



Date of incident	Date of report	Newspaper	Summary	Location	Fatality
31-Aug-1863	31-Aug-1863	Daily Review (Edinburgh)			227

WEST HIGHLANDS -- PROPOSED RAILWAYS. The subject of railway communication through the West Highlands is at present engaging the attention of capitalists and landed proprietors. That it would very much improve the districts through which a railway would pass cannot be doubted, and it is hence of importance both to the proprietors and tenants. Two railways are now talked of — one to Oban, and the other to Fort-William. It is believed that both of the routes proposed would in time prove as successful as any of the northern lines, and it seems now that the introduction of railways to the West Highlands is only a question of time. We understand a very energetic movement is influentially supported in the north, for a line of railway from Fort-William in connection with the Inverness and Perth Junction Railway, the proposed junction being at Badenoch. It has now been surveyed, and the line, it is stated, can be formed at less cost than any other in the north. Without this branch, traversing, as it does, some of the most romantic and best, though least known, of our Highland scenery, the great tourist route to the Scotch Highlands would be incomplete. The projected railway is warmly supported by Lord Abinger, Lochiel, and Mr Campbell of Monzie, as well as other proprietors along the proposed route. The length of the line would be considerable, but as it would be of comparatively may construction, and of great advantage to the district through which it would pass, it is more than probable the movement will result in something tangible. In regard to the Oban Railway, the scheme seems one which may likely in time succeed; and though there are doubtless many difficulties to overcome, confident expectations are entertained that if such a line was made, a considerable portion of the Atlantic traffic would be landed at Oban for transmission by rail, and thus avoid the risks, and save the time, of going round the Mull of Cantire. Oban would, doubtless, make one of the best and most sheltered shipping ports in the kingdom. It appears that capital will not be wanting for the construction of the line, if it is resolved to proceed with it. It has recently been surveyed. As a tourist route, we believe, it would be quite unsurpassed in the Highlands, passing as it would do the splendid scenery of Dunstaffnage, Lochnell, Connell (Ossion's falls of Lora), Loch Etive, Bonawe, Ben Cruachan, Inverawe, Pass of Awe, Lochawe, Kilchurn Castle, Glenorchy, &c.. The most of the proprietors, we understand, are favourable to the undertaking. — Daily Mail.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

01-Jul-1873			Tyndrum station opened (Caledonian)		117
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Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

01-Aug-1873			Crianlarich (Caledonian) opened		120
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Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
13-Sep-1873	18-Sep-1873	Yorkshire Post and Leeds Intelligencer	Accident on Callander and Oban Line	Tyndrum / Crianlarich	140

#### ACCIDENT ON THE CALLANDER AND OBAN LINE.

A railway passenger writes as follows: — On Saturday forenoon, instead of the usual goods train arriving at Tyndrum, an engine steamed into the station, and information was given to the officials that the goods train had gone off the rails about four miles on the south side of Crianlarich. A number of labourers were instantly procured and conveyed to the spot where the accident had occurred. A passenger train was due in 20 minutes after the occurrence, and a servant of the company was sent back with a red flag to stop its approach. Shots were also fired in succession, with the desired effect of bringing the passenger train to a stoppage without a collision. The labourers brought from Tyndrum were speedily at work replacing the waggons on the rails, but this occupied so much time that the second passenger train was about due. The same means were adopted to bring it to a stand. After considerable delay the waggons got on the rails, and the portion of the line torn up so adjusted that the two passenger trains were conveyed safely over it, and reached Tyndrum fully three hours late. The accident fortunately occurred at a level part of the line, for had it taken place at any of the steep gradients, such as Glenogle, the consequences might have been serious. It is only within the last three weeks that the goods and passenger trains have been divided, the goods preceding the passenger train by 20 minutes. Since that time, however, the reprehensible practice has been adopted of running the tender before the engine by several of the trains, for want of a turning table; but on such a line as the Callander and Oban no such practice should be tolerated for a single day.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input checked="" type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
15-Apr-1874	16-Apr-1874	Edinburgh Evening Express	Secretary of railway injured in coach accident	Dalmally	147		

#### SERIOUS COACH ACCIDENT.

Yesterday afternoon, while the passenger coach which runs between Tudrunn and Oban was descending a steep brae, about three miles from Dalmally, part of the harness gave way, causing the pole of the coach to break. The two leading horses started off at a sharp bend of the road, and the coach was thrown over an embankment, carrying with it four inside and six outside passengers with the driver and guard. The passengers injured were Messrs Blyth and Cunningham, engineers, Edinburgh; and Mr Anderson, secretary of the Callander and Oban Railway. Mr Anderson and Alexander Smith, the driver, were very severely injured. There is no protection on the road at the spot where the accident occurred, and the coach in its descent rolled twice completely over.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input checked="" type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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01-May-1877			Dalmally station opened		116
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Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input checked="" type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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01-May-1877			Tyndrum station moved because of extension of line (Caledonian)		118
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Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input checked="" type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality		
14-Jun-1877	15-Jun-1877	Dundee Evening Telegraph	First fatal railway accident in Argyleshire	Soccoch	1 143		
<p><b>FATAL RAILWAY ACCIDENT IN ARGYLESHIRE.</b>  The first fatal railway accident in Argyleshire occurred yesterday. A poor woman, a tramp, was killed by a passing train while attempting to cross the line at Soccoch, near Dalmally. The body, fearfully mangled, was conveyed to the terminal station, and placed in the parish church Glenorchy.</p>							
<input type="checkbox"/> Mallaig	<input type="checkbox"/> Glasgow	<input type="checkbox"/> Fort Augustus	<input type="checkbox"/> Kyle	<input checked="" type="checkbox"/> Oban line	<input type="checkbox"/> Main Highland	<input type="checkbox"/> Ballachulish line	<input type="checkbox"/> Black Isle line
04-Nov-1878	18-Nov-1878	Greenock Advertiser	Navy in hospital	Stonfield	152		
<p><b>ACCIDENT.</b> - The navy who met with the severe accident on the railway works at Stonfield about a fortnight ago is lying in hospital at Oban in a most precarious state, and little hopes are entertained of his recovery.</p>							
<input type="checkbox"/> Mallaig	<input type="checkbox"/> Glasgow	<input type="checkbox"/> Fort Augustus	<input type="checkbox"/> Kyle	<input checked="" type="checkbox"/> Oban line	<input type="checkbox"/> Main Highland	<input type="checkbox"/> Ballachulish line	<input type="checkbox"/> Black Isle line
13-Nov-1878	18-Nov-1878	Greenock Advertiser	Navy death from exposure	Connell	1 153		
<p><b>DEATH FROM EXPOSURE.</b> — A man named Duncan M'Nab, employed on the railway works, dropped down dead at Connell, near Oban, on Wednesday morning last. It appears that the unfortunate man had been drinking rather freely the previous day, and had lain out in the cold all night. In the morning afterwards, while partaking of some stimulant at the inn, he dropped down and expired. Dr M'Kelvie, of Oban, who was called, gave it as his opinion that the man had died from the effects of drink and exposure.</p>							
<input type="checkbox"/> Mallaig	<input type="checkbox"/> Glasgow	<input type="checkbox"/> Fort Augustus	<input type="checkbox"/> Kyle	<input checked="" type="checkbox"/> Oban line	<input type="checkbox"/> Main Highland	<input type="checkbox"/> Ballachulish line	<input type="checkbox"/> Black Isle line
17-Nov-1878	23-Nov-1878	Oxford Journal	Body found in river	Pass of Brander	1 145		
<p>On Sunday morning the body of a "navvy" was found by the side of the River Awe, a little below the bridge leading from the Pass of Brander, having apparently been dragged from the high road to that spot with the intention of throwing it into the river, which is here very deep and or, rapid. Saturday was pay-day with the men employed on the Dalmally and Oban Railway, now in course of construction, and it is possible death may have occurred in one of the brawls which are not unfrequent among them. A man named M'Nab, who lived in the same hut as the deceased, has been arrested on suspicion and lodged in Inverary Prison.</p>							
<input type="checkbox"/> Mallaig	<input type="checkbox"/> Glasgow	<input type="checkbox"/> Fort Augustus	<input type="checkbox"/> Kyle	<input checked="" type="checkbox"/> Oban line	<input type="checkbox"/> Main Highland	<input type="checkbox"/> Ballachulish line	<input type="checkbox"/> Black Isle line
18-Nov-1878	18-Nov-1878	Greenocj Advertiser	Railwaork works progressing	Dalmally	151		
<p><b>OBAN RAILWAY.</b> — The railway works on both the Dalmally and Oban sections are progressing very rapidly. At Dalmally the contractors, Messrs Adams &amp; ??? ...ect very shortly to put a service locomotive ??? mile run between the present station and ???ver Orchy.</p>							
<input type="checkbox"/> Mallaig	<input type="checkbox"/> Glasgow	<input type="checkbox"/> Fort Augustus	<input type="checkbox"/> Kyle	<input checked="" type="checkbox"/> Oban line	<input type="checkbox"/> Main Highland	<input type="checkbox"/> Ballachulish line	<input type="checkbox"/> Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
23-Nov-1878	27-Nov-1878	Greenock Advertiser	THE DYNAMITE EXPLOSION ON THE CALLANDER AND OBAN RAILWAY.	Letteswood	2 150

**THE DYNAMITE EXPLOSION ON THE CALLANDER AND OBAN RAILWAY.**

On Saturday afternoon, two men named John Munro and Alexander Tulloch were killed by explosion of dynamite on the railway line in course of formation between Oban and Dalmally a place named Letteswood, about half-way between Dalmally and Taynuilt. Tulloch had been engaged in preparing the dynamite for charging by heating it in water, and Munro, who was gaffer on the line, was overlooking the operations. The supposition is that Tulloch had placed the explosive in overheated water, and hence the accident. Death must have been instantaneous, and the bodies were frightfully mangled. A man named James Fraser was about a dozen yards distant, and had been speaking to Munro only a few moments previous to the accident. Fortunately, he escaped unhurt. Munro was about 50 years of age, unmarried, and belonged to Drumnadrochnt. Tulloch was about years of ago, also unmarried, and he was from Avonmore, Strathspey. He had only come to the work the day previous to the melancholy occurrence.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

23-Nov-1878	30-Nov-1878	Grantham Journal	TWO MEN KILLED ON THE CALLANDER AND OBAN RAILWAY.	Ben Cruachan	2 148
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**TWO MEN KILLED ON THE CALLANDER AND OBAN RAILWAY.**

A very serious accident occurred on Saturday on the line of railway now in course of construction between Dalmally and Oban. Two men were engaged blasting a huge rock at the base of Ben Cruachan, when the blast exploded and the poor fellows were blown to pieces. Several other men working in the cutting near the scene of the explosion narrowly escaped with their lives.as large masses of rock were hurled in all directions.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

23-Nov-1878	30-Nov-1878	Illustrated Police News	Body of navy found in River Awe	Pass of Brander	1 154
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The body of a navy has been found by the side of the River Awe, a little below the bridge leading from the Pass at Brander, having apparently been dragged from the high road to that spot with the intention of throwing it into the river, which is here very deep and rapid. Saturday was pay-day with the men employed on the Dalmally and Oban Railway, now in course of construction, and it is possible death may have occurred in one of the brawls which are not unfrquent among them. A man named M'Nab, who lived in the same hut as the deceased, has been arrested on suspicion, and lodged in Inveraray Prison.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

27-Nov-1878	27-Nov-1878	Edinburgh Evening News	Trial of navy	Inveraray	1 156
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**THE SUPPOSED MURDER AT TAYNUILT.** — Donald M'Nab alias M'Queen, the railway navy, who was apprehended, last week, and lodged in Inveraray prison on suspicion of having caused the death of his fellow-labourer, James Jarvie, in a drunken quarrel, near the Bridge of Awe, has now been fully committed for trial on a charge of murder. In all probability the case will be tried before the High Court of Justiciary in Edinburgh.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
04-Mar-1879	06-Mar-1879	Dundee Evening Telegraph	Derailment	Kingshouse	142

#### ACCIDENT ON THE CALLANDER AND OBAN RAILWAY.

A serious accident occurred on Tuesday by the breaking down of the mixed train leaving Callander for Dalmally at 10.35 p.m. When nearing Kingshouse platform it is supposed that the axle of a waggon laden with freestone gave way, causing the rest of the train to leave the rails. About two hundred yards of the rails and other plant were torn up—two waggons and ten passenger carriages lying in zig-zag fashion along the line, while other three stuck to the engines. No one was seriously injured; but a gentleman, the only occupant of a first-class carriage, was thrown through the window, and the glass cut his head badly. In a third-class carriage a number of surfacemen, with Mr Macdonald, their Inspector, were going north to Luib Station, where an engine had gone off the line, but fortunately they all escaped with a severe shaking. Both carriages were turned on edge and damaged. About a hundred surfacemen, under the superintendence of Mr Proudfoot, Perth, were engaged all day on Tuesday clearing the debris and relaying the line. Passenger traffic was carried on to either side of where the accident occurred.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input checked="" type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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26-Mar-1879	29-Mar-1879	The Scotsman	Two navvies broke into railway hut	Achleven	159
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#### OUTRAGE NEAR OBAN .

— On Wednesday, about midnight , two navvies named John Heed and John Gavin broke into one of the railway huts for the accommodation of navvies on tie Callander and Oban Railway at Achleven , five miles from Oban . On entering the hut, the two men, who were drunk, attacked Mrs Masson, the keeper of the hut, in most savage manner , inflicting injuries so . severe that fears are entertained concemuig her recovery . At a J. P. Court held at Oban yesterday, the two were remitted to the Sheriff at Inveraray.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input checked="" type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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27-Mar-1879	27-Mar-1879	Greenock Advertiser	Trial of navy	Inveraray	155
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#### INVERARAY CIRCUIT COURT.

At the Inveraray Circuit Court yesterday. Lord Adam presiding, a rural letter carrier named Charles Black was sentenced to five years' penal servitude for having stolen letters given to him to posted appropriated their contents, including several sums of money.

Donald M'Nab, navvy, was charged with the murder James Jarvie, a railway labourer, at the Bridge of Awe, in November last. After a considerable amount of evidence had been heard, the jury returned verdict of culpable homicide, and sentence of 18 months' imprisonment was passed. These were the only cases.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input checked="" type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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14-May-1879	14-May-1879	Glasgow Herald	Trial of Navy	Inveraray	146
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INVERARAY .— Criminal Court. — John Reid and John Girvan, lately employed at the Dalmally and Oban Railway, were yesterday tried, before .Mr John Guy Hamilton and a jury, for assault on Mrs Mason or Gellatly, a widow, residing at Auchaleven, near Dalmally. Mrs Gellatly was keeper at the railway hut at Aucnaleven. The prisoners were out late on the night in question, and when they came back they could not get admittance into the hut, it was against the rules to be out alter 10 o'clock at night. Girvan began throwing stones and kicking the door, &c. One of the stones struck Mrs Gellatly on the right hand side, and her ribs were fractured. The prisoners pleaded not guilty, and were defended by Mr Wright, writer, here; and after hearing the evidence, the jury returned a verdict of guilty against Girvan, who was sentenced to three months' imprisonment, dating from 22nd(?) March, Reid was found guilty of a breach of the peace only, and was sentenced to weeks imprisonment.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input checked="" type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
14-Jun-1879	17-Jun-1879	Dundee Advertiser	Stabbing	Taynuilt	158

**SERIOUS STABBING CASE NEAR TAYNUILT.** — On Saturday night, which was pay-day on the section of the Callander and Oban Railway, two navvies quarrelled not far from Taynuilt on the public road leading from Oban to Dalmally. In the course of scuffle one of the men was stabbed in two places in tbs thigh and also in the abdomen — the wound in the latter place being so serious that the bowels protruded. The man stabbed is named Kean, and belongs to Glasgow, and the alleged assailant is named Crossan, and hails from Ireland. The wounded man was taken to the hut where he lodged, whence information was sent off to the authorities at Inveraray, and on Sunday the Sheriff and Fiscal took the man's deposition, after which he was taken to the Lorne Combination Poorhouse at Oban, where he lies in a very critical state. Crossan has been lodged in Inveraray Prison, and yesterday was examined by the Sheriff. The place where the affray took place is about twelve miles from Oban. Both men are said to have been under the influence of liquor at the time.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

12-Jan-1880	20-Jan-1880	Glasgow Herald	Man missing in Loch Awe	Taynuilt	1	157
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**MYSTERIOUS DISAPPEARANCE IN THE HIGHLANDS.** - On Monday night the 12th. inst., a party of four drove from Cruachan, Lochawe-side, to attend a meeting at Taynuilt, a distance of seven miles. As the meeting was dispersing, Mr A. M'Kenzie, one of the four, and a railway storekeeper for Messrs D. & J. M'Ewen & Co., remarked to his friends that as he felt cold he would walk before the machime to warni himself, and that they would overtake him. Nothing has since been heard of him; but the worst is dreaded, as his hat has been found at the side of the loch not a quarter of a mile from his home. The people of the district, who respected him highly, are indefatigable in their efforts to recover the body, which they naturally suppose is in the loch. It may he remarked that Mir M'Kenzie was short-sighted, and that owing to the railway operations the roads were in a most unsafe condition. lie leaves a widow and four children.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

01-Jul-1880	01-Jul-1880		Oban Station opened			75
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Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

01-Jul-1880			Connel Ferry station opened			115
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Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

13-Jan-1881	15-Jan-1881	Edinburgh Evening News	Alarming Railway Accident near Dalmally	Dalmally		141
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**ALARMING RAILWAY ACCIDENT NEAR DALMALLY.**

On Thursday, while the 6.15 p.m. passenger train from Callander was nearing Dalmally, five of the carriages went off the rails, and were dragged along the line about half a mile. The engine driver, noticing the accident, brought the engine to a standstill. The passengers got greatly alarmed on noticing the jerking of the carriages and the smashing of windows; but fortunately all escaped uninjured. They were speedily conveyed to Dalmally on the engine. Mr Anderson, manager, lost no time in proceeding to the spot with a break van and a squad of men, and immediately set to work in getting the disabled carriages on the rails. The traffic was resumed yesterday morning.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
17-Aug-1881	23-Aug-1881	Dundee Advertiser	ALARMING ACCIDENT ON THE OBAN RAILWAY.	Falls of Cruachan	149

#### ALARMING ACCIDENT ON THE OBAN RAILWAY.

Particulars have been received of the accident which took place on Wednesday on the Callander and Oban Railway, as already briefly reported. The ten o'clock AM. train from Oban, due at Dalmally at 11 o'clock, conveying passengers in connection with the Dalmally, Inveraray, and Tarbet coaches, met with a serious accident on Wednesday last at the Falls of Cruachan, but fortunately unattended with any serious loss to life or limb. It would appear that the train was going a pretty fair speed, and on going round a sharp curve about 100 yards to the west of the railway bridge which crosses the Falls of Cruachan a large stone, about half ton in weight, rolled down the mountain side on the rails, and before the engine-driver noticed it the train dashed upon it. The engine fortunately kept the rails, but the tender and several empty waggons which were attached behind between the engine and carriages were thrown off the line, the engine dragging them about a distance of 60 yards, when it came to a standstill quite close to the railway bridge, and at a very dangerous part of the line. The tender, as well as several of the empty waggons, were very much destroyed and wrecked, but the carriages containing the passenger escaped without getting the least injured. A messenger was immediately despatched to Lochawe Station, a distance of fully three miles from the scene of the accident, and Mr M'Gregor, stationmaster, telegraphed to Oban and Dalmally concerning the occurrence. Mr Anderson, traffic manager, Oban, arrived without delay at the spot with a breakdown van and squad of men, who immediately set about clearing the road, and by half-past five o'clock in the evening a through passage was effected. Traffic for a time was suspended with the south and Oban. The forenoon and mid-day train passengers were transferred at the Falls Cruachan from one train to the other, which were put on at both ends of where the accident took place, and the usual traffic resumed in the evening. The Company will suffer a considerable loss by the destruction of plant.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input checked="" type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
17-Aug-1881	20-Aug-1881	Derby Daily Telegraph	Train hit by boulder	Falls of Cruachan	144		

#### ALARMING ACCIDENT ON THE CALLANDER AND OBAN RAILWAY.

An accident occurred Wednesday at the entrance the Pass Brander, one of the most dangerous points the Callander and Oban Railway. When the ten o'clock train from Oban, due at Dalmally at eleven o'clock with a large number of persons, chiefly tourists, had reached point near a bridge which crosses the Falls of Cruachan, a large stone, weighing upwards of half ton, became detached from the mountain side and rolled down on to the rails so suddenly that the engine driver had not time to stop the train, came into violent collision with the obstruction. The engine did not leave the rails, but the tender and several empty waggons which followed and were between the engine and the passenger carriages were thrown from the rails and dragged a distance of about a hundred yards. The engine came to a stand close by the bridge spanning the falls, and just above the Pass Brander, a very critical part of the line. The tender and waggons were smashed to pieces, but the passenger carriages escaped without damage, and the passengers, beyond the shock caused by the accident, sustained no injury. Assistance was promptly procured from Dalmally and from Oban, but it was five o'clock in the evening before the line was again in working order. The company will suffer considerable loss by the destruction of plant.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input checked="" type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
27-Feb-1889	05-Mar-1898	Bury Free Press	Deaths from exposure		56

#### FATAL EXPOSURE OF RAILWAY MEN.

The Coroner for the Melton Mowbray district has held an inquest on the body of a platelayer named Thos. Clarke, of Ashby Folville, who died from exposure on the London and North-Western Railway under shocking circumstances. It appeared that he was instructed to watch a landslip near Twyford Windmill during the week. At the close of his first night's work he did not return home, but in the evening he resumed his duties. On the following morning he was found in his hut in an almost unconscious condition, with his lower extremities frosted, and no appearance of a fire. He was unable to give any account of himself, and died next day. The jury found that the death was due to exposure, and recommended that the railway company should pay greater attention to the men employed on night duty, especially during severe weather.

Deaths from exposure among the navvies are becoming so frequent on the Mallaig and Inverary Railways as to give cause for much alarm. Two deaths were reported from this cause last week, and on Sunday night three more workmen succumbed. A workman named McLeod was found the public road near Kinlochailort, between Fort William and Mallaig. He had a cut on the head, and is supposed to have fallen where he was found, and died from exposure in the snow. The second case was that of two navvies who determined to walk from one part of the railway works to another. On night coming on they lay down in the open under a coat. One of the men got up in the night to stretch his limbs, when was horrified to find that his companion was dead. The third man was found dead near Fort Augustus.

Mallaig <input checked="" type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input checked="" type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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04-Jul-1889	09-Jul-1889	Northern Ensign and Weekly Gazette	Train hit horses on line	Bower / Watten	224
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#### THREE HORSES KILLED ON THE RAILWAY.

AN unfortunate accident happened on Thursday afternoon on the railway between Bower and Watten stations. When the special train from Thurso bringing volunteers for the inspection at Wick was below the farm of Lynegar, it was observed that a number of horses had strayed near the line, although the engine-driver could not, on account of a curve at that point, see whether they were actually on the line or only close to it. The whistle was blown, but before there was time to slacken speed, the engine dashed in among the horses, three of which were instantly killed and two badly injured. Two other horses which were with the rest escaped without injury. The engine attached to the train was a heavy and powerful one, unit did not leave the metals, and none of the passengers suffered its any way from the accident. Before the train could be stopped, the engine canted two of the horses that were killed a distance of about two hundred yards, and a leg of one of them was wedged so firmly in the machinery that it had to be sawed off the manghd carcase before it could he extricated. One of the injured horses may recover, but it doubtful if the other will.

The horses belonged to Mr Sutherland, farmer, Lyneger. They were grazing in a field close to the railway, and had knocked down the gate at a level crossing by rubbing against it. The gate was secured on Thursday as usual, and it was not observed until too late that it had been thrown down. The horses were valuable young animals, and the loss, upon whomsoever it may fell, is a heavy one.

to Society, Lady Alexandra Levesoe Gower has taken op bones for herself, and is to receive an allowance of £1200 from her father the Duke of Sutherland.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input checked="" type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
23-Aug-1890	30-Aug-1890	Witney Gazette and West Oxfordshire Advertiser	"Bus" overturns when trying to pass a "Lorrie" carrying iron rails	Arrochar / Tarbet	1 138

**FATAL COACH ACCIDENT.**

Arrochar / Tarbet On Saturday afternoon the coach which runs from Arrochar to Tarbet, in connection with the Loch Long and Loch Lomond steamers, was conveying 29 passengers, when, within 300 yards of Tarbet, it was met by a lorrie loaded with iron rails for the West Highland Railway, in course of construction. The driver of the 'bus, to make room, drove so close to the other side of the path that two of the wheels ran up the embankment 2ft. high, the result being that the 'bus overturned. Mr. McCann, a solicitor, of Edinburgh, and others on the 'bus foresaw the danger and jumped off, escaping unhurt. The majority of the passengers, however, were injured, and one lady, Mrs. Scrimgeour wife of a Dundee baker, was killed. Dr. Dunlop, with a medical friend, who were near, rendered every assistance to the injured, but several of the passengers proceeded with the Loch Lomond steamer. The body of Mrs. Scrimgeour was taken to the Tarbet Hotel, where the following injured persons were also taken : Mr. Serimgeour (husband of the deceased), seriously injured ; Peter Anderson, Dundee; Mr. and Mrs. Russell, Royal Hotel Dundee; James M'Lachlan, Helensburgh; James M'Cann, Hunter's Quay; Agnes M'Laren, Glasgow. The 'bus belongs to the Tarbet Hotel, and the driver, who has been 25 years on the road, was arrested by Inspector Wright. The Procurator-Fiscal on Saturday made an investigation into the circumstances. The injured are progressing favourably.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

18-Sep-1890	18-Sep-1890	Dundee Advertiser	Three navvies charged with assault and housebreaking	Arrochar	1
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**THE DISORDERLY NAVVIES ON THE WEST HIGHLAND RAILWAY.** It has been decided to try the prisoners in connection with the recent outrage at Ardlui, Loch Lomond, and the recent assault and robbery at Arrochar, before the forthcoming Glasgow Circuit Court. In connection with the first case, a lodging-housekeeper, named Daniel Carswell, is charged with a murderous assault upon a woman, and then setting her house on fire. Other two men are also charged with being accessory to the crime. In the Arrochar case, two navvies, named James Roger and Charles Charlton, are charged with assault and robbery, and also with housebreaking.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

12-Nov-1890	14-Nov-1893	Inverness Courier - Friday 14 November 1890	Survey of route		214
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**THE NEW BLACK ISLE RAILWAY.** — On Wednesday and yesterday Messrs Ross and Son, the contractors for the Black Isle Railway, journeyed over the route of the new line for the purpose of making the necessary preliminary arrangement\*. It expected that the construction of the line will at once be proceeded with.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

29-Nov-1890	29-Nov-1890	Dundee Courier	Blasting accident at Glenfalloch	Glenfalloch	2
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**PECULIAR ACCIDENT.** — While a squad of navvies were engaged in a cutting of the West Highland Railway, near the farm of Glenfalloch, Killin parish, an accident occurred which might have been attended with serious consequences. The cutting is through the hard rock, and consequently blasting is carried on. It was after a blast that the navvies set to work to clear away the stones and earth, and while doing so one of them struck against an unexploded cartridge with his pick, causing it to burst. The explosion was a pretty severe one, but luckily no one was seriously injured, although one man named John M'Kechnie was badly cut about the face and head.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
20-Jan-1891	22-Jan-1891	Dundee Evening Telegraph	ANOTHER DEATH FROM EXPOSURE IN PERTHSHIRE.	Whitebridge, Killin	1 161

#### ANOTHER DEATH FROM EXPOSURE IN PERTHSHIRE.

On Tuesday morning, while John Moffat, residing in Tyndrum, was proceeding to his work at Auchtertyre, he came upon the dead body of a man in a ditch at the roadside near to a railway hut at Whitebridge, Killin parish. The body was lying face downwards, and a considerable portion of it was under water, the heavy rain of the previous night having partially filled the ditch. The local constable was immediately informed, and on his arrival he recognised the deceased — who had the appearance of a labourer — as a man he had met the night before going in the direction of Crianlarich, and slightly under the influence drink. From papers found upon him his name was ascertained to be Darby Burke, but it is not known where belongs to. Monday night was exceedingly wet and stormy, and it is believed that deceased had lain down at the roadside and succumbed to the cold probably while asleep. This is the third death from exposure which has occurred the parish of Killin within the last month.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

05-Mar-1891	06-Mar-1891	Dundee Evening Telegraph	FATAL FIGHT BETWEEN NAVVIES AT TYNDRUM.	Tyndrum	1 139
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#### FATAL FIGHT BETWEEN NAVVIES AT TYNDRUM.

As briefly reported in our columns yesterday, an alleged murderous assault is said to have taken place near Tyndrum, on the boundary of Dumbartonshire and Perthshire. It appeared that a fight took between two navvies working on the West Highland Railway, during which one of them, it is alleged, belaboured the other with a stick, inflicting injuries in the man's death. After the struggle the injured man made his way to one the Ardlui huts, where Dr Dunlop, Tarbert, was called. He, however, could do nothing, and the man succumbed to his injuries on Tuesday. The body was taken to Arrochar Mortuary, where post-mortem examination was made yesterday. The alleged assailant, Docherty, was apprehended on Wednesday, and taken to Dunblane for examination. Mr Mitchell, Deputy-Fiscal for Dumbartonshire, has been in the district to make inquiries.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

30-Apr-1891	04-May-1891	Dundee Advertiser	Drunken navvy	Tyndrum	3
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TYNDRUM. AN OBSTREPEROUS NAVVY — On Friday — before Sheriff Alexander, Dunblane— Alexander M 'Lean, navvy on the West Highland Railway, pleaded guilty having, on Thursday, in a railway hut at Tyndrum, behaved in a drunken, riotous, and disorderly manner, also to having wilfully and maliciously broken fifteen panes of glass in said hut; also to having assaulted Police Constable Duncan Macpherson when he was arresting him by kicking him on the legs, &c. The Sheriff said this was a bad case, more especially as an officer of the law had been assaulted, and he would have pay 30s, or go twenty days to Perth Prison.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
22-May-1891	29-May-1891	Ross-shire Journal - Friday 29 May 1891	Fatality	Munlochry	1 216

**THE BLACK ISLE.**

FATAL ACCIDENT AT MUNLOCHRY. — A distressing accident, resulting in the death of one of the Black Isle Railway employees, occurred at Munlochry last week. appears that on Tuesday, a man named Chisholm, a gaffer of one of the gangs of labourers, was standing below a bank of gravel on the top of which the men were at work, when the mass of soil suddenly gave way and literally Medical aid was quickly summoned, and it seemed if the injured man was to recover. He ralkvl for day or two, but socumbed on Friday in the house in which he lodged while W'ork the as if the injured man was to recover. He rallied and powerful build, and supposed to have belonged house in which he lodged while at work in the locality. Chisholm was a middle-aged man of tall and powerful build, and is supposed to have belonged to the West Coast.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

17-Jul-1891	17-Jul-1891	Manchester Evening News	Derailment	Ballinling	221
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**ACCIDENT TO A SCOTCH EXPRESS.**

This morning an accident occurred to the Highland express train from Perth to Inverness, by which one lady, a Miss Hardinge was seriously injured, and other persons were bruised and hurt. The accident occurred at Ballinling, owing it is believed, to the points being deranged. Four carriages left tlie rails and were smashed to pieces. The train was very heavy one, and the escape of so many persons is simply marvellous.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

12-Aug-1891	12-Aug-1891	Glasgow Evening Post	Deaths in Tarbet	Tarbet	26 160
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There were 26 deaths at Tarbet last winter, and the navy's missionary considers that they were more or less the result of drink.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

25-Nov-1891	29-May-1891	Ross-shire Journal - Friday 29 May 1891	Accident	Tarradale	215
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ACCIDENT TO A LAD AT MUIR OF TARRADALE. — On Monday last a lad named John Mackenzie, employed as nipper on the Black Isle Railway, was badly injured at Muir of Tarradale. When jumping off a bogie, Mackenzie fell heavily on his arm, injuring it in three separate places.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

25-Nov-1891	27-Nov-1891	Aberdeen Press and Journey	Explosion	Whistlefield	1 129
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**EXPLOSION ON THE WEST HIGHLAND RAILWAY.**

- A serious accident occurred Wednesday in a cutting of the West Highland Railway near Whistlefield, whereby a workman named Mathieson was killed, and three others severely injured. It is supposed that an unexploded dynamite cartridge, of whose presence in the rock no one was aware, was struck by Mathieson's pickaxe and exploded. There were about 30 men near the place at the time, and it is surprising that more were not injured. The wounded are progressing favourably.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
21-Dec-1891	22-Dec-1891	Edinburgh Evening News	Blasting accident	Whistlefield	1 128

**EXPLOSION ON THE WEST HIGHLAND RAILWAY.**  
 An accident happened yesterday afternoon on the West Highland Railway near Whistlefield, whereby a man named Kenneth M\*Clay was killed and other three men were injured. So far as known the accident was caused by an unexploded cartridge having been left in the rock, and struck accidentally by a pickaxe. M\*Clay, who was instantaneously killed, was a married man, a native of Skye, and about 55 years of age. The other three men were not seriously injured.

Mallaig  
  Glasgow  
  Fort Augustus  
  Kyle  
  Oban line  
  Main Highland  
  Ballachulish line  
  Black Isle line

02-Feb-1892

02-Feb-1892

Dundee Evening Telegraph

Floods after storm

76

THE HIGHLAND FLOODS. KINGUSSIE BRANCH RESTORED.  
RENEWED SNOW STORM.

Early this morning the Highland Railway officials succeeded in restoring the breach on the line near Kingussie, and though it is deemed advisable to avoid running heavy trains over it, through communication may now be said to be reestablished. information has yet been received in Perth as to when it is likely that the Highland Railway will again be opened for through traffic. Considerable disappointment was felt by a large number of passengers for stations between Perth and Pitlochry early this morning when on going up to catch the 12.40 a.m. train from Mr Edward Lloyd's concert they found that the train had been cancelled.

THE SKYE LINE.

Great progress being made with work on the Skye line, and little delay is now being experienced on the Company's system.

HOW FORT-WILLIAM DISTRICT HAS SUFFERED.

Fort-William, Monday.—Early this morning there was a renewal of the storm in the Lochaber district. Loch Linnhe rose to an unusual height, and number of the houses in Low Street, Fort-William, were flooded to a depth about foot. On account of the gale to-day the mail steamer Fusilier, which leaves Fort-William at eight, could not proceed till after eleven o'clock. Intelligence has just come to hand that two bridges - one over the Blackwater Kinlochbeg and another on the public road near M'Braynes pier at Ballachulish—have been swept away. A bridge in Glen Nevis, about six miles from Fort-William, has also been carried off. Loch Shiel rose to almost unprecedented height, and inundated the public road for a distance of three miles, making it necessary to convey the mails from Arisaig in a sailing boat. The monument to Prince Charles Edward at Glenfinnan stood depth of ten feet in water, and the wall which surrounds it has been destroyed by the flood. Auchnacarry Castle, the seat of Lochiel, was flooded to a depth of four feet on account of Loch Arkaig overflowing its banks. Lochiel and family had to leave the castle, and yet have been unable to return. The gardens and pleasure grounds have been completely ruined, and it will take months to repair the damage. The river Spean during the height of the flood was washing over the top the railway bridge which crosses it near Spean Bridge. When in its normal state the Spean is about 30 feet below the girders the bridge. At Achluachrach the West Highland Railway was flooded to depth of four feet during the storm's height.

REPAIRING THE DAMAGE.

Dingwall, Monday.—The rivers in Strathoonon, Strathpeffer, and Garve Valleys resumed to-day pretty much their normal level, and the subsidence of the water has revealed an alarming extent of damage done to embankments, &c. Notwithstanding that large gang of workmen were engaged on the Skye Railway between Auchterneed and during Saturday, Sunday, and to-day, it was only this afternoon that the permanent way, which had been destroyed by the overflowing of Loch Garve, was partially restored for the passage of trains. The first through train from Strome Ferry since Thursday arrived at Dingwall this evening. The numerously damaged culverts on this line were also restored to a safe condition to-day. Altogether, with losses sustained by the flooding and the recent snow storm, the Highland Railway Company have had a bad time of it. Traffic on the roadways in Mid-Ross-shire, where bridges have fallen, is not yet restored, but roads which have been submerged are now clear. The first mails since Thursday from the districts of the North-West Highlands have only come in to-day. Weather still remains boisterous. Rain has been falling intermittently. The tides in Cromarty Firth have been unusually high during the past few days, and to-day the water was within foot of overflowing the embankments Dingwall.

Mallaig Glasgow Fort  
Augustus Kyle Oban  
line Main  
Highland Ballachulish  
line Black Isle  
line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
23-Jul-1892	23-Jul-1892	Northern Daily Telegraph	Train fall over embankment	Helensburgh	1 131

**STARTLING ACCIDENT ON A SCOTCH RAILWAY.**

**TRAIN FALLS OVER EMBANKMENT.**

This morning, on the new West Highland Railway, near Helensburgh, an engine and a number of empty waggons left the rails and went over an embankment 18ft deep. The stoker, Thomas Jarrow, an unmarried man, was killed on the spot, and Robert Warnest the driver, was severely injured about the head and shoulder.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

23-Jul-1892	25-Jul-1892	Dundee Courier	Two men killed	Helensburgh	2 28
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**ACCIDENT ON WEST HIGHLAND RAILWAY. TRAIN OF WAGGONS OVER AN EMBANKMENT. TWO MEN**

**KILLED—ANOTHER INJURED.** On Saturday morning, on the new West Highland Railway, near Helensburgh, an engine and a number of empty waggons left the rails, and went over an embankment 18 feet deep. The stoker, Thomas Jarrow, unmarried man, was killed on the spot, and Robert Warnest, the driver, was severely injured about the head and shoulders. The pilot engine, which belongs to the contractors, Messrs Lucas and Aird, was dragging a waggon to the embankment, when, it is supposed, the boy who manipulated the points made a mistake, with the result that the engine ran over the embankment, which is about 30 feet in height, and situated at the west end of Craigendoran Station. The coupler or shunter, who was standing on the locomotive at the time, and had just disconnected the waggon, was carried along with the engine down to the bottom of the embankment, and was killed by the locomotive rolling over him. He was about 22 years of age, and a native of England. The engine-driver was thrown from the locomotive, and fell down the decline, receiving such serious injuries that he had to be removed to the Helensburgh Infirmary. The engine lay with funnel broken off and wheels uppermost, at the foot of the embankment.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
04-Aug-1892	09-Aug-1892	Northern Ensign and Weekly Gazette	Accident at Dalwhinnie	Dalwhinnie	218

#### ALARMING ACCIDENT ON THE HIGHLAND - RAILWAY.

The train due in Wick at 5.25 p.m. did not on Thursday arrive until about 11 p.m., in consequence of an alarming accident which occurred near Dalwhinnie Station. A goods train left Perth at 12.50 a.m. on Thursday for Inverness and proceeded safely until it was about a mile and a-half south of Dalwhinnie, when a tyre came off a wheel of the brakesman's van, which was placed near the middle of the train. The brake oscillated violently, and William Ross, the man in charge, realising that something was wrong, got out over the footboard, and caught hold of the vehicle in front, which, fortunately for him, as the event proved, happened to be an ordinary waggon, into which he scrambled with much difficulty. Going at a high rate of speed, the enginetmen did not know that anything was wrong until passing Dalwhinnie. By this time the van had "shed" all its wheels, and came down on the rails "body bulk," being dragged in this condition for several hundreds of yards. When about a quarter of a mile north of the station the train came to a standstill. The vehicles behind the brake-van were thrown off the rails, and 18 of them, including the guard's van, were disabled. Several of them were thrown across both lines of rails; one or two were placed half on the station platform, and the framework of one was pitched several feet up the face of the rock. Several were, of course, more or less damaged, but, in all the circumstances, the whole damage was insignificant, and the permanent way was so little injured that a repair was soon effected.

With all speed communication was opened with the Superintendent of Line's Office in Inverness, and a break-down gang was despatched at an early hour in the morning, under charge of Mr W. Roberts, assistant engineer; Mr W. Smith, engineer's office; and Mr Reid, assistant locomotive superintendent. The telegraph having been put into working order, surfacemen were picked up at every station from Forres southwards, so that upon the arrival of the Railway Company's powerful crane at Dalwhinnie, there could not have been few short of 200 men present. Everybody anxiously set to work, and so well did they succeed, that within an hour and a-half after the arrival of the men from Inverness the south loop was cleared, and the "Derby" was allowed to get on. The train was, of course, crammed with sportsmen going to their shooting boxes. There seemed to be but little grumbling, and (says the Inverness Courier) many of the gentlemen who will be out next Friday, rather enjoyed a ramble along the moors in the vicinity of the line, expressing their pleasure that the heattier was so "far forward." Too much praise cannot be awarded to the railway officials for the admirable manner in which each and all discharged their duties.

The London night mail arrived in Inverness soon after three p.m., and the passengers for the north and north-west were conveyed by special train to their destination.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input checked="" type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
26-Dec-1892	11-Apr-1893	Glasgow Herald	Smallpox at Ardlui	Ardlui	9

SMALLPOX IN LOCHLOMOND DISTRICT. MEDICAL OFFICER'S REPORT. Dr J. C. M'Vail, medical officer of health for Dumbartonshire, has prepared the following report on the smallpox outbreak in the parishes of Arrochar and Row :-

"On 26th December last the medical officer of Glasgow sent me a message that a tramp suffering from smallpox, who had been found in a Glasgow lodging-house, had just come from Ardlui, where he had been staying for some days. I wired to Dr Dunlop, Tarbet, informing him of the occurrence, and at once set about obtaining a supply of vaccine lymph preparatory to visiting on the following morning. Mr Dunbar went on to Ardlui on the same day. On visiting I found that the tramp had stayed for several days in a hut belonging to Thomas North, and used as a common lodging-house by a number of navvies on the new West Highland Railway works. The tramp had come from Edinburgh, and is supposed to have contracted the disease there. The number of inmates of North's hut at the time of my visit was 19. As the incubation period of smallpox is from 12 to 14 days, and as that period had not quite elapsed since the tramp had gone to reside in the hut, I asked Dr Dunlop to visit the hut daily to watch for the appearance of the disease in any of those who had been exposed to infection. "I also communicated with Messrs Lucas & Aird, the railway contractors, stating that it would greatly help to prevent the spread of the disease if they would (1) refrain from dismissing any of the , men who had been exposed to infection until the incubation period had more than elapsed; and (2) arrange to employ these men as a gang by themselves some part of the railway works. They agreed to do so, but it turned out that two navvies who had been exposed to infection had already left the hut and gone to seek work elsewhere. By means of the police, both in Dumbartonshire and in half a dozen adjoining burghs and counties, I endeavoured to ascertain where these two navvies had gone, and ultimately succeeded in regard to both. One had previously had smallpox, and neither of them developed the disease as a result of their residence in North's hut.

"The hut was thoroughly fumigated and disinfected, and the infected bedding was burned. On the 2d and 3d of January three navvies in the hut developed the eruption of smallpox, and further measures became necessary. From Messrs Lucas & Aird I obtained the use, of a neighbouring hut for the residence of the men in North's hut who had been exposed to but had not developed the disease These men were at once removed thither, the former inmates having been sent to another hut. The services of a navy who had been in the army were obtained as keeper of this observation hut. North's hut itself was turned into a temporary hospital, and after very considerable difficulty I obtained the services of a nurse in Alexandria who had formerly been matron of the Dumbarton Fever Hospital, I had previously entirely failed to get a nurse in Glasgow, and had, indeed, almost arranged to have the cases removed to Knightswood Hospital, a distance of about 40 miles. This may seem a very long way to remove a patient suffering from infectious disease, and in many cases it would be out of the question, but in the very early stages of smallpox the patients are usually quite easily removable for long distances. "Unfortunately, however, a severe snowstorm came on, and the weather was so cold and the roads so bad that the proposal had to be abandoned Had it been possible to carry it out, it would have saved a great deal of subsequent work and expense. In addition to the hospital nurse, Mrs North (the wife of the keeper, who himself was one of the persons attacked) remained in the hut to give assistance in management and a number of articles necessary for establishing the hut on a very elementary footing as an hospital were obtained from Alexandria. A man who had been twice vaccinated, and had had a day or two's feverishness, without eruption, was also retained in the hut as an attendant. "The cases in the hospital were out under the charge of Dr Dunlop, and he also inspected daily the inmates of the observation hut, all of whom had been strictly enjoined not to visit the hospital hut. A son of Mrs North, however, repeatedly disobeyed this injunction, and a fortnight later he was attacked by smallpox. and had to be removed to the hospital hut. "Two or three persons unconnected with North's but had been indirectly exposed to infection from the case of the tramp with whom the outbreak originated. One of these was a girl who had met with an accident involving amputation of the leg, and another was the daughter of a resident in the district. Both of these were attacked by smallpox the former being treated in Glasgow, where the amputation had been performed, and the latter in her own home. "Leaving the Ardlui outbreak for a moment, it is necessary to state here that another centre of the disease was discovered at a navvies' hut at Ardencaple, near Helensburgh. On January 10 the keeper of this hut developed smallpox, and I heard of this through Chief-Constable M'Hardy on the following day. Owing to the arrangement with the Helensburgh authorities as to the use of Craighendran Hospital, it would not have been illegal to remove this case there, but as the hospital is a small one, and as there were other infectious diseases being treated there at the same time, it was out of the question to do so. I accordingly had the man removed to Knightswood Hospital, and had the usual disinfection carried out. All those who had been exposed to infection here had been already vaccinated by Dr Sewell, and they were at once placed under observation by him. None of them developed the disease. The case at Ardencaple, however, evidently had its origin in a tramp from Glasgow, who had been staying in the hut a fortnight previous to the keeper's



attack-. This tramp, on leaving the Ardencaple hut, appears to have travelled northwards in the course of the railway track to Crianlarich. On ascertaining this, I communicated with the Perth-shire medical officer, advising him to be on the outlook for smallpox at Crianlarich. But the intimation turned out to be unnecessary, as a letter from him to me crossed mine, and in it he recommended me to be on the outlook for the disease at Ardencaple. But at a navvies hut situated at Morlaggan, on Loch Leng, a navy (apparently, the tramp in question, or someone else from the Helensburgh centre) had stayed for a short time on his journey from Helensburgh northwards to ' Crianlarich. One of the navvies living in this hut sickened with smallpox on January 10th. Morlaggan is nine or ten miles distant from Ardlui, but it was obviously undesirable to establish two smallpox hospitals so near each other, and the case was therefore removed to the Ardlui hut. All the men here were put under observation, exactly as at Ardlui, and similar precautions were taken in regard to daily inspection of them by Dr Dunlop. Another case was found on January 24th, and two more on February 8th. These also were removed to the hospital hut at Ardlui. Only one other case of the disease occurred in the parish, and so far as I can make out this may have had rather a curious connection with the hospital. The case was that of a little girl residing near Tarbet, several miles from the hospital, but it turned out that just a fortnight before the smallpox eruption appeared on her, a man residing in the next house had assisted at the burial of one of the patients in the Ardlui hut. The incubation period corresponds so closely here that this may have been the source of the disease, though, of course, one cannot be certain on such a point. "The above twelve cases constituted the Ardlui outbreak. Two of them died, and the last of the remainder has now quite recovered. The hospital staff was dismissed, and the hospital itself disinfected and closed by March 24. The smallpox cases which have recently occurred in the Vale of Leven appear to have had no connection of any kind with those at Ardlui.

"During the course of the outbreak a very great amount of bedding and clothing had to be destroyed and replaced. We were particularly unfortunate in this respect, on account of the fact that the disease had occurred in rooms which really resembled hospital wards rather than ordinary apartments, in so far as the number of beds, &c., in them was concerned. The locality, also, of the outbreak made it very difficult to deal with, it being at the most distant point of the county, and with a boat service only three days a week, which allowed for a whole day's travelling only about an hour and a half at Ardlui itself. And of course, no infected clothing could be carried by the boat, so that the difficulties of transport from and to Ardlui and Govan hospital, where the disinfection was carried out, were very great. During the whole of the outbreak I received the greatest possible assistance from the representatives of Messrs Lucas & Aird. "It is to be observed, and I think this is a very satisfactory feature of the outbreak, that with the exception mentioned the disease did not spread beyond those who were known to us to have been exposed to its infection, and who had been in consequence placed under observation. . "The precautions were indeed successful in limiting it to the centres in which it had originated, and with so migratory a class as navvies, it .is impossible to say how extensively it might otherwise have spread."

Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
28-Dec-1892	30-Dec-1892	Derby Daily Telegraph	Two engines collide		Arrochar		132

#### ACCIDENT ON THE WEST HIGHLAND RAILWAY.

On Wednesday two engines on an incline on the West Highland Railway, at Arrochar, Loch Long, came into collision. The which which was making the ascent was wrecked, and a girl who was riding on it was thrown to the metals, and one of her legs cut off by a wheel passing over it.

Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
09-Jan-1893	09-Jan-1893	Greenock Advertiser and Clyde Shipping Gazette	Smallpox at Ardlui		Ardlui		4

OUTBREAK OF SMALLPOX AT ARDLUI Smallpox has broken out in one of the huts at Ardlui in which the navvies employed on the West Highland Railway are lodged. The most careful precautions are being taken to check the outbreak isolation.

Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
06-Feb-1893	07-Feb-1893	Glasgow Evening Post	Two tramps run over at Crieff	Crieff	8

RAILWAY ACCIDENT AT CRIEFF. (By Telegraph.) CRIEFF, Tuesday. — Last night two tramps, whose names are unknown, took shelter in the tunnel at Bunwell Street, Crieff, on the Cneff and Comrie railway line. This morning, while the service engine was steaming westward, it passed over the legs of one of the men, amputating them at the knees. The other escaped with a slight bruise on the head.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

07-Feb-1893	07-Feb-1893	Glasgow Evening Post	Smallpox		5
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It is alleged that the outbreak of smallpox on some part of the West Highland Railway is due to the filthy state of the huts in which the navvies live.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

11-Apr-1893	11-Apr-1893	Edinburgh Evening News	Navy crushed	Arrochar	1	6
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NAVY CRUSHED TO DEATH. The Helensburgh police have received a telegram stating that a man has been crushed to death between two waggons on the West Highland Railway near Arrochar.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

11-Apr-1893	11-Apr-1893	Glasgow Evening Post	Navy crushed	Arrochar	1	7
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MAN KILLED ON THE WEST HIGHLAND RAILWAY. (By Telegraph.) HELENSBURGH, Noon. —A navy employed on the new railway line at Arrochar has met his death by being crushed between two waggons.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

12-May-1893	13-May-1893	Aberdeen Press and Journal	Huts at Crianlarich destroyed in fire	Crianlarich		10
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Six of the huts at Crianlarich occupied by the navvies on the West Highland Railway were destroyed by fire yesterday morning.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

01-Jul-1893	11-Dec-1894	Edinburgh Evening News	Court case	Tyndrum		127
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A WEST HIGHLAND RAILWAY ACCIDENT. — Lord Well wood was to-day informed of settlement of the action in the Court of Session Walter Marshall, jun., rivet-heater, 25 William Street, Greenhead, Glasgow, against Lucas Aird, contractor of the West Highland Railway Works. Pursuer asked £500 damages for personal injuries sustained in July, 1893, while assisting in the erection of a railway viaduct near Tyndrum. He has now accepted £75.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
14-Aug-1893	17-Aug-1893	Banffshire Advertiser	Fatality during bridge construction	Carr Bridge	1 220

FATAL ACCIDENT AT CARR BRIDGE. On Monday Alexander Macintyre, a boilermaker belonging to Govan, fell a height of 60 feet from the viaduct in course of construction across the Dulnan at Carr Bridge in connection with the new Aviemore Railway line. He was promptly picked up, when it was found that he had sustained very severe injuries. He was removed to the Northern Infirmary, Inverness, in the course of the day, and he expired about an hour after admittance.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

01-Nov-1893	02-Nov-1893	Aberdeen Press and Journal - Thursday 02 November 1893	Permanent way completed	Fortrose	213
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THE BLACK ISLE RAILWAY. - The permanent way of the new Black Isle Railway was completed to the terminus Fortrose yesterday. The opening for regular traffic may be expected in the course of a few weeks. Many unforeseen difficulties account for the delay in completing the work such as the heavy rock cuttings and embankments in the Craig Wood.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

06-Jan-1894	06-Jan-1894	Dundee Evening Telegraph	Engine tyre broke	Between Kinraig and Aviemore	22
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#### ACCIDENT ON HIGHLAND RAILWAY

This morning an accident occurred to the 12.40 mixed train from Perth which, though not of a very serious nature, considerably delayed through traffic. While running between Kinraig and Aviemore one of the engine tyres broke, but fortunately little or no further damage was done. The night was bitterly cold, and arrangements were at once made for transference of passengers, who, with the mails, will be brought to Inverness by mail train.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

16-Jan-1894	16-Jan-1894	Dundee Advertiser	Earthquake in West Highlands	West Highlands	11
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EARTHQUAKE IN THE WEST HIGHLANDS. — On Friday about midnight a shock of earthquake was experienced in Fort-William and surrounding district, but without causing any serious anxiety damage. A number of people in Fort-William heard rumbling noise, and felt a slight shaking in their houses and felt a slight shaking in their houses as if heavy conveyance were pacing near. Along the West Highland Railway line the feeling seems to have been as if engine and waggons were passing. At the lowlevel Observatory, Fort-William, the shock very distinctly indicated on the seismometer, and appeared passing from south-west to north-east along the valley of the great gien through which the Caledonian Canal passes. This is the course which appears to have been traversed by the last shock five years ago.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

16-Apr-1894	18-Apr-1894	Aberdeen Press and Journal	Blasting accident Rannoch Moor	Rannoch Moor	1 14
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TERRIBLE BLASTING ACCIDENT IN PERTSHIRE. — While a navvy, named John Campbell, employed in the construction of the West Highland Railway, was engaged blasting at Rannoch Moor, Perthshire, on Monday, he was accidentally blown to pieces.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
16-Apr-1894	17-Apr-1894	Aberdeen Evening Express	Blasting accident Rannoch Moor	Rannoch Moor	1 12

TERRIBLE BLASTING ACCIDENT. Our Perth correspondent telegraphs :— While a navvy, named John Campbell, employed in the construction of the West Highland Railway, was engaged blasting at Rannoch Moor, Perthshire, yesterday afternoon, he was accidentally blown to pieces.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

16-Apr-1894	17-Apr-1894	Edinburgh Evening News	Blasting accident Rannoch Moor	Rannoch Moor	1 13
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JOHN CAMPBELL, a navvy, while engaged in blasting at the West Highland Railway works on Rannoch Moor, was accidentally blown to pieces yesterday afternoon.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

27-Apr-1894	30-Apr-1894	Dundee Evening Telegraph	Boy injured spragging a wagon	Rannoch moor	27
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#### ACCIDENT ON WEST HIGHLAND RAILWAY.

Peter Thomson, 11 years of age, son of John Thomson, hutkeeper, Rannochmoor, met with a somewhat serious accident while engaged working at the construction of the West Highland Railway on Friday evening. While Thomson was attempting to sprag a waggon rebounded and struck him severe blow the chin, knocking him down and causing a deep wound in his face. He was removed to the hospital Fort William in an unconscious condition.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

27-Apr-1894	03-May-1894	Banffshire Advertiser	Derailment	Dunphail Station	222
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ACCIDENT ON THE HIGHLAND LINE. — A serious accident occurred on Friday morning on the Highland Railway to the midnight passenger train from Perth to Inverness. The train was approaching Dunphail Station about five o'clock, when the front van and two carriages suddenly left the rails. The train was running at a high rate of speed, and the permanent way was torn up for a considerable distance, but the passengers happily escaped without very serious injury. Mrs Mackenzie, wife of Mr Mackenzie, merchant, Evanton, was, however, seriously injured. The accident was caused by a wheel in the front van giving way, and causing the van to overturn. Later accounts confirm the foregoing statement, but state that several passengers narrowly escaped death.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

25-May-1894	28-May-1894	Dundee Advertiser	Accident at Bowling		16
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ALARMING ACCIDENT AT BLOWING. - An alarming accident happened at Bowling on Friday afternoon. A son of Mr M'Alpine, the contractor for the new railway, drove to Bowling, accompanied by a coachman, to look at the progress of the works. He left the pony and trap in charge of the man. The horse was startled, and bolted along the canal bank. At the edge of the quay of the canal basin one of the navvies attempted to stop the horse, but it went into the water. The coachman either jumped or was thrown out, and he sustained some bruises and a severe shock. The navvy, who was knocked into the water, was rescued, and the horse and trap were hauled to the side. The harness being cut away, the trap was hoisted out of the water, but it was some time before the horse was safe.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
25-Jun-1894	25-Jun-1894	Dundee Evening Telegraph	Collision in sidings	Inverarnan	25

#### ACCIDENT ON WEST HIGHLAND RAILWAY.

FOUR MEN BADLY INJURED. The Central News' Helensburgh correspondent telegraphs :— This morning an accident occurred on the West Highland Railway near Inverarnan through a couple North British engines dashing into a siding. It is alleged that the points on the main track had been maliciously shifted. The engines were thrown off the metals, and the four drivers and firemen were injured. One man named Stark is in a critical condition. The men have been removed to Western Infirmary, Glasgow.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

25-Jun-1894	30-Jun-1894	People's Advocate and Monaghan, Fermanagh, and Tyrone News	Accident at Inverarnan	Inverarnan	219
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#### RAILWAY ACCIDENT IN SCOTLAND

On Monday morning an accident occurred. on the West highland Line near Inverarnan through a couple of North British engines dashing into a siding. It is alleged that the points on the main track had been maliciously shifted. The engines were thrown off the metals, and the four drivers and firemen injured. One man named Stark is in a critical condition.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

25-Jun-1894	26-Jun-1894	Dundee Courier	Collision of two trains	Inverarnan	26
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SERIOUS ACCIDENT ON WEST HIGHLAND RAILWAY. Yesterday morning about six o'clock an accident occurred on the new West Highland Railway, four men have been more or less injured. A ballast train from Cowlairs for Rannoch, drawn by two N.B. engines, left the main line near Inverarnan a couple of miles beyond the head of Loch Lomond and dashed into number of waggons standing in a siding. Both engines and 16 waggons were upset. The drivers of the engines, Daniel Maclean and James Anderson, as well as the firemen, George Spencer and James Pirrie, were injured about the body, but not seriously, and were removed to their homes. Robert Stark, permanent way inspector, residing in Springburn, received a compound fracture of the right leg, and was removed Glasgow Western Infirmary. The line was blocked for a considerable time. It alleged that the accident resulted through the points having been maliciously shifted.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

26-Jun-1894	26-Jun-1894	Irish Independent	Two engines over embankment	Helensburgh	37
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#### SCOTCH RAILWAY ACCIDENT EIGHT PERSONS INJURED.

Glasgow, Monday. This morning an accident occurred on the West Highland Railway, a new system presently under construction from Helensburgh to the North-west. Two engines used in shunting waggons ran over an embankment, eight persons being seriously injured. Robert Stark, foreman surfaceman, Kirkintilloch, got a leg broken in two places, and was taken to the Western Infirmary at Partick. Daniel M'Lean, the engine-dnver, Springburn, Glasgow, was severely injured. The place where this new line is being constructed very steep and mountainous. Three ambulance waggons have been despatched from Partick to convey the injured to the infirmary.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
30-Jun-1894	30-Jun-1894	Edinburgh Evening News	Accident	Inverarnan	126

In connection with the recent West Highland Railway accident at Inverarnan, in which several men were injured, a man named Matthew Long has been apprehended. It is alleged that the points had been tampered with.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

07-Jul-1894	09-Jul-1894	Dundee Courier	Fireman killed	Tyndrum	1	24
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SERIOUS ACCIDENT WEST HIGHLAND RAILWAY.  
ENGINE FALLS DOWN AN EMBANK NEXT.

On Saturday morning an accident occurred on the Highland Railway whereby a fireman lost his life. The heavy rains of Friday had undermined the railway at a point near Tyndrum, and an N.B. engine proceeding northwards toppled to the foot of an embankment. The driver escaped without injury, but the fireman, named M'Arthur, was killed.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

30-Jul-1894	01-Aug-1894	Glasgow Herald	Stabbing at Rannoch Moor Station			15
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MAN STABBED AT MOOR OF RANNOCH.—On Monday evening a case of a stabbing occurred at Moor of Rannoch Station, on the West Highland Railway, whereby a man named John Smith was injured. It appears that a railway workman, whose name has not transpired, had been dismissed, and on leaving had been heard to threaten "to do" for somebody. Meeting the man Smith, if he is said to have taken a knife from his pocket and stabbed him. There were some men standing near, who, on hearing Smith cry that he was stabbed, pursued his assailant and handed him over to the police. He was conveyed to Perth Prison, and Dr Miller, Fort-William, attended to the injured man. No serious consequences are feared.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

01-Aug-1894	08-Aug-1894	Dumfries and Galloway Standard	Arrests for accident at Newtonmore last week	Newtonmore	1	217
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THE HIGHLAND RAILWAY ACCIDENT: CRIMINAL PROCEEDINGS —Three arrests were made yesterday in connection with the fatal railway accident on the Highland Railway at Newtownmore last week. The station-master and signalman, Peter Kennedy, and James Bowie and Alexander Sim, drivers of the two engines of the passenger train, are alleged to hare culpably and recklessly . caused the death of Professor Dobie and serious injury to three passengers. The drivers are charged with entering the station at a high rate of speed while the signals were set at danger, to prevent the entrance of the train; and Kennedy with having, by failure to set the points properly, caused the passenger train to go on to the wrong line. Accused have been liberated on £50 bail each.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

02-Aug-1894	09-Aug-1894	Banffshire Advertiser	West Highland Line inspection			225
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THE WEST HIGHLAND RAILWAY. — On Thursday Major Marindin, of the Board of Trade, commenced his concluding inspection of the West Highland Railway. The same train carried the stationmasters and other officials of the new railway, who will enter on their duties forthwith.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality		
07-Aug-1894			Arrochar and Tarbet statopn opened		122		
Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
07-Aug-1894			Tyndrum (North British) opened		119		
Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
07-Aug-1894			Crianlarich opened (North British)		121		
Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
11-Aug-1894	13-Aug-1894	Dundee Courier	Opening ceremony at Fort William. Construction started 1889.	Fort William	35		
Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
11-Aug-1894	13-Aug-1894	The Scotsman	Opening of Fort William line		234

THE construction of the West Highland Railway, with its terminus at Fort-William, is an event, of the highest importance in the history of Scottish railway enterprise. The North British Railway Company were practically responsible for the undertaking from its initiation to its close, and the successful completion of the work was fittingly celebrated on Saturday by the turning of the golden key which was to admit the approach of the train to the terminus by the Marchioness at Tweeddale. 'The line is one of the most beautiful in Scotland, commanding splendid views of lake and river scenery in the earlier sections of its course, traversing the moor of Rannoch, which, with the hills that surround it, is perhaps unrivalled for impressive though somewhat dreary grandeur, and descending Glen Spean close to, almost hanging over, the river as it forces a narrow way through the rocks in a series of rapids and waterfalls in its progress towards the sea. The guests of the Railway Company on Saturday were, however, as much struck with the skill of the engineer and the solidity of the contractors work as with the magnificence of the scenery. Much was said at the banquet which, followed the opening ceremony in praise of the work of the engineers and contractors, but it is not often that the language of eulogy common on these occasions has been so well deserved. The West Highland Railway Company has entered on its career with every prospect of success. The Bill carrying the railway to Fort-William was passed by Parliament with less than ordinary difficulty, the works have been constructed with scarcely a serious hitch, and the line is open for traffic within the period of five years contemplated in the original Bill. The cost — stated to be about £11,000 a mile — has undoubtedly been heavy, but, being raised by the parent and controlling Company, the North British Railway, it has been possible to obtain the funds required, on the most advantageous conditions.

Lord Tweeddale alluded, in his reply to the toast of success to the new Company, to the singular fact that this line for one hundred miles has no branch and no feeder. It is certain that this weakness will ultimately be removed. The railway requires above all things, an outlet to the western seaboard. This will be soon achieved by the construction of the line now authorised by Parliament to Mallaig, on the southern shore of Loch-Nevis. For the first time in the history of any British railway, the Government has made itself responsible for a material portion of the initial cost. In pursuance of a carefully-considered policy designed to help the distressed and distant populations of the extreme north-west to help themselves, the late Government came under an obligation: to find £260,000 of the capital required, under certain reasonable conditions which have since and the Chancellor of the Exchequer stated in reply; to a question by Mr Goschen last Monday — "Of course we shall carry out the undertaking given - by our predecessors in regard to this matter." It is much to be regretted that the necessary Bill to give legislative effect to this undertaking was not introduced during the present session, for delay is obviously adverse to public interests. It is said the Bill was in danger of opposition from members interested in the Caledonian Railway Company, and from others who seek to press for aid to branch lines terminating at Ullapool, Loch Inver, and other places. Mr Reginald Macleod and Lochiel, in dealing with the toast of success to the new railway, exercised a wise discretion, though an obvious restraint, in refraining from allusion to the implacable opposition of the Caledonian and Highland Railway Companies, to the Mallaig Railway Bill before the Committees, first of the House of Commons and then of the House of Lords. This opposition failed, as it deserved to fall; and we only allude to it, in deprecation of renewed hostility to the Money Bill, which has still to obtain Parliamentary sanction. Neither Parliament nor public opinion will support the Caledonian directors in any effort to burke a scheme for bringing a railway to a point sixty miles away from the terminus in which they have an interest; and if the people of the West Coast of Ross-shire and Sutherland desire assistance of a similar character for their own advantage, their best course is to support a grant in favour of the more southern scheme, which in no way affects themselves for good or ill, and so establish a principle which may be applied, with good cause shown, in the farther north. In course of years other extensions will undoubtedly be required. A branch from Inverlair to Kingussie would present no extraordinary difficulties, and might be so extended as to join hands with the Great North of Scotland at the Boat of Garten, and thus open another approach from Glasgow and the south to Banffshire and the eastern districts of Aberdeenshire. An honourable understanding is said to exist which will preclude for some years any effort to construct a railway by the Great Glen from Fort-William to Inverness in rivalry to the monopoly now enjoyed by the Highland Company; but when this restriction is removed, there will arise an irresistible demand on the part of the people of the Highland capital for an alternative route to the south. "Nether Lochaber" pleaded in his speech with great earnestness for an extension to Ballachulish, and it may well prove in a few years' time that the land in the neighbourhood of Onich may be so extensively feued as to involve the realisation of his hopes. These lines and others will be made as public necessities dictate, and not in antagonism to other great railway corporations. An alternative route is often a blessing in disguise, even to the company whose monopoly is lost, since it brings more traffic to the district than it absorbs.

There is one point in the Chairman's speech on Saturday which should engage the attention of the Government. He declares that the regulations of the Board of Trade are an insuperable bar to construction of lines in sparsely-



populated districts. It is not only in matters of railway management that Government Departments are in the habit of laying down hard-and-fast rules which, when applied to wild and poor districts, are ridiculous in themselves and oppressive in their cost, The Board of Trade official finds that certain requirements as to speed, construction of train, form of station, &c., are expedient in a busy and populous manufacturing district where a hundred trains pass daily; and he applies these identical rules with a light heart, but a heavy hand, to a country where the train may run for twenty miles without coming in sight of as many houses. If it is sound policy to encourage railway construction in wild and inaccessible districts, even by grants of public money, it is absurd at the same time to compel obedience to a hard-and-fast and costly system planned for the service of Lanarkshire or Middlesex. Light railways may be extended in the not distant future to the islands as well as to the wilder mainland districts now out of touch with civilisation; but if their construction is to be made possible to any considerable extent, Lord Tweeddale's hint must be laid to heart by the officials concerned, and the necessary rules applied with some regard to common-sense and the circumstances of each locality.

Mallaig  Glasgow  Fort Augustus  Kyle  Oban line  Main Highland  Ballachulish line  Black Isle line

27-Aug-1894

31-Aug-1894

Ross-shire Journal

Navy in court

Dingwall

40

**STROMEFERRY****NAVY IN TROUBLE.**

James Fachie, navy, for committing a breach of the peace, and breaking a door at the railway hut at Stromeferry, was, on Monday, in the Dingwall Sheriff Court, fined 7s 6d or five days' imprisonment.

Mallaig  Glasgow  Fort Augustus  Kyle  Oban line  Main Highland  Ballachulish line  Black Isle line

29-Aug-1894

31-Aug-1894

Ross-shire Journal

Police station wanted at Plockton

Plockton

41

**POLICE STATION WANTED AT PLOCKTON.**

— A large meeting was held at Plockton the other day to resolve to requisition the authorities for the establishing of a police station in the locality, in view of the large number of navvies collected in the district by the railway works. Mr Finlay Macrae, County Councillor presided. Mr Donald Mathieson, J.P., moved that it was necessary in the interest of life and property to get a police station erected at Plockton forthwith. The motion was seconded by Mr Donald Macrae, general merchant, Plockton, and unanimously passed. On the motion of Mr Donald Macrae, Balallan Cottage, Mr Mathieson J.P., was unanimously appointed secretary for the scheme. Copies of the resolution were ordered to be forwarded to the Chief Constable, to the Clerk, the Convener; the member of Parliament for the County of Ross, and to the Secretary for Scotland.

Mallaig  Glasgow  Fort Augustus  Kyle  Oban line  Main Highland  Ballachulish line  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
22-Sep-1894	22-Sep-1894	Dundee Evening Telegraph	Description of line		74

### THE MALLAIG RAILWAY. - III.

[BY A SPECIAL CORRESPONDENT.]

Proceeding westward from Glenfinnan through a succession of fine mountain scenes, the next evidence of civilisation which meets the eye of the traveller is Inverailort Hotel, finely situated at the southern base of heath clad hill overlooking part of the loch, and which will be in part traversed by the railway. Far below is Inverailort House, the property of Mrs Head, which charmingly nestles at the edge of a greenwood fringed valley close to the salt waters of Loch Aylort and at the base of the mountain of Moidart, which rises sombre and treeless to a height of between 2000 and 3000 feet, obliquely ascending the face of which can faintly be discerned the track that leads to that part of the district of Ardnamurachan. The view from the coach towards Inverailort House, and east and west, is extremely fine. Loch Aylort yields excellent sea fishing, and both oysters and lobsters are obtained from its waters, while seals are frequently observed. The shooting extends to nearly 20,000 acres, some 500 of which are wooded. Mrs Head, the proprietrix of Inverailort, was originally one of the objectors to the railway — in fact, it may be said the only one among landed proprietors on the route of the proposed railway. Her grounds of objection as set forth before the Commons were that the line would injure the amenity of her residence and the sheep ground by taking away the only arable land which sheep could be wintered. | Eventually arrangements were made which had the effect of taking her name from the list of objectors. At the base of this mountain on Loch Aylort is Roshven, where it was first contemplated to make the seaboard terminus of the West Highland Railway, but for the construction from Banavie, to which Parliamentary sanction was refused.

#### ROSHVEN HOUSE.

Grand was the scenery in Glenfinnan, it is surpassed by that which we are now to traverse for some eight or ten miles — from Kinloch Aylort to Arisaig. From a coast line distinguished for its marvellous ruggedness and irregularity, the ground rises in almost perpendicular acclivities, all harsh features for hundreds of feet being at midsummer time subdued a rich covering oaks birches, hazel, and' hawthorn, amid which are dells and glades of surpassing beauty. undergrowth in this sequestered region beside the western sea almost rivals tropical luxuriance. Branching off on the north are deep, silent ravines and shadowy glens, like Glenbeasdale and Glen Maamie, while through vistas in the woods momentary glimpses are obtained of a succession of rocks and crags through every opening and crevice in which oaks or birches are seen shooting out. The silence is profound and unbroken save by the birds. Human life there must here and there, for at intervals some "Sandy" or "Ronald" or "Flory" or "Mima" emerges from some shadowy nook the woods with missives for the post. All place names are of course derived from the Gaelic, and most expressive they are to any one familiar with that language. "Stron-an-Aoridh," "Craig Bhan," "Beinn-camus-driseach," "Beinn-na- Cloich-Mhor," " Aodan-an-Sithean-Mhor" are the designations borne by some of the mountains and crags that rise to the north in the district known as South Morar. South of the lochs the mountains are also wild and grand, but their features not appear so rugged and broken as north of Loch-naii-Uamh — "loch of the caves." In the course of every few hundred yards as the coach proceeds on its way new scenes of interest emerge. Of one of these ravines

#### AN INTERESTING STORY

is told. The roadway was at one time unprotected by parapet or wall, and the extreme danger to vehicles and pedestrians had been frequently pointed out to the road authorities. At a meeting of one of the Boards a proposal to construct a protecting wall was, after discussion, defeated. Shortly afterwards a member who had voted against the protection wall happened to be driving along this particular part of the road, when the horse shied, and along with the conveyance and occupants was precipitated into the abyss. Happily the descent was partly broken by a dense undergrowth on the verge the rock overhanging the stream channel, and although horse and passengers went to the bottom of the gulf, they escaped death in a miraculous manner, although the vehicle was wrecked. The catastrophe brought matters to a climax, and a wall was erected along the edge of the gully. Loch-nan-Uamh is one of the loveliest salt water lakes on the west coast. There will be a heavy viaduct in Glenbeasdale, where the scenery is particularly striking, and further on, near the demesne of Arisaig House (Mrs Nicholson), a tunnel, it understood, will have to be constructed. The next object of interest is |

#### ARISAIG HOUSE.

A fine one in itself, and in point of situation, on rising ground overlooking Loch-nan-Uamh. it would be difficult to surpass anywhere acclivities. It is surrounded by magnificent trees and shrubberies, the climate and advantageous sheltered southern exposure to the sea favouring vegetable growth to a remarkable degree. The gardens, it is said, yield the earliest vegetables and fruits on the west coast. The splendid woods continue all the way through what is known as Arisaig Mains to Arisaig, and on the way the stranger will be pointed the garden of Clanranald in the ancient time when the country now being traversed was all their own. It is still kept as vegetable garden by Mrs Nicholson, the propnetrix of Arisaig, and the growth of vegetation testifies to the superior capabilities of the soil.

The sketches given above are reproduced from a splendid series of photographs of the locality taken by Mr James Lawson, of Forres.

Mallaig <input checked="" type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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04-Nov-1894	09-Nov-1894	Inverness Courier	ACCIDENT AT FORT-WILLIAM.	Fort William station		137
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#### ACCIDENT AT FORT-WILLIAM.

- A correspondent writes:—An unusual incident occurred at Fort-William on Sunday morning A number of masons, to the astonishment of many persons who assembled, were observed completing the chimney of new erection for the West Highland Railway at their station there. Such a thing as working on Sunday the district has not been known, perhaps, within the memory of man. The workmen had to haul up to the lop of the roof heavy stone, forming the coping of the chimney. Perhaps from nervousness, occasioned by the consciousness that they were committing an unusual act, just as the cope stone was reaching the top, one of the men slipfied and fell with his forehead on the stone, and was seriously hurt. The bystanders shuddered as the man staggered, and seemed likely to fall backward from the top of the house to the ground. Happily this did not occur, but the incident created a good deal of excitement. Comment upon the occurrence was freely made in the town during the day.

Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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15-Jun-1895	17-Jun-1895	Dundee Evening Telegraph	Wheel of carriage gave way	Upper Helensburgh		33
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#### ACCIDENT ON THE WEST HIGHLAND RAILWAY.

On Saturday evening, as the train leaving Craigendoran at 5.5 for Arrochar was ascending the incline to Upper Helensburgh Station, one of the wheels of a saloon carriage at the rear gave way, and the train was brought to a standstill. After a little delay it proceeded to its destination. The breakdown gang was summoned from Cowlairs to remove the carriage, which, owing to the line being single, completely blocked the road. It was not until near nine o'clock the line was cleared.

Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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18-Jun-1895	20-Jun-1895	Arbroath and Advertiser for the Montrose Burghs	Arm amputated	Fort William station		29
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#### ACCIDENT ON THE WEST HIGHLAND RAILWAY.

— On Tuesday morning while Hector M'Kinnon. surfaceman on the West Highland Railway, was attempting to enter a train in motion at Fort-William Station, he missed his footing, and, falling on the rails, one of the vehicles pasted over his left arm. On being conveyed to the Belfort Hospital, Fort-William, it was found necessary to amputate the fractured limb.

Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
18-Jun-1895	20-Jun-1895	Arbroath Herald and Advertiser for the Montrose Burghs	Surfaceman slipped	Fort William station	130

ACCIDENT ON THE WEST HIGHLAND RAILWAY.

- On Tuesday morning while Hector M'Kinnon, surfaceman on the West Highland Railway, was attempting to enter a train in motion at Fort-William Station, he missed his footing, and, falling on the rails, one of the vehicles pasted over his left arm. On being conveyed to the Belfort Hospital, Fort-William, it was found necessary to amputate the fracturcd limb.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

28-Sep-1895	28-Sep-1895	Dundee Advertiser	Fatal accident	Polmont Station	1	38
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RAILWAY ACCIDENTS.

SURFACEMAN KILLED AT POLMONT.

A railway accident occurred this forenoon at Polmont Station, by which a surfaceman named Stephen Higgins was killed and another named John M'Geran was injured. Higgins was the foreman a gang of surfacemen engaged packing sleepers a short distance to the west of the station, While so employed the 9.56 train from Grahamston passed, and all stood clear. A few minutes later the same train backed into the siding on which the men were working, and was upon them before they were aware. M'Geran was struck on the head by the buffer of the train, but managed to stagger clear. The other two observed the train in tune to jump on to the six-footway, where they lay down as another train was passing on the up line. Nobody saw Higgins knocked down, but the two men on the six-footway observed the first named tram pass over his neck. When picked up it was found Higgins' head was almost severed from his body, and his left arm was completely cut off at the shoulder. M'Geran escaped with bruises on the head and arm. The others are quite uninjured. The body has been removed to Falkirk Mortuary. Deceased was 24 years of and unmarried.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

14-Oct-1895	15-Oct-1895	Derby Daily Telegraph	ACCIDENT ON THE WEST HIGHLAND RAILWAY. CARRIAGES WRECKED.	Shandon station		134
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ACCIDENT ON THE WEST HIGHLAND RAILWAY.

CARRIAGES WRECKED.

The Press Association's Helensburgh correspondent telegraphs this (Tuesday) morning as follows : —Last night the passenger train leaving Fort William at 27 minutes past four And due at Shandon at five minutes to eight, met with an accident at Shandon, whereby a couple of carriages were wrecked. The platform at Shandon is an island one, and instead of the train taking the left side of the platform it took the right. The two engines heading the train ran alongside the platform, but the remainder of the train took the proper metals on the opposite side of the island. The fore part of the train was wrenched from the metals, the first callage ploughing up the road for a distance of 40 yards, and eventually toppling over. The second carriage was also thrown over. The remainder of the train kept the metals. In the first carriage there were few passengers, but all escaped without injury. In the second carriage there were six passengers, and of this number one only, a Mrs. Gillies, was slightly hurt.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
14-Oct-1895	13-Oct-1895	Edinburgh Evening Express	ACCIDENT ON THE WEST HIGHLAND RAILWAY	Shandon station	133

#### ACCIDENT ON THE WEST HIGHLAND RAILWAY.

The evening passenger train from Fort-William to Shandon last night met with an alarming accident at the latter place. The platform is an island one, and instead of the train taking the left side of the platform it took the right. The two engines heading the train ran alongside the platform, but the remainder of the train took the proper metals on the opposite side of the island. The front part of the train was wrenched from the metals, the first carriage ploughing up the road for 40 yards, and eventually toppling over on its side on the off side of the rails opposite the booking-office. The second carriage was thrown on its side right across the head of the platform. The remainder of the train kept the metals. Although a number of passengers were in the front carriages, only one, a lady named Mrs Gillies, was unable to proceed. She was for a time unconscious, and remained the the station agent\*s house. Searching inquiry will be made as to how the engines got on to wrong track, and also as to shifting of the points during the progress of the train. The passengers were brought up to Glasgow by another train in time to enable those for London to proceed upon their Journey. A young lady whose name the authorities had not ascertained was assisted into a cab at Queen Street Station, Glasgow, and taken home.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

14-Nov-1895	16-Oct-1896	Edinburgh Evening Newa	Court case	Bridge of Orchy	1	125
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#### WEST HIGHLAND RAILWAY ACCIDENT

In Edinburgh Sheriff Court to-day, Sheriff Hamilton heard parties in an action by Donald Campbell, Craigston, Barra, against, the North British Railway Company, for £500 damages Pursuer is the father of the deceased, Donald Campbell, a surfaceman on the West Highland Railway, who was killed near Bridge of Orchy on 14th November, 1895. He was engaged tightening the keys and joints of the rails at Bridge of Orchy when he was knocked down from behind and killed instantaneously by a train from Fort William. It was the duty, pursuer says, of the defenders to have a ganger employed where the surfacemen were working to superintend and take care of the workmen, but no such ganger was employed. Pursuer further avers that provision ought to have been made to warn deceased of the approach of trains, but these precautions were not taken. The servants in charge of the train were in fault in not keeping a proper outlook for surfacemen. Defenders deny that the accident was caused through the fault of the defenders or their servants, and that it arose from the deceased's own carelessness in not keeping a proper lookout. They explain that there was a ganger in charge of the surfacemen, of which the deceased formed one. The defenders plead the action is irrelevant, and ask for absolvitor. Agent for pursuer, M. Graham Yuall, S.S.C.; agent for defenders, W. Saunders, S.S.C.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

23-Nov-1895	23-Nov-1895	St. Andrews Citizen	Cost of bridge	Ballachulish		175
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It is estimated that the proposed extension of the West Highland line from Fort William to Ballachulish will cost £800,000.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
28-Nov-1895	28-Nov-1895	Banffshire Advertiser	Proposed Fort Augustus line		226

PROPOSED RAILWAY TO FORT-AUGUSTUS. Much public satisfaction has been created by the announcement that a bill is to be promoted in the next session of Parliament for the construction of a railway between Spean Bridge, the nearest point on the West Highland Railway system, and Fort Augustus. Last year the Highland and West Highland Railways each lodged a scheme for connecting Inverness and Fort-William by railway, but both bills were withdrawn before their Parliamentary hearing. The new company has been formed, it is understood, entirely apart from any existing railway company, but powers are to be reserved whereby the Highland, West Highland, or other companies may asked to work the line. At present it takes Inverness people two days in summer and three days in winter to go to Fort William and back, but with a railway to Fort-Augustus and swift steamers running in connection with it on Loch Ness, the journey to and from will be made within the limits of one business day. A pier is to be constructed at Fort-Augustus. The new railway will follow the south side of the canal, and the route presents no engineering difficulties.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

15-Feb-1896	18-Feb-1896	Greenock Telegraph and Clyde Shipping Gazette	Stabbing	Inverness	1	205
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**FATAL STABBING CASE.**

William Powell, a navy, of Belfast, was committed for trial at Inverness to-day, charged with fatally stabbing a comrade on Saturday night.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
15-Feb-1896	17-Feb-1896	Dundee Advertiser	Stabbing	Tomatin	1 210

## TERRIBLE STABBING AFFRAY

### PERTHSHIRE MAN DEAD

### ANOTHER SERIOUSLY INJURED.

### NAVY CHARGED WITH MURDER.

Inverness was statted yesterday morning by the receipt of information of a terrible stabbing; affray among the navvies employed at the new railway works at Tomatin. It appears that late on Saturday evening a quarrel took place in the huts occupied by the navvies neat Tomatin, in the course of which Walter Powell drew a knife and stabbed Ronald Macmillan and Slater M'Intosh, the latter fatally. The first information of the affair was brought to Inverness yesterday morning by the local constable, who had arrested Powell, and conveyed him to the prison, but he was unable to throw much light on the matter. Mr James Anderson, the Procurator-Fiscal, with Superintendent Macaulay, proceeded to the scene in the afternoon with the object of making inquiries into the affair, but they had not returned last night. According to the information received, a quarrel took place among the three men, and a general fight ensued. Powell, who bears traces of the struggle, his face being cut and swollen, appears have been getting the worst it, and, it is said, seized a pokei and struck MTntosh on the head. Immediately thereafter, it is alleged, he drew a knife and struck M'Intosh, stabbing him, it is stated, four or five times in the small of the back. He then seems to have turned upon Macmillan, and stabbed him once or twice before was disarmed. He was at once given into custody, and the wounded men were attended to as well as circumstances would permit. Yesterday morning Dr Gillies, the assistant to Dr Kerr, Inverness, visited the hut and dressed the wounds. M'Intosh, who had suffered much from the GREAT LOSS OF BLOOD,

was in a very weak state, but though the wounds were of a very serious nature it was hoped that he would pull through. In the course of the day, however, gradually sank, and in the afternoon Mr M'Hardy, the Chief Constable, received telegram intimating that he had succumbed. Macmillan, it is believed, will recover, his injuries not being of such serious nature. M'Intosh, who was a stonebreaker, was a native of Perthshire, 56 years of age, and unmarried, He is described generally having been a quiet man, but readily roused when under the influence of drink. He had been employed in the North for a good many years, and up till recently was engaged Tomdoun, near Invergarry. Powell, who now stands charged with murder, is a wellbuilt fellow, and hails from Cardiff lie is 32 years age, with clear clean cut features, and has somewhat the appearance of a soldier. His face was very dirty, and he seemed to have been bleeding from a blow across the bridge of the nose. He is about five feet eight inches in height, and, it is stated, is a much stronger fellow than the two men assaulted. On his removal Inverness by the mail gig yesterday he was lodged in the cells in the Burgh Police Office, but

### THE GRAVITY OF THE CHARGE

against him was not stated. Even late last night he appeared somewhat dazed, and scarcely realised the unfortunate position in which he is placed. The affair has naturally caused the greatest excitement in the district, where, notwithstanding the laige number of navvies from all parts of the country employed at the railway works, crimes of a violent nature have been very few. The men were engaged at the Findhorn Viaduct of the new Aviemore line. Mr John Ross, jun., states that on leaving the works late on Saturday there was no sign of disturbance — indeed, the men were exceptionally well behaved. It was not payday, and the sudden outburst with such lamentable results to him and to others who knew the men almost a mystery. The remains of M'Intosh are to conveyed to Inverness in order that a post-mortem examination may be made, it being a matter doubt as to whether death was caused by the blow from the poker or was due to the loss of blood resulting from the severe stabs he received in the back. M'Intosh was well known in Inverness, and only recently was a litigant in the Inverness Sheriff Court, where lie sued his former employer for wages, successfully setting up a plea under the Truck Act. Powell will, it is understood, be brought before Sheriff Blair in the Castle, Inverness, to-day on a charge of murder and stabbing to the danger of life.

### A DRUNKEN BRAWL.

A later telegram states that Mr James Auderson, Procurator-Fiscal, returned to Inverness at midnight, after making inquiries into the tragedy at Tomatin. He was accompanied by Dr M'Kay, who had gone attend M'Intosh, but who died shottly after four o'clock, some 20 minutes before his arrival. Arrangements have been made for the removal in the course of the night of M'Intosh's body to the Northern Infirmary, where the post-mortem examination will held. Macmillan, the other injured man, was a good deal better yesterday afternoon, and an ambulance waggon was sent convey him to the Northern Infirmary. The affray, it is now definitely stated, took place at Jack's Hut, situated on the southern side the river Findhoru, and within a short distance of the great viaduct which spans the river and carries the railway across the valley. There does not appear to have been any ill-feeling among tbe men. and the whole affair appears to have arisen out of a drunken brawl. M'Intosh's death is believed to be due more to the blunt blow he received on the head than to the wounds caused the stabs. Superintendent M'Caulay and police officers remained at

Freeburn overnight in order to complete their inquiries.

Mallaig  Glasgow  Fort Augustus  Kyle  Oban line  Main Highland  Ballachulish line  Black Isle line

16-Feb-1896

19-Feb-1896

Falkirk Herald

Fatal stabbing

Jack's Hut, Findhorn Viaduct

1

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### TERRIBLE STABBING AFFRAY AMONG NAVVIES.

#### ONE MAN FATALLY INJURED.

Inverness was startled on Sunday morning by the receipt of information of a terrible stabbing affray among the navvies employed at the new railway works at Tomatin. It appears that late on Saturday evening a quarrel took place in the huts occupied by the navvies near Tomatin, in the course of which Walter Powell drew a knife and stabbed Ronald Macmillan and Slater M'Intosh, the latter fatally. The first information of the affair was conveyed to Inverness on Sunday morning by the local constable, who had arrested Powell, and conveyed him to the prison. It appears that a quarrel took place among the three men, and general fight ensued. Powell, who bears traces the struggle, his face being cut and swollen, appears to have been getting the worst of it, and, it is said, seized a poker and struck M'Intosh on the head. Immediately thereafter, it is alleged, he drew a knife and struck at M'Intosh, stabbing him, it is stated, four or five times in the small of the back. He then seems to have turned upon Macmillan, and stabbed him once or twice before he was disarmed. He was at once given into custody, and the wounded men were attended to as well as circumstances would permit. On Sunday morning Dr Gillies, the assistant to Dr Kerr, Inverness, visited the hut and dressed the wounds. M'Intosh, who had suffered much from the great loss of blood, was in a very weak state, but though the wounds were of a very serious nature it was hoped that he would pull through. In the course of the day, however, he gradually sank, and in the afternoon Mr M'Hardy, the Chief Constable, received a telegram intimating that he had succumbed. Macmillan, it is believed, will recover, his injuries not being such a serious nature. M'Intosh, who was a stonebreaker, was a native of Perthshire, 56 years of age, and unmarried. He is described generally as having been a quiet man, but readily roused when under the influence of drink. He had been employed in the North for a good many years, and up till recently was engaged at Tomdoun, near Invergarry. Powell, who now stands charged with murder, is a well-built fellow, and hails from Cardiff. He is 32 years of age, with clear clean cut features, and has somewhat the appearance a soldier. He is about 5 ft. 8 in. in height, and, it is stated, is a much stronger fellow than the men assaulted, The affair has naturally caused the greatest excitement in the district, where, notwithstanding the large number of navvies from all parts of the country employed at the railway works, crimes of a violent nature have been very few. The men were at the Findhorn Viaduct of the new Aviemore line. The affray, it is now definitely stated, took place at Jack's Hut, situated on the southern side of the river Findhorn, and within a short distance of the great viaduct which spans the river and carries the railway across the valley. There does not appear to have been any ill-feeling among the men, and the whole affair appears to have arisen out of a drunken brawl. M'Intosh's death is believed to be due more to the blunt blow he received on the head than to the wounds caused by the stabs.

Mallaig  Glasgow  Fort Augustus  Kyle  Oban line  Main Highland  Ballachulish line  Black Isle line



Date of incident	Date of report	Newspaper	Summary	Location	Fatality
30-Mar-1896	30-Mar-1896	Aberdeen Press and Journal	Trial of Walter Powell	Inverness	211

THE MURDER TRIAL AT INVERNESS.  
PRISONER ACQUITTED.

The trial of Walter Powell for the murder of Slater Mackintosh and the stabbing of another man at Tomatin was resumed on Saturday morning at Inverness before Lord Low and a jury.

Dr Mackay who made post-mortem examination of the body, described the wounds, and said that the stabs on the body and on Macmillan, whom he examined, exactly corresponded with a pocket-knife produced, and the wounds were sufficient to cause death. Witness was cross-examined at length by Mr Blair, but stuck to his statements, and told counsel that he could not teach him anatomy. Dr Moir, who also took part in the post-mortem, corroborated. John M'Donald and several other witnesses were examined for the defence.

After absence of half an hour, the jury returned a verdict. Mr Maclean, factor for the Duke of Sutherland, who was foreman, said they were unanimously of opinion that the wounds were inflicted by the prisoner, and that Mackintosh died from the effects of the wounds, but by a majority of eleven to four they thought the prisoner used his knife under extreme provocation and in self-defence.

His Lordship then informed the prisoner that he was entitled to a verdict of not guilty, The decision, which was quite unexpected, was received with applause in court. The prisoner was immediately set at liberty.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input checked="" type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
06-May-1896	07-May-1896	Dundee Courier	Derailment	Torlundy			32

ACCIDENT THE WEST HIGHLAND RAILWAY.  
TRAIN THROWN OFF THE LINE.

An alarming accident occurred on the West Highland Railway yesterday afternoon at Torlundy, about two miles from Fort-William, by which the carriages and tender of the 7.35 a.m. train from Glasgow were derailed. The permanent way was torn up for about 150 yards. The train consisted of three corridor carriages and a saloon and van, which were all more or less damaged. There were a good few passengers on the train, but, strange to say, none of them were hurt, although the train was going at a fair speed. As soon as possible a relief train was sent from Fort-William, to which the passengers and luggage were transferred. The accident is believed to have been caused by the expansion of the rails by heat.

Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
14-May-1896	14-May-1896	Aberdeen Press and Journal	Proposed Fort William to Ballachulish line	Ballachulish	176

#### BALLACHULISH RAILWAY

The Select Committee of the House of Lords — presided over by Lord Rookwood— yesterday at Westminster resumed consideration of the West Highland Railway Bill, the object of which is make a line of about 14 miles from the company's line at Fort- William to Ballachulish, to erect a road bridge across the straits entering Loch Leven, and to construct certain narrow gauge tramways connecting the Ballachulish slate quarries with the West Highland Railway system by means of the proposed new railway.

Mr Forman, C.E., the engineer of the line, was examined by Mr Worsley Taylor for the Callander and Oban Company. He defended his scheme as perfectly workable and practicable.

Mr Hall Blyth, C.E., Edinburgh, corroborated the evidence of Mr Forman, stating that the proposed bridge at the entrance to Loch Leven would much better for general foot and tramway traffic than would be a high-level bridge. Sir Douglas Fox, C.E., also supported the scheme from engineering point of view. As a yachtsman, he did not consider there would be any difficulty in connection with the bridge across the Leven Straits.

Further evidence was led in support of the bill, including two yachtsmen, who stated that they did not see any difficulty in navigating the Loch Leven Straits on account of the proposed bridge.

Mr Conacher, general manager the North British Railway Company, said his company were under agreement work in perpetuity the West Highland Railway. It was obvious that so large a trunk line as that was meant: to be fed by other lines as occasion arose for making them. It was in pursuance of the policy of developing the West Highlands that this line was being promoted. The line would be worked cheaply, and the distance and time between Ballachulish and Glasgow would be shortened. The bridge over the Straits of Loch Leven would a great advantage to the district, apart from its advantage to the West Highland Company.

This concluded the evidence for the promoters on this part of the bill, and the committee proceeded to hear the opposition of Sir D. Smith and the Callander and Oban Railway Company.

Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input checked="" type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
16-May-1896	16-May-1896	Aberdeen Press and Journal	Decision	Ballachulish	178

#### THE BALLACHULISH RAILWAY EXTENSION SCHEMES.

##### DECISION OF COMMITTEE.

The Select Committee of the House of Lords, presided over by Lord Rockwood, yesterday resumed consideration of the scheme proposed by the West Highland and Callander and Oban Railway Companies - the one to make a line from Fort- William to Ballachulish on the south side of Loch Leven; and the other to make a line from Connell Ferry across Loch Etive, and one across Loch Creran to Ballachulish.

After hearing some further evidence the committee announced they had passed the preamble of No.1 line of the West Highland Company, that was to say, the line from Fort William to the north side of Loch Leven. They threw out lines Nos. 3, 4, and 5, the part of the scheme which would have escaped a low level bridge across Loch Leven and round the narrow- gauge tramways.

As to the Callander and Oban Company's scheme, the committee passed the preamble with respect to Railways Nos. 1 and 2, that was to say, the lines from Connell Ferry to Ballachulish. They rejected that company's line No. 3, the line giving access to the Ballachulish Quarries.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input checked="" type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
21-May-1896	21-May-1896	Banffshire Advertiser	Report on Mallaig Harbour	Mallaig	233

**MALLAIG RAILWAY AND HARBOUR.**  
**DESCRIPTION OF THE ROUTE.**

Leaving the West Highland Railway near Banavie, the new line to Mallaig strikes west, and traversing the northern shores of Loch Ed, passes Corribeg and Kinlochiel, thence it runs to Glenfinnan, at the head of Loch Shiel, skirting the southern shores of Lech Eilt, it reaches Arisaig, after leaving Kinlochailurt. From Arisaig the line will run north, and passing Bourblach at the western extremity of Loch Morar it finally terminates at Mallaig, where a harbour will be built. The total length of the line, which will be a single one, is about 39½ miles, whilst the engineers, Messrs Simpson & Wilson, C.E., estimate the entire expenditure at £318,057 10s for the railway and £45,000 for the harbour, or a sum total of £363,057 10s for the completed undertaking. The works will take three years to complete. The railway will necessitate the construction of three short tunnels (lined with concrete), a swing bridge for the passage over the Caledonian Canal near Banavie, and a fine viaduct of 19 arches at Glenfinnan, in addition to two or three other minor viaducts with from six to ten arches each. Tie viaducts will be built of concrete, and will have spans of 50 feet. The sharpest curve will be one of twelve chains, whilst no gradient will be steeper than 1 in 50.

The harbour at Mallaig will have an area of 40 acres, having a minimum depth of 10 feet at low water of ordinary spring tides — an area reduced to 35 acres with 20 feet depth. The harbour will be protected from the south-west or prevailing winds by a breakwater of concrete blocks 500 yards long running out in a northerly direction from near the site of the existing small pier to some rocks known as the "Red Rocks." Inside the breakwater a timber pier 450 feet long and 35 feet wide, with an arm at the end 200 feet long and 25 feet wide, will be erected on piles 12 inches square, and furnished with a travelling crane for loading and unloading purposes. The harbour will be complete in one year from commencement, and the scheme further includes the erection of an hotel on a site generously provided by Lord Lovat free of charge. It is unnecessary to add that the line will be constructed in accordance with the latest and most approved practice. The gauge will be the ordinary one, viz., 4 ft 8½ inches, and steel mile neighing 75lbs. per yard will be employed, each 30 feet long, and carried on 12 sleepers. The line will do a considerable traffic in fish, whilst the grandeur of the scenery along the route traversed will commend it largely to tourists. With Skye also the interchange of traffic will yield a considerable revenue. The Mallaig Railway and Harbour will be the property of the West Highland Railway Company.

Mallaig  
  Glasgow  
  Fort Augustus  
  Kyle  
  Oban line  
  Main Highland  
  Ballachulish line  
  Black Isle line

22-Jul-1896	22-Jul-1896	Falkirk Herald	SERIOUS ACCIDENT TO A BLACKSMITH.	Crianlarich	135
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**SERIOUS ACCIDENT TO A BLACKSMITH.**

— On Wednesday Charles Gorrie foreman blacksmith at Crianlarich, on the West Highland Railway, met with a serious accident near to Crianlarich Station. He was crossing the rails to his house when the engine of a ballast train, which came up unobserved, knocked him down, and broke his back. He was removed to the Glasgow Royal Infirmary. His condition is regarded as very critical, and little hope is entertained of his recovery. Gorrie, who is about 60 years of age, was formerly blacksmith at Falkirk High Station, and was lately transferred from Falkirk to Crianlarich to take charge of the blacksmith department in connection with the West; Highland Railway.

Mallaig  
  Glasgow  
  Fort Augustus  
  Kyle  
  Oban line  
  Main Highland  
  Ballachulish line  
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
30-Nov-1896	01-Dec-1896	Dundee Evening Telegraph	Derailment	Roy Bridge / Tulloch	136

#### ACCIDENT THE WEST HIGHLAND RAILWAY.

Owing some rubbish falling on the line at a point between Roy Bridge and Tulloch. on the West Highland Railway, the engine and five waggons of the goods train due in Fort-William between three and four o'clock yesterday left the metals and blocked through communication. The permanent way was torn for about 50 yards, and considerable damage done to rolling stock. The 4.20 p.m. passenger train from Fort-William to Glasgow did not leave till after 7 P.M., and went only as far as Roy Bridge, where passengers had to leave the train and travel to Tulloch by road vehicle, at which point another train from the South was in waiting, to which passengers were transferred. The same thing had to be resorted to when the night train to Fort-William arrived at the scene of the accident, causing a delay of nearly an hour and a half. Glenspean Gorge, where the mishap took place, is most dangerous part of the line, and had the goods train been travelling at a high rate of speed the consequences might have been more serious. A strong squad of workmen are employed clearing the line, and it is expected that though communication will be restored to-day.

Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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07-Dec-1896	11-Dec-1896	Ross-shire Journal	Navy in court	Dingwall	42
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#### ASSAULT BY NAVVIES.

—On Monday, James Griffin, navvy, Kyle, pled guilty before Sheriff Hill, at Dingwall, charge of having assaulted Barney Rooney, navvy, on Saturday last, within the hut at Kyle, by striking him on the face and felling him to the ground, and also with committing a breach of the peace. He was ordered to pay a fine of ten shillings, or go to prison for seven days. At the same Court James Highland, navvy, Kyle, was fined £1 for having assaulted William Macgregor, navvy, on the same date, at the Inn at Kyle, by catching hold him and striking him on the face with a stick, whereby his nose and cheek were severely cut, and in consequence of which he had to get medical assistance.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input checked="" type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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25-Feb-1897	25-Feb-1897	The Scotsman	Selma Station?	Benderloch	183
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SALE OF A HIGHLAND PROPERTY. — The estate of Shian, part of the lands of Baron Benderloch, has been bought by John Stuart M'Caig, banker, Oban, at over twenty-six years' purchase of the agricultural rental. The estate is within one mile of the railway station of Selma, on the Connell and Ballachulish Railway, and is charmingly situated partly on Loch Linnhe and partly on Loch Creran.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input checked="" type="checkbox"/>	Black Isle line <input type="checkbox"/>
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02-Mar-1897	03-Mar-1897	Glasgow Herald	First sod cut for Invergarry line	Spean Bridge	192
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The new works in connection with the construction of the Invergarry and Fort-Augustus Railway were inaugurated yesterday. The first sod being out at Spean Bridge by Mrs Ellice, wife of Captain Ellice, deputy-chairman of the company while simultaneously a start was made at the other end.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input checked="" type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
19-Mar-1897	26-Mar-1897	Inverness Courier	Navvie found dead on way to try and get work on railway works	Kinlochailort	1 112

**FOUND DEAD.**

—On Friday, as the mail coach which runs between Fort-William and Arisaig was proceeding along the public road near Kinlochailort, the driver noticed what he took to be a man asleep at the roadside. Inspector Chisholm, Fort-William, who happened to be the coach, got down to make an examination, and discovered that the man was dead. The remains, which were afterwards identified those of George Murdoch, belonging to Cumberland, were conveyed to Fort-William and interred in the Craigs Burying-Ground. From enquiries made appears that deceased had come from Foyers in quest of work at the Mallaig Railway, but on account of his advanced age this had been refused him. Death resulted from exposure.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

20-Mar-1897	24-Mar-1897	Aberdeen Press and Journal	Man run over by train	Old Inverloch Castle	1 34
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**FATAL ACCIDENT THE WEST HIGHLAND LINE.**

A shocking accident occurred on the Banavie branch of the West Highland Railway late on Saturday night. As the night passenger train was returning to Fort-William, and when in the neighbourhood of Old Inverloch Castle, the driver felt a jerk, as if the train had passed over something. On reaching Fort-William the incident was reported, and a search party returned to the spot, where the mutilated body of man was discovered lying close to the side of the rails. On being removed to the Belford Hospital, Fort-William, it was found that the unfortunate man still lived, but that both legs had been amputated, and a wrist broken, and his head and back severely lacerated. About midnight he died, never having regained consciousness. The remains were afterwards identified as those of John Connelly, belonging to West Calder, and a workman employed at the construction of the new Mallaig line.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

12-Apr-1897	27-Apr-1897	Glasgow Herald	Body found	Caledonian Canal, Corpach	1 84
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**FORT-WILLIAM. - BODY FOUND. -** The body of a man in a decomposed state was taken from the Caledonian Canal at Corpach last night. The remains have since been identified as those of a workman named Hart, who had been employed at the Mallaig Railway. Deceased, who was between 40 and 50 years of age, had been amissing for about a fortnight.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

23-Apr-1897	30-Apr-1897	Inverness Courier	Attempted suicide	Fort William pier	170
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**FORT-WILLIAM AND DISTRICT.**

**FOUND DROWNED. —** The body man in a decomposed state was taken from the Caledonian Canal at Corpach on Sunday night. The remains have since been identified as those of Norman Macdonald, who had been employed at the Mallaig Railway works. Deceased, who was between 40 and 50 years of age, had been missing for about a fortnight.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
25-Apr-1897	30-Apr-1897	Inverness Courier	Suicide in canal	Corpach	1 169
<p>FORT-WILLIAM AND DISTRICT. FOUND DROWNED.</p> <p>— The body man in a decomposed state was taken from the Caledonian Canal at Corpach on Sunday night. The remains have since been identified as those of Norman Macdonald, who had been employed at the Mallaig Railway works. Deceased, who was between 40 and 50 years of age, had been missing for about a fortnight.</p>					
<p>Mallaig <input checked="" type="checkbox"/> Glasgow <input type="checkbox"/> Fort Augustus <input type="checkbox"/> Kyle <input type="checkbox"/> Oban line <input type="checkbox"/> Main Highland <input type="checkbox"/> Ballachulish line <input type="checkbox"/> Black Isle line <input type="checkbox"/></p>					
03-May-1897	05-May-1897	Dundee Advertiser	Body found at side of the road	Glenfinnan	1 85
<p>SUSPICIOUS DEATH NEAR FORT-WILLIAM. - Information was received in Fort-William at a late hour on Monday night that the body of a man had been discovered at the side of the public road near Glenfinnan. On examination, the body was found to bear numerous bruises, and foul play is suspected. Deceased had evidently been employed a workman at the Mallaig Railway, but yesterday the remains had not been identified. The police are making inquiries.</p>					
<p>Mallaig <input checked="" type="checkbox"/> Glasgow <input type="checkbox"/> Fort Augustus <input type="checkbox"/> Kyle <input type="checkbox"/> Oban line <input type="checkbox"/> Main Highland <input type="checkbox"/> Ballachulish line <input type="checkbox"/> Black Isle line <input type="checkbox"/></p>					
04-May-1897	05-May-1897	Glasgow Herald	Body found at Glenfinnan	Glenfinnan	1 86
<p>DEATH FROM EXPOSURE. - Intelligence was .received in Fort-William at a late hour last night that the body of a man had been discovered on the public road near Glenfinnan. Inspector Chisholm, along with the fiscal and a doctor, afterwards drove to Glenfinnan, and a medical examination of the body led to the belief that death had resulted from exposure. The remains have been identified as those of Bernard Docherty, a workman who had been employed at the Mallaig Railway Deceased, who belonged to Glasgow, had been last seen alive on Monday.</p>					
<p>Mallaig <input checked="" type="checkbox"/> Glasgow <input type="checkbox"/> Fort Augustus <input type="checkbox"/> Kyle <input type="checkbox"/> Oban line <input type="checkbox"/> Main Highland <input type="checkbox"/> Ballachulish line <input type="checkbox"/> Black Isle line <input type="checkbox"/></p>					
27-May-1897	01-Jun-1897	Inverness Courier	Body found in canal	Gairloch	1 195
<p>BODY FOUND IN CALEDONIAN CANAL.</p> <p>— The body of a middle-aged man was taken from the Caledonian Caledonian Canal, near Gairloch, on Thursday night. It was in advanced state of decomposition, and had evidently been in the water for a considerable time. Judging from the clothing, deceased had evidently been a navvy, and in all probability was employed at th* Invergarry and Fort Augustus railway works.</p>					
<p>Mallaig <input type="checkbox"/> Glasgow <input type="checkbox"/> Fort Augustus <input checked="" type="checkbox"/> Kyle <input type="checkbox"/> Oban line <input type="checkbox"/> Main Highland <input type="checkbox"/> Ballachulish line <input type="checkbox"/> Black Isle line <input type="checkbox"/></p>					
27-May-1897	28-May-1897	Edinburgh Evening News	Body of drowned man found	Gairloch	1 209
<p>Found Drowned. —The body of middle-aged -nan was taken from the Caledonian Canal near Gairiochy last night. Judging from the clothing, the deceased had evidently been navy employed at the Invergarry and Fort-Augustus Railway works.</p>					
<p>Mallaig <input type="checkbox"/> Glasgow <input type="checkbox"/> Fort Augustus <input checked="" type="checkbox"/> Kyle <input type="checkbox"/> Oban line <input type="checkbox"/> Main Highland <input type="checkbox"/> Ballachulish line <input type="checkbox"/> Black Isle line <input type="checkbox"/></p>					

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
22-Jun-1897		Kinlochailort Police Station 1900 – 1901 (3) R91/D/C/5/14/4 at Fort William Archives			104

June 22

Saw John Curran and took statement. "I along with Owen Curran and Philip Hughes, was employed working in rock cutting on the railway works at the Black Loch Polish. I began with a crow bar to take the loose stones down the face. On seeing a large stone falling on me I gave a sudden jump aside. The stone caught hold of the middle fingers of my left hand."

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

28-Jun-1897	02-Jul-1897	Inverness Courier	Breach of the piece	Kinlochailort	48
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FORT-WILLIAM AND DISTRICT

ACCIDENTS. —Last week a railway workman, named John Curran, while engaged in boring operations near Glenfinnan had his left hand injured by a piece of rock falling on to and crushing it. On Wednesday, Ronald Campbell, son of John Campbell, boat builder, Corpach, was seriously injured by distress rocket. Finding the rocket near the shore, the lad, not knowing what it was, commenced hacking it with a hatchet, with the result that it exploded. Campbell was injured about the face and one of his hands was severely lacerated. was conveyed to the Belford Hospital here, where it was found necessary to amputate four of his fingers. Pouch Court. —Before Provost Macfarlane on Monday, Michael Paton, a navy, employed at the Mallaig Railway works, was sentenced to three days' imprisonment, with the option of paying a fine 5s, for committing breach of the peace.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

02-Jul-1897	02-Jul-1897	Inverness Courier	Navy imprisoned	Fort William	47
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FORT-WILLIAM AND DISTRICT

SHERIFF COURT.

—Before Sheriff-Substitute Davidson on Monday, Mary Brown or Shields, residing at the navy huts, Kinlochailort, pleaded guilty to a charge of having committed a breach of the peace and attempt to stab. The Sheriff, taking into account that accused had already been six days in prison, dismissed her with an admonition. For malicious mischief at Glenfinnan. Joseph Paisley, navy, was on Tuesday ordered to pay fine of 10s, or suffer 4 days' imprisonment.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

31-Jul-1897		Kinlochailort Police Station 1897 - 98 R91/DC/5/14/1 at Fort William Archives		Camas Driseach	1	87
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July 31. Duncan Gillies (39), married, Foreman Blacksmith, Camas Driseach, was accidentally drowned 5pm while bathing. Accompanied by P.C. MacPherson saw the blessed's body on the shore. Removed the body to the Railway Store. Wife's address, 25 Annisland, Great Western Road, Maryhill. Witness James Macdonald (27), unmarried, Foreman Joiner at Camusdriseach and Henry McAllan went out on boat from Camas Driseach . Drowned in 9 feet of water, 30 yards from the shore. Witnesses James Bailing and George Fluke.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
04-Aug-1897	04-Aug-1897	Edinburgh Evening News	Blacksmith drowned	Kinlochailort	1 68

**MORE DROWNING ACCIDENTS.  
A BLACKSMITH'S FATAL SWIM.**

Information has been received at Fort-William of a sad drowning case near Kinlochailort. Duncan Gillies, aged 39, a blacksmith, recently employed at the Mallaig Railway works, while bathing in Loch Ailort, resolved to swim to a rock about 50 yards from the shore. This he accomplished without any mishap, but when returning he was observed to show signs of distress, and ultimately sank in about nine feet of water. A boat was at once procured, and Gillies brought to the shore, where restoratives were applied, but every effort to restore animation was without avail. Deceased leaves a widow and a large family, who reside in Glasgow.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

04-Aug-1897	04-Aug-1897	Dundee Evening Telegraph	Drowning in Loch Ailort	Kinlochailort	1 113
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**SAD CASE NEAR FORT-WILLIAM.** Information has been received at Fort-William of a sad drowning case near Kinlochailort. Duncan Gillies, 39 years of age, a blacksmith, recently employed at the Mallaig railway works, while bathing in Lochailort resolved to swim to a rock about 50 yards from the shore. This he accomplished without any mishap, but when returning he was observed to show signs of distress, and ultimately sank in about nine feet of water. A boat was at once procured, and Gillies brought to the shore, where restoratives were applied; but every effort to restore animation was without avail. Deceased leaves a widow and large family residing in Glasgow.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

04-Aug-1897	06-Aug-1897	The Scotsman	Shooting	Craigaig	165
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**A SERIOUS CASE .** — William Waddell , a travelling gaffer on tlie new Mallaig Railway , was shot in the side by John Mullen, hutkeeper, at Craigaig, two miles from Glenfinnan . The affray took place on the public road . about eleven o'clock on Wednesday night; and Mullen was apprehended yesterday morning, and conveyed to Fort-William Prison.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

05-Aug-1897	12-Aug-1897	Banffshire Advertiser	Shooting at Craigaig	Craigaig	228
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**NORTH NEWS IN A NUTSHELL**

**SHOOTING AFFRAY NEAR FORT-WILLIAM.** - William Waddell, a travelling gaffer on the new Mallaig Railway works, was, it is alleged, shot on Thursday in the side by John Mullen, hutkeeper, at Craigaig, two miles from Glenfinnan. Full particulars have not yet come to hand, and it is not at present known whether Waddell was shot accidentally or in connection with a quarrel Waddell, who is a cousin of Mr M'Alpine the railway contractor, is a young man about 25 years of age, is married, and has five of a family. The police are investigating the matter.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line



Date of incident	Date of report	Newspaper	Summary	Location	Fatality
12-Aug-1897		Kinlochailort Police Station 1897 - 98 R91/DC/5/14/1 at Fort William Archives			88

Railway building accident. Alexander MacArthur (20), unmarried, residing at Palmer's Hut at Camas Drisach, was injured. "Working on the face of the cutting about twelve feet from the top and twenty feet from the base level, some hard substance, which I thought fell down from higher up the face of the cutting, struck me unawares on my left hips. This knocked me down headlong down among the stones, a distance of about twenty feet to the bottom of the cutting. I was unconscious for a time and lay at the bottom of the cutting and said witness assisted me down to my lodgings. My left hip is blue and very painful. Skin is scratched from off the back of my left arm, the palm of my right hand and my right knee are badly swollen". Arthur Douglas and Neil McIntyre engaged in setting a boring machine. "A piece of iron, usually called a boot, which weighs over half a cwt and is part of the boring machine came along with loose pieces of rock, direct to where the injured man was working and struck him about the body, knocking him down the cutting".

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

13-Aug-1897		Kinlochailort Police Station 1897 - 98 R91/DC/5/14/1 at Fort William Archives			89
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August 13. Angus Douglas (39), unmarried, machine driver, stays at Campbell's Hut, Kinlochailort and Neil McIntyre (63), married, Ganger, were engaged in fixing a compressor air bring machine. The machine somehow capsized unawares to me and one of the three bools then hanging the machine fell over the edge of the rock down into the cutting where the injured man and Murdoch McKenzie witness were working. This part of the machine brought down with it pieces of rock which caught hold of the injured man and caused him to fall headlong down among loose rock to the level of the cutting.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

06-Sep-1897	09-Sep-1897	Southern Reporter	Workman drowned	Gairloch	1	194
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The United Kingdom.  
SCOTLAND.  
FOUND DROWNED.  
— The body of a middleaged man, apparently a railway workman, was on Monday evening taken from the Caledonian Canal near Gairloch. It has not been identified.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

25-Sep-1897	30-Sep-1897	Southern Reporter	Man found drowned	Glenfinnan	1	77
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A MAN FOUND DROWNED.  
— The body of a man was found in a burn near Glenfinnan on Saturday, and was identified as that of James Casey, lately employed at the Mallaig Railway works. He was a native of County Mayo, Ireland.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
01-Oct-1897	01-Oct-1897	Northern Whig	Advert for navvies on Mallaig line		55

NAVVIES Wanted for New Mallaig Railway. — Tickets advanced on application to Robert M'Alpine & Sons, 33, Gordon Street, Glasgow.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

26-Oct-1897	29-Oct-1897	Ross-shire Journal	FAI on accident at Plockton	Plockton	1	39
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THE RECENT FATAL ACCIDENT AT PLOCKTON. PUBLIC INQUIRY AT DINGWALL. A public inquiry was held, under the Fatal Accidents Inquiry Act, Tuesday, in the Sheriff Court-house, Dingwall, before Sheriff Hill and the following jury, viz.:— Mr MacIennan, stationer. Fortrose; Bailie Geddie, do.; Mr George Souter, bookseller, Dingwall; Mr E Macrae, Brahan; Mr A. Gollan, Strathpeffer; Mr John Ross, Culcairn Mills, Evanton; and Mr Paterkin, jr., Dunglass. The subject of inquiry was the death of Edward Macdonald, navvy, residing at Plockton, Lochalsh, who was killed on the Kyle railway works on the 9th of October, falling off waggon while the train was engaged in ballasting operations at the works. The first witness examined was Lachlan Murchison (68), who deponed he was navvy and resided at Plockton. He worked at the railway cutting on the Kyle railway on the 9th of October, about 400 yards to the west of Plockton railway station, along with Alex. Murray, and the deceased man Macdonald. They three worked in the last truck of the train, and there were ten trucks on the train. They had small quantity of ballast in the track, and THEY WORKED AS HARD AS THEY COULD.

to get it out. While they were emptying the truck the train was moving along. When the ballast was nearly all out the train gave a sharp jerk, and he was knocked down. Murray was also knocked down. When he arose he could not tbs deceased Edward Macdonald. He had fallen out. He could not tell the part of the track be was on before the jerk, because his back was towards him. Before he was able to rise the train had stopped. When he got up he saw Macdonald lying between the rails, some of the trucks having passed over his body. His arm was cut off, and he helped to carry him up to the bank. He could not say if was alive or not, but if he was he would soon have died, from his severe injuries he could not live. He had no previous acquaintance with deceased, who belonged to Harris. His age was nineteen, and he was in good health on the day of the accident. He did not know what caused the train to jerk. He was working at the ballasting since they commenced, and he was not knocked down by a jerk before. In answer to Mr J. M. Middleton, Inverness, witness said the train was moving slowly along. He knew the gaffer, who was a respectable man. He could not say IF HE WAS THE WORSE OF DRINK.

He saw the gaffer before the accident, and saw him afterwards at Plockton, when they took the body there. He knew the engine driver, but he could not say if he was under the influence drink on that day. Alex. Murray (40), said he was in a truck with Murchison and deceased on the day of the accident. When the train gave the jerk he was thrown on his knees, and when he got up be could not see Macdonald. He heard people calling out, and the train was presently stopped. He saw Macdonald when he arose, near the engine. He was taken off the line very much injured. He was alive, but within ten minutes he expired. There was also examined John Macleod, navvy; Frank Gordon, gaffer, and Peter Macnab, engine-driver. The latter witness, Macnab, stated he drove the ballast engine on the 9th of October. They had eleven trucks of ballast on the train. When they came to the place where the ballast was to be discharged, they kept moving slowly, and they were subject to the orders of the gaffer. They got the signal from the gaffer that the ballast was discharged, and they wore going back towards Plockton, when they were called to stop. At that time they at the rate of two or three miles an hour. The men were standing up on the tracks, and were calling to him to stop the engine. He at once stopped, because HE KNEW THERE WAS SOMETHING WRONG.

When he moved the train there was no more jerk than usual, and none of particular violence. At the place where the accident happened there were two slight gradients, and at a place of that sort jerks were most likely to occur. In answer to Mr J. M. Middleton witness deponed be had no drink on the morning of the accident. Tbs jury then retired, and, after an absence of a few minutes, returned, and, through Bailie Geddie, said they found that deceased was accidentally killed on the 9th of October on the Kyle Railway owing to the jerking of a train, and several waggons passing over his body.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
27-Oct-1897		Kinlochailort Police Station 1897 - 98 R91/DC/5/14/1 at Fort William Archives			1 90

October 27. Between Black Loch and Kinlochnanuagh found John Callachan (42), Hugh McGuade's Navy Hut, Glen Beasdale, required as witness in the case of the death of Edward Boyle in the Royal Infirmary Glasgow on 14th September.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

02-Nov-1897			Kyle of Lochalsh station opened		123
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Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

27-Dec-1897	28-Dec-1897	Inverness Courier	Navy in court	Newton	201
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ASSAULT BY A NAVVY .— In the Sheriff Court yesterday, James Fox, a navvy, appeared on a charge of assaulting Jane Matheson or Barnfather, in hut at Newton, near Fort-Augustus, and with creating a breach of the peace. He pleaded guilty through his agent. Mr Charles Macdonald, solicitor. Sheriff Scott Moncreiff passed sentence of a fine of 7s 6d, or one week's imprisonment.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

26-Jan-1898	27-Jan-1898	Dundee Evening Telegraph	Train hit boulder	Strome Ferry	19
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#### ACCIDENT HIGHLAND RAILWAY.

A peculiar accident happened on the Skye section of the Highland Railway yesterday morning. The 6 a.m. passenger train from Kyle of Lochalsh to Inverness was proceeding on its way, when about a mile east of Strome Ferry Station a big boulder was observed lying on the line. The train could not draw up in time to avoid a compact, and the engine and several of the carriages were somewhat damaged. It is supposed the boulder had fallen from the cutting.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

03-Feb-1898	04-Feb-1898	Glasgow Herald	Blasting accident	Craigaig	63
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A number of men were severely injured yesterday during blasting operations at Mallaig Railway Works, Craigaig, near Glenfinnan.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

07-Feb-1898	07-Feb-1898	Dundee Courier	BLASTING ACCIDENT AT MALLAIG RAILWAY WORKS.	Craigaig	163
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#### BLASTING ACCIDENT AT MALLAIG RAILWAY WORKS.

Information has reached Fort-William of another blasting accident on the Mallaig railway works at Craigaig, near where the recent explosion took place. On the present occasion the workmen were ramming home a blast of dynamite when the charge exploded, and injured those standing around. One of the men, named John M'Neill, from Barra, aged 21. was so severely lacerated that his discovery is despaired of. was removed to the Bedford Hospital at Fort- William, where it was found that both arms mangled, necessitating amputation.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
09-Feb-1898	11-Feb-1898	Inverness Courier	Explosion	Mallaig Railway	1 17

FORT-WILLIAM AND DISTRICT.

FATAL RESULT OF AN ACCIDENT. —

John Macneil, the man who was so seriously injured by the second explosion on the Mallaig Railway works, died in the Belford Hospital on Tuesday night. Crawley, another of the victims, still lies in a precarious condition

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

11-Feb-1898	11-Feb-1898	Inverness Courier	Deaths from exposures		52
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The Sanitary Inspector has also the following paragraph in his report:- "Since the commencement of the Mallaig and Fort Augustus Railways as many as ten navvies were found dead on the road-sides or drowned in the locks of the Caledonian Canal at Banavie and Gairloch. Being destitute and without friends, they had to be buried at the expense the of District Committee. The rate per burial, including the cost of coffin, &c., came to £2 per head on an average."

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

12-Feb-1898	14-Feb-1898	Dundee Advertiser	BLASTING ACCIDENT ON MALLAIG RAILWAY. TWO MEN KILLED.		167
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BLASTING ACCIDENT ON MALLAIG RAILWAY.

TWO MEN KILLED.

Since their commencement about a year ago till within the last 10 days the works in connection with the extension of the West Highland Railway to Mallaig have enjoyed a marked immunity from accidents of a serious nature, and it is only recently that any fatality workmen occasioned by injuries received while on duty has had to be recorded. The continuity of this good record, however, was broken few days ago by the two disastrous explosions near Glenfinnan, and now a third falls to be chronicled. About mid-day on Saturday » couple of workman were engaged drilling rock in a cutting near Craigaig, and, as usual, the one was sitting on the stone holding a jumper in the bore while the other hit it with hammer. While they were thus employed a terrific explosion occurred, killing the two men instantaneously, and scattering their limbs for a considerable distance. The names of the deceased are John Nicholson, a native of Skye, and Donald Macdonald, belonging to Forres. Both were young men, and had been for some time on the works. Another man, named MacVarish, a native of the district, had a miraculous escape. At the time of the explosion he was within two yards of the rock borers, and, incredible as it may appear, sustained only a slight injury and did not require to be removed to the hospital. Squads of workmen engaged in adjacent cuttings were not in the least injured by the explosion. The occurrence has given rise to considerable controversy, and the theory put forth is that while drilling the deceased workmen must have struck an unexploded dynamite cartridge which had failed to operate in a former charge. It is said that if water gets in between the cartridges while they are being rammed home in the bore a charge may be fired and an explosion follow without the cartridges at the bottom of the drill going off. Be that as it may, the matter is a serious one; and, although exhaustive evidence will doubtless be adduced at the fatal accident inquiry to follow, the circumstances appear to warrant an investigation by the Board of Trade, especially when it is borne in mind that this is the third blasting accident which has occurred in the vicinity of Craigaig within little over a week.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality		
12-Feb-1898	12-Feb-1898	Edinburgh Evening News	Dynamite explosion	Craigaig	2 73		
<p>EXPLOSION ON THE WEST HIGHLAND RAILWAY. TWO MEN KILLED : SEVERAL HURT. A correspondent at Fort-William telegraphs that another terrible dynamite explosion, the third within a limited period, occurred this morning on the Mallaig Railway Works at Craigaig, near Glenfinnan. Two workmen were killed and several injured, but no details beyond that fact have been received here.</p>							
<input checked="" type="checkbox"/> Mallaig	<input type="checkbox"/> Glasgow	<input type="checkbox"/> Fort Augustus	<input type="checkbox"/> Kyle	<input type="checkbox"/> Oban line	<input type="checkbox"/> Main Highland	<input type="checkbox"/> Ballachulish line	<input type="checkbox"/> Black Isle line
12-Feb-1898	17-Feb-1898	Southern Reporter	MAN DROWNED IN THE CALEDONIAN CANAL.	Laggan locks	1 164		
<p>MAN DROWNED IN THE CALEDONIAN CANAL. — On Saturday afternoon the body of a middleaged inan was taken from the Caledonian Canal, near Laggan locks. The remains were identified as those of John Murray, a workman on the Invergarry and Fort-Augustus Railway.</p>							
<input type="checkbox"/> Mallaig	<input type="checkbox"/> Glasgow	<input checked="" type="checkbox"/> Fort Augustus	<input type="checkbox"/> Kyle	<input type="checkbox"/> Oban line	<input type="checkbox"/> Main Highland	<input type="checkbox"/> Ballachulish line	<input type="checkbox"/> Black Isle line
12-Feb-1898	18-Feb-1898	Ardrossan and Saltcoats Herald	Explosion	Glenfinnan	2 78		
<p>A third explosion, attended by the loss of two lives, occurred on Saturday at the Mallaig Railway Works, near Glenfinnan.</p>							
<input checked="" type="checkbox"/> Mallaig	<input type="checkbox"/> Glasgow	<input type="checkbox"/> Fort Augustus	<input type="checkbox"/> Kyle	<input type="checkbox"/> Oban line	<input type="checkbox"/> Main Highland	<input type="checkbox"/> Ballachulish line	<input type="checkbox"/> Black Isle line
12-Feb-1898	16-Feb-1898	Coatbridge Express	Blasting accident	Craigaig	2 229		
<p>Another terrible dynamite explosion — the third within the last ten days — occurred on Saturday morning on the Mallaig railway works at Craigaig, near Glenfinnan, whereby two workmen named John Nicholson and Donald Macdonald were instantaneously killed. Several workmen in the vicinity had a miraculous escape.</p>							
<input checked="" type="checkbox"/> Mallaig	<input type="checkbox"/> Glasgow	<input type="checkbox"/> Fort Augustus	<input type="checkbox"/> Kyle	<input type="checkbox"/> Oban line	<input type="checkbox"/> Main Highland	<input type="checkbox"/> Ballachulish line	<input type="checkbox"/> Black Isle line
19-Feb-1898	22-Feb-1898	North Devon Gazette	FATAL BLASTING ACCIDENT.	Craigaig	2 162		
<p>FATAL BLASTING ACCIDENT. Another terrible dynamite explosion, the third within a fortnight, occurred on Saturday morning on the Mallaigh Railway works at Craigaig, near Glenfinnan, causing the death of two workmen and injuring several others. A couple of men were at work drilling rock in a cutting when a terrific explosion occurred, both men being instantaneously killed. Their names are John Nicholson, a native of Skye, and Donald Macdonald, of Forres. Their bodies were shockingly mutilated, and their arms and legs were blown off. The explosion is believed have occurred by the workmen striking a dynamite cartridge which had failed to explode in a former charge.</p>							
<input checked="" type="checkbox"/> Mallaig	<input type="checkbox"/> Glasgow	<input type="checkbox"/> Fort Augustus	<input type="checkbox"/> Kyle	<input type="checkbox"/> Oban line	<input type="checkbox"/> Main Highland	<input type="checkbox"/> Ballachulish line	<input type="checkbox"/> Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
26-Feb-1898	03-Mar-1898	Southern Reporter	Navy found dead of exposure at roadside	Glenfinnan	1 45

THE MALLAIG RAILWAY DEATH ROLL. —

Another death from exposure has been reported to the authorities at Fort-William. The body, which is that of a young man, was discovered on the side of the public road near Glenfinnan late on Friday night. It is thought to be that of navy named Bryden, who had recently come to work at the new Mallaig railway. Since the commencement of the Mallaig and Invergarry railway works a considerable number of deaths from exposure have occurred, and, along with drowning accidents in the Caledonian Canal, the mortality amounts to fifteen.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

27-Feb-1898		Kinlochailort Police Station 1900 – 1901 (3) R91/D/C/5/14/4 at Fort William Archives			105
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February 27 (See also PC McKay's Duty Book). Half a mile east of Kinlochailort Hotel found the body of Innes McLeod, navy, lying face downwards on the Public Road. Witness assisted me in bringing the body to a stable adjoining the Hotel.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

27-Feb-1898		Kinlochailort Police Station 1897 - 98 R91/DC/5/14/1 at Fort William Archives			3 91
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February 27

Dead body of a navy named James McLeod, navy, 48 found on public road, half a mile east of Kinlochailort Hotel. Dugald Macdonald to attend a sitting of the Sheriff Court Fort William on 2nd March, aged about 46, unmarried, navy, residing at McGregor's Hut Kinlochmoidart.

William MacDonald (48), unmarried, shepherd residing at Kinlochailort ????

February 28

Dr. Patrick, Polish, certified that death was caused by exposure. Told to attend a sitting of the Sheriff Court in Fort William on 2nd March 1890 12 noon to act as witness in case of the Fatal Accidents Enquiry on death of Donald McDonald and John Nicholson.

March 1

Met with William McGregor, Hut keeper, Polish, who took charge of body of James McLeod. Went to Internment at Arisaig.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

28-Feb-1898	01-Mar-1898	Glasgow Herald	Deaths from exposure		57
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Yesterday morning three deaths from exposure among the navies on the Mallaig railway were reported to the authorities at Fort-William.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
28-Feb-1898	01-Mar-1898	Dundee Advertiser	Deaths from exposure	Fort Augustus. Kinloch Ailort	59

### THREE NAVVIES DIE FROM EXPOSURE.

Deaths from exposure amongst the railway navvies in the district of Lochaber are occurring so frequently as to cause some alarm to the authorities at Fort-William. During the past week two fatalities from this cause have been reported, and the police have now been notified of other three. Yesterday a workman on the Mallaig Railway named Jamie M'Leod was found dead on the side of the public road near Kinloch Ailort, which is about midway between Fort-William and Mallaig. Deceased had a cut on the temple, and it is thought that he had fallen, and, becoming unconscious, had died from exposure in the snow. The second case is that of two workmen who had determined to walk from the Mallaig Railway Works to there(?) in connection with the new Invergarry Line. Their route lay over bleak hillside, and, the night coming on, the men resolved to sleep among the heath. With this view one of them took off his coat, and, the other being in possession of a Macintosh, the two men lay down under this scanty covering. The night was bitterly cold, and one of the workmen, feeling benumbed, rose to stretch his limbs, when he was horrified to discover that his companion was quite dead. Deceased was between 50 and 60 years of age and was named John Connelly. No particulars have yet been received of the third case, beyond the fact that in the neighbourhood of Fort-Augustus the body of a man was found on the roadside. He is believed to have died from exposure. Deceased was probably a workman on the Invergarry Railway.

Mallaig <input checked="" type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input checked="" type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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01-Mar-1898	01-Mar-1898	Aberdeen Press and Journal	THE DEATH-ROLL OF MALLAIG RAILWAY NAVVIES.		202
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### THE DEATH-ROLL OF MALLAIG RAILWAY NAVVIES.

A correspondent at Fort William says :- Deaths from exposure amongst navvies on the Mallaig and Invergarry Railways are becoming so frequent as to give cause for alarm. During last week two deaths from this cause were reported to the authorities at Fort William, and yesterday morning other three were notified.

Mallaig <input checked="" type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input checked="" type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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04-Mar-1898	04-Mar-1898	Inverness Courier	Deaths from exposure	Fort William	206
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### FORT-WILLIAM AND DISTRICT DEATHS FROM EXPOSURE.

— Deaths from exposure amongst navvies on the Mallaig and Invergarry Railways are becoming so frequent as to give cause for alarm. During the past week two deaths from this cause were reported to the authorities at Fort-William, and on Monday morning other three were notified. The first is that of a workman named Macteod, who was found on Sunday night at the side of the public road near Kinlochailort, midway between Fort-William and Mallaig. He had a cut on the head, and is supposed to have fallen where found and died from exposure in the snow. In the other case two navvies had determined to walk from one part of the railway works to another, and on night coming on they lay down outside under a coat. One of the men, feeling stiff through the night from the cold, got up to stretch his limbs, and was horrified to find that his companion was quite dead. Deceased, whose name was John Connelly, was about thirty years of age. The other case is on the Invergarry Railway works. A man was found dead, and it is believed that death is owing to exposure.

Mallaig <input checked="" type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input checked="" type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
05-Mar-1898	05-Mar-1898	Reading Mercury	Deaths from exposure	Mallaig	51

#### DEATHS FROM EXPOSURE.

— Deaths from exposure among the navvies working the Mallaig and Inverary Railway Works have, it is stated, become alarmingly frequent lately. During last week two deaths occurred, and Sunday night three more were reported. In one case two men went to sleep under a coat in the open. One got up to stretch himself and found that his companion was dead.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

05-Mar-1898	05-Mar-1898	Belfast Weekly News	Deaths amongst navvies	Fort William area	7	203
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#### Fatal Scotch Weather.

Deaths among the navvies on the Mallaig and Invergarry Railway works, near Fort William, have become so frequent of late through exposure to the weather as to assume an alarming character Last week there were two deaths, and this week three additional deaths have been recorded, The weather has been very severe in the Fort William district. One navy had tumbled by the roadside and cut his head, and continuing to lie, was found dead in the snow near the town, while another was found dead near Fort Augustus The third case is a particularly painful one. Two men lay down by the Mallaig Railway works, and during the night one woke numbed with cold, and on trying to rouse his companion found that he was dead.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

08-Mar-1898		Kinlochailort Police Station 1897 - 98 R91/DC/5/14/1 at Fort William Archives				92
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#### March 8

Accident at North Morar Railway works to a navy who got his two legs broken on 28th February with instructions to visit the Polish Hospital and take a statement from him regarding the accident.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

09-Mar-1898		Kinlochailort Police Station 1897 - 98 R91/DC/5/14/1 at Fort William Archives				93
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#### March 9

Visited Martin Hayes (25), unmarried, navy, Cottage Hospital Polish. Native to Ireland, parents in Panny-well (?) Road in Limerick. Stayed at Millar's Navy Hut. "Involved in rock cutting. James Smith, Ganger, engaged me in filling wagon with rock. A quantity of rock fell out of the face of the cutting above me. Face about 12 feet high. Dr Patrick visited me at McDougal's Hut at Morar to which I was taken".

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line



Date of incident	Date of report	Newspaper	Summary	Location	Fatality
17-Mar-1898	18-Mar-1898	Dundee Advertiser	Shooting case	Craigaig	66

SHOOTING CASE ON THE MALLAIG RAILWAY. — At Fort-William yesterday, Alexander Macdonald, a hutkeeper and ganger on the Mallaig Railway at Craigaig, was brought before Sheriff-Substitute Davidson on a charge having recklessly discharged a revolver in his hut and wounded another workman named James Russell. The bullet lodged in Russell's groin, and had to be removed to the Belford Hospital at Fort-William. Macdonald pleaded not guilty, and maintained that the revolver was used in self defence, as Russell had attempted to assault him and force his way into the portion of the hut occupied by his wife and family. The Sheriff, after hearing evidence, found the charge proven, and sentenced Macdonald to pay a fine of £4.

Mallaig <input checked="" type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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27-Mar-1898	29-Mar-1898	Inverness Courier	Navy found dead in ditch	Glenfinnan	1	49
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#### MALLAIG NAVVY FOUND DEAD.

— John Mulherne, a navy on the Mallaig Railway, was found dead in ditch about a mile west of Glenfinnan on Sunday afternoon. Deceased had been drinking on the night previous, and is supposed to have stumbled into the ditch. Being unable to extricate himself, he died from exposure. He was 38 years of age, and belonged to Ireland.

Mallaig <input checked="" type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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05-Apr-1898	09-Apr-1895	Inverness Courier	Blasting accident	Culross, Laggan		43
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#### FORT AUGUSTUS - RAILWAY ACCIDENT.

— On Tuesday afternoon, at Culross, near Laggan, where blasting operations are being carried on on the railway construction, a serious accident took place. The men engaged at the blasting, miscalculating the number of explosions that had already occurred, returned to the scene of their work before all the charges had been discharged, with the result that a charge went off and seriously injured two of the workmen. Dr Macfadyen, of Fort-Augustus, who had recently been appointed railway doctor, was on the spot, and had the unfortunate men conveyed to the Abbey Hospital. One of the men will require to have four fingers amputated, and he is also in very precarious condition from shock; while the other has totally lost his eyesight. Under the joint treatment of Dr Macfadyen and Nurse Chisholm, the patients are progressing under the circumstances well could be expected.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input checked="" type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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05-Apr-1898	08-Apr-1898	Inverness Courier	SUDDEN DEATH	Glenfinnan	1	166
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#### SUDDEN DEATH.

- William Gunn, a navy on the Mallaig Railway, was found dead in a hut near Glenfinnan on Tuesday morning. Although ailing slightly the night previous, he was not in such a state of health as to cause alarm. About a month ago Gunn was injured in a blasting accident near Craigaig.

Mallaig <input checked="" type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
12-Apr-1898	12-Apr-1898	Inverness Courier	Progress of the Mallaig Line		79

#### PROGRESS OF THE MALLAIG LINE.

- The work on the new Mallaig extension of the West Highland Railway is already far advanced. Although the construction of this railway has proved one of the most difficult engineering jobs ever tackled in this country. It is hoped that with the system of rock cutting in operation the greater part of the heavy work yet to do will be carried through within the next six months. It is stated as an interesting comparison that on the forty miles of the Mallaig Railway there is twice the amount of rock cutting that there was on the whole of the hundred miles of the West Highland Railway, The plan adopted by the contractors in making the tunnels and open cuttings through the rock is noteworthy feature of the undertaking. This rock drilling plant includes some sixty electrical rock drills, this installation of electrical plant effecting saving of 500 to 600 men. To this fact, coupled with the water power which they have been enabled to utilise, the contractors attribute the great speed with which the work is being got through. The air for driving the rock drills is carried over the works through a series of malleable iron pipes. Between Kinlochailort and Loch of Nuadh there is a continuous stretch nine miles of piping, with three compressions at distances of about 2½ miles apart. One of these compressors, at Loch Dubh, is driven by water power, the contractors utilising a splendid waterfall of 92 feet on Loch Dubh, and from this point the operation of rock-drilling in tunnels and open cuttings is carried on continuously night and day. Another interesting feature of the railway is the large number of viaducts that have had to be erected. The principal viaduct is the one over Glenfinnan - famous in history as the landing-place of Prince Charlie. This viaduct consists of 21 spans; it is 50 feet across and 100 feet high. The Glenfinnan Viaduct was only begun in the autumn, and the contractor hopes have traffic over it in August next. There are also viaducts at Arnabol and Loch Awe-Nuadh — one is completed and the other, near Arisaig, is well under weigh. A difficult piece of engineering work had to be overcome at the River Morar, salmon fishing river, where, in order to avoid any interruption to the river, a five-span viaduct — with one of the spans 90 feet across — had to be made. The viaduct was completed in about three months, There are on average from 1000 to 1800 man employed at the works. alpina have shown their desire to serve their employés having well-equipped hospital erected on the ground, with a skilful doctor and a trained nurse in attendance.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

21-Apr-1898	22-Apr-1898	Inverness Courier	Navy found dead	Letterfearn	1	199
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NAVY FOUND DEAD. —Yesterday the dead body of a navy named John Bigley, who was employed the Invergarry and Fort Augustus Railway, was found in navy hut at Letterfearn, Invergarry.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

05-May-1898	06-May-1898	Edinburgh Evening Express	Malcolm MacAlpine accident	Kinlochailort		111
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#### BLASTING ACCIDENT ON THE MALLAIG RAILWAY.

Information was received in Glasgow late last night that Mr Thos. M'Alpine, son of the contractor of the Mallaig Railway, had been seriously injured by a piece of flying rock dislodged in blasting at the railway works at Kinlochailort, 30 miles west of Fort-William. A special train with Professor Macewan and a trained nurse was despatched from Glasgow after midnight to render surgical aid to the sufferer.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
05-May-1898	07-May-1898	Dundee Courier	Malcolm MacAlpine's accident	Kinlochailort	108

Another Blasting Accident on the Mallaig Railway — Mr Thomas M'Alpine, son of Mr Robert M'Alpine, railway contractor, Glasgow, has been seriously injured by a blasting accident which occurred on Mailaig works Kinlochailort late on Thursday afternoon. Yesterday word was received that, although the injuries to Mr M'Alpine are serious, no vital part has been injured. Mr Thomas M'Alpine is a young man about twenty-one years of age, and was in charge of the works at the point where the accident is supposed to have taken place.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

05-May-1898	11-May-1898	Aberdeen Press and Journal	Thomas MacAlpine in Polish Hospital	Polnish	109
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#### THE MALLAIG BLASTING ACCIDENT.

Mr Ferguson, manager to Messrs Robert M'Alpine and Sons, received a telegram in Glasgow on Saturday to the effect that Mr Thomas M'Alpine, who was seriously injured during blasting operations at Malaig railway on Thursday, had spent a good night, and was as well could be expected. Dr. M'Ewen's opinion of his condition is, on the whole, favourable, and it is intended that the injured young man will be brought to the Western Infirmary, Glasgow, to-day. Meanwhile he is lying in the small hospital erected for the workmen at Kinlochailort, where he was visited on Friday by his father and brothers.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

05-May-1898	07-May-1898	Glasgow Herald	MacAlpine accident	Polnish	110
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#### ANOTHER BLASTING ACCIDENT AT MALLAIG RAILWAY WORKS.

- Information has reached Fort-William of another blasting accident on the Mallaig railway works at Polnish, near Kinlochailort. It appears that, immediately prior to a blast going off, Mr Thomas M'Alpine, one of the partners of the firm who are constructing the new line, was standing on the slope of a cutting 150 yards distant, and on the charge exploding he was struck on the groin with a stray boulder from the blast. He was knocked over and received a somewhat serious flesh wound. The resident medical officer, being of opinion that the injury was of a dangerous nature, telegraphed to Glassgow for a professor, who arrived by special train early yesterday morning accompanied by trained nurses and Mr Robert M'Alpine, the senior partner of the firm. The injured man's wounds were carefully dressed, and he is now believed to be out of danger, although in a critical state.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
06-May-1898		Kinlochailort Police Station 1897 - 98 R91/DC/5/14/1 at Fort William Archives			94
<p>1898 May 6 Accident at Kinlochnanuagh. Tom McAlpine injured on railway works from Glenbeasdale to Kinlochnanuagh. "Passed through cutting work at Kinlochnanuagh, worked by Philip Duffy, Ganger. He was charging bores with gelignite. Passed to next cutting, worked by James Roger, ganger. All unaware, a stone from one of the blasts struck the injured man on his left side with great force. The stone weighs about four pounds. There was no place this stone would have come from but Duffy's cutting. Along with James Roger, witness carried the injured man to McLauchlan's Navy Hut at Kinlochnanuabh where I stayed with the injured till the arrival of Dr Patrick from Polish and afterwards saw the injured man removed to the Cottage Hospital there in a conveyance". Policeman went to Cottage Hospital making enquiries after Thomas McAlpine.</p>					
<p>Mallaig <input checked="" type="checkbox"/> Glasgow <input type="checkbox"/> Fort Augustus <input type="checkbox"/> Kyle <input type="checkbox"/> Oban line <input type="checkbox"/> Main Highland <input type="checkbox"/> Ballachulish line <input type="checkbox"/> Black Isle line <input type="checkbox"/></p>					
07-May-1898	10-May-1898	Inverness Courier	Several workers on Mallaig Railway in court	Fort William	58

FORT-WILLIAM AND DISTRICT.

SHERIFF COURT.

- Before Sheriff-Substitute Davidson, at the Court-House on Saturday, the following cases were disposed of: — George Smith, carter, Mallaig Railway, theft of a suit of clothes, fined £4 with the option of 20 days' imprisonment; James Boyces, navy, theft, lined 20s or 7 days' imprisonment; Robert Mosley, assault at Glenfinnan, fined 20s or 10 days' imprisonment; John Jessieman and James Reid, both hut-keepers on the Mallaig Railway, shebeening, fined 20s, with £1 11s of expenses each, or the alternative of 10 days' imprisonment. On Monday James Williams, farm labourer, Spean-Bridge, for malicious mischief, was fined 15s; and on Tuesday, Hugh Macmillan, hawker, and John Macmillan, vagrant, were found guilty on a charge of assault committed at Drimarben, and were each sentenced to pay fine 30s, or suffer 10 days' imprisonment. The fines were paid.

Mallaig  Glasgow  Fort Augustus  Kyle  Oban line  Main Highland  Ballachulish line  Black Isle line

18-Jun-1898	24-Jun-1898	Inverness Courier	Sheriff Court	Inverness	207
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FORT-WILLIAM AND DISTRICT.

SHERIFF COURT.

Before Sheriff-Substitute Davidson on Saturday, Patrick Carr, a navy on the Invergarry Railway, was fined 20s for forging a pay ticket. On Tuesday Dugald Macmillan, another railway labourer, received a like sentence for committing an assault. Alexander Matthewson and Archibald Martin, labourers, were found guilty of assault and theft, and were each sentenced to forty days' imprisonment. They had already been twenty-three days in custody.

Mallaig  Glasgow  Fort Augustus  Kyle  Oban line  Main Highland  Ballachulish line  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
05-Oct-1898		Kinlochailort Police Station 1900 – 1901 (3) R91/D/C/5/14/4 at Fort William Archives			106

October 5

Informed of accident at Arnabol Glen at 10.30am. Proceeded to Hospital Polish thence by railway works to Arnabol Glen. Found Frank Docherty's deceased body and three others injured. Conveyed them to the Hospital. PC McKay handed me a telegram for Police Insp. Fort William. I proceeded at once to Telegram Office Kinlochailort and waited for reply.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

05-Oct-1898		Kinlochailort Police Station 1898 - 1900 R91/D/C/5/14/2 at Fort William Archives			1	95
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October 5

Proceeded accompanied by PC McDonald along the Public Road by Camusdrisach to Polish and there learned of an accident on the Railway Works at Arnabol Glen. There was a fall of a rock in a cutting about 10.15am today. Frank Docherty (19), unmarried, navy, residing at Duffies' Navy Hut, Kinlochnanuagh was killed. John Docherty (21), single, navy, Kinlochnanuagh and James Kilevin (19), single, navy and Michael Rynna (?) (22), single, navy, residing at Kiley's Navy Hut, Polish were accidentally injured in same cutting by falling pieces of rock catching hold of them. Witnesses were James Kinningburgh (26), married, crofter Glenbeasdale, a nd James Riley (45), married, Railway Manager, Polish. Frank Docherty was killed by falling rock. I assisted in getting John Docherty, James Kilevin and Michael Rynna removed from underneath the fallen rock and carried to the Cottage Hospital at Polish. James Kelvin had his left leg broken. Injured men in hospital examined by Dr. Moorhead.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

05-Oct-1898	06-Oct-1898	Dundee Advertiser	Rock dislodged	Polnish	1	46
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MALLAIG RAILWAY FATALITY.

NAVY KILLED: THREE OTHERS INJURED.

A melancholy fatality occurred yesterday at Polish, near Arisaig, on the new Mallaig Railway works. From particulars which have just come to hand it appears that a squad of workmen were engaged in deep rock cutting when a heavy portion of rock was dislodged from above, and fell among the workmen, killing instaneously one of their number, named Frank Docherty, a navy 20 years age. Two other workmen, named John Docherty and James Killerin. were very seriously injured, while a third man, whose name has not yet transpired, is less dangerously injured. The remains of the deceased were conveyed to a house near by. and the men who sustained injuries were taken to the contractors' hospital at Polish, and were at once attended to by the resident medical officer.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
06-Oct-1898	06-Oct-1898	Greenock Telegraph and Clyde Shipping Gazette	Rockfall	Polnish	1 50

#### FATAL ACCIDENT ON THE MALLAIG RAILWAY WORKS.

— A sad fatality occurred yesterday at Polnish, near Ansaig, on the new Mallaig Railway works. From particulars which have just come to hand, it appears that a squad of workmen were engaged in a deep rock cutting, when a large section of rock was dislodged from above and fell among the workmen, killing instantaneously one their number, named Frank Docherty, a navy, twenty years of age. Two other workmen, named John Docherty and James Kilerin, were very seriously injured ; while a third man, whose name has not yet transpired, is less dangerously injured.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

23-Nov-1898	23-Nov-1898	Edinburgh Evening News	West Highland line blocked by snow	Gortan	18
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#### WEST HIGHLAND RAILWAY.

At Fort-William fears were entertained that the West Highland Railway would be blocked, and in order to maintain communication the company at an early hour this morning began to run show ploughs. Near Gortan drifts from four to five feet deep were encountered on the railway, but so far the ordinary train service was not interfered with. The velocity of the wind was occasionally between 60 and 70 miles per hour.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

22-Dec-1898		Kinlochailort Police Station 1898 - 1900 R91/D/C/5/14/2 at Fort William Archives			96
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December 22 Witness on Public Enquiry about the death of Francis Docherty. Verdict of accidental death.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

24-Dec-1898	26-Dec-1898	Dundee Evening Telegraph	Accident	In cutting	44
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#### HORRIBLE ACCIDENT TO A NAVVY.

A shocking accident occurred on the Mallaig Railway works on Saturday, whereby Walter Craw, navy, aged 20, belonging to Limerick, was seriously injured. It seems that while engaged dressing the slope of the cutting with an iron crowbar he slipped and fell a distance of 25 feet. As he fell the crowbar entered the lower part of body and emerged at the shoulder blade. His recovery is despaired of.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

14-Jan-1899	16-Jan-1899	Dundee Courier	Walter Craw died	Belford Hospital	1 54
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Walter Craw, navy, who was run through with a crowbar on the Mallaig Railway Works recently, died in the Belford Hospital. Fort-William, on Saturday, after suffering several days of intense agony.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
28-Jan-1899	03-Feb-1899	Inverness Courier	Accident involving guard	Crianlarich	191

**FORT-WILLIAM AND DISTRICT.  
ACCIDENT.**

— Last week Duncan Cameron, a goods guard on the West Highland Railway, and residing at Viewforth. Fort-William, had one of hie legs broken by being forcibly struck with a piece of wood which he was using for stopping a waggon. The accident happened near Crianlarich, from which place Cameron was brought back to Fort-William and taken to his own home, where his injuries were attended to.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

31-Jan-1899	06-Jul-1899	Dundee Advertiser	Court case for damages	Glenfinnan	80
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**WORKMEN'S INSURANCE.**

Yesterday the Judges of the Second Division disposed of an appeal from Glasgow Sheriff Court by Pat Curran, labourer, 202 James Watt Street, Glasgow, in his action against Robert M'Alpine & Sons, railway contractors, St Vincent Street, there, for £500, or £170 under the statute as damages for injuries. On 31st January the pursuer was working at Glenfinnan on the Mallaig Railway in course of construction by the defenders, when a staging collapsed, and he fell 40 feet. The defenders stated that may have an arrangement for insurance of their employees, and under that the pursuer had received sundry payments, and by receiving the same he was barred from the present action. The Sheriff assoilzied the defenders, with expenses. To this judgment the Court to-day adhered. The Lord Justice-Clerk said that the defenders and their servants had behaved most properly to the man. It was conclusively proved that he accepted benefits under the insurance scheme on the distinct understanding and in the knowledge that it would bar him in making any claim in law. Additional expenses allowed to the defenders.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

11-Mar-1899	18-Mar-1899	St. Andrews Citizen	Company store washed away	Leachambuie	1	65
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**FATAL RESULT OF THE BURST OF A DAM.**

A stream which had been dammed up at Leachambuie, near Glenfinnan, on the Mallaig Railway, to provide water power for a drilling machine, burst early on Saturday morning. The rush of water carried off a store in the immediate neighbourhood, the most its contents being washed into Loch Eill. The storekeeper, Alexander Mactavish, a young man, who slept on the premises, was drowned. His .body was found in the evening in a reservoir, situated on a lower level, which had partly checked the torrent from the higher dam.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
11-Mar-1899	13-Mar-1899	Dundee Advertiser	Comparty store washed away	Leachambuie	1 64

RESERVOIR BURSTS.  
STOREKEEPER DROWNED.  
Our Fort-William correspondent wires:—  
Leacbambuie, on the Mallaig Railway works, near Glenfinnan, was on Saturday the scene of a somewhat alarming occurrence. Messrs M'Alpine & Sons, the contractors for the new railway, had at that point dammed up a stream, and were using the water as means of supplying power for driving the rock driller. From particulars received at Fort-William it appears that at an early hour on Saturday this reservoir burst, and the water carried off one of Messrs Cooper & Co.'s stores, which had been erected on lower level than the dam, and on a site adjoining the original bed of the stream. The timber of which the erection was composed and the groceries, &c., were for the most part carried by the rush of water into Loch Eilt, and, although search parties were organised soon as daylight set in, no trace could be found of the storekeeper, who slept the premises. On Saturday evening, however, his body was recovered from another and lower reservoir, which had withstood and partly checked the torrent from the higher dam. Deceased, Alexander Mactavish, was about 25 years of age, and belonged to Rothesay. He was well known in athletic circles, and gained numerous prizes a runner. The bursting of the reservoir caused some flooding in the district. The mishap is believed to have occurred in consequence of the swollen state of the stream owing to the sudden melting of snow in the district.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

23-Mar-1899		Kinlochailort Police Station 1900 – 1901 (3) R91/D/C/5/14/4 at Fort William Archives			107
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March 23  
Alexander Ross (18), unmarried, labourer “William McGregor Hut Polish was accidentally injured in a rock cutting at Polish. He got a severe blow in the mouth and lost the sight of one of his eyes and doubtful but he may loose the sight of the other one by an explosion”.  
William McGregor (50), married, Hut Keeper Polish. “I am a ganger in charge of said rocks cutting with a squad of twelve men. The cutting is about 200 yards long and averaging fifty feet in depth, the rock being cleared out to the level of the Railway and presently dressing the sides of the cutting. I had twenty yards placed into the cutting of the Rails. Today I found it necessary to remove one of the sleepers owing to its being broken. I called on Alex. Ross now injured and William Ressich (?) to assist me in removing the sleeper. The gravel being hard I told the injured man to take a pick and pointed out the sleeper to be removed, and, on Ross giving the first blow with his pick, there was an explosion, just as the pick struck. There was a loud report and a quantity of gravel was thrown which struck the injured man about the face. I at once caught hold of the man now injured. He was bleeding about the face and seemed to be severely injured. With assistance of William Kernell and other men working with me took him to my hut and on to the Cottage Hospital Polish. I am of the opinion that a cartridge must have been underneath the surface. I cannot account for how this cartridge came to be under the gravel used in setting the permanent Rails

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line



Date of incident	Date of report	Newspaper	Summary	Location	Fatality
25-Mar-1899		Kinlochailort Police Station 1898 - 1900 R91/D/C/5/14/2 at Fort William Archives			97

March 25

William Shanks died and was not seen by Inspector of the Poor. Proceeded to Cottage Hospital Polish and informed Dr. Moorhead to see the body. Saw the body examined. Certified death due to natural causes.

March 26

Kinlochailort Innkeeper to provide cart to take the body to Arisaig burying ground. Along with PC Macdonald arrived at Arisaig at 12.30 and under the direction of Rev. Mr. Macdonald made the interment.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

02-Apr-1899	03-Apr-1899	Dundee Advertiser	Blasting Accident	Kinloid, Arisaig	69
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**MALLAIG RAILWAY WORKS  
ANOTHER BLASTING ACCIDENT.**

Information reached Fort-William yesterday of another blasting accident on the Mallaig Railway works, whereby three men were more or less seriously injured. From particulars to hand, it appears that two workmen, named Alexander M'Innes and Thomas Johnston, were in the act of ramming home a charge of dynamite in a rock cutting at Kinloid, near Arisaig, when from an unknown cause the blast exploded. M'Innes, who is the most seriously injured, was shockingly cut about the face and head, while Johnston was also badly cut on the head and arms. Another workman, named Charles Mac-Lellan, who is employed on the opposite side of the cutting, was struck on the head by a stray splinter, but the wound is not of a dangerous nature - M'Innes was afterwards removed to the Polish Hospital, and the other injured men were taken to their own homes. Dr Nicoll, Arisaig, was soon in attendance, and dressed the men's wounds. The only reason which could be given for the premature explosion is that one of the cartridges had probably not been sufficiently thawed before insertion into the bore, and that the action of ramming had caused it to explode.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

18-Apr-1899	20-Apr-1899	North Star and Farmers' Chronicle	Old woman struck by train	Inverness	196
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**NARROW ESCAPE OF AN OLD WOMAN.** - On Tuesday afternoon, an old woman named Widow Cameron, residing in Warden Street, had a narrow escape while crossing the railway at the level crossing at the foot of Castle Street. She carried a bag on her back, and when she observed the Strathpieffer train approaching, this encumbrance impeded her escape. Fortunately, she got clear of the rails, but the buffer of the engine striking the bag she carried. She was thrown heavily to the ground. She was immediately conveyed to her her home in Warden St. in the Littlejohn ambulance waggon, where it was found that her injuries were not of a serious nature — amounting to nothing more than a severe shaking. How she escaped more serious injury is almost a miracle.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
25-Apr-1899	24-Apr-1899	Inverness Courier	Crofters	Fort William	180

But Fort-William is thirty miles off? — Yes; but, unfortunately for us, our population is not distributed as in England. You can't expect population in the centre of deer forest. That is what is going to happen here, and that is why object to it.—Yes; and the people in the Highlands object to being shut out of these parts when there are so many congested districts. Then you are in favour of this because it will introduce population into Sir Robert Menzies' deer forest? — Not necessarily; Sir Robert Menzies is a mere accident. (Laughter.) It is not because Sir Robert Menziea happens to have a deer forest there that I support the scheme. I am here because I believe that all opportunities for the employment of capital in the Highlands should be taken. You speak of the employment of crofters in the works. Do you know that no crofters accepted employment' on the West Highland Railway Works? — There were a considerable number employed on them. Do you know that ho crofters would work on the Mallaig Railway, which was subsidised by the Government to give employment to Highlanders? — The conditions offered by the contractors for the line were poorer than those to be got elsewhere.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

30-May-1899	02-Jun-1899	Barrhead News	Moor fire near Fersit - reported started by passing train in another report		231
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**FIRE ON SIR JOHN STIRLING MAXWELL'S GROUSE MOOR** — Nearly two miles of valuable grouse moor on Sir John Stirling Maxwell's estate of Fersit, in Lochaber, was on Tuesday destroyed by fire. Ere the outbreak was observed a considerable part of the forest was burning, and it was found impossible to cope with the flames. A telephonic message was thereupon sent from Tulloch Station to Fort William asking for assistance. On receipt of the intelligence the railway officials at Fort- William despatched the flying squad by special train to the scene of the fire, and with the help of those in the neighbourhood they managed to subdue the flames after more than an hour's labour. For several seasons to come this part of the forest will be useless for sporting purposes. A spark from a passing engine is supposed to have caused the outbreak.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

08-Aug-1899	09-Aug-1899	Dundee Courier	Fatal accident	Spean Bridge	1 190
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**FATAL ACCIDENT ON INVERGARRY LINE.**  
The authorities at Fort-William were notified by telegram yesterday morning of a somewhat serious accident on the Invergarry and Fort- Augustus Railway, whereby one man was killed and another injured. It is understood that the men had been walking along the line from Spean Bridge and were run down by one of the contractor's engines. The name of the man killed is Dugald Maclachlan belonging to Fort-William.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
01-Sep-1899	02-Sep-1899	The Scotsman	Visit by Directors		72

#### THE WEST HIGHLAND RAILWAY EXTENSION TO MALLAIG.

— A . number of directors of the North British Railway Company and Mr W. F. Jackson, general-manager, travelled to Fort-William by special saloon on Thursday night and yesterday inspected the works in connection with the extension of the system to Mallaig . By arrangement the party travelled over the new line from Banavie to the far-famed Glenfinnan in a carriage supplied by the contractors and drawn by one of their locomotives. At Glenfinnan conveyances were in waiting, and the company were driven from there to near Arisaig, where another train was in readiness, in which the directors and Mr Jackson travelled to the terminus at Mallaig. The scenery throughout the wild and historical district was much enjoyed . Although good progress had been made with the undertaking a good deal of heavy rock cutting still remains to be done beyond Glenfinnan, but the contractors are hopeful of being able to complete the works by the middle of next year.

Mallaig <input checked="" type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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15-Sep-1899	22-Sep-1899	Inverness Courier	Navy run over	Stronaba	208
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#### FORT-WILLIAM AND DISTRICT

ACCIDENT TO A NAVVY. — A navy on the Invergarry Railway, named Macgregor, was run over by a waggon last week near Stronaba. but when picked up it was found that he had escaped almost without- injury. A doctor was summoned. and when a medical examination had taken place it .was ascertained that Macgregor had only sustained contusion of the limbs.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input checked="" type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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14-Oct-1899	14-Oct-1899	Dundee Advertiser	Two cases of compensation	Fort William Sheriff Cour	83
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#### SEQUEL TO MALLAIG RAILWAY ACCIDENTS.

— Two cases under the Workmen's Compensation Act have been disposed of by Sheriff-Substitute Davidson at Fort-William. Both actions were at the instance of workmen on the Mallaig Railway against Robert M'Alpine & Sons, railway contractors, Glasgow, for compensation for injuries sustained while in the defenders' employment. Cornelius O'Shea, who had his right leg cut off, was awarded 15s per week until a future order of the Court, being half his usual earnings. For a fractured knee-cap, Hugh Tougher obtained decree for weekly sum of 11s 6d, or half his ordinary wages. This is the first occasion action under the above Act has been heard at the Fort-William Sheriff Court.

Mallaig <input checked="" type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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25-Oct-1899		Kinlochailort Police Station 1898 - 1900 R91/D/C/5/14/2 at Fort William Archives			98
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#### October 25

Frances Foley (19), unmarried, navy, residing in Philip Duffie's Navy Hut Kinlochnanuagh. "At 9am I was laying sleepers for the permanent rails near the Navy Hut. I carried one end and Francis Kennedy the other end. My foot slipped and I fell down the north side of the bank. A sleeper fell on my back and I was struck by a sharp stone. I was cut severely from my chin and up my right jawbone. John McQuade came to my assistance and helped me walk to the hut. I fainted twice in the hut. At noon the Railway Doctor (Dr Moorhead) and Dr. Nicoll Arisaig came and dressed the wound on my face. Four stitches were put on it. My left wrist is badly strained and two of my teeth were broken."

Mallaig <input checked="" type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
06-Nov-1899	10-Nov-1899	Inverness Courier	Man struck by lightning	Kinlochailort	60

FORT-WILLIAM AND DISTRICT.  
MAN STRUCK BY LIGHTNING.

— On Monday, while a number of workmen on the Mallaig Railway were engaged on the line near Kinlochailort, one of their number was struck by flash of lightning, and rendered semi-unconscious. He was conveyed to the Contractor's Hospital at Polish. where restoratives were applied. Several of the other men suffered slightly from shock. The water-pipe to Kinlochailort Hotel and the air-compress pipes used Messrs R. Macalpine and Sons, were also torn up by the lightning.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

10-Nov-1899	16-Nov-1899	Stonehaven Journal	Bull hit by train	Kinlocheil	71
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BULL STOPS A RAILWAY TRAIN.

An extraordinary accident happened on Friday night to the train which works on the completed portion of the Mallaig Railway between Banavie and Glenfinnan. The train, which consisted of an engine, a workmen's carriage, in which were a number of men, and two waggons, the engine being at the rear pushing the other vehicles, was proceeding at a rapid rate in the direction of Glenfinnan. It was pitch dark. When opposite Kenlocheil a violent shock was experienced, and the train came to sudden stand, though fortunately the engine and carriage kept the rails. Examination showed that the train had run into a huge bull, the animal being killed by the force of the concussion. Both the waggons were thrown off the rails. The workmen were all badly shaken, but no one was otherwise injured. The carcase the bull was taken to Corpach, and it took 20 men to lift the huge body into a truck. The railway is properly fenced, but a cross-over gate had in some way been left open and the allowed wander in.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

10-Nov-1899	10-Nov-1899	Inverness Courier	Assault in navvu hut	Loch Eilt	61
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FORT-WILLIAM AND DISTRICT.  
SHERIFF COURT.

— For committing an assault in a navy hut at Loch-Eilt. Timothy Lanihan, blacksmith, and William Sheahan, hut-keeper, both employed on the Mallaig Railway, were sentenced by Sheriff Davidson at the Court-House last week to pay fines 20s and 40s respectively.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

06-Jan-1900		Kinlochailort Police Station 1898 - 1900 R91/D/C/5/14/2 at Fort William Archives			99
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January 6

See photocopy on accident during railway construction when George Colvin was badly injured.

January 7

Further statements on accident confirming by Roderick Ronaldson (32), single, Navy Ganger and Christopher Spillane (21), single, Fireman, residing in Hugh McQuade's Hut.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
13-Jan-1900	15-Jan-1900	Edinburgh Evening News	NAVY KILLED BY A DYNAMITE CHARGE.	Between Connell Ferry and Ballachulish	1 187

#### NAVY KILLED BY A DYNAMITE CHARGE.

— John M'Daid. 25. Irish navvy, employed on the new railway being constructed between Connell Ferry and Ballachulish, was on Saturday charging a bore with dynamite when the charge exploded prematurely. Both of M'Daid's arms were shattered, while his head and face were badly lacerated. He died after removal to the Belford Hospital.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

13-Jan-1900	15-Jan-1900	The Scotsman	Blasting accident	Between Connel Ferry and Ballachulish	1 186
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#### FATAL ACCIDENT.

— An accident of a shocking description occurred on Saturday near the eastern terminus of the new railway at present being constructed between Connoll Ferry and Ballachulish. A young man, about twenty-five years of age, named John M'Daid, an Irishman, was in the act of charging a bore with dynamite when the charge exploded prematurely, causing injuries to the workman of a ghastly nature. Both of his arms were shattered, while his head and face were badly lacerated. The unfortunate man was taken to the Belford Hospital, Fortwilliam, where he died.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

13-Jan-1900	19-Jan-1900	Inverness Courier	Accidents	Ballachulish	1 189
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#### FORT WILLIAM AND DISTRICT.

ACCIDENTS. — On Tuesday, one of the workmen in the old slate quarry at Ballachulish was seriously injured by being struck on the head with a boulder which had rolled down from above. He was rendered unconscious, and taken home, where he received prompt medical attendance. From the nature of his wounds fears are entertained for his recovery. The accident, which took place on Saturday near Ballachulish, on the route of the 1 new railway, was due to the premature explosion of a charge of dynamite. John Macdaid, who was injured, died in the Belford Hospital on Sunday. He was about 25 years of age.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

13-Jan-1900	03-Feb-1900	Coleraine Chronicle	Inquiry into blasting accident	Oban	1 177
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#### DRAPERSTOWN MAN KILLED ON A HIGHLAND RAILWAY.

An inquiry was held as Oban, N.B., on January 31st, before Sheriff Maclachlan and a jury, into the death of John Macdade, a railway navvy, who was accidentally killed by an explosion of dynamite with which he was blasting on the works of the new railway now being constructed between Connel Ferry and Ballachulish. Thomas Walsh, ganger, who gave evidence as to the occurrence of the accident on 13th January, said Macdade had only been employed on that work since last Christmas. He had met him at various contracts during last nine years, but nothing was known by his fellow-workmen of his antecedents, nor whether he had relatives. Witness, however, believed that Macdade belonged to Draperstown, County Derry, and that his age was about forty. After other evidence, a formal verdict was given.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
13-Jan-1900	18-Jan-1900	Southern Reporter	FATAL DYNAMITE EXPLOSION.	Near Eastern termin	1 188

#### FATAL DYNAMITE EXPLOSION.

— An accident of a shocking description occurred on Saturday near the eastern terminus of the new railway at present being constructed between Connell Ferry and Ballachulish. A young man named John M'David, Irishman, was in the act of charging a bore with dynamite when the , charge exploded prematurely, causing injuries to the workman of a ghastly nature. The unfortunate man was taken to the Belford Hospital, Fortwilliam, where he died.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

24-Feb-1900		Kinlochailort Police Station 1898 - 1900 R91/D/C/5/14/2 at Fort William Archives			100
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February 24 At 9.30am left station and when patrolling about Kinlochailort Hotel I saw two navvies, who were accidentally injured in a Railway Cutting near the loading platform at Kinlochailort Station, being carried into the Taproom of Kinlochailort Hotel. Statement of Timothy O'Shea (54), married, navvy, Hugh Hurvey's hut, Arienskill and Thomas Fitzgerald (40), single, Navvy, residing at Owen Curran's Hut, Kinlochailort who severely stated "I was working a fifteen cwt crane in a Railway Cutting opposite the Loading Platform of Kinlochailort Station. The crane was situated on the west side of the line twenty feet from the bottom of the cutting where there is a steep slope covered with about one and a half feet of moss and when in the act of lifting a boxful of stones into the service trucks with said crane, the moss gave way under the legs causing the whole crane to collapse into the cutting. We both fell down with it (Thomas Fitzgerald was out on the top of the head and on the bridge of nose, severely bruised on left leg and arm. Timothy O'Shea was severely bruised on the back and both hips). I was at once carried to the Taproom of Kinlochailort Hotel whence conveyed to the Railway Hospital at Polish. I attach no blame to any person". Got concurring statements from Owen Curran (40), married, Navvy Ganger and George O'Kuffe (28), single, Navvy, residing at Owen Curran's hut Kinlochailort.

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

06-Mar-1900		Kinlochailort Police Station 1898 - 1900 R91/D/C/5/14/2 at Fort William Archives			101
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March 6  
Thomas Quinn (48), single, navvy, residing Owen Curran's Navvy Hut, Kinlochailort "I was returning from my work at Trehbeig (Traighbeag?) and at the first cutting on the east side of the Public Road at Polish, the service Engine was waiting to convey our gang to Kinlochailort. I was carrying drills on my shoulder and I threw them into a wagon near the engine which was beginning to start. I hurriedly stepped on to the Engine and in the act of getting up I lost my balance and fell between the buffer of the engine and the end of the wagon and my right leg was broken six inches above my knee by being crushed between the buffer and the wagon. The engine was immediately stopped and I was carried to the Public road by witnesses James Smith and Francis Ryley and thence conveyed in a trap to the Hospital where my injuries were attended to. No blame is attached to any person".  
James Smith (49), single, Ganger; Francis Ryley (25), navvy, residing at Owen Currie's Hut, Kinlochailort

Mallaig  
 Glasgow  
 Fort Augustus  
 Kyle  
 Oban line  
 Main Highland  
 Ballachulish line  
 Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
09-Apr-1900	13-Apr-1900	Inverness Courier	Blasting accident	Glenfinnan	1 70

**FORT WILLIAM AND DISTRICT.**

**FATAL BLASTING ACCIDENT ON THE MALLAIG RAILWAY.** —Information reached Fort-William on Tuesday of a serious blasting accident which took place on the Mallaig Railway works, near Glenfinnan, on Monday afternoon. It appears that one of a squad of workmen, while using a pick in one of the railway cuttings, struck an unexpended dynamite cartridge, which immediately exploded, with the result that three men were more or less seriously injured. Thomas Cullen, aged 23 years, belonging to Wexford, Ireland. had both his legs blown off. and was otherwise seriously injured about the body. He was conveyed to the Belford Hospital at Fort William, where died on Tuesday afternoon. The names the two men injured are Robert Dunlop and Thomas Moyce. The former was not very seriously hurt, but the latter was badly cut and bruised, and he was removed to the railway contractors' hospital at Polish. It is thought that the cartridge which caused the accident must have failed when blasting operations were in progress in the cuttings previously, and had remained covered by debris till struck by the pick of the workman in question.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

12-Jun-1900		Kinlochailort Police Station 1898 - 1900 R91/D/C/5/14/2 at Fort William Archives			102
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June 12

Wire "What truth in rumour of man killed by lightning near Kinlochailort last night". I proceeded by Railway Contractors Service Engine to Polish. Returned to Kinlochmoidart by same engine and proceeded to Arienskill and Essan and found that there was no truth in the above rumour. Came back by said engine and sent telegram "No truth in rumour about man killed by lightning last night".

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

16-Jun-1900	16-Jun-1900	Aberdeen People's Journal	Blasting accident	Mallaig	172
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**SERIOUS ACCIDENT AT MALLAIG RAILWAY WORKS.**

— Information has reached Fort-William of another serious blasting accident on the Mallaig Railway works. A squad of workmen had been engaged in a rock-cutting near Mallaig, charging bores with explosives, when one of the charges went off prematurely, causing more or less serious injury to two workmen. Patrick Piggott, the ganger, whose clothes caught fire, was badly burned about the head, face, and arms, and his eyesight has also been injured. Jeremiah Moriarty although injured himself, went to Piggott's assistance, and, when extinguishing the fire, sustained several severe bumps to his arms. The cause of the accident is unknown.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

23-Jun-1900	26-Jun-1900	Greenock Telegraph and Clyde Shipping Gazette	MAN DROWNED NEAR MALLAIG.	Mallaig	171
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**MAN DROWNED NEAR MALLAIG.**

— While bathing the sea near Mallaig on Saturday, a workman, named Short, was seized with cramp, and sank before assistance could be rendered. The body was afterwards recovered. Deceased, who was employed at the new works at Mallaig, belonged to Glasgow, where his father carries business a builder.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
23-Jun-1900	23-Jun-1900	Edinburgh Evening News	Court of Session	Arisaig	81

**COMPENSATION FOR A RAILWAY ACCIDENT.**

In the Court of Session to-day there was to have been tried an action by Angus Macpherson labourer, Aird, Ardavassar, Skye, against Robert M'Alpine & Sons, railway contractors, Glasgow, for £500, otherwise £163 16s. in respect of injuries sustained near Arisaig, in the construction of the railway. It was intimated to-day that the action had been settled by the pursuer accepting £125 in payment of his claim.

- Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line



Date of incident	Date of report	Newspaper	Summary	Location	Fatality
22-Jan-1901	22-Jan-1901	Banffshire Journal and General Advertiser	Account of journey along the line of the Mallaig line		62

#### FROM THE GERMAN OCEAN TO THE ATLANTIC ON FOOT.

Thursday morning proved rather bleak as far as the weather was concerned; but our bleak hostess of the previous night found to night we found to be most considerate and more than kind to us. She had taken it into her head would be travelling by rail, and had prepared for us, and called us accordingly. Her best apartment, and it was a handsome one, and the best of everything, were placed at our disposal.

In parting with our friend on Thursday morning we informed her of our intention to walk twenty right miles that day, and spend the night at Kinloch Aylort Hotel. She did her utmost to dissuade us from our intention, repeating what we had heard elsewhere, that the road was most dangerous for pedestrian. A railway was being constructed from Fort-William to Mallaig; navvies had been introduced to the district; and outrages had been of daily occurrence along the route we intended to take. The kind solicitude shown by Mrs M'----- for our safety decided us to unusually cautious, and was a warning to be slow judge the minds of others.

We retraced our steps for about a mile, crossed a cornfield our left hand, and got on to the branch railway to Banavie — a proceeding which prevented two miles being added to the walk we had planned. We found ourselves crossing the River Lochy; and only a few yards from us stood that interesting ruin — Inverlochy Castle, supposed to have been erected by Edward I. for the protection of his men against the Highlanders. Trespassing has sometimes advantages after all. Arriving on the other side of the Lochy we left the railway, and walked along the top of the embankment of the Caledonian Canal to Corpach.

Watt made the survey for that great undertaking in 1773; Telford began its construction in 1803; it was opened for traffic in 1847, having cost over one and quarter million pounds sterling. It connects arm of the Atlantic with arm of the German Ocean, running from south-west to north-east —two thirds the sixty miles' length being three natural lochs — Lochy, Oich, and Ness. The canal was expected to be of great value in saving the long voyage round Cape Wrath; but by the time it was opened for traffic the steamboat had been invented, sailing vessels were being superseded, and the canal, therefore, has not been so much required.

Arrived at Corpach, we found it was the Fast- Day, the shops not having been opened. Corpach is at the mouth of the Caledonian Canal, and also at the junction of Lochs Linnhe and Eil. We were now in the Cameron country, and had not proceeded far when our attention was arrested by an obelisk, between the road and Kilmallie Churchyard, erected in memory of Colonel John Cameron, of the 92nd Highlanders, shot at Waterloo. It bears these lines, written by Sir Walter Scott :-

"Proud Ben Nevis hears with awe,  
How at the bloody Quatre Bras  
Brave Cameron heard the wild hurrah  
Of victory as he fell."

A splendid view of Ben Nevis can be obtained from this spot; it was by this time behind us, but its upper portions were hidden by heavy mist. Our faces were now set towards the west, the road being close to the north shore of Loch Eil, which nine miles long; the view is not very interesting, except for the background of mountains in the distance. The railway in course of construction was far advanced; but the navvies, against whom we had been warned, did not assume any particularly striking attitude toward us. For their convenience, timber-built stores have been erected various points along the route, at which they can obtain all kinds of groceries and other goods; and it was like meeting with an old friend when we found the stores belonged to Cooper & Co., of Glasgow. We patronised one or two of them in the course of the day; and it was with feelings of regret that we read in the newspapers a few months afterwards that one of the storekeepers who had been so civil to us, together with the whole store and its contents, had been swept into Loch Eil and lost, through the bursting of a dam, and the consequent rush of water. At one part of the road a man and his wife walked in front of us for a long distance; they were evidently dressed in their best. On arriving at a hamlet, they entered a low building, which looked like a cow-house. We looked inside. and saw it was clean, and fitted up with benches and a pulpit. It was the Fast-Day. and a congregation was assembling.

By the time we passed Locheil House, now a farm-house, and the head of the loch, we got into more beautiful scenery. The public road led through what seemed to be a beautifully wooded park; and we were sorry to find that the railway also must be carried over the same ground. At this point we became familiar with some of the dangers of the way Blasting operations were in progress; and whenever the sound of the horn was heard, every one had to do the best he could for himself. (A bell rang at Maleking when a shell was coming; a horn was sounded here.) emerging from this secluded ground, public or private or whatever it was, we unexpectedly arrived at one of the most charming spots throughout the whole of our pilgrimage. It was at the entrance to Glenfinnan, and the head Loch Shiel. On the level ground at the head of the loch, not many yards from us, stood Prince Charlie's Monument - a statue of the Prince on a high pillar, erected on the identical spot where the Marquis of Tullibardine on 19th August 1745 unfurled

the Prince's standard in presence of about 700 Camerons and 300 Macdonalds. It would be well for the few visionary Jacobites in our country to remember that, if the monument commemorates the raising of the Prince's standard, it also commemorates his flight from the same district on 20th September 1746, after hiding in the neighbourhood for several months.

The scenery was lovely. Loch Shiel is eighteen miles long, but very narrow; its surface was as glass; the view along the straight narrow loch as far as the eye could see, the shores wooded to the water's edge, and the far distance sparkling with the rays of the sun. which was hastening into the west — all combined, with the memories called up by the monument beside us, to impress the locality on our minds.

Passing the head of the loch, Glenfinnan House and a Roman Catholic Chapel being on our left hand, we ascended a steep road and soon arrived at Stagehouse Inn On testing its capabilities we were not surprised that this resting-place has the good name which it bears. All our requirements had no sooner been satisfied, than the lonely house was besieged by numerous travellers — two mail-coaches having just arrived; we cleared out, and set off as quickly as possible on the nine miles yet before us for that day. Owing to the steepness of the road, it was long before we were overtaken by the coaches.

It was a wild and picturesque country we now traversed; mountains to right and left ran up to a height of nearly 3000 feet; and the appearance of the road ahead gave us the impression that it would terminate abruptly in one or other of the mountains. We emerged all right, however, on the northern shore of Loch Eil - a beautiful loch about four miles long. Trees covered the hills on each side of the loch, and also formed a shaded walk near its edge. It terminated at last in the River Aylort; the country became a little more open, but was badly defaced by the excavations for the railway. Still another loch is in sight; but this one we feel assured is salt water, arm of the Atlantic: it is Loch Aylort. Close to roadway, a little space of mother earth is surrounded by iron railings, and loving hands have raised a monument there to the memory of Susan M'Callum, who had served her day and generation as mistress of Kinloch Aylort Hotel. The hotel itself we were thankful to see not very far off; and a few minutes enabled us to complete our day's journey of twenty-eight miles, and be received into Mrs M'Nab's hospitable house. That lady made us welcome, and all the more heartily on hearing we had a night at Moy Farm, and had been made comfortable by her old cook. The house is an ancient landmark, with modern additions, and it is well patroned; every requisite was at hand for those who addicted themselves to the use of rod or gun. Night drew on apace, but before the rays of the setting sun had faded from the sky we consigned ourselves to slumber. Before deep sleep had overtaken us we were partially aroused to consciousness by the tramp of horses and the rattling of chains. Whether Prince Charlie and his followers were about to make a third attempt capture the country, we were too far gone to inquire; but probably it would be the arrival of the midnight mails on the way to Fort-William. Rain was falling in torrents; and the midst of the music we fell asleep.

Friday was a beautiful bright summer day until late in the afternoon; we were glad it was so, seeing it was the concluding day of our walk from the German Ocean to the Atlantic. We had tramped one hundred and seventy-three miles; and now only fourteen miles separated us from Ansaig Point, where we hoped to get on board Macbrayne's steamer, which would carry us to Oban. That happy consummation could be prevented by two causes. In the first place we might not succeed in reaching Ansaig Point in time; and, in the second place, a rough sea, as occasionally happens, might prevent the steamer from calling. In either case we would require to face the alternative — to remain in the village of Arisaig until the following day, then drive to Fort William, a distance of about forty miles, and go by rail to Glasgow.

To prevent any mishap on our part, we rose betimes, and did justice to the varied and ample breakfast which Mrs M'Nab laid before us. Starting off before eight o'clock, invigorated by the fresh breezes and the sunshine, we soon left the beautiful Loch Aylort behind us, and crossed the rough road which separated us from Loch-nan-Uamh (Loch of the Caves). It was not really necessary for us to walk into Arisaig Village, as the road to the pier lay in a different direction; but we had arranged to have letters to us to the Post Office there, and W. T. M. kindly went on alone and secured them. When freed from slow tramp, his agility was sorely tried by the rough road and the increasing heat; and he was not sorry to "hasten slowly" when we united again at a fishing station about three miles from the pier. Mrs Nicholson of Ansaig House kindly permits pedestrians make a thoroughfare of her extensive grounds. The road to the pier is not thereby much shortened; but the writer felt grateful to her for the great boon, of which he took advantage, of leaving the public road and walking for miles along her well-kept foot-paths, and amongst high and beautiful trees.

Our guide-book informed us that near this part a "crannog," or lake-dwelling. "has been discovered about 250 yards distant from the land, formed of layers of trunks of trees, making a strong and firmly-built rectangular house."

Whatever was the object of the erection; for protection from enemies, or as a summer residence for a swell savage amongst our own forefathers, did not at the time particularly interest us, especially we now approached a pretty farm-house. We called there; obtained welcome rest and refreshment; then started off on the final lap of our walk.

We were passing point after point on the oceanbeat shore, and considered it was high time Arisaig Point revealed itself. Presently, some life began to stir; we were overtaken by a hotel 'bus; then a large steamer suddenly came into view, and into the bay. It was time now look lively we thought. On a little grassy knoll above the pier a small group of persons were reclining in patience, - the steamer was not for them, nor for us. We sat down on the grass beside them, and immensely enjoyed our position. Arisaig Village we saw standing prominently on the north side of the bay; the mountains of Skye ten or twelve miles to the north-west; and the island of Eigg directly in front of us. about six miles to the west. the south end of the island saw the Scur of Eigg, a hill which is remarkable for geological formatlon. Hugh Miller in his "Cruise of the Betty\*" wrote as follows: -

"The Scur of Eigg is veritable Giant's Causeway, like that on the coast of ANtrim, taken and magnified rather more than twenty times its height, and then placed on the ridge a hill nearly 900 feet Inch. This strange causeway is a columnar from end to end; but the columns, from their great altitude and deficient breadth, seem mere rodded shafts in the Gothic style - they rather resemble bundles of rods than well proportioned pillars.

Six miles north of Arianig Loch Morar, twelve miles long, only 40 feet above the sea, and is 175 fathoms in depth. Sir A Geikie wrote that it is "the deepest known hollow on any part of the European plateau except the submarine valley, which skirts the south part of Scandinavia." Enough has been written to show that our journey terminated at a point with a worthy reputation — geologically. historically. and prehistorically.

. "Here she comes! Macbrayne's splendid steamer, the Gael, enters the bay. and casts anchor a long way from the pier, in consequence of the narrow channel, bounded by numerous reefs. We all get into boats belonging to Macbrayne, and are rowed out to the steamer. — the old chap who rowed our's charging us sixpence a head, instead of paying us sixpence a head, for their inability to get the steamer alongside the pier. Without loss of time the anchor was weighed, and the voyage of sixty miles to Oban begun. These lines by Robert Burns suited our own case: -

"Farewell to the mountains high cover'd with snow;  
Farewell to the straths and green valleys below;  
Farewell to the forests and wild-hanging woods;  
Farewell to the torrents and loud-pouring floods."

It was a distintuished company which occupied the saloon; and the shooting season having begun only fourteen hours previously, a wonderful supply of game was being consigned dealers in the south; and no doubt numerous friends were receiving the compliment of a brace as a share of the first day's harvest.

The good ship ploughed swiftly through the water, affording us nearer view of Eigg. A small boat, manned by intrepid oarsmen, came off to meet us, and, after a little interchange of goods and passengers, took its risky way back to Eigg. The mountains of Rum were close behind, and the island of Muck near to its south end now gained an experience to which were unaccustomed—a very high sea caused by a strong wind blowing off the land. Land-lubbers like ourselves scanned the faces of the sailors, hoping it was all right; they on their part knew that the Gael could face any gale; but to avoid too much interruption to a speedy voyage they kept the vessel well in to the land. As far the eye could see, the white horses of the Atlantic were prancing wildly westwards: had the wind been off the sea instead of the land, the sailors no doubt would have condescended to call it dirty weather Other vessels seemed to be labouring harder than our's did. We rounded Ardnamurchan Point, where a lighthouse forms a striking object, and throws its light eighteen miles over the waters of the Atlantic. In conversation with fellow-passengers we were informed by one gentleman on board that, like W. T. M. had pleasure in mountaineering, and visiting the unfrequented parts of Sutherlandshire and Skye; and in comparing notes together, we found had spent some happy days at the house of Mr and Mrs Grant — the gamekeeper's house at the entrance to Glen Dee, which we had also visited on the previous Saturday From that house it was easy to reach Ben Muich Dhui and other well-known heights.

The conversation was very agreeable, but was carried on under difficulties. We were crossing the entrance to Loch Sunart into the Sound of Mull, which is about two miles broad; the wind and the waves rose higher; doors hanged; the decks were flooded: sailors dashed across exposed parts as they were on the heights of Dargair.

In the midst the hubbub a bell rang. The sweet musical tones of that bell were delightful; we did not stop to enquire whether it was a silver bell, or an old meat tin; enough for us that it announced that dinner was ready. It is due to David Macbrayne that we should give the details of the grand dinner he gives for the money charged; but the remembrances of Ladyvmith, Kimberley, and poor Mafeking command silence. Crossing over the Mull shore we stopped at Tobermory, and did a considerable amount of business with that rising town—the only town in Mull. Mrs Bishop, whose experiences as a traveller in Asia, have thrilled the whole country, has a house in Tobermory. A few miles along the coast we passed the ruins, of Aros Castle, a stronghold at one time the Lords of the Isles; and opposite Aros, on the Morven shore, is Fiunarie. where lived Norman Madeod's grandfather, the parish minister Morven. The view of Mull from this point is exceedingly grand, the mountains rising to a considerable height — Ben More being 3160 feet. When we passed out of the Sound into Loch Linnhe. then between the south end of the Island of Lismore, and Duart Castle, the last point of Mull, we were not sorry to get across the Firth of Lome and enter Oban

Bay. It was my first visit; and we agreed that Oban richly deserves the praises which have been lavished upon it. The low island of Kerrera protects the beautiful bay from the ocean, and gives therefore safe anchorage for the numerous yachts and other craft which abound. At the north end of the bay is that striking ruin Dunolly Castle, the property of the MacDougalls, Lords of Lorn 700 or 800 years ago, and is now the property of their descendant. Dr MacDougall. The high ground surrounding the bay has been taken advantage of various proprietors for the erection of residences and other buildings — but our admiration of the scene is interrupted by a gentle bump against the pier.

We soon got ashore; received letters at the Post Office; and in two or three minutes were most fortunate in obtaining capital lodgings through the kindness of Mrs Macleod, of Argyll Square. Her intimate knowledge of Dunnottar Castle, where our walk began; and of Skye. within sight of which it was finished; and other spots known to all of us, secured an attentive and intelligent listener to our travelling experiences.

Saturday, the last day of our holiday, like the first day, was beautiful and bright from morning till night. After a little rumination of the streets and shops of Oban ("Obe-an, the little bay"), we left by the 12.35 p.m train for Glasgow. In less than an hour we were in the narrow and gloomy Pass of Brander, and alongside the River Awe, which conveys silently but swiftly from Loch Awe to Loch Etive, along the base of the mighty Ben Cruachan, a remarkable collection of deep rivers and streams. We were soon afterwards carried over the Grampian Mountains into some of the most beautiful districts of Scotland — Crianlarich, Glen Dochart, Killin, Glen Ogle, Loch Earn, the Pass of Leny, Callander, and Dunblane. We passed through Dunblane on our outward journey on the first day of our holiday, and shall therefore now conclude. At six o'clock we were seated comfortably at our own table in Glasgow, and at ten o'clock W.T. M. proceeded to Edinburgh.

Our holiday was most enjoyable: we had learned much; had enjoyed wonderful scenery; and the remembrance of our lonely vigil all night on the bridge in Glen Feshie recurs to us as a swivel morsel. The voyage on board the Gael in the gale was a splendid conclusion; and we now parted hoping it would be possible to have another long walking tour together on a future occasion.

Mallaig  Glasgow  Fort Augustus  Kyle  Oban line  Main Highland  Ballachulish line  Black Isle line

25-Jan-1901

Kinlochailort Police Station  
1898 - 1900 R91/D/C/5/14/2  
at Fort William Archives

103

January 25

James Carr (32), married, Water Bailiff, Arienskill, reported that a navy was lying dead on the roadside at Arienskill. "I afterwards hired conveyance (dogcart) and proceeded along with witness Carr at 11.30am and saw the body lying on the road close to the poling about 20 yards on the west side of the bridge that crosses the Railway Line at Arienskill". I conveyed the body to a house at Kinlochailort Hotel and Daniel Leny (34), married, Navy Ganger at Kinlochailort identified the body as that of John Durnion (70), unmarried, navy, no fixed address.

January 26

Proceeded by Railway Line by way of Arienskill to meet Fiscal at 9am. On my way, the Railway workmen's train from Fort William passed me and I was hailed by the guard that the Fiscal was on the train. I returned to Kinlochailort and met Fiscal and Doctor McArthur from Fort William. Pronounced cause of death from exposure. Telegraphed to get a man to dig grave in Arisaig Churchyard. Body to be interred tomorrow. 4pm I got a linen sheet from Mrs McNab, Kinlochailort Hotel of which I made a shroud for the body. 6.30pm I confined the body with assistance of John McDougall, Shepherd, Inverailort.

January 27.

Sunday. Conveyed body of John Durnion to Arisaig assisted by witnesses Daniel Leny and John McDougall. We buried in a place allotted to strangers in said church yard.

Mallaig  Glasgow  Fort Augustus  Kyle  Oban line  Main Highland  Ballachulish line  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
25-Jan-1901	31-Jan-1901	Southern Reporter	Body found by road	Kinlochailort	1 53

DEATH FROM EXPOSURE. —On Friday evening the body of a middle-aged man was found at the side of the public road near Kinlochailort. Deceased, who had the appearance of a navvy, was in all likelihood employed at the Mallaig railway works. The authorities are of opinion that death wa\*due to exposure.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

01-Apr-1901			Mallaig Station opens		36
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Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

04-Apr-1901	04-Apr-1901	Southern Reporter	OPENING OF THE MALLAIG RAILWAY.	Fort William	168
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#### OPENING OF THE MALLAIG RAILWAY.

— The new railway connecting Banavie and Mallaig was opened for traffic on Monday. A large crowd witnessed the departure from Fort-William to the wilds of Prince Charlie's country of the first passenger train, which was well filled, a special saloon being reserved for the use of newspaper men. Snow, rain, and mist, with intervals of bright sunshine, made up the weather conditions, and although the trip was thoroughly appreciated the scenic beauties of the district were not viewed to the best advantage. The railway is forty-one miles long, and has cost something like £550,000, of which sum the Government guarantee 3 per cent. on £260,000 for thirty years.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

08-Apr-1901	08-Apr-1901	Dundee Courier	Creran Bridge	Creran Bridge	182
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By bridging Loch Etive and Loch Creran, the Callander and Oban Railway Company will erect the second longest bridge in Europe.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

23-Apr-1901	26-Apr-1901	Swindon Advertiser and North Wilts Chronicle	Two navvies found dead	Alltrua and Laggan	2 198
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#### TWO NAVVIES FOUND DEAD.

Two navvies were found dead Tuesday, one at Alltrua and the other at Laggan in the district of Lochaber, John Clifford, who was found near the farmer place, is about 60 years of age; the other, whose name is William John, was discovered in a hut. Both were employed on the Invergarry and Fort Augustus Railway.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
07-May-1901	07-May-1901	The Scotsman	Steamer chartered to carry herring from Stornoway to Mallaig	Mallaig	67

#### NORTH BRITISH RAILWAY AND THE STORNOWAY FISHING.

— The herring fishing at Stornoway opens on the 10th inst., and the North British Railway Company have made arrangements, for securing a portion of the fish carrying traffic. They have chartered a steamer to run between Stornoway and Mallaig, the terminus of the West Highland Railway, the boat to be used entirely for herring transport. This venture will come into competition with the fish carrying trade of the Highland Railway Company, who receive the herring from Stornoway at Stromeferry. The advantage in point of time will be very decidedly in favour of the North British Railway, as the journey from Edinburgh to Stornoway is seven hours shorter by Mallaig than by Stromeferry.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

04-Oct-1901	09-Oct-1901	Greenock Telegraph and Clyde Shipping Gazette	Drowning	Loch Creran	1	181
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#### DROWNING ACCIDENT AT LOCH CRERAN.

— Information has reached Oban of a boating accident which occurred at Loch Creran on Friday night, resulting in loss of life. It appears four men in the employment of Mr Best, the contractor for the Ballachulish Railway, were crossing from Barcaldine to the Appin side in a lugsail boat, and when out some distance from Barcaldino the sail came down, upsetting the boat and throwing the occupants into the water. Three of the men clung to the boat for an hour or more till their shouts attracted attention and led to their rescue, but the fourth, Philip Curran, a sawyer, was drowned. Curran was a native of Londonderry, and was married.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

10-Jan-1902	11-Jan-1902	Aberdeen Press and Journal	Woman fell out of train	Lentran		23
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#### ACCIDENT ON HIGHLAND RAILWAY. WOMAN FALLING OUT OF CARRIAGE.

A rather unfortunate accident took place on on the Highland Railway near Inverness, last night, whereby a woman was severely injured through falling out of a train while in motion. It seems that Miss Cameron, Moniack Castle, and her maid were travelling from Inverness to Lentran by the evening train. When nearing Lentran the maid was in the act of gathering up the parcels, and she leaned against the carriage door, which which flew open, and she disappeared. On arrival at at Lentran Miss Cameron told of the disappearance of her maid, and the station officials wired to Bunchrew telling of the occurrence. A number of men traversed the line, and the maid was found lying on an embankment close to the rails. She was quite conscious, but was badly bruised about the head, and could not walk. Miss Cameron sent her carriage for the woman, who was brought to Moniack Castle, and attended by Dr Macfadyen, Inverness. Fortunately, the accident is not so serious as was expected.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

03-Aug-1902	04-Aug-1902	Dundee Evening Post	Accident near Kingussie	Near Kingussie		21
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ACCIDENT ON HIGHLAND RAILWAY. A rather serious accident occurred on the Highland line early on Sunday, Kenneth Gordon, enginedriver, residing in Blair Atholl, having his hand and forearm severely lacerated. He was attended by a doctor at Kingussie, who ordered his removal to Perth Infirmary, where his wounds were dressed.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
19-Sep-1902	20-Sep-1902	Dundee Evening Telegraph	Workman injured in fall	Connel bridge	174

#### SERIOUS ACCIDENT TO A WORKMAN.

Yesterday forenoon workman, named Kyle, in the employment of Arrol's Bridge and Roof Company, who was engaged at the railway viaduct the Ballachulish Railway across Connel Ferry, fell off tbe bridge, a height of some 20 feet, into the sea. He was working on the north side of the Ferry, and his fall struck the rock which the north pier of the bridge is founded. Dr Kenneth Campbell, who was immediately telegraphed for from Oban, found that the man had sustained serious injury, both legs and several ribs being broken, while the head was also severely hurt.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input checked="" type="checkbox"/>	Black Isle line <input type="checkbox"/>
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10-Jun-1903	11-Jun-1903	Dundee Evening Telegraph	Workman falling	Connell Bridge	184
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#### ACCIDENT AT CONNEL FERRY.

Yesterday morning a workman named Joseph MacAulay, in the employment of Arrol's Bridge and Roof Company, fell from the bridge which that firm is constructing for the new Ballachulish Railway across Loch Etive. MacAulay was employed painting on one of the cantilevers, and fell from a height of 80 feet into the sea. Fortunately he was powerful swimmer and was able to sustain himself against the strong current there until reached by the boat which is always kept in readiness in case of such accidents

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input checked="" type="checkbox"/>	Black Isle line <input type="checkbox"/>
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22-Jul-1903			Fort Augustus station opened		124
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Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input checked="" type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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24-Aug-1903			Ballachulish Station opened		114
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Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input checked="" type="checkbox"/>	Black Isle line <input type="checkbox"/>
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01-Jul-1904	02-Jul-1904	Derby Daily Telegraph	Engine ran into horse box	Shandon Station	31
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#### ACCIDENT THE WEST HIGHLAND RAILWAY.

An accident occurred Friday at Shandon Station, on the West Highlajid Railway, some passenger carriages, which had been left standing on an incline, running into an engine with a horse-box attached. Some passengers among whom were English tourists, were bruised, but the injuries were not of a serious character.

Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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24-Aug-1905	24-Aug-1905	Tyrone Courier	Body found	Aberchalder Moors	1	200
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Viscount Enfield, who is tenant of the Aberchalder Moors, Invergarry, made a gruesome discovery while shooting. He came across the dead body man lying face downwards in the heatlier, and up to the present the remains have not been identified.

Mallaig <input type="checkbox"/>	Glasgow <input type="checkbox"/>	Fort Augustus <input checked="" type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
25-Aug-1905	25-Aug-1905	Lichfield Mercury	Body found	Aberchaldler	1 204

While Viscount Enfield, who has leased the shooting at Aberchaldler, Inverness-shire, was out on Letterfern Hill, Invergarry, he came upon the dead body of a man lying face downwards. downwards. The police were communicated with, and the body was removed Far. The body is supposed that of a tramp.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

04-Sep-1905	05-Sep-1905	Greenocj Telegraph and Clyde Shipping Gazette	Fatal accident boarding train	Connel Ferry Station	1 185
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#### FATAL ACCIDENT AT CONNEL FERRY STATION.

— News reached Oban at a late hour last night that Mr Peter Campbell, of the Clarendon Bar, Oban, had been killed earlier in the evening at Connel Ferry Station. Mr Campbell, it appears, was vlsitiag his father at Connel, and on arrival at the railway station he attempted to board the Glasgow to Oban train, due at Oban at 9.5. Mr Campbell appears to have fallen on to the rails, the carriages of the train passing over him. He was terribly mutilated, and death was instantaneous. Mr Campbell leaves widow and a yoing family. In sporting circles he was well known, and only on Saturday last he took part in a yacht race at Oban.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

17-Mar-1906	19-Mar-1906	Edinburgh Evening News	Line wasged away	Letterfinlay	193
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#### RAILWAY LINE BROKEN.

On the Invergarry and Fort-Augustus Railway, in the neighbourhood of Letterfinlay, two large sections of th© line have been carried off by the enormous rush of water down tho hillside. In consequence of this mishap traffic no traffic took plaoe over the system on Saturday, and a number of passengers, including the Duke of Portland, who was travelling to Invergarry, had to drive to their respective destinations.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

21-Mar-1906	21-Mar-1906	Perthshire Advertiser	Bridge washed away	Ballachulish	179
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The railway bridge over the Laroch in the Ballachulish district of Argyllshire collapsed when the storm was at its height. Boulders of large size were rolled down the river like pebbles, and it is supposed that these, with the great underscour of the water, undermined the foundations of the bridge. This unfortunate accident will for a time prevent loading of slates by rail from the large Ballachulish Quarries.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line



Date of incident	Date of report	Newspaper	Summary	Location	Fatality
08-Aug-1906	11-Aug-1906	Banffshire Herald	Rockfall	Pulpit Rock	223

#### RAILWAY SMASH ON THE WEST RAILWAY.

An alarming accident occurred on the West Highland Railway on Wednesday afternoon near Ardlul. A heavy fall of rock occurred in a deep cutting near the spot known as the Pulpit Rock. At this point the line rounds a sharp curve, and the driver of a goods train from Glasgow, being presumably unable on this account to see the obstruction before him, the train dashed into the fall with disastrous results. The large goods engine, tender, a number of laden trucks, and the guard's van were completely wrecked, the whole being piled up in a confused mass, while the engine-driver, Andrew Mackinnon, was very seriously injured. The fireman, a married man named Maclean, was also injured, though less severely. Mackinnon was immediately conveyed by motor car to the Victoria Infirmary, Helensburgh, where his mate was also subsequently brought by train.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

08-Aug-1906	09-Aug-1906	Derby Daily Telegraph	Accident	Pulpit Rock	30
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#### ACCIDENT THE WEST HIGHLAND RAILWAY.

On Wednesday afternoon a serious accident occurred on the West Highland Railway between Arrochar and Ardlin through a fall of rock on the line on sharp curve near the Pulpit Rock at the base of Ben Voirlich. The line was completely blocked, as there being no houses near and the fall being unnoticed, no warning was given to trains from north and south. It is a fortunate circumstance that the first train was a goods train from Glasgow. The curve prevented the driver from seeing the obstruction until too late, and the engine crashed into the rock at a fair speed. The engine, tender, and half a dozen trucks were wrecked. Andrew McKinnon, its driver, was seriously injured, and was removed to Helensburgh Infirmary, 23 miles off, on a motor car while Maclean, the fireman, was taken to the same institution by train. A breakdown gang was speedily at work, but traffic was badly disorganised all day.

#### THE ACCIDENT ON THE WEST HIGHLAND RAILWAY.

The West Highland Railway line will not cleared for through traffic till this afternoon.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

17-Sep-1906	19-Sep-1906	Aberdeen Press and Journal	Guard killed	Connel Ferry	1	173
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#### FATAL ACCIDENT TO A RAILWAY GUARD.

Monday, Donald M'Gillivray, a guard on the Ballachulish branch of the Callander and Oban Railway, received injuries at Connel Ferry Junction which terminated fatally. M'Gillivray had been attaching a vehicle to the engine, and on coming up on the platform his foot slipped, and he fell between the platform and the vehicle, which was then being hauled out by the engine. Before the engine could be stopped he had been turned over three times, and was so firmly fixed that the footboard had to be sawed through to extricate him. He was at once sent to the Cottage Hospital at Oban, but died in the course of the afternoon. M'Gillivray, who was 37 years age, leaves a widow and child, had served his time in the Cameron Highlanders, and as a reservist went through the South African campaign.

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

15-Mar-1908	16-Mar-1908	Aberdeen Press and Journal	Runaway train	Dalnacardoch, Struan	20
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#### 24 runaway wagons near Dalnacardoch

Mallaig
  Glasgow
  Fort Augustus
  Kyle
  Oban line
  Main Highland
  Ballachulish line
  Black Isle line

18-Jan-1909

19-Jan-1909

Staffordshire Sentinel

Landslides

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**RAIN CAUSES A BOG SLIDE.****Thrilling Rescues in the Night.**

A rapid end has been made of the snow which fell so heavily in Scotland at the end of the week. The rain which accompanied the thaw on Sunday morning continued without a break throughout both Sunday and Monday, and with the melting of the snow, and consequent swelling of the rivers, the last state of the country was worse than the first. After 36 hours' rainfall, all the streams were in high flood on Monday night, and many had overflowed. The Tweed was "out" at Peebles, and at seep sutured throughout the Lowlands.

The most disastrous occurrence took place at Perth, where the River Almond burst its banks above a preserved fish-pond on the Battleby estate of Mr. Archibald Coats, of Paisley. The pond also broke its boundaries, and in a great volume the water swept along Dunkeld-road, doing great damage. Numbers of live stock perished, including 150 sheep. The cottars were aroused by the rushing water, and had to go half a mile through the torrent for safety.

Numerous landslips have taken place, a number of them on the Fort Augustus railway line. The Saturday morning train from Glasgow had not reached Fort William yesterday morning, and it was not certain when the line would be cleared, as, owing to the sudden rain, serious landslips had taken place at Ardlin, Tyndrum, Gortan, and at several places on the Loch Treig side.

Passengers on the Glasgow to Fort William train, which left on Friday afternoon and did not arrive till noon on Sunday, included a funeral party from Roybridge.

Mallaig Glasgow Fort Augustus Kyle Oban line Main Highland Ballachulish line Black Isle line

Date of incident	Date of report	Newspaper	Summary	Location	Fatality
22-Jan-1909	23-Jan-1909	Evesham Standard & West Midland Observer	Line blocked by snow	Rannoch	232

#### THE SNOWSTORM.

##### Worcester Escapes : Scotland Suffers.

In Friday night's snowstorm Worcester escaped lightly. On Saturday evening Birmingham street were found covered to the depth of about an inch; but under the influence of a rising temperature the snow disappeared. Northerly parts did escape so lightly.

There was a terrific snowstorm at Huddersfield, accompanied by lightning and thunder. In the evening the storm renewed with redoubled fury and traffic was suspended. Very cold weather, with heavy snow, was reported in various parts of Scotland, particularly on the West Highland Railway district, where tracks were snowed up, and others were unable to proceed to their destination. Railwaymen stated that the crossing of the Grampians during Friday night was the wildest in their experience.

##### STARVING RAILWAY PASSENGERS

A Fort William correspondent telegraphs:- The snowstorm the Lochaber district was one of the severest experiences for many years, snow continuing to fall almost incessantly for 24 hours. The West Highland Railway was completely blocked in places, and the passenger train which left Glasgow for Fort William on Friday evening had a memorable journey, reaching Fort William a day and a half behind time. By the time the train had reached the higher and more exposed part of the line the storm had become a veritable blizzard of snow and hail, accompanied by a brilliant display of lightning. In order to clear the road an engine with a snow-plough attached preceded the train from Crianlarich and, although the task was difficult, Rannoch was reached several hours later. Here it was reported that the cuttings ahead were completely filled with snow, the depth being computed at 20 feet in places. The engine and snow plough, however, were sent on, but encountered insurmountable difficulties, and it was found necessary to hold up the train at Rannoch for the night. There were about twenty passengers, and the prospect of spending a night in the heart of the trackless moor of Rannoch - the largest and most desolate in Scotland — was by no means comforting. Fortunately the carriages were heated by steam from the engine, so the passengers suffered no discomfort from cold, but the pangs of hunger were not so easily assuaged. The railway officials did what they could in supplying hot tea and eatables, but the supply was by no means adequate. One of the passengers had a large cake and a bottle of wine in his portmanteau, and these he generously shared with his famished fellow passengers. The same passenger, Mr. McPhail, of Fortwilliam, had with him his bagpipes, and at intervals during the night he encouraged his companions with spirited tunes. On Saturday morning an advance was attempted, but the troubles of the weary passengers were not yet at an end for, on reaching Corrour, which is the highest point on the line, the track was again found to be blocked, and the hardships experienced at Rannoch were re-enacted. But the spirits of the passengers were far less buoyant, want of sleep and the absence of proper food having had a depressing effect. A case of sausages in the luggage van was opened, and the contents used as a delicacy. During the remainder of Saturday and up till eleven o'clock on Sunday morning the ill-fated train was detained at Corrour. By this time gangs of workmen had forced a passage through the snow and, shortly before one o'clock yesterday afternoon, the storm-stayed train reached Fort William, its arrival being heartily cheered by a considerable crowd on the platform. Yesterday a south-westerly gale, accompanied by heavy rain, prevailed, and the snow was rapidly disappearing.

Mallaig <input type="checkbox"/>	Glasgow <input checked="" type="checkbox"/>	Fort Augustus <input type="checkbox"/>	Kyle <input type="checkbox"/>	Oban line <input type="checkbox"/>	Main Highland <input type="checkbox"/>	Ballachulish line <input type="checkbox"/>	Black Isle line <input type="checkbox"/>
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Date of incident	Date of report	Newspaper	Summary	Location	Fatality
11-Mar-1947	11-Mar-1947	Aberdeen Press and Journal	CLOSED BRANCH LINE MAY BE REOPENED		212

**CLOSED BRANCH LINE MAY BE REOPENED**

THE Invergarry-Spean Bridge branch railway line, closed on January 1 last by the railway company with the consent of the Ministry of Transport, may operate again very shortly.

At present, negotiations are being carried out between the L.N.E.R. Company and Mr E. G. F. Rubinstein, timber contractor, Kingussie, who has a contract to cut down a quantity of standing timber between Invergarry and Glen Quich.

Mr Rubinstein hopes to lease the railway line for period of at least two years to carry his timber. He told a reporter of "The Press and Journal" yesterday that he was hopeful of success in his negotiations.

"I want to get the railway line opened again to transport cut wood to Spean Bridge," he stated. "If I am successful, I hope to make a goods service available for the public in that area."

Mr Rubinstein thought it would not be necessary to run a service more than a few times each week, and was hopeful the railway company would provide rolling stock. The question of an engine was still to be settled.

- Mallaig
- Glasgow
- Fort Augustus
- Kyle
- Oban line
- Main Highland
- Ballachulish line
- Black Isle line

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