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**OTHER INTERVIEWS.****AN INJURED PASSENGER.**

Mr. Percy Oxlade, of Albert-street, Footscray, was stretched out in the postal van, and notwithstanding that he had both legs broken he bore his misfortune with remarkable serenity.

In reply to a question, Mr. Oxlade said that he was, he thought, in the third carriage from the guard's van.

"It's no use asking what happened," he remarked. "All I felt was a fearful bump, and before I knew where I was I was mixed up with the eight other passengers in the compartment. Some of them scrambled out on to the platform, but I discovered something the matter with my legs, and I remained still until I was lifted out and put where you see me."

Young Oxlade was taken to the Melbourne Hospital in the St. John ambulance van.

A large force of police was present on the station when the train arrived, and there was great difficulty in keeping the platform clear in order that the ambulance men and railway officials might safely convey the wounded to the waiting vans. Fathers and mothers who had children on the train, and no knowledge of what had happened to them, were in a state of hysterics for information as to what had occurred. But the Ballarat passengers were so bewildered that they knew very little, and even the guard of the train could say nothing as to the extent of the catastrophe. The station master's office was besieged by an anxious throng, but no news was available from Braybrook except of a general nature. It was sufficient, however, to deepen the fear that one of the worst accidents in the history of the Australian railways had darkened the festivities of the Easter season.

**BALLARAT GUARD'S STATEMENT.**

Guard Fraser, of the Ballarat train, on being interviewed at Spencer-street, said the train arrived at Sunshine at 10.48 p.m. In consequence of the length of the train it was necessary to draw up twice to the platform in order to allow the passengers getting off at that station to alight. He was on the platform waving the drivers ahead for the second time, and the train was drawing along when the Bendigo train ran into them. The impact was so severe that four carriages, including three first class and one second class, and the guard's van, were shattered. The front part of the engine of the Bendigo train was thrown off the line. The Ballarat train was full, and the four carriages which were demolished must have contained about 130 passengers.

**A GRAPHIC ACCOUNT.**

Norman Hodges, a young man, about twenty years of age, living at Yarra-street, South Yarra, said he went up to Ballarat on

twenty years of age, living at Yarra-street, South Yarra, said he went up to Ballarat on Friday, and was returning yesterday. He was in a carriage a short distance from the end of the train, and luckily escaped injury. "I was asleep at the time of the collision," he said, "and was awakened by the violent impact. It was some time before I could realise what had happened. The carriage in which I was seated was filled with people, and the utmost consternation prevailed. A number of the women in the train screamed, and there was a general rush to see what was the matter. Looking around, I saw a terrible scene. I can hardly describe it. The train I was in was just moving out of the railway station, and the Bendigo train had crashed into us. Two carriages appeared to be telescoped. They were hopelessly smashed to pieces, and the unfortunate passengers were struggling amidst the ruins. Some were screaming, others were crying out for help, and a few appeared to be helpless, and were groaning. Added to this there was the excitement of people rushing to give assistance, whilst others searched the carriages for their friends.

"The most terrible thing, however, was the blaze of light as the debris caught fire. It was some time before anything like proper help could be obtained; and it was difficult to know whom to assist first. People—some of them seriously hurt, others slightly wounded, and others merely suffering from shock—were lying all across the platform. Some of them were reclining on the seats. Those more unfortunate were still being rescued from the train and given to the care of their friends. All the railway officials gave what attention they could. The fire bell was rung, and the members of the fire brigade were soon in attendance. Then those who were not hurt were got together, and we came on with the train.

**"IN THE UNFORTUNATE CARRIAGE."**

Four stalwart looking men with bandages around their heads, and who appeared to be suffering from bruises in various parts of their bodies, stepped out of the train. "We've had a fearful time!" said one of them. "Yes," replied the other, "we were in the unfortunate carriage." Asked how the affair happened, they gave rather confused accounts. "The fact was,"

said one of them, "that the Bendigo train ran into us—she came on top of us. We were underneath, and the wonder is that any of us escaped with our lives.

"Some of the railway officials told us that only a few people were killed, but I think it will be a mercy if there are not some dozens. Indeed, I do not see how many of them could have escaped with their lives.

"Well, after the engine came crashing into the train the disabled carriages fire, and the poor passengers were pinned under-

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and the poor passengers were pinned underneath. There was necessarily a good deal of confusion, and those who were not hurt ran to their assistance. It was terrible work, and the task of extricating the passengers from their dreadful positions was a slow one. It is impossible for us to tell how many were killed, or how many were hurt, but there might be 60 or 70, or even more. As far as I could notice assistance was given as soon as possible, but there were only a few officials in the place, and it was necessarily a long time before those seriously wounded could be properly attended to.

### A TERRIBLE SPECTACLE.

"It was a terrible experience," said Mr. G. Symonds, of Ballarat, who was travelling by the train. "though in our carriage we escaped lightly. The Ballarat train was just moving from Sunshine station for Melbourne, when the Bendigo train dashed into the rear of it. The guard was just stepping into the van when he saw the approaching disaster, and just had time to jump clear. Four Sunshine harvester men also had time to spring clear, when the engine of the Bendigo train crashed into the van, and tore through it and the next two carriages. The van and the two carriages were smashed to pieces. I was in a forward carriage, and felt nothing beyond a severe jolt, and all of us who were uninjured went to the rescue of those buried beneath the wrecked carriages. The groaning and moaning of the unfortunate people were heartrending. I saw half a dozen dead bodies. Legs and arms that had been cut off were lying around, and in the wrecked carriages some people were found with the life crushed out of them, hanging by their chins from the hat rack, against which they had been jammed when the Bendigo engine ploughed its way into the train.

"The disaster occurred about 20 minutes to 11 o'clock. The train was packed, and was an unusually long one. In the brake van were several bicycles, and these were afterwards found hanging on to the engine of the Bendigo train. It was a terrible task getting the injured from under the wreckage, and when I left they did not know how many bodies lay beneath. I came on in the Ballarat train, which was constituted as before the disaster, with the exception of the two carriages and the van. We have brought on a lot of the wounded, but there are many others still to arrive."

### A LADY'S EXPERIENCE.

A lady who was suffering from shock gave a brief statement of her experience in a ladies' carriage. "There were five ladies in the carriage," she said, "and one of them had a little girl and a baby. The train was just moving, and I heard a whistle, when the thought flashed through my mind, 'What a terrible thing it would be if there was a collision!' The next moment there was a crash, a sheet of flame, a violent shock, and then our train seemed to part, and our portion of the train drew away, leaving the wreck behind. Immediately

to part, and our portion of the train drew away, leaving the wreck behind. Immediately there were cries and groans, but the men prevented us from going to the scene of the wreck, saying that the sight was too awful for us to witness."