SHOCKING RAILWAY DISASTER NEAR GRANTHAM

Express Engines and Ballast Train in Early Morning Collision

EIGHT MEN LOSE THEIR LIVES; FOUR OF THE INJURED IN HOSPITAL

Terrible Scenes Outside Barkston

GRANTHAM A TOWN OF MOURNING

GRANTHAM IS THIS WEEK A TOWN OF MOURNING, FOLLOWING THE MOST SERIOUS RAILWAY DISASTER SINCE 1906, WHICH OCCURRED NEAR BARKSTON STATION EARLY ON SUNDAY.

IN A TERRIBLE COLLISION THERE BETWEEN A RAILWAY BALLAST TRAIN AND TWO LIGHT EXPRESS ENGINES COUPLED TOGETHER, FIVE MEN WERE KILLED INSTANTLY AND SEVEN OF THEIR FELLOWS RECEIVED GHASTLY INJURIES.

Three of the latter died later in Grantham Hospital—one the same night, one early on Tuesday morning, and the third on Wednesday, and throughout the week doctors of the town and the staff at the Hospital have been making an almost superhuman fight for the lives of the remaining four patients.

Grantham and district was shocked by the news of the tragedy, and the "Journal" takes this first opportunity of echoing the deep sentiments of the Mayor in voicing sympathy, on behalf of the town, with those who have suffered irreparable losses and with those who are lying in Hospital.

The scene at Barkston, to which every member of our editorial staff and a cameraman was rushed soon after the occurrence, was a terrible one, and many distressing scenes too awful to relate were witnessed.

Railwaymen and police searching a wrecked truck after the smash.

The tragedy occurred at about 6 a.m. at what is known as Peascliff Cutting, about three-quarters of a mile from the L.N.E.R. junction station at Barkston. The railway ballast train contained a brake-van in which were some platelayers, several trucks and a final brake-van in which were the 12 men involved in the disaster.

They were proceeding to work on the railway at Barnby, near Newark, and it was intended the train should draw up at Barkston with a view to collecting other railwaymen to assist in the proposed work.

Some time after the train had left Grantham at about 6 o'clock, two light engines, coupled together and bound for York passed through, and the crash occurred near Barkston station.

It has been stated that the driver of the train felt a terrific impact, and at first thought that the bridge, under which the train was passing at the time, had collapsed, but it has not been confirmed, nor have other statements that efforts to warn him of the approach of the light engines were made by someone from Barkston station.

The first intimation of the mishap was when a railwayman, whose identity has yet to be established, dashed to Barkston station and gave the alarm, only to collapse a moment later.

By that time there was chaos in the cutting some distance away. The force with which the light engines had struck the rear brake-van was so severe that the van splintered like matchwood, and piled itself high and clear of the line on to the snow-covered embankment.

Parts of it were lifted high over the first engine and crashed on to the cabin of the second, portions of other trucks were derailed and smashed, and everywhere there was a scene of indescribable disorder, the coaches being reduced to twisted iron and steel and splintered wood.

Five of the unfortunate men in the carriage were killed instantly, suffering terrible injuries. They were:—

Charles William Cooper,
of 84, Springfield-road, Grantham;
William Hughes,
of New-street, Grantham;
Arthur Harris,
of 31, Wharf-road, Grantham;
Arthur Barnett,
of Council Houses, Great Gonerby; &
John William Hunt,
of 54, Stamford-street, Grantham.

Of the remaining seven, **Timekeeper Augustine William Jeffrey Watson,** of 102, Springfield-road, Grantham, died in hospital the same night; **Maurice Avery,** of Council Houses, Great Gonerby, died early on Tuesday morning, and **G. W. Bonner,** of 107, Stamford-street, succumbed to his injuries on Wednesday, at 21.15 a.m.

All of them were married men.

The injured comprise:—

H. Sentance,
of 3, Wolmer-cottages, Albion-place;
F. Parker,
of Springfield-road,
G. Green,
of Barrowby; and
A. Taylor,
of Albert-street, Grantham.

TERRIBLE PLIGHT

Their plight was a terrible one; some of the men were trapped underneath the wreckage, and others lay in a water carriage way, or dike, which runs by the side of the railway line. It was intensely cold, and all around there were several inches of frosted snow.

When the alarm was received at Barkston station, an urgent message for help was sent out to Grantham Hospital, the Grantham Ambulance Brigade, Ambulance and police and railway officials. Meanwhile, Stationmaster Lattimore, of Barkston, took charge of rescue operations.

A light trolley was obtained for use as an ambulance, and with the aid of platelayers who should have joined the ill-fated train and other members of the railway staff, a hurried dash was made down the line to the scene of the tragedy.

There their task was all the more difficult because it was still dark, and they had no knowledge as to how many men had been involved in the catastrophe.

Soon afterwards, Dr. F. J. Jauch, of Grantham, arrived at the spot, having walked up the metals from Barkston station, followed shortly after by Dr. Hopper, of Grantham, and other helpers.

One of the latter described their efforts to a "Journal" representative.

"It was still night," he said, "and dawn was only just beginning to break. We had to work with electric torches and oil lamps brought from the station, but even then you simply could not see. We found one or two men were in the dike and we got them out.

"The wreckage blocked both of the lines. The poor fellows involved had to be extricated from the crashed wagons.

ASKED FOR CIGARETTE!

"The majority of the men were semi-conscious, and they could not help us. They were pinned down by bits of timber and lay there helpless; one man asked for a cigarette.

"The most gruesome task was the getting out of the dead bodies, because they were all friends—men who were alive a short time before. It was intensely cold and a slight mist made things very difficult, indeed.

"The weight of the timber, too, was a handicap. We tried to lift part of the side of a wagon. Six men had a go at it, and two or three of us got underneath to release one of the poor fellows, fearing all the time it would collapse on us.

"Then we got them on the trolley and wheeled them back to the station, where the ambulance took them to the hospital. Even then, transport was handicapped because of the snow-covered roads."

Another railwayman who was on the scene shortly after the disaster said that the injured men showed wonderful courage.

Meanwhile, back at the station, Mrs. Lattimore, Mrs. Loker, the wife of a porter, and Mrs. Speed, the wife of a platelayer, had made some tea for those able to take it, and one of the injured men—Albert Taylor—had three cups of tea and a cigarette.

AMBULANCE DRIVER'S IMPRESSIONS

Mr. J. E. Twilley, driver of the Grantham motor ambulance, vividly described the tragic scene after the accident, and related how the rescuers worked almost frantically under great difficulties to release the injured who were trapped under the wreckage.

With Dr. Jauch and Dr. Hopper and the railwaymen, Mr. Twilley was one of the first on the scene.

When he arrived, his electric torch and a railwayman's lantern were the only lights the rescuers had to assist them in their task. The injured men, groaning with pain, were otherwise in total darkness, and some of them were in danger of drowning in the railway dike adjoining the metals. The presence of the dike, however, undoubtedly saved several of the injured from being crushed to death when they were thrown out of the smashed rear brake van.

The injured were extricated from their perilous positions as quickly as possible, but little could be done for them on the line, as their clothes were frozen on them.

They were placed on a little flat bogey truck, which was pushed along the line to Barkston station. Six of them were placed in the waiting ambulances from Grantham and Sleaford and one was placed in Dr. Jauch's car, and they were all rushed to hospital.

The lifting of the heavy wreckage was one of the greatest difficulties which had confronted the rescuers, said Mr. Twilley, but they worked heroically under the terrible conditions.

One of the first men rescued asked him for a cigarette, and he promptly obliged.

"It was the worst job I have been on since I left the battlefields during the war," stated Mr. Twilley, who added that the terrible weather conditions greatly accentuated the difficulties.

So extensive was the damage that pieces of the smashed trucks were found quite 50 yards away from the spot, while the bridge, near which the accident happened, bore scratches as though struck by flying timber. The bodies of the dead men were taken to Barkston station and placed in the waiting-room.

BOTH LINES BLOCKED

After attending to the whole of the injured men, railway breakdown gangs and officials from as far away as Doncaster, who had been hastily summoned, took charge, and commenced the task of clearing the main lines, both of which were blocked.

They brought into use a steam crane, and, on instructions from Superintendent Sharman and Inspector Cooke, who were in charge of the police, their efforts were first directed towards lifting the overturned debris of a truck, it being feared that other bodies might lie beneath this. Fortunately, these fears proved groundless.

The two light engines remained on the lines after the crash, but the leading one was rather badly damaged.

The drivers of these trains, it was stated, were two York men—David Ward, of 124, Wetherby-road, Acomb, and George Smith, of 12, Weldon-avenue, York—and the firemen were Harold Culvert, 25, Caxton-avenue, York, and Thomas Reynolds Robson, of 6, Osbaldwick-lane, York.

They escaped injury with the exception of one, who is understood to have received slight cuts, and their escape, in view of the fact that the splintered wreckage was pitched in all directions, may be regarded as a miraculous one.

The operations were witnessed by a large crowd of spectators, principally from Grantham, and among them at an early hour was Lord Brownlow, who, it will be remembered, was Mayor of Grantham last year, and who had probably met some of these unfortunate men during his year of office. His Lordship, of course, owns considerable property adjoining the railway line, and he gave instructions for his household staff at Belton Park to prepare coffee and sandwiches to be sent out for those helping in the work.

Another who was early on the scene was the Mayor of Grantham, Councillor Arthur Eatch.

OFFICIAL STATEMENT

The following official statement was issued at night:—

"The London and North Eastern Railway Company regrets to state that an accident occurred at Barkston junction, near Grantham, at 6.15 a.m. today, in which five employees lost their lives and seven employees were injured.

"Two light engines coupled together, and proceeding northward on the main line, ran into the rear of a ballast train which had previously left Grantham.

The wrecked brake-van. From under this tangled mass several of the injured men were rescued.

"First aid and rescue work was carried out immediately, and breakdown gangs commenced the task of clearing the main lines, both of which had been blocked by the accident.

"The up main line was cleared at 11.30 a.m. and trains proceeding in the direction of London are being worked over this line. North-bound trains are being diverted at Grantham on to the Nottingham line, via Allington Junction, and are rejoining the main line at Barkston East Junction until such time as the down main line is cleared.

"The cause of the mishap is under investigation."

The following announcement was made later by the L.N.E.R.: "The down main line was cleared at 6 o'clock tonight, and is being brought into use forthwith, passenger trains proceeding at caution over it until further notice."

Continued from next column.

ham will remember that close upon midnight on that occasion the Scotch Express train proceeding from London, and which was supposed to stop at Grantham, dashed through the station at a terrific speed, left the metals, ploughed up the permanent way for 100 yards, and finally crashed through the stone parapet of Harlaxton-road bridge.

The roadway was piled up with heaps of timber, and to heighten the scene of horror fire broke out immediately.

A reference to the files of the "Journal" at that time states that the driver was seen gesticulating and as though he was shouting as the train passed through, and it was assumed he had lost control of the monster.

Twelve lives were lost and 17 injured.

THE VICTIMS

A. W. J. Watson

W. Hughes

G. W. Bonner

J. W. Hunt

A. Barnett

C. W. Cooper

A. Harris

THE INJURED

A late report as to the condition of the injured men appears on page 11.

THE INJURED

H. Sentance

A. Taylor

G. Green

F. Parker

AMAZING ESCAPES

Two Men Miss the Train

THE MAYOR'S SYMPATHY

A number of stories of remarkable escapes in the disaster were subsequently brought to the notice of the "Journal," and one of the men involved—Mr. George Harris, of Grantham—was congratulated on his escape by the Grantham district coroner, Mr. Theodore Norton, when he opened the inquest at Barkston on Monday.

Mr. Harris rode in front of the brake-vans in company with several other gangers and had the awful experience later of finding the body of his dead brother, Mr. Arthur Harris, among the debris.

This was early expressed in kindly words by Mr. Norton, who said he felt it was the desire of them all that the first thing they did should be to offer a very deep expression of sympathy to the relatives of the unfortunate men who had lost their lives.

He asked that the little gathering should stand in silence for a moment and this was done.

Mr. A. J. Grinling, L.N.E.R. district engineer, of Peterborough, who represented the Railway Company, asked to be allowed to associate himself with the coroner's remarks on behalf of the company, the chief engineer, Mr. C. J. Brown, and his staff at King's Cross, and also on his own behalf. "All these men worked on my staff," said Mr. Grinling. "I knew them well, and I can assure you the L.N.E.R. has lost some very valued members in this lamentable accident."

A similar expression of sympathy was voiced by Mr. A. Chalkley, of Grantham, who appeared on behalf of the National Union of Railwaymen. Three of the dead men, Messrs. Cooper, Harris, and Watson, were members of this, and all the injured are members.

A GRIM COINCIDENCE

Another interesting point noted was that the first train to pass after the down line had been cleared was the "Humorist"—a grim title under the circumstances.

It is often said, too, that a robin is to be found where there is disaster. Whether or no this is correct is not established, but on Sunday, at any rate, there was a robin busy amongst the wreckage where the earth had been laid bare by the accident.

Among the men from the L.N.E.R. ambulance service who were called out were Messrs. H. Pearson and G. Church, of the Grantham loco department, and Messrs. W. Wakefield, T. Bromley and W. Baker, of the traffic department.

Reference to the disaster was made by the Vicar of Grantham, the Rev. G. H. Wade, in the course of the service at St. Wulfram's church on Sunday morning.

On Monday, the Mayor, Councillor Arthur Eatch, sent the following letter to the widows of the men involved:—

"Will you allow me to express the town's grief at the sad loss you have sustained in the death of your husband in the disaster which unfortunately overtook him and his mates yesterday, and to add my sincerest condolences, in which the Mayoress wishes to join."

His Worship also sent a letter to the injured men, expressing sympathy in their accident and the hope that they soon would be about again.

The following letter has been received by the "Journal":—"The members of the Grantham branch of the National Union of Railwaymen wish to express their deep appreciation to Lord Brownlow, who, in the course of the rescue work, sent supply of refreshments provided. Also to the doctors at the scene of the accident for their splendid work, and to the doctor and staff of Grantham Hospital for their services; further, to all those other helpers who so willingly assisted we are extremely grateful."

This is signed on behalf of the members by Mr. A. Chalkley, secretary.

HELP FROM LEGION FUND

We were informed by an official of the British Legion and United Services Fund that in the case of all ex-Service men victims of the accident assistance is being provided by this fund, which is operated, as it were "in the dark," and the amount of help and good done by it in cases of distress is not generally known to the public. The benefits are not confined to members of the Legion.

One of the men concerned—Mr. Hughes—was a member of the "Black Horse" sick and dividing club, Great Ponton, and a cheque for £8 4s. has been forwarded by the club to the widow.

Mr. Chalkley voiced the sympathy of the Union with the relatives in their great loss, and also with the seriously injured.

TO BE ADJOURNED

A jury was empanelled, and of these Mr. William Cottam was elected foreman, the other members being Messrs. W. H. Baxter, W. Nicholson, R. Knox, J. Aliott, H. Noden, J. Bampton, and J. Le Cras.

Mr. Grinling was accompanied by Inspector W. Cunnington, of the Grantham Loco. Department (also represented by Mr. W. Emerson, the district superintendent, of Peterborough) and by Inspector Piesse, of the railway police. Superintendent G. Sharman and Inspector Cooke (Grantham Spilsgate Division) watched the proceedings, and P.c. Skerrit, who undertook exceptional service in connection with the disaster and in arranging for the subsequent inquiry, was the coroner's officer.

Mr. Norton intimated at the outset of the proceedings proper that all he proposed to do that afternoon was to take sufficient evidence to identify the several bodies and then to call the medical men concerned.

He observed that he was in rather a difficult position, because he had received no official report from the railway company, but, so far as he had been able to ascertain, a ballast train consisting of an engine, front brake van, a number of trucks, and another brake van in the rear, left Grantham station with a gang of platelayers the previous morning en route for Barnby, near Newark.

He gathered that they were to make certain repairs to the main line, and that it was intended they should pick up other platelayers at Barkston station.

As the train was pulling up gradually to stop at Barkston two light engines, coupled together, crashed into the back of it.

The result was that it telescoped the rear brake van, in which were 12 of the men. "This was smashed to smithereens," said Mr. Norton, "and these five men were killed outright, and seven others were seriously injured and were taken to Grantham Hospital."

Unfortunately, he added, another of the men, Mr. Watson, died later as the result of his injuries.

"A TERRIBLE DISASTER"

"As you will appreciate," said the coroner, "this is a terrible disaster, and, of course, it is a matter which will require very careful inquiry. This will take some time, but a very strict inquiry will be made—you can take that assurance from me. Sufficient time will have to be given to complete the inquiries, and, therefore, this inquest will have to be postponed as a consequence."

There was another point, that those in hospital might by that time be in a fit condition to give evidence.

That being so, after they had heard the evidence that afternoon, he intended to adjourn the inquiry for 28 days.

The first witness called was Mrs. Kate Alice Watson, widow of Augustine William Jeffrey Watson, who was a timekeeper on the L.N.E. Railway at Grantham. She said her husband was 55 last August, and surviving him were witness and four children, all grown up. The eldest was Phyllis Cullen, who was married, and the others were Doreen Watson, aged 25, Margaret Watson, aged eleven, and Jean Watson, aged nine, the three latter living at home.

Her husband left home just after five o'clock on Sunday morning for his usual duties, which she understood from him the night before would involve a journey by a ballast train to Barnby. Other days he was in the office, but this was the usual Sunday occupation. He did not work every Sunday, but only when there was Sunday relaying work to be done. He was a strong, healthy man.

FIGHT FOR LIFE

Dr. Albert Pearlman, house surgeon at Grantham Hospital, said that Watson was brought to the hospital soon after 9 a.m. on Sunday morning, and he was suffering from serious injuries, including great shock and concussion. He was unconscious, and a detailed examination was impossible, owing to his very bad general condition.

He recovered consciousness under treatment, about 10.15 a.m., but at no time was he able to say very much. He did not volunteer any statement, and could give no coherent account of the disaster, beyond answering "Yes" or "No" in reply to questions as to his condition. He remained in a semi-conscious condition until he died at 11.15 p.m.

He had collapsed on two occasions during the day, and they thought he was about to die, but he was revived. Everything possible was done for him, but it was hopeless. No operation was performed.

At the time he was dying witness made another examination to see if anything could be done for him, and it then became obvious that he had broken a large number of ribs, which had penetrated the lung on his right side. Multiple rib injuries, the perforation of the lung, severe hemorrhage, and shock were the cause of death.

Charles Francis Cooper, bricklayer, of South Muskham, near Newark, said that his father, Charles William Cooper, aged 52, of 84, Springfield-road, was a platelayer in the service of the L.N.E. Railway. He was survived by a widow, Mrs. Ruth Cooper, and a family of two—witness and a married daughter, Mrs. Daisy Shelton.

Henry Rains, painter, of 13, Eaststreet, Grantham, brother-in-law of William Hughes, who was aged 35, said deceased left a widow, Mrs. Elizabeth Ann Hughes, and a child, Dorothy, aged six. Witness last saw him alive on Saturday evening, and he was in a healthy state.

Evidence of identification in regard to Arthur Harris was given by a brother, George Harris, a labourer on the L.N.E. Railway, of 20, Wharf-road, Grantham. Deceased, he said, was dreadfully knocked about, and witness identified him by his spectacles, his clothing, and his watch.

He was 58 years of age, and left a widow, Mrs. Nellie Harris, and eight children, varying in age from 12 to 27 years. Only one of these, the oldest, Mr. Harry Harris, was married, and three of them lived at home, the youngest being about 12.

LUCKY TO BE ALIVE

Harris said that he joined his brother at Grantham station, and left on the same train to go to work at Barnby.

The coroner: Are you one of the men who escaped injury?

Harris: Yes.

Mr. Norton: Well, I congratulate you.

Witness said that he was in the front van of the ballast train, and his brother remained in the rear one. After the accident witness helped in the rescue work and found the dead body of his brother. "I helped to pull him out of the dyke," he said.

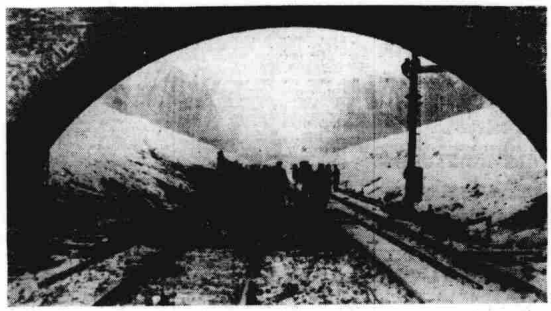
Mr. Norton: It must have been a very great shock to you?

Witness: It was.

Answering Inspector Cooke, Harris added that the train was on the move when the crash came.

Inspector Cooke: Do you know whether anyone made a communication to the driver to get on.

Harris: I can't tell you. I understand someone with a light ran from Barkston signal-box, but the crash had occurred then; they were too late.



The scene of the collision, which occurred at this bridge, where the wreckage of the rear brake-van, with the unfortunate victims, was strewn over the line.

Inspector Cooke: You know nothing at all to the accident happened?—No, nothing at all.

Superintendent Sharman: Were any of the men who were killed or injured in the front brake van?—No, they were all in the rear brake.

How many of them?—I cannot say.

Inspector Cooke: Who was acting as guard that morning?—We had no one as acting guard. I think Mr. Watson was seen in the rear to look after the brake, and my brother. But I cannot say definitely. I do not commit myself.

William Barnett, a railway goods porter at Boston, identified the body of Arthur Barnett, his brother, of Great Gonerby, who was 44 years of age. He left a widow, Mrs. Frances Barnett, and nine children, varying in ages from 20 years to six months. These were Walter Barnett (20), Evelyn (18), Arthur (16), Emma (11), Charles (8), Gwendoline (5), Donald (3), George (2), and a baby daughter, Kathleen, aged six months. With the exception of the oldest girl all were living at home.

SIGNALMAN QUESTIONED

Reuben Codd, of "Jericho," Syston, a signalman at Barkston box, was finally sworn. He identified the body of William Hunt, his nephew, who left a widow, Mrs. Susan Elizabeth Hunt, behind.

Several pointed questions were directed to him by the coroner in regard to the operation of the signals.

Codd said that the Barkston box had control of the section between Peascliff and Barkston, though there was not always a signalman there on a Sunday. There happened to be one on duty this Sunday, because I came on later and he had been on since six.

The coroner: But is it an irregular thing to have a man in that box on a Sunday?—It is not usual. He stays on if he is required. They close on a Sunday morning at six o'clock as a rule.

Supposing there is no man in the Peascliff box on a Sunday, does it extend to Grantham?—No, to Barrowby-road.

One other thing; supposing there is no one in control of Peascliff box, there is a distant signal from there and a home signal?—Yes, and an advance signal.

If that box is not under control of anyone all these signals would be "all clear"?—If the box was closed the signals would be off.

Of course, if they were off the next signal a driver would get would be from your signal box at Barkston?—Yes.

That is always occupied, isn't it?—Not always.

Do you mean to say that they do not know someone there always on a Sunday?—No.

I don't understand the system at all.—It is closed certain times on Sundays.

But how are the drivers to know?—He would not have been allowed to leave Barrowby-road if Peascliff were closed.

But it so happens there was a signalman in Peascliff box. Supposing there hadn't been one?—The signals would have been off. Unless Barkston was clear he would have been held back at Barrowby-road. He would not be allowed to leave the Barrowby section until the train had passed Barkston.

DOCTORS' EFFORTS TO HELP

Dr. Francis Joselin Jauch, of Grantham, said he received a telephone call between 6 a.m. and 7 a.m. the previous morning that a serious accident had occurred near Barkston station.

"I drove there, arriving calling at Grantham station to pick up rugs and other necessities, and a railway man," said the doctor. "I arrived at the station and walked along the line, about three-quarters-of-a-mile, to the scene of the accident. There were some workers already there, and it was quite evident there had been a serious crash. We set to work to rescue the injured men. Some of them were dead. Seven other men were injured, and after receiving some first-aid treatment they were removed to Grantham Hospital."

Witness examined Cooper, and found him to be suffering from multiple injuries, the worst of which was a fractured skull, and the shock of this was the cause of death. This must have been instantaneous.

The van in which the men were riding, added witness, was smashed to matchwood.

The coroner: It seems to me a miraculous thing that any one escaped at all.

Dr. Jauch: Yes.

In regard to William Hughes, Dr. Jauch said he found a lacerated scalp, fractured skull, a much-mutilated leg, and multiple fractures of the leg. In addition to much bruising. Death in this case also was instantaneous, and was due to the fractured skull and multiple injuries.

Continued on Next Page

GRAPHIC STORY AT BARKSTON INQUESTS

Several Distressing Scenes

SYMPATHY WITH BEREAVED

A NUMBER of distressing scenes were witnessed at the inquest which Mr. Theodore Norton, the Grantham district coroner, opened at Barkston Institute on Monday afternoon.

Once again there was a small band of police and railway officials, but the scene of tragedy had been shifted to a room in the quiet village and on that day, with the bustle and haste to render much-needed help no longer necessary, there was, instead, a general feeling of deep-rooted sympathy for the small company of sadly-bereaved relatives.

This was early expressed in kindly words by Mr. Norton, who said he felt it was the desire of them all that the first thing they did should be to offer a very deep expression of sympathy to the relatives of the unfortunate men who had lost their lives.

He asked that the little gathering should stand in silence for a moment and this was done.

Mr. A. J. Grinling, L.N.E.R. district engineer, of Peterborough, who represented the Railway Company, asked to be allowed to associate himself with the coroner's remarks on behalf of the company, the chief engineer, Mr. C. J. Brown, and his staff at King's Cross, and also on his own behalf. "All these men worked on my staff," said Mr. Grinling. "I knew them well, and I can assure you the L.N.E.R. has lost some very valued members in this lamentable accident."

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