities of whiskey and water; and, notwithstanding his agony, he was able to speak quite sensibly to those who were endeavouring to extricate him. When at length he was got out, his injuries were temporarily dressed by two doctors and he was carried to the infirmary. There it was found necessary to amputate both legs. He had also been seriously injured about the chest, and two fingers of the right and all the fingers of the left hand had been cut off. From the first no hope was entertained of his recovery, and he died at a quarter to three in the morning. His wife had arrived from Bishopton in time to see him in life. He leaves also five young children. Mr Hunter belongs to Dumfries, being the son of the late Mr Hunter, tailor, Loreburn Street, and his sad fate has evoked much sympathy in the town, where he is remembered with most kindly feelings. The Glasgow Mail says of him: "He was held in high esteem, not only by his employers, but by the public in the district at which he was stationed, and by all who became associated with him, either socially or in business relations. His melancholy fate, whilst engaged in the performance of an exceptionally trying duty, will certainly evoke the deepest sorrow amongst all who knew him."

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Regarding the cause of the accident, Andrew Agnew, the driver of the coal train, has made a statement to the newspapers. He is 25 years of age, and states that he came from Warrington, where he was driving for a contractor, on seeing the Caledonian Company advertising for men. He arrived on New-Year's Eve, and was stationed at the sheds at Motherwell. He never was on this road before the day of the accident, and it was the first day they had Mr Hunter as conductor. Just outside St Rollox Junction they were stopped through running out of coal. The north express train came up behind them, and shoved them on in front. The mail train pushed them for two miles. There was no steam on their own engine for several miles beyond St Rollox. The brakeman, when they stopped for want of steam, went back for a pilot engine, but in the meantime the mail train came up. The latter stopped at St Rollox. When he saw the signals at danger at the far-end of the tunnel, he went on the side of his engine to see if there was anything in the way, his brake being on, but owing to having no power he could not stop. When they reached the other end of the tunnel he could see a train coming out, and he crossed over to the other side of his engine, and called to the other men to look out. He was on the inside of the road previously, and crossed to the outside when he saw the train. He jumped off immediately before the smash took place. He could not see what the fireman did, but the conductor stuck to the engine. He (Agnew) was on the engine exclusively to work it, and he took no responsibility for the road. He was entirely in the hands of the conductor. He admitted this was rather a risk to take upon himself. He reported the amount of coal they had to the conductor before leaving Ross Junction, and he replied that they had enough to convey them to St Rollox. After they had run past St Rollox and come into the tunnel, the conductor said nothing. They knew that a mistake had been made, and the conductor tried to apply the brake, but it was of no use.

Another accident occurred to a mineral train at Hamilton on Wednesday, which, though fortunately unattended with personal injury, caused a block on the railway, which it took a considerable time to remove.

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(Dumfries Public Library)