THE CORRIDOR DIARY: THE GRAND TRUNK RAILWAY MONTREAL TO TORONTO

PRINCE OF WALES 1860

A very young, Edward Prince of Wales, Heir to the British Throne, the first son of reigning Queen Victoria, paid a regal visit to both Canada, but also the United States of America in the late summer of 1860.

The Prince had arrived at Montreal and had already travelled over the Grand Trunk Railway to Sherbrooke in the Eastern Townships. On the morning of August 31st 1860, His Royal Highness left the Grand Trunk Montreal at 8:30 in the middle of a heavy rain shower. He stood on the rear platform of the train as he departed, bowing and waving his hat to both the crowds. The soaked Miltia stood at attention and gave their salute. The Royal Train sped west across the Isle de Montreal until it came to a stop at St Anne's. The Ste Anne bridge was decorated with flags. The Prince then left his Royal Train here and boarded the steamship "Prince of Wales" for a cruise up the Ottawa River. At Carillon, he boarded the Carillon and Grenville small portage railway that carried him to Grenville where he then boarded the "Phoenix" for the remainder of his trip up the Ottawa River. The Prince would spend several days at the new Capital of Ottawa.

September 3rd, 1860 the Royal Prince would leave Ottawa by the Saint Lawrence and Ottawa Railway and head south to Prescott. He was once again on the Grand Trunk Railway, but just briefly, as it carried him only as far as Brockville. He boarded the steamship the "Kingston" at Brockville and had a pleasant tour of the Thousand Islands. It was planned that the Prince was to land at Kingston. There was a political problem stirring at Kinston, the Orange Lodge had erected a ceremonial arch complete with the Orange Colours. There was to be a demonstration of

royal support by the Orangemen. This would put the Royals into a political situation. Kingston had become very political. This was not acceptable. Remember the British Throne was, and is not, to be involved in petty politics. This was not acceptable. The Prince and his advisors refused to land at Kinston. The steamship continued along the lake and a landing was made Cobourg at ten o'clock at night. There were to be no more Orange Arch's. The next morning the Prince headed north on the Cobourg and Peterboro Railway. At Rice Lake the Prince was taken off the train embarked on the steamer "Otonabee" and travelled the three miles across Rice Lake rather than the suspected weak Rice Lake railway wood trestle. He was greeted by members of the Mississauga Tribe, boarded his train and arrived at Peterboro. A civic reception there, then it was back to the south, to Port Hope. At Port Hope the Prince of Wales was again under the care of the Grand Trunk Railway. He would travel west over the GTR to Whitby, where he once again left the railway and boarded the "Kingston" for an evening sail into the City of Toronto.

THE MONTREAL TERMINAL 1861

BONAVENTURE STATION

Starting in November 1855 Grand Trunk trains from Toronto had terminated at the Point St Charles station, and on December 19th, 1859 trains from both Quebec City and Portland Maine were also using the Point St Charles station. Point St Charles was not near, either the city or the harbour of the City of Montreal. It was south of the Lachine Canal. The City and the railway started looking at a proper station inside the core of the City. The GTR had persuaded the City in 1860 to secure the necessary powers from the Legislature of Upper Canada to expropriate a railway right of way and station site in the centre of the city. To this end, the city started looking at locating a central station around McGill Street. While the city was looking at putting up a $50,000.00 bonus for this purpose. A company was even chartered, May 18th, 1861, called the Montreal Railway Terminus Company. In soon became realized that this City Station was going to become a very costly affair for the Grand Trunk. The GTR stated that the construction of a railway in to the older part of the city was impossible, due to the avariciousness of the property owners and the fact that expensive viaducts would be required to bridge many of the streets. The Grand Trunk decided to ignore the city and went looking for a new and cheaper friend, the Montreal and Champlain, nee the Montreal and Lachine, that could give them an entrance into Montreal.

The Montreal and Lachine Rail Road had opened its small railway in November 1847. It ran from Chaboilliz Square, at St James and Bonaventure Streets, west to the suburban town of Lachine. Its purpose when built was that passengers could avoid on the St Lawrence River, the turbulent "Lachine Rapids", and board steamships at Lachine for Toronto and the west. It had amalgamated twice, with two railroads south of the St Lawrence in 1852 and 1857 to become the Montreal and Champlain Railway.

While the railway and the city were still in discussions about an elegant yet expensive City of Montreal terminal, the Grand trunk started talking to the Montreal and Champlain Railway. The M&C had a station, the Bonaventure Street Station at a very good location, near both the city and the harbour that would help the GTR. The Montreal and Champlain had two routes south of the St Lawrence River that were both dependent on river ferries. The two railways intersected at a point know as the Tanneries, later called St Henri. The GTR had the Victoria Bridge. The one problem, the GTR was broad gauge, and the Montreal and Champlain was standard gauge. A reciprocal agreement was made between the Montreal and Champlain and the Grand Trunk Railway of Canada in 1861. A third rail would be laid from St Henri into Bonaventure Station to accomodate the Grand Trunks 5'6" gauge trains. The Grand Trunk would lay an inner third rail over the Victoria Bridge that would allow M&C trains to run directly south without the need for the ferry.

TORONTO: ENGINE 158 FEBRUARY 23, 1862

Shortly before ten o'clock on the winter morning of February 23rd, 1862; Grand Trunk locomotives No. 158 and No. 161, doubleheaded, had been sent from Queens Wharf, to take a cut of freight cars off of the Northern Railway of Canada at Queen Street, in the west-end of the City of Toronto. The train was then to go down to the east-end GTR yard at the edge of the Don River, Locomotive No. 158 was an outside cylinder-connected 4-4-0 built by the Amoskeag Company of Manchester, New Hampshire, in August 1855 for C. S. Grzowshi and Company, contractors, and acquired by the GTR in December 1856. The second locomotive was also an Amoskeag but built earlier in November, 1856. The engineer was James O'Hara, and the fireman was Patrick Spillan. The conductor in charge of the train was Robert Colquhoun who rode in the cab with the engine crew to Queen Street, along with switchman Thomas Mitchell. Colquhoun and Mitchell got down off the engine to handle the switching and transfer of the freight cars. Engine 158 was just standing still about 130 yards east of the Queen Street crossing. Engineer O'Hara put on the water-pumps to inject water over the firebox.

Ten o'clock, the locomotive just violently exploded. The engine crew O'Hara and Spillan were thrown through the air and fell hard upon the track. The engine was described as a total wreck, the casing was torn like paper from the tubes of the boiler. Several of the tubes snapped and were pushed up alongside the smokestack. The bell of the locomotive was thrown as far as the Queen Street crossing, while the steam dome casing was found embedded in the earth of the Asylum grounds. Large iron pieces belonging to the locomotive and tender were strewn all over the track. Engine parts, pipes and rods lay twisted. Yet; when the dust cleared engine 158 was still standing on its tracks.

Poor Spillan, received massive internal injuries. He was conveyed to a house close by, where he died, after a few hours. Engineer O'Hara while injured did survive. The cause was a boiler explosion, water in the boiler had been allowed to go so low that it exposed the iron boiler plates and when new water was injected by the pumps the water reacted in a violent explosion

TURCOT DECEMBER 1, 1862

The accommodation train going west in the morning met with an accident about half way between the Tanneries and Blue-Bonnet Station near the site where an accident occurred some time ago. This morning the locomotive was completely buried in the mud and six freight cars thrown off the track. This accident was caused by the spreading of the rails. There was no injury to life or limbs.

Montreal Pilot, December 2, 1862

TORONTO OCTOBER 1, 1870

Early Saturday morning, October first 1870 an accident occurred on the Grand Trunk bridge over the Don River at the east end of Toronto. A Mr William Kelly had an extensive livestock business in a field adjoining the Grand trunk mainline between the railroad crossing at Kingston Road and the Don River bridge. In that field that day were 128 steers. This pasture was separated from the railroad track by what was described as an "exceedingly rotten board fence." It would seem that the fence was blown down that night by a storm. Early morning the beasts started moving; through the fence, and out on the railroad right of way. Three o'clock in the morning along comes a westbound freight train. This created a stampede with the animals running up the railroad tracks for a quarter of a mile to the Don River bridge. They were "jammed into a narrow space between the parapet, with the open sleepers before them, the river flowing beneath, and the train immediately to their rear, their position was a helpless one. The locomotive dashed in amongst them, throwing some clear off the parapet into the water, crushing others and scattering the frightened herd in every direction." The GTR bridge was bespattered with blood and brains with a gaping chasm where the sleepers were torn out. It was a bloody and horrid spectacle as described by The Toronto Globe newspaper reporter the next day.

November 5, 1870 It was reported that due to the prolific number of accidents on the Grand Trunk between Kingston and Erneston that a telegraph office and flag station has been established at Collins Bay. A siding has also been built there.

`KINGSTON NOVEMBER 26, 1870

Late on Saturday night, November 26th, 1870, a freight train ran off the track about nine miles west of Kingston. The train, which consisted of about ten cars filled with grain. It was believed that its speed was excessive for all the cars of the train were thrown over the embankment and went down ten feet into a bed of rocks. and were smashed to pieces. The engine in particular was smashed to pieces. The engineer and fireman escaped with slight injuries. The cause of the wreck was believed to have been a defect in a rail. It was reported that the rails in this area are worn away and very dangerous.

WIDDER STATION DECEMBER31, 1870

At about three o'clock Saturday evening, December 31st, 1870 a special train with two engines was going west ran into the rear of another extra freight that had been stuck in the snow about a mile and a half east of Widder. One engine was a complete wreck and so was the van. Four cars were thrown over the embankment. No one was injured. The cause of the accident was reported to be the failure of the engineer to see the red danger light of a flagman. Also the conductor did not send the flagman back far enough.

BRIGHTON-DANGERS DECEMBER 3, 1870

Dangers was a place four miles west of Brighton station. The story starts at Brighton station with the arrest its station agent named Ryan for embezzlement in the last week of November, 1870. The Grand Trunk Railway sent a young man named R. W. Ward as the new replacement operator and station master. Ward had only the assistance of the switch-tender named Clute. Ward sent two or three notices to the GTR Superintendent Stevenson that he needed a relief operator, for he had not had sleep in ten days straight. The Grand Trunk did not respond. In the last week of November 1870 and the first days of December Ward had been on duty for ten straight days and nights. He was worn out.

Early Saturday morning, December 3rd, 1870, Colburne station sent a telegraph message to the Brighton station that freight train No. 15 had left Colburne and that it would meet the Merchants express train 10 at Brighton. The Merchants Express was a through train and had the right of way over all other freight trains. It did not stop if it did not have too. Ward had fallen asleep at the telegraph key out of exhaustion. The message from Colburne was not received at Brighton; and therefore the train order board was not lowered to stop No. 10 to receive the new orders.

No. 10 the Merchants Express now had no reason to stop at Brighton station so Engineer Thomas Wright just barrelled through towards Colburne station. Four miles west of Brighton was a place known as Dangers, and it was there that Merchants Express No. 10 smashed at full speed into train No. 15. The two locomotives were smashed to pieces. The freight cars smashed and tangled caught fire almost immediately. A major blaze that took the entire day to extinguish.

There was another train running behind Merchants Express No. 10 and that special train No. 20. The Engineer of this No. 20 was R. Travis. When he got into Brighton, just minutes after No. 10 had passed, he found to his surprise that station-master Ward seemed stupid, for want of sleep, and found that when Ward was standing on the floor he seemed as if Ward could not stand, but fell over asleep. Travis realized the telegraph error

immediately and ran from the station and uncoupled the engine from the train and dashed off with full steam hoping to catch up with No. 10 and save them. Travis kept blowing the whistle. It was too late, the collision had occurred.

The engineer William Brown on No. 15 had had a chance to see No. 10's headlight at a distance and had managed to signal his fireman Ralph Hutchinson and both were able to jump from their locomotive in time. Engineer Thomas Wright and his fireman Charles Chandler on express No. 10 were not lucky and were killed, buried under the wrecked locomotive and then burned. Daniel Montgomery a drover riding in a freight car with his horses was killed. There were three dead men at Dangers.

At the inquest Superintendent J. Stevenson testified that he "might" have received a message from station master Ward on the Thursday, asserting that he, Ward, was unable to do his duty on account of exhaustion, but Stevenson could not recollect this message he said. Stevenson further stated, that Ward had the assistance he required in the switch-tender Clute, who he stated was an operator, and could relieve Ward.

The next person to give testimony was the switch-tender Clute, who stated that he was not a telegraph operator, never received or transmitted a message in his life, and had never represented himself to any person that he was an operator.

MOULINETTE — JANUARY 17, 1871

A freight train of eleven cars ran off the track at Moulinette near Cornwall on the morning of January 17th, 1871. Five or six cars were capsized into the ditch.

NEWCASTLE — MAY 26, 1871

The Montreal Day Express on May 26th, 1871 was keeping good time and was only the proverbial half-hour behind schedule through a rain storm. Between Newtonville and Newcastle when the engine suddenly leaped into the air and came back down still horizontally. The seven cars behind were thrown about the landscape. The oil lamps in the postal car overturned and set all the mail on fire. On the south side of the track there was a twenty foot embankment with two first class coaches and a second class coach with only the iron coupling that held fast from preventing them from rolling down the ravine. Everyone escaped alive.

TORONTO APRIL 27, 1871

At seven o'clock on the morning of April 27th, 1871 a grand trunk train was moving eastward from the Union Station, it struck a GTR freight car that had been left standing on a switch at the foot of York Street, and this caused the Grand Trunk to crash into a Great Western express that was leaving for the west at the same time.

ERNESTOWN MAY 16, 1871

The Grand Trunk night express train had left Montreal near midnight and in the early morning hours of May 16th 1871 was making its way towards Toronto. Two miles east of Ernestown, which is near Napanee, was coming around a curve when the wheel of one of the passenger coaches caught on the end of an imperfectly spiked rail which the car it would seem in front had raised. The passenger car and the Pullman cars were derailed but were still dragged along over the ties be the steam locomotive and it in some way crossed over a culvert which then twisted and threw the coach and Pullman down on their sides on the embankment. There was at first shock but while there were many injured all the persons on the train that night survived. When the Toronto Globe reporter spoke to passengers after they arrived in Toronto reported that the rails were so loose on the ties that when the Pullman car turned over, the rails for some distance were displaced. and one passenger stated to the reporter that as be passed over the wrecked track, that he was able "to easily stick his knife to the hilt into the wood ties, which were quite rotten."

GRAFTON JUNE 11, 1871

Grafton, Ontario around eight o'clock in the foggy morning of June 11th, 1871 a rather long freight from Toronto had pulled up to the station at Grafton with orders to meet the east-bound express. The locomotive was able to pull the freight train into the only siding at Grafton, but the length of the freight train did not clear the siding at the west end, and left part of the freight train still out on the mainline. Soon the Toronto Express arrived at the station. Both tracks were full. Now the problem, running only two minutes behind the Toronto Express was another westbound passenger train, an extra "Immigrant Train" and it was running faster than it should have. A young lad named Allen saw the immigrant train coming in way too fast and realized that a collision was about to occur in only seconds, he ran to the east switch and turned the switch away from the track that the Toronto Express was standing on; and instead the immigrant special turned on to the other track and smashed into the standing freight locomotive head-on. Allen's act had saved the extra train from crashing into the rear of the standing Toronto Express passenger train. Five lives were lost in the collision, Engineer Defrie, Conductor Cameron on the extra and Douglas Campbell and his fireman Liddell on the freight, and one poor un-named immigrant. There was only one red flag and it was reported to be carried on the Toronto Express, but it appears that no other precautions were made, like rear flagging, but then with only two minutes what could have been done other than slow running.

DON RIVER, TORONTO JUNE 17, 1871

Two o'clock in the early morning of June 17th, 1871 that freight train No.18 running into Toronto from the east was on time at the Don Station next to the don river. On the mainline at this same time was a shunting engine going east with about sixteen boxcars and flatcars. Train No. 18 came up the mainline at a good speed and immediately the engine crews on both locomotives saw the impending danger and they all jumped to save their lives. There was a tremendous crash heard all about the city at this early hour.

The track was strewn with the debris of cars and trucks. The locomotive tenders were smashed. One of the engines was almost standing on its end, but fused at the front end with the other engine. About six freight cars were destroyed. Given that the wreck occurred at apoint where there was an adjoining siding Grand Trunk train service continued without interuption while the site was cleaned up.

TRENTON JUNE 27, 1871

As the Toronto Express was heading through Trenton on June 27th, 1871 at 6 P.M. it was running at speed as it did not normally stop at the Trenton station. But this time to everyone's surprise a loose steer ran out from the street and on to the track and was hit by the pilot of the locomotive and thrown off the track but the steer than rolled back under the passenger cars was then hit by a wheel and the whole train was thrown from the track. The train first crashed through the water-tank house and then tore up the platform in front of the station. No one was injured, so with the locomotive still on the tracks, several boxcars were commandeered; and the engine with the boxcars carried the passengers into Toronto.

COLLINS BAY SEPTEMBER 25, 1871

A heavy freight train ran off the track between Collin Bay and Ernestown, on the morning of September 25th, 1871 and that two oil cars caught fire and burned. It took a lot of work to subdue the blaze. The fire did a terrible amount of damage to the track and it took more than four hours to make repairs. It was reported that the track in this area was in very bad condition.

VAUDREUIL APRIL 27, 1872

A collision occurred on the |Grand Trunk Railway on Saturday April 27th, 1872 in the early evening when two heavy freight trains collided due to a misplaced switch. Both the engineers and firemen jumped from their locomotives and escaped injury. The two locomotives were 'telescoped."

COBOURG SEPTEMBER 11, 1873

A collision occurred at the crossing of the Grand Trunk Railway and the Cobourg and Petersborough Railway on September 11th, 1873. The C&P train left its station on the lakefront at Cobourg bound for Harwood right on time. and proceeded only as far as the Grand Trunk station. A GTR freight was coming into the station. The engineer on the C&P engine thought that he had the right of way and continued with steam up; while the GTR engineer thought after seeing the semaphore that he had the clear track continued. There was a collision. The engine of the Cobourg ran into the GTR locomotive right at its side, sending the Grand Trunk engineer right through the window of his engine. The engineer was fine, but the debris of the two engines, ten iron ore dump cars, and two flat cars blocked the C&P line but not the double tracked GTR mainline at this point.

SHANNONVILLE, ONTARIO JUNE 22, 1872

The Grand Trunk night passenger train No. 3 left Toronto late on the evening of June 21st, 1872 bound for Montreal. It arrived at Belleville half-an-hour late. The engineer got down and did his examination of the locomotive. Leaving Belleville in the cab of engine No.198. was Engineer John Hibbert and fireman Andrew Kidd. Locomotive 198, a 4-4-0 had been built by Daniel Gunn's Hamilton Locomotive Works in March 1858.

The train left Belleville and started going down grade at about twenty-three miles per hour. The single track in this area was considered rough in portions but the running crews did not consider that the track was the worst part of the run. One mile east of Shannonville near the salmon river bridge there was a loud bang, Engineer Hibbert gave two blasts on the whistle for "brakes", then suddenly the engine was flung from the track. The engine made a sharp turn to the right and went down and over the embankment, followed by the locomotive tender. The express and baggage cars shot past the engine and ended up laying diagonally across the track. The second-class car turned to the right and ran on top of the engine, followed by the smoking car, which then smashed and telescoped the second-class car. The cars broke off the safety valve on the locomotive and the boiler, full of the steam and water emptied in about twenty seconds. Volumes of live steam were pouring out of the wrecked steam engine, right into the wrecked passenger cars, lying prostate on top of the engine. The railway's passengers were scalded to death as they lay injured and dying from the wreck. Reports stated that passengers some ran, some crawled out of the coaches, and then ran blind out into the open air ripping flesh off the bodies. Hideous, quivering agonies of death were all around. Engineer Hibbert was found dying under his locomotive. An emergency train took both wounded and walking passengers to Belleville for medical attention.

One of the passengers on the train, a William Ferguson, a civil engineer by trade, just moments after the crash had the presence of mind to immediately to try to determine the cause of the accident walked back up the track trying to examine for a broken rail when he met a GTR employee holding a part of the flange of a wheel that had fallen off.

Ferguson then went back and examined the locomotive and found that the right hand pony or pilot wheel fractured and broken. He then went back and examined the track and found the rails were in there place, true and in gauge, but he detected in the one rail that the broken wheel had damaged the rail for a few revolutions. He concluded at the scene that the broken flange had allowed the wheel to mount the rail, sending the engine off the track.

Thirty-one people dead; and another fifty people were injured at Shannonville. A jury of inquest was held at Belleville two days later. Grand Trunk officials were examined about the state of the track and the state of locomotive No. 198. The inquest came to the conclusion that it was the breaking of the flange on No.198 that was the cause of the accident.

BONAVENTURE STATION FEBRUARY 14, 1873

Grand Trunk locomotive No. 334, the "Hemmingford" had been built in January, 1853 by the Amoskeag Locomotive Company of Manchester, New Hampshire. It was a small 4-4-0. It had been constructed as a standard gauge locomotive; not for the broad gauge Grand Trunk Railway, but for the old standard gauge Champlain and St Lawrence line to St Johns and Rouses Point.

Friday afternoon, February 14th, 1873, at about 1:30 the little engine 334 was standing on a siding beside the fence on Bonaventure Street and within a few yards of the telegraph station and gates at the foot of Mountain Street, in the Bonaventure Station yard at Montreal. The driver was quietly oiling and polishing the locomotive works in preparation to doing some shunting work around the station. It was exclusively the station shunter. Suddenly without warning the boiler exploded with terrific force. Engineer Alexander Kelly was hurled up into the air and dashed against the side of the adjoining house. When he fell to the ground he was dead. The fireman, Henry Fell was actually under the locomotive at the time of the explosion. He was thrown on his hands and knees and rinsed with steam and boiling water. While badly scalded, Fell survived. Iron debris showered the area. a woman was seriously injured by a piece of a flying iron bolt

CHANGE OF GAUGE OCTOBER 3, 1873

The Canadian railway system for more than two decades from 1849 was dominated by the Provincial or Broad Gauge of 5' 6" between two iron rails. The American railroad system for the most part was the Standard Gauge of 4' 81/2". The difference of gauge caused a major restriction on trade and interchange between Canada and the United States of America. The day of the Broad Gauge in Canada had come to an end. The entire Grand Trunk Railway System had to converted to standard gauge. The mainline between Montreal and Toronto the end would come in a matter of only two days, Friday and Saturday, October 3rd and 4th, 1873.

This was a large undertaking for it was not just moving one set of rails inward but the entire twenty year roster of railway rolling stock had to be either converted or destroyed and replaced with standard gauge locomotives, passenger cars and freight cars. The Grand Trunk Railway ran advertisements warning shippers that between September 22nd and October 4th that the number of freight cars would be diminished daily and the ability of the company to carry traffic during this fortnight will be greatly lessened.

Mr E. P. Hannaford had made allthe necessary arrangements weeks in advance. He had surveyed the whole distance from Montreal to Sarnia, 421 miles, by handcar. It took him two weeks for this survey and he then produced very detailed instructions. The work was laid out in sections none of which were to be longer than 15 1/2 miles long. The time given per section was four hours. The start time for each section co-insided with the east and west bound trains passing each other at Cobourg. Over 1500 men were employed in this task. By six o'clock the entire section from Toronto to Kingston was completed. Locomotives were stationed at Belleville and Kingston, as well as Toronto and Montreal to both pick up men but also to test the effectiveness of the completed work.

The last broad gauge train from Montreal to Toronto would leave Montreal at nine o'clock on the Thursday evening of the 2nd of

October,1873. The morning train leaving Montreal at 8:00 on Friday, October 3rd would run only to Brockville. No other trains would leave Montreal on either Friday or Saturday.

The last train from Toronto would leave Toronto at 8:00 o'clock on the Friday morning of October the 3rd, for Montreal. There would be no other trains leaving Toronto on either Friday or Saturday.

Work on the change started in Toronto at 10:00 A.M. and Kingston at 1:00 P.M. when the last broad gauge train on the Grand Trunk Railway from Toronto went sweeping past the Kingston station at one o'clock. During these two days the Royal Mail was diverted to a Royal Mail boat.

Single locomotives and freight trains were running by Sunday. Monday, October 6th, 1873 the entire Grand Trunk line from Montreal to Sarnia was Standard Gauge. with a new passenger timetable took effect.

BROCKVILLE JUNE 6, 1877

Between two and three o'clock on the morning of June 6th, 1877 a freight train coming into Brockville yard from the east was being followed by a single light locomotive. The freight train was obliged to stop just near the North Augusta Road crossing as the semaphore was closed. Both the freight and the light locomotive stopped and waited until the semaphore was opened. The freight pulled out, but for some unexplained reason, the light engine did not and just sat there. Suddenly there was a scream from behind; it was the west-bound Toronto Express. The engineer on the Express could see at a distance that the semaphore was open and he accordingly let his engine take "her swing" down the grade. It became apparent to both engineers of the danger that they were now in. The light engineer opened up his valves to get away while the thundering express reversed his steed and applied the brakes. With a whiz and a shriek the express crashed into the tender of the first locomotive. The light engine was struck with such force that that it was forced clear down to the Park Street crossing with its tender dragging along the track and the front end of the express shoved in. The baggage and express cars had been thrown from the track. Engineer Miller on the express tried to bring everything under control but as the affair started his fireman had jumped from the engine and he was now forced to try to both reverse the engine and apply the brakes by himself. No persons were hurt and the track was soon repaired.

MORRISBURG OCTOBER 4, 1878

The west-bound Express No. 4 with two locomotives, GTR Nos. 416 and 303, was running late owing to a very heavy train, there were over 1100 passengers on board the train this day. As the train neared the Morrisburg station, a mile and a half away, the engineer on the second engine No. 303 noticed that the two engines had broken away from their passenger train. There was it would seem little distance between the engines and the passenger cars. The two engines slackened their speed to allow the train to run up to them to allow them to stop altogether at the station. The separation of the train had broken the brake line so that even with the locomotive brakes and reversing the engines these alone could not stop the momentum being forced on the engine by the passenger cars. The Express could not be stopped.

At the Morrisburg station sat an west-bound freight train that was still sitting on the mainline. It had not been shunted off on to a siding. All the engines crews saw the collision now coming and jumped from their trains. The double-headed Toronto Express crashed into the standing freight trains caboose. The first engine was thrown from the track on impact with a portion of the freight train's van being driven into the boiler of the first engine. The second engine was thrown from the track and ran diagonally over the track till it turned over in the ditch. While the locomotive crews had jumped, a poor fellow named James Pritchard, who had being doing work for the Grand Trunk, had hitched a ride in the second locomotive, and instead of jumping, he had chose to run back into the coal pile of the tender. He was killed in the wreckage.

At the inquest in the matter it was determined that the Express had been running at excessive speed from its last stop at Dickenson's Landing and that it was believed that the train was running near fifty miles per hour

SCARBORO GRADE DECEMBER 4, 1878

December 4th, 1878 in the morning, between three and for o'clock a freight train left the Don station with about twenty-five freight cars and a conductors van. It was under the charge of Conductor Joseph Johnston. This was a heavy train and it was decided that the train would be given an assist engine that was attached at the rear to push the train up the grade that overcomes the Scarboro Heights. Grand Trunk pilot engine No. 10 was attached to the rear of the train. The pilot engine helped to push the train up the grade and at about one mile from Scarboro station the heaviest portion of the grade had been conquered. It was decided to cut loose the pilot engine and this was done by pushing up on the train and then releasing the coupler, so as not to release any of the speed of the train. The pilot engine now freed had started going backward to return to the Don station. The coupling between the freight cars of the east-bound freight now had more force applied to them without the pilot engine being there, and then the coupling between the last three freight cars broke. The two cars and the caboose first came to a stop, but then still being on a grade they started to roll back. They were rolling downgrade and an attempt by Conductor Johnston to use the caboose brake just did not stop the runaway cars. The conductor jumped from the train and tried to run and catch up with the freight train so as that locomotive might aid in a recovery. Brakeman Meaghar stayed at the van brake. In the meantime the engineer and the brakeman on the freight train had reached Scarboro station and it was hear that they intended to do some shunting. With no knowledge about the runaway van and cars they uncoupled seven cars right on the mainline. The front end thought that the back end was still there and they would be setting the brakes at the rear and that the train would be blocked. Suddenly these seven cars started to glide back down the grade in total darkness. They quickly gained speed as they passed conductor Johnston as he was toiling up the track to Scarboro. They ran fast without brakes down the grade and soon they were upon the van with its two cars and slammed into them, throwing brakeman Meaghar from the van and also other couplers had been broken in the collision. The collision had also knocked off the brake in

the van. Now there were four freight cars and a conductors van roaring down the grade. Meanwhile the broken drawbar on the other part of the five runaway cars was ploughing along the track had slowed these five cars that allowed brakeman Meaghar to be able to run and catch up with later part of the runaway and be able to jump on board, Meaghar could then set the brakes on this part. He stopped the five cars. Meanwhile four freight cars and a van were rolling down hill with nothing to control them. Pilot locomotive No. 10 had backed down to the Don station, and had stopped on the mainline to take water from the water-tank. the fireman got on top of the tender while Engineer Little was stepping down from the cab to oil the locomotive when he heard the low muffled roar as the runaways ran over the Don bridge. The cars sprang out of the darkness and with a deafening crash leap upon the engine sweeping away the smokestack, sand dome, steam dome, whistle and bell. Everything was wrecked.

TRENTON DECEMBER 23, 1878

At Trenton it was customary at this time to couple two trains together in order that they could better able to ascend the heavy Sidney grade, which was considered the worst on the Grand Trunk Railway. On December 23rd, 1878, the first train waited at Trenton for the other train to arrive for ten minutes. The conductor of the forward train coupled the two trains together then he stood on the platform as the two trains started. In just a short distance the two trains un-coupled. In trying to re-couple the engines there was a collision between the two trains.

PRESCOTT AUGUST 13, 1881

The ten o'clock passenger express from Montreal to Toronto on the night of August 13th, 1881 consisted of a postal car, express and baggage car, four coaches and six Pullman sleeping cars. The cars were filled with sleeping excursionists returning from Montreal. At 3:30 that morning the train arrived at Prescott Junction on time and a sleeping car was cut off the train bound for Ottawa, After leaving the junction the railway ran on a downgrade and soon the train was going fast, After passing the western semaphore signal a cow appeared out of the darkness. It was one of four cows rummaging on the track. The passenger train hit the cow and carried itto the first crossing west of Prescott when the dead cow was caught in cattle guard and the locomotive was thrown from the track. The locomotive, tender, baggage car, express car a smoking car, and two passenger coaches all left the rails. This all ran on the ties for more than one thousand yards until the locomotive turned and went down the south embankment. The tender shot by along with the express car went down the other side of the embankment. The baggage car passed all this and went the furthest until it went off and landed by the fence. The passenger coaches were then thrown upside down. All the passengers escaped through broken windows, alive and uninjured. Engineer John Howarth was found dead, with his arm around the whistle which he had blown twice frantically before death. Fireman William Taylor was discovered in a field still alive, but insensible.

BAINSVILLE, ONTARIO AUGUST 28, 1881

Saturday night, August 27th, 1881 at the station of Lancaster, station agent Allan Grant finished his day shift as telegrapher at 7:30 that night after a twelve hour day. The night shift had arrived, Alexander Dafoe and Hugh McPhee the night switchman. Dafoe was considered a popular man about town and he mentioned that he had just finished playing a game of lacrosse. Lancaster was an important part of the Grand Trunk's single track railway system and therefore all freight trains had orders to stop at the Lancaster station to receive train orders.

At Brockville regular freight train No. 13 left with twenty cars, proceeding east-bound for Montreal. The engineer was George Ford and the conductor John Cranshaw. It was before midnight. Grand Trunk rules in 1881 had it that only freight trains that were in motion prior to midnight or special livestock or refrigerator trains were allowed to leave a locomotive terminal were to run on Sunday.

At the Grand Trunk's Montreal yard, Point St Charles, Conductor Michael Flynn had been called by the GTR despatcher to take engine No. 154 on a special or extra train of 29 cars to Brockville. It was given the name "Flynn"s Special". The train had been made up by 11:30 that night and while ready to go did not leave Point St Charles until 12:10 in the early morning of Sunday August 28th. The Engineer was John Cliff. Proceeding west at Riviere Beaudette "Flynn's Special" received orders that it was to stop and meet one train at Bainsville and Train No. 13 at the Lancaster station.

Dispatcher had sent the order for the meet to Agent Dafoe at Lancaster. Dafoe received the message, acknowledged its receipt, and then had switchman McPhee also sign an acknowledgment of the order to cross trains at Lancaster.

BAINSVILLE

There was a heavy fog in the early morning hours when train No. 13 arrived at the Lancaster station. Agent Dafoe had been found sleeping on one of station benches earlier by another train crew. Switchman McPhee was busy throwing switches at the west end of the station. Engineer George Ford did a rolling stop, that is the train rolled through the Lancaster station at about two miles per hour to allow Conductor Cranshaw to alight from the train and go through the switches. The train order board or the semaphore signal were not set at Danger or Stop. Cranshaw asked the switchman if everything was all right. McPhee replied that everything was "all right". The Conductor did not check the station for orders and the semaphore signal was set for proceed. Cranshaw gave the signal to go to engineer Ford. Train No. 13 was to stop at Lancaster and not to proceed until it crossed Flynn's Special. It was now running east at fourteen miles per hour. Four and a half miles east of Lancaster and one mile west of Bainsville at 5:07, the morning of August 28th train No. 13 crashed into Flynn's Special.

Engineer John Thomas Cliff, fireman William Bowie Hislop, and Albert Anderson brakeman on the Special were killed. Station Agent Dafoe fled and switchman McPhee was tried for manslaughter.

SCARSBORO JUNCTION SEPTEMBER 16, 1881

Grand Trunk Railway Friday, September 16th, 1881. The No.4 Express train from Montreal was extremely heavy this morning and as it was running west when it pulled into Belleville the descision was made to split the large heavy train into two components. The first part consisted baggage and first and second class coaches, while the second train was five sleeping cars.

A light engine was despatched from Toronto through Scarboro Junction to assist a heavy freight train up the steep grade in that area. as it was returning to Toronto the fireman lost his hat. The engineer stoped the locomotive just to allow the fireman to regain his cap. When the engineer looked back he saw the fast passenger express bearing down upon him. The Express crashed into the light engine and for a brief while engines and trains could be seen running together. The engines had telescoped each other. The windows in the passenger cars had burst but there were no serious injuries.

PORT HOPE JULY 6, 1883

A terrific collision occurred just east of the giant Port Hope viaduct at about six o'clock on the morning of July 6th, 1883. Two freight trains, one east-bound with engineer Graham and fireman Willoughby; and one west-bound freight, with Engineer Baird and fireman Clay were involved.

When the east-bound regular train arrived at the Port Hope station; the conductor went into the station to receive train orders. He was given an order cancelling the regular train thus giving him the right of way all the way to Cobourg. Once again there was a heavy dense fog that morning. Engineer Baird pushed off and was running downgrade towards the viaduct when he saw a train coming in the opposite direction, the Graham train. Baird applied brakes, but on the downgrade, it was futile, the train was not slowing.

Meanwhile the freight going to Toronto saw the oncoming trainbut he also could not slow down because of the grade. All the train crews knew that a collision was about to take place and all jumped from their trains.

The huge locomotives crashed together, were thrown up in the air and then tumbled to the south side of the track, locked together. With the locomotives destroyed and eleven or twelve cars were completely smashed, many into splinters.

PRESCOTT AUGUST 22, 1886

A pitch in took place about nine o'clock on the night of August 22nd at Prescott when the mixed train from Montreal and a freight train collided due to a mistake in train orders. The train crews jumped from their locomotives just before the collision. The passengers were saved as there were at least ten cars between the locomotive and the coaches. The two locomotives were wrecked, one being thrown down into the ditch.

THE MONTREAL TERMINAL 1888

BONAVENTURE STATION

Construction started on a new Bonaventure station in the latter part of 1886. The castelatted brick Victorian station was opened to railway patrons on October 15th, 1888.

October 15, 1888 The old station is gone. The new Grand Trunk station opened this morning. The old Bonaventure station, it was said, was now a thing of the past. The work of total demolition had been in vigorous progress since that morning. The entire business had been transferred to the new station. A board was placed across the outside of the veritable structure to prevent the ingress of passengers. The roof was already gone, and old boards were laid about the property.

The new station was open to the public. The general waiting room and the ladies special waiting room were given into possession of the Grand Trunk on this morning. Neither room was quite finished. The general waiting room was quite large, which contained the ticket office, telegraph office, parcel office, news stand, and from which there were entrances to both the dining room and the ladies waiting room. The central space was occupied by circular seats, which enclosed the heating apparatus. The floor had mosaic tiles. The ceiling had natural wood ornamentation, varished, with a handsome stained-glass dome in the center. a handsome imitation fire-place was at the south end of the station. In the ladies waiting room there was another imitation old english fireplace with logs and irons, beautiful carvings above the mantel and a bevelled mirror in the center, giving as the Witness said, the suggestion of warmth and "homelikeness" to the room.

The dining room while not quite finished, was situated centrally, quite accessible, and was entirely removed from the cooking department, which was located on the second floor where two immense stove-ranges were located. The cooked food reached the dining-room by a dumb-waiter, in closely covered copper vessels. A promenade or reception hall ran the whole length of the building at the back. The space was ample and with

seats placed here and there, provided convenient resting places for people waiting for friends on the trains.

The baggage department was given two large spaces on both the first and second floors. The station was rigidly kept clear of idlers, for Officials in uniform were at each door leading from the main entrance and tickets had to be shown that would allow entrance to the central hall.

The railway tracks ran up to within thirty feet of the station.

October 18, 1888 Work on completing the station continued, while a great number of people came down to visit the new station. The main railroad tracks could not come right up to the station as planned until the debris from the old station could be cleared away. In addition to the general ticket wicket, there was a neat wicket for the ladies in the ladies waiting room, set apart for the ladies use only, where tickets could be purchased quietly, without the ladies having to undergo the crush at the general ticket wickets. Special police were trained to be of assistance at the station.

Montreal Witness, October 16 & 18, 1888.

Bonaventure station Montreal, S.S. Worthen, Canadian Rail,

Terminal Stations of Montreal; Omer Lavallee, C.H.R.A. News Report; No. 92, September, 1958.

LACHINE DECEMBER 4, 1890

December 3th, 1890 Montreal experienced one of the worst snow storms in its history The city and it's railways were blockaded. The night Toronto Express carded for a 11:55 departure did not depart until 5:30 on the morning of December 4th. The train now running nearly six hours late reached the Montreal suburban town of Lachine around six o'clock. There is a spur off the mainline at Lachine, a remnant of the old Montreal and Lachine Railway of 1848 that ran to a wharf on the St Lawrence River. At this early hour switchman Dubois, thought when he saw the headlight, that it was the morning Lachine wharf train and not the tardy Toronto Express so he threw the switch for the Lachine spur. Engineer Joseph Birse who was in charge of the engine did not notice the mistake until he had passed the station and then he quickly turned off the steam and applied the brakes. The spur is short. Soon the train was on the Lachine wharf, brakes still on, and then the locomotive at the end of wharf and rails just fell into the St Lawrence River. The engine plunged down into fifteen feet of water with the engineer and fireman still in the cab, but the passenger cars stopped on the wharf. Birse was killed, but fireman Edwards managed to get out of the debris and swam to the top where he was rescued. there were nearly one hundred passengers on board the Toronto Express and all were saved by engineer Birse sticking to his locomotive until the last moment of his life.

BOWMANVILLE NOVEMBER 15, 1898The Grand Trunk express train No. 7, from Montreal to Toronto, crashed into the rear end of a freight train standing on a siding at Bowmanville near eight o'clock on the night of November 15th, 1898. Engineer Fred. D. Warren and his fireman T. Casey were injured.

BOWMANVILLE JULY 1, 1901

July 1st, Dominion Day, 1901 was marked by a Grand Trunk collision. About 3:30 in the holiday afternoon the way freight from the east, GTR No. 837 was preparing to take its train into the siding at Bowmanville to allow a through manifest freight to pass on the mainline. The local had not been able to put its train back into the siding when suddenly the through freight came bounding round the curve at thirty-five miles per hour with no intension of stopping at the Bowmanville station. The engine crew saw the peril and jumped quickly from GTR Mogul No. 919. The collision came on the bridge at the west end of the Bowmanville station. The momentum of the east-bound through freight so heavily laden that that it threw No. 837 back some rods. The eastbound train suffered the most damage, engine 919 was off the track, its tender toppled over the bridge falling onto the west side of the creek. The next car loaded with wool was completely upended and the wool was scattered all over the bridge. A car of Manitoba flour was dumped right into the creek as was a car of pressed hay. A car of Massey-Harris machinery was knocked to splinters and the machinery scattered along the bank, bent and crushed. Instantly after the collision fire burst out in the debris. The local fire brigade was called. Fortunately enough men of the brigade responded but oddly there was a shortage of horses in town to pull the fire engine that horses from a travelling minstrel show had to be commandeered. The firemen placed the fire engine beside the east water tower and laid several hundred feet of hose. There first effort was to save the double track railroad bridge, which was successful. It took the fire department nearly five hours to bring the fire under control. The wreck trains soon arrived from Cobourg and York and debris was cleared and new ties and rails laid to allow trains to pass by nine o'clock that night.

TORONTO UNION STATION 1895

In 1895 the Grand Trunk entered into an agreement with the Canadian Pacific for the joint use of the 1873 Union Station. The station was considerably expanded with a second enclosed trainshed built south of the older station. A large arched entrance and station and office building was constructed directly on Front Street connected to the 1873 station.

MURRAY HILL-TRENTON NOVEMBER 15, 1898

The Grand Trunk Toronto Express, train No. 5 westbound, roared through the early morning darkness past the Murray Hill station, near Trenton, on November 15th, 1898 right on time at 4:45 A.M. Passenger locomotive no. 773 had veteran engineer William Brady and fireman John McDonald in the cab. Two miles ahead the single track Grand Trunk mainline at this time went from being a single track to a modern double track route all the rest of the way into Toronto. At this point stood a little switchhouse As the Express gained the top of the grade at Murray Hill and thundered along towards the switch the switch was showing Red, the universal sign of danger. If someone had not blundered the signal light would have shown white. A red light meant that the train would take the right track, a white light the train would take the left track. A mile beyond the switchhouse on the right track stood another train, the way freight No. 96 with GTR locomotive No. 712. It sat waiting for the passenger express to pass the switch. The engine crew heard the rumble of the approaching train and watched the headlight grow larger as it reached the switch The Express was travelling at fifty miles per hour. Engineer Ivens on the way freight was just getting ready to move his train ahead after the Express had passed. Then suddenly he felt the vibration of the rails under his cab. He knew that the Express was on the wrong track, it was on his track. While there was still a mile he knew it was coming for him. Engineer Ivens yelled to his fireman Alexander Toppin to jump which they all did, and then they ran and ran through the open field. In a moment the crash came. The two mogul engines hit head-on and both engines rose in the air by the force of the crash. The line of heavy freight cars made the freight a solid obstacle. The weight of the heavy Pullman sleeping cars at the rear of the Express made for a terrific force. The weakest part of the train was the second class coach in the middle of the train. With baggage and postal cars in front of it The coach was telescoped by the baggage car that shot right through the inside of the coach. Nine passengers inside that second class

wood coach died. Eleven passengers were injured. Engineer William Brady and fireman John McDonald were dead.

The simple cause was that Engineer Brady had gone through a red signal. but when he hit the switch and the engine was thrown at speed onto the wrong track the violent vibration should have been a sign to Brady that he was on the wrong track. He had a mile to stop his locomotive. Plenty of time. He was known to be a sober man. Maybe the evidence given by fireman Toppin at the inquest, that he found a long line of sand from the switch to the impact site. Brady was trying to stop his locomotive, he was giving it sand and giving it brakes; he wasn't asleep.

The Dead Passengers:

Charles Goodchild, William Lunness, John Casey,
Merle Keru, Gorg Halbrich,
three unidentified Russians, a man, a woman, and a child.

The Dead Train Crew:

William Brady, John McDonald

BOWMANVILLE NOVEMBER 15, 1898

At Bowmanville, earlier that same night of November 15th, 1898 the Grand Trunk Express from Montreal collided with the rear end of a freight train about one mile east of Bowmanville. Engineer Fred. W. Warren and fireman T. Casey were badly injured. The freight train after taking water at the water tank was backing eastward to enter the siding and allow the Express to pass. While the freight locomotive was standing for the switch to open the passenger express dashed around the curve and struck the caboose of the freight at full speed. Three of the end freight cars were wrecked and some took fire. The blaze roared around the damaged locomotive. Martin Foy, a baggageman pluckily mounted the engine and reversed it and backed he locomotive out of danger. None of the passengers on the train were injured.

Toronto Globe, November 16, 1898

DOUBLE TRACKING 1898

The Grand Trunk Railway around 1890 started to double track large sections of its mainline between Toronto and Montreal. In 1898 there were still portions that were single track. Work was started to complete the double-tracking of the main line.

St. Anne's to Vaudreuil

In 1898 two work trains and seventy-five men were employed on the section where the GTR crossed the Ottawa River at the West end of Montreal. New and improved stations were built of limestone and pressed brick at both of St. Anne's and Vaudreuil.

Murray Hill to Trenton

Between Murray Hill and Trenton in 1898, three work trains and one hundred men were employed in not only double tracking the railway but the grades were being reduced so as to do away with the pusher engines employed between these two points and the company expected to save $10,000 per year on the pusher engines. Over 175,000 cubic yards had to be removed.

These two projects by 1899 resulted in 13 miles of double track and this left only 46.26 miles of single track between Port Hope and Port Union. Further the yard at Trenton was raised at this same time.

Port Union to Whitby Junction

By summer of 1901 the section between Port Union and Whitby Junction 13.13 miles was doubletracked. While the railway was able to lay the second track beside alongside the first track without any deviation from

the original location the grades in this section were changed. The track was raised about five feet between the Rouge river and Port Union, and about six feet across Dunbarton Hollow which was the second sag in the railway east of Port Union. There was a considerable cut two and a half miles east of Port Union which because of the hard pan took considerable time. A temporary station was erected near Dufferin, just west of Pickering station to aid in the operation of construction trains at this time. Over 100,000 cubic yards of material were removed using steam shovels.

By the Spring of 1902 only 33.13 miles now remained of single track, between Port Hope and Whitby, but on this section of 12.5 miles of track required a deviation from the original mainline so that a better alignment and much easier grades could be obtained. One deviation, west of Port Hope was for seven miles to the north that eliminated several reverse curves and the grade was reduced from 1% to 0.5%, and the new route rejoined the main line near Newtonville. The second change started at Bowmanville and extended 5.5 miles to mile-post 295.5 near Darlington summit that reduced the grade from 1% to 0.33%. The deviation of the mainline greatly reduced the curvature from the original line, and the new gradient was much easier for eastbound traffic which was the heaviest. The third deviation was from mile-post 279.5 to milepost 283.5 a distance of 3.5 miles. The contract for the work on the first two deviations was given to P. Breen and Company of St Catharines. The Third was given to Ross and McRae of Montreal. The masonry work was done by the Honourable W. Gibson of Beamsville. The principal engineering work included; (1) a 20 foot arch bridge 205 feet long at the Port Britain gully M.P. 273 under an embankment sixty feet high, (2) a 21 foot arch bridge public road M.P. 279.5, (3) a combined road and stream 21 foot arch bridge M.P. 291.75. The line between Port Hope and Port Union ran practically parallel to the shore of Lake Ontario, crossing the valleys almost at right angles and therefore made a series of ascending and descending grades, the maximum was 1%. The new alignment over this same section for eastbound traffic to a third of one per cent. The old track was lowered in cuts from 10 feet to 20 feet at the top of the summit and taking that material and using it as fill in the lower section to raise the track.

The work was done through hard clay with underlining layers of hard pan. Large steam shovels were used to make the cuts, with the excavated material then loaded onto flatcars, and then taken to the fill location and unloaded using Rapid Unloaders. One single track was used for mainline trains and a second track was reserved only for the work trains.

In connection with the double tracking, a new station was built in 1903 at Whitby Junction.

By December 1903 the entire Grand Trunk Railway's mainline from Montreal to Toronto was double tracked.

June 1904 A new bridge was built over the Rideau River at Kingston Mills to replace a lighter one erected about 1890 when that portion of the line was first double-tracked.

RIGHT-HADE SIDE RUNNING

At nine A.M. on July 22nd, 1906 the Grand Trunk gave out an order to the effect the operation of trains and engines over the double tracked portions of the GTR were to run on the right hand side track. Before this date trains on the GTR had run according to the British practice of running trains on the left hand track in the direction that they were travelling. One exception had been west of London where trains ran in the American style on the right hand track. From this date, all Grand Trunk trains were to operate on the right hand side and the British practice abolished.

CR&MW; Aug. 1899, p. 235; Dec. 1899, p.348; Sept. 1901, June 1902, p. Oct. 1902, p. 340, Dec. 1903, p. , Feb. 1904. p. 59, June 1904, p. 195, Aug. 1906, p.473

ROYAL TOUR OCTOBER 15, 1901

In 1901 Their Royal Highnesses, the Duke and Duchess of Cornwall and York paid a visit to Canada as part of an official around the world tour of the British Empire. The Duke of Cornwall was the oldest son of the reigning King Edward VII, King of England. Canadian Pacific supplied a very special train for the Royal journey across Canada. The Duke and Duchess landed in British Columbia and travelled east. By mid-October the Royals were in southern and central Ontario. October 14th, 1901 Their Highnesses were in Toronto.

The Royal Train left Toronto at 7:45 on the evening of October 14th, 1901 and travelled east over the Grand Trunk to Belleville where it arrived at 12:30, where the train was to lay over for the night. The Toronto Globe reported that there was not a switchhouse on the GTR, not to speak of the regular stations, which did not have a crowd of people, cheering and waving as the train passed.

At Whitby, over one thousand people gathered at the Grand Trunk station. When the train bearing their Royal Highnesses arrived at Whitby a royal salute was fired from one of three historic cannons that decorate the lawns of the Ontario Ladies College.

At Cobuurg a large crowd of people assembled at the station when the royal train pulled into the station briefly only to allow the Conductor to register his train at the station. The train was expected to arrive at 9:20, and by 10:30 a large crowd had assembled when the train did pull into Colbourg. There were three sections to the Royal Train, the Royal Train proper, the Governor-General's train, and a train that carried the mounted escort under the charge of Major Forester. The Royal Train and the Governor-General's Train were sidetracked on the Midland Siding for the night about one from Belleville in a place of absolute tranquility. even the air pumps on the steam locomotives were shut off. The next morning there was a large crowd estimated at about 10,000 at the GTR station. The Royal The Royal Train backed into the Belleville station. Mayor Graham was introduced to Royalty. It was only a ten minute visit. At 9:55 the royal Train left Belleville. The train was whirled over the GTR to a large

reception at Kingston, the Royal Military College and Queen's University Their Highnesses left Kingston on board the steamer "Kingston" at 1:15 P.M. for a scenic river trip to Brockville through the Thousand Islands. The steamer stopped at the wharf at Brockville, then continued down the St Lawrence River.

Cardinal, Ontario; the Grand Trunk Railway built a temporary station where the Royal Trains could pass the night. Cornwall was the next destination where 4000 people waited on the GTR station platform. Mayor Campbell presented their Royal Highnesses with a complete set of Lacrosse sticks. The Royal Train passed through Montreal at noon and continued eastward through Quebec's Eastern Townships and then onward to the Atlantic.

The bridge over the Rouge River at Coteau, Quebec was replaced by one 135 foot double track span in 1898.

The station at Thousand Islands Junction was moved two miles to the east in August 1900. p. 234

A new station was built was built in 1900 at Queen Street East, Toronto to service residents of the east side of Toronto. p.234

The grade at Napanee was raised six feet in 1901, which required the raising of the bridge over the Napanee River and the change in the location of the station. p.236

The Manitoba Yard at Brockville had its capacity doubled by June, 1902 p.203

The Grand Trunk moved its Deseronto station to Napanee in December 1905.

YORK. YARD

The yard at York in the east end of Toronto was remodelled and by December.1899 the work was completed and its accommodation for 500 cars was increased to 1500 cars.

October, 1909 the Grand Trunk announced that the company had decided to abandon the yards at York, for terminal purposes and that all locomotive servicing was to be done at the Mimico yard, on the west side of Toronto. The engineers and firemen that had been stationed at York were moved to Belleville. The locomotive work previously done at York was also moved to Belleville. The trains running between Belleville and Hamilton will take on locomotives at those two points and not at Toronto.

CR&MW: Dec. 1899, p. 347; Oct. 1909, p. 721

DON YARD

In the summer of 1902 the Grand Trunk took about to rearranging the Don Yard in Toronto. It was stated that with the alterations that were made, the Don passenger station was wiped out, and that the small amount of passenger traffic originating in this east Toronto location was moved to the new Queen Street Station. This was the location of the first GTR station in Toronto in 1856. In the old arrangement the tracks between the Don and Trinity Street there were three curves and a tangent and with the alterations made two of the curves were eliminated and the tangent track is carried from the Don bridge to Cherry Street. All of the siding east of the CPR crossing were re-arranged. On the north side there were two tracks installed for holding the east-bound freight train that would be awaiting orders. North of this was a loop track running into the new ice house which enabled east-bound trains to be "iced" without having to do any switching or to cross over the mainline. A small but convenient freight yard was located north of the mainline and east of Cherry Street. The old freight shed on Berkley Street was removed. South of the main line there were six tracks used for switching purposes and for holding west-bound trains.

The following summer additional changes were made. The two old single track bridges were removed outwards so to be used for switching tracks to be clear of the mainline a new double track bridge was built for the mainline. A track for switching was extended to Queen Street with plans to extend it to York.

CR&MW Oct. 1902, p. 340

Dec. 1902, July1903, p. 243

PARLIAMENT FREIGHT YARD

The Grand Trunk in December 1902 announced that the company had acquired from the Ontario Government the site of the old Parliament building. The land was 954 feet by 427 feet. The company planned to utilize this land to build freight yard to service their freight sheds. The company took possession of the land July 1, 1903

February 1904 it was announced that the new freight sheds on Front Street between John and Simcoe Street and the yard which extended from Front to Wellington Street were open for business.

QUEEN STREET, TORONTO NOVEMBER 17, 1904

November seventeenth 1904, Thanksgiving evening in Toronto. Toronto Railway's streetcar No. 642 was in charge of Motorman Willis Armstrong and Conductor W. J. McKay, along with a trailer in the charge of a second Conductor C. E. Lossing having stopped at Lewis Street at 6:45, it started for the Queen Street level crossing right in front of the east end Grand Trunk Queen Street station. It was gaining speed, but all street cars were required to stop at the crossing. Car 642 did not. It went over the safety "Scotch-dog" and crashed through the downed crossing gates. Motorman Armstrong leaped from the car. At this very moment east-bound Grand Trunk fast freight train No. 96, with engine No. 893 struck the street car right in the middle smashing it into splinters. The motorman's vestibule, part of the roof and the sides of the car were carried down the tracks at least three hundred and fifty feet. The empty trailer was pulled off the track, and for a while was pulled in the direction of the train until the coupling broke and the trailer was left on the street. Two passengers were thrown through the air and ended up being found alive on the locomotive's cowcatcher. The street car carried over twenty passengers. Two passengers, a Mrs Minnie Mahaffy and Russell Stephens, and Conductor William McKay were dead. Thirteen other passenger were injured and taken to the hospital. Motorman Armstrong was alive. Debris littered the tracks and the front of the station. While passengers were being taken to the hospital; the Toronto Railway Company managed to put the trucks and parts of the body back on the streetcar tracks and then were able to remove the derelict to its Don carbarn.

Engineer J. Johnston slammed on the brakes and the train came to an abrupt and quick stop. The train crew helped to rescue the injured. Queen Street was a very busy crossing, during one day alone, at this time, there were ten eastbound passenger trains, eleven westbound passenger trains and over forty freight trains. There was an average of a train over the crossing every thirteen minutes. There were immediate calls for a subway to be built at Queen Street. The cause of the accident led to a great many questions.

George Rundle the Grand Trunk gate keeper explained that he had

received notice that of the approach of the Montreal fast freight from Don station and promptly put down the crossing gates. The gates had been down for two whole minutes, the freight was steaming into view, and the street car just kept coming on and crashed through the gates.

The Scotch Blocks or Scotch Dogs were a protective devise paced about fifteen or twenty feet west of the gates. This "Dog" automatically rises four or five inches every time the gates go down so that the "Dog" should stop the streetcar dead in its tracks before it arrives on the crossing. The "Scotch Blocks" were found to be working, after not only at the inspection after the accident, but they were in working order at the time of the accident. All the witnesses saw or heard the streetcar hit the "Dog", but also it had broken off as proof that the streetcar had hit it. It did not stop it, though.

Motorman Armstrong claimed from his hospital bed that the old hand brakes did not work. He could not stop the streetcar. The controller was found in the wreckage to be in reverse. There had been prior complaints about the condition of car 642, that it had not been repaired or maintained properly. At the inquest Conductor Lossing that had been on the trailer related that a Motorman Maquire only half an hour earlier when he gave the 642 over to Armstrong had told Lossing that the motor was not square with the carbody earlier that day and had hit a passing streetcar on a curve and that it had been taken to the carshops and repaired and put back in service. There were also questions about the old style of brakes used on the car.

NAPANEE SEPTEMBER 19, 1906

Engineer Frank Blaine was at the throttle of the Montreal Express, train No. 2, when it left Toronto Union Station at 10:35 on the Sunday evening of September 19th, 1906. The Express that night consisted ofa baggage car, one day coach and seven Pullman sleeping cars. The express was moving fast, fifty miles per hour over the double track Grand Trunk raceway but at 2:25 that morning, at one mile west of Napanee, the engineer saw a white light through a fog. Blaine mistook it for a clear light on the semaphore but as they neared Napanee the engine crew realized it was not a semaphore but the headlight of another locomotive and it was on his track. Blaine yelled at his fireman Edward Miron. "My God, Ned, it's the freight and on the wrong track. Blaine jerked on the air brakes with one hand and blasted the whistle to the cry of Danger. then turned and yelled to his fireman "Jump, Ned, Jump!" Miron did jump, but Blaine did not; for his hand was still on the brake lever and whistle. The brakes kicked the speed and then the crash.

The west-bound freight train with engineer Charles O'Rill and Fireman David Young had orders to wait on a siding at Napanee to allow train No. 2 eastbound and No. 3 westbound to pass. His train, he later described was very cumbersome, fifty-three cars, and he was trying with difficulty to back into the siding. The freight train was too long for the main siding, so he was trying to deposit half the train on that main siding, then to back out, and take the locomotive and the other half of the train to another siding. Too much time had been wasted, O'Rill thought that the Express had stopped at the station and that he still had time when out of the foggy soup he saw the headlight of the fast moving Montreal express bearing down upon him. O'Rill yelled at his fireman to jump which they both did.A flagman had been sent out but it was presumed he had not gone far enough up the track and was not seen by Blaine.

The passenger engine's tender mounted the baggage car and the baggage car then telescoped the day coach. While the passengers were shaken up not one of them was injured. Engineer Blaine was found dead in the locomotive cab with his hand still on the brake lever.

TURCOT YARD

Since the earliest days of the Grand Trunk Railway, the central freight yard and engine servicing area for the entire Montreal area, for not only trains from Island Pond, Richmond, and Levis-Quebec; but also all the trains from, Brockville, Belleville, Toronto and the west had been yarded and the engines serviced at "Point St Charles" near the northern end of the Victoria Bridge. In 1904, this was all to change, when the Grand Trunk started to acquire large tracts of land to the west of Montreal, in a swampy area known as Turcot. In 1904 the railroad acquired 320 acres of land, and then began to lay out plans for a massive freight and engine terminal. The freight yard was designed to be able to hold 2500 freight cars on any given day.

The roundhouse was completed in late 1905. It was built, at first to accommodate forty, then shortly expanded to hold sixty steam locomotives. In its center, was a huge one hundred foot long steel turntable. At nearly a complete circle, the Turcot Roundhouse was one of the largest engine terminals in North America. The cost in 1905 was one million dollars.

The Railway and Marine World

MIMICO YARD

The great Grand Trunk Mimico Freight Yard was built in 1906, west of Toronto.

The first Mimico yard office was a frame building at the top of sixth Street. It was moved 300 yards further west in 1913 to the south side of the tracks, and ten years later a brick office building was built beside the wooden one. This was replaced in 1950 by a brick building.

In the 1940's there were one hundred miles of track with a capacity of 4500 cars, during which 4200 cars went through the yard each day. An extension during this time 2.7 miles long extended the yard from Royal York Road to Browns Line.

There were three departments that operated the yard, the Motive Power, which operated the Roundhouse, the servicing of the locomotives and responsible for the engine crews. The Car Department took care of the inspection and repair of the freight cars. The third, the Yard or Traffic Department operated and cared for the maze of tracks.

Many of these functions were lost with the completion in 1965 of the new Toronto Yard in Vaughn.

A kerosene oil switch light burnt out on a switch on the Trenton yard lead during the early morning of October 10th, 1907. There were two switches at this location. Engineer D. J. Kerr was piloting an eastbound freight train on the approach into Trenton when he observed the one green switch light and for one moment he thought it strange for there was normally two switch lights at this location but did not give it a second thought and continued at track speed when in the darkest felt a concussion. Suddenly he was in a train wreck with fourteen freight cars from behind being thrown off the track exploding and some even went down a twenty-five foot ravine. He had hit a yard engine that was backing out of an open siding with a freight car.

In the train was a stock car filled with fifteen races on their way home to Grimsby after a race at Brocton, Massachusetts. Unfortunately a young jockey, Willian Reinhardt was in the horse car along with several assistants. Reinhardt was killed. Six of the race horses also died.

TURCOT — FEBRUARY 1, 1908

There was a blinding snowstorm in Eastern Canada that started early Saturday morning February 1st, 1908 that dumped almost twenty inches of snow on the region. At the Turcot yard there were two locomotives coupled together ready to go out on a run, the lead locomotive of the doubleheader was GTR No. 756. A flagman was sent out to protect the engines as they moved out of the yard but the wind was so intense that the lantern light was blown out. Just then the Ottawa train was bouncing through the yard with Grand Trunk No. 508 and crashed into the two locomotives. The Engineer A. Mills and the fireman Robert Smith, both of montreal, on the Ottawa train were killed.

TRENTON — SEPTEMBER 4, 1908

A westbound freight train of some forty-five cars was approaching the station at Trenton at three o'clock on the morning of September 4th, 1908. A rail split after twenty-three cars had passed over it. but the next sixteen cars were thrown from the track. Some eight cars caught fire and were consumed in the fire. This was the same location as the wreck the previous October.

BELLEVILLE ROUNDHOUSE 1910

Work started on August 10th, 1910 on a large new roundhouse at the division point terminal of Belleville. Belleville was not only the division point for the Toronto to Montreal mainline but was also the junction and terminal for trains coming off the Midland Division.

The Midland Division was the old Midland Railway that ran north-west to the port town of Midland Ontario. At this time traffic was very heavy on the Midland owing to the fact that Canadian export grain arrived at Midland from the upper lakes, most noticeably Fort William and Port Arthur. At this time wheat was delivered at the twin cities by massive carload trains from the Canadian Pacific, Canadian Northern and the Grand Trunk Pacific from the expanding new prairie provinces. The grain was stored in large concrete grain elevators or silos. The grain was shipped out from those elevators by lake boats. These boats were not that large and a major bottleneck for Canadian trade was the small Welland Canal. Large grain carriers at this time could not go through the Welland. Canadian export wheat went to Midland where it was loaded into solid trains and ran over the GTR's Midland Division to Belleville, then over the mainline to the Atlantic ports of Montreal and Portland, Maine. This route carried very heavy traffic until the 1930's when an enlarged Welland Canal allowed grain boats to come down into Lake Ontario and the St Lawrence River ports.

Also with the closing of the York locomotive terminal in East Toronto at this same time, Belleville had taken on the additional responsibility of dispatching engines for through trains that ran direct through Toronto to Hamilton.

The new roundhouse had 42 stalls. Each stall was 90 feet deep, capable of holding the brand new Mikado 2-8-2 locomotives. It was located close to the junction of the mainline and the Midland Division just outside of the city limits. There was a wheel shop and a machine shop annex. At this same time the freight yards were extended and rearranged. The old brick 22 stall roundhouse next to the station was torn down.

Canadian Railway & Marine World; September 1910, p. 751, December 1910, p.1035

KINGSTON MILLS — JUNE 3, 1910

Grand Trunk train No. 5 shortly after midnight Friday June 3rd, 1910 was speeding west from Montreal but just as it was passing over the bridge at Kingston Mills one of the coaches was felt by all the passengers to be jumping up and down on the rails several times. Quick thinking brakemen pulled the emergency brake just as the train was on the bridge but luckily the whole train stayed on the tracks. When the train finally came to a stop train crew and passengers alighted from the coach and upon examination found a 3"x 8" fourteen foot long plank caught in one of the wheels of the coach. Had the car left the rails on the bridge it would have been a drop of sixty feet into he canal. It was believed that the plank had been picked up on the level crossing that was just a few feet before the bridge.

BELLEVILLE — AUGUST 27, 1910

A special immigrant train was running over the Grand Trunk westward; and as it was coming into the Belleville station it was on the west-bound mainline. It would seem that the engineer Robert Weir did not notice that the semaphore was set against him. It was August 27th, 1910. Unfortunately a light yard engine with Peter Young at the throttle, fireman Fred Garley, and Edward Brewer, a car inspector, who was standing on the front pilot, standing still, and the switch was open to that very siding. It was stated by witnesses that the semaphore was "up" against the immigrant special train, and that the signal was ignored by Weir. The switch being open the special dashed right into the front of the yard locomotive, driving its boiler way far back into the cab. This killed both Young and Brewer.

COLLINS BAY JANUARY 23, 1911

An extra freight train was running over the Grand Trunk Railway east-bound January 23rd, 1911 that had in its consist three dead engines. Dead engines are locomotives coming or going to the railway shops for repairs that are not under steam, fully powerless heavy dead weight iron monsters strung out in a train at different intervals.

Collins Bay station, just west of Kingston, was a particularly difficult stretch on the Grand Trunk for there are curves through cuts with a difficult grade thrown in. On this early morning, at 1:30, the special was struggling up the grade at Lemmon's Cut when the train broke in two at the top of the grade, leaving part of the heavy train with the three dead engines on the down grade. As soon as the train parted the air brakes went on automatically on the rear portion of the train. The train was at a standstill. Conductor Manson Smith was well aware that freight train No. 94 was following close behind. He told the brakeman to go back and flag immediately. The flagman started off at a run through the blind cut, but before he had run only a few yards from the caboose the other freight train came past him at thirty miles per hour, The impact was terrific. Engine 94 smashed through the caboose making it kindling wood and throwing freight cars up into the air. The wooden cars caught fire.

Train No. 94 was running close behind. In the locomotive cab were Engineer William Dennis, fireman Thomas McDermott, and brakeman William Cunningham. Dennis and McDermott died in the wreck; and Cunningham who was standing in the gangway, managed to jump, but he would lose his arm in the wreckage.

Engine on train 94 did not leave the track but was battered and burnt; good only for scrap. One of the dead engines was third from the caboose and was battered about the cab while it's tender was thrown over on to its side. Several cars ahead, another dead engine could be found turned upside down in the ditch.

No sooner had the collision occurred there was another problem. All the railway men knew that the slow running passenger train No. 3 from Montreal was due to be coming through the wreck site at any moment and

all that debris fouled all the tracks. This time flagmen were able to get out far enough that the passenger train could be stopped. It came to a standstill only 150 feet from the wreckage, The passenger train had been running late.

Two men were dead. Who was to blame? The two trains should not have been running so closely together and should not have had three dead engines on the rear end, It appears the Engineer Dennis was running train No. 94 to fast. There is a rule about not using any steam power on the downgrade and that steam was to be used only after reaching the crest of the grade one mile past Collins Bay station. Other officials stated that the wreck would not have happened if there had been a night telegraph operator at Collis Bay, for the speed of No. 94 could have been checked.

The Kingston Daily Whig stated that "Collins Bay cut has long been regarded as a bad place by all trainmen who run on this division on account of the fact that approaching trains cannot see each other until they are close together, by reason of the curves in the cut. The place where the accident occurred is the worst that could be found along there, because of the high banks rise up on either side to the height of almost twenty feet."

NEWCASTLE JUNE 16, 1911

The Grand Trunk Railway's westbound International Limited train No. 1 passed Newcastle station usually at 3:15 in the afternoon, on its trek west. On Friday June 16th, 1911, it had just cleared the Brockville local, but it was 3:42 P.M. The train was twenty-five minutes late and Engineer Charles Blaylock was trying to make up time. It was reported that the train was running at sixty miles per hour. Suddenly the passengers felt the coaches bouncing. The International Limited derailed at the west semaphore throwing the engine and seven coaches off the track. Engineer Charles Blaylock stuck to his post and was able to stop the GTR 4-6-0 locomotive in a scant one hundred yards. The train was packed with a great many commercial travellers returning to Toronto for the end of the working week. Seats in the interior were wrenched from the floor, the windows shattered and broken glass was everywhere. One passenger, a James Madill, was standing in the vestibule having a smoke at the time of the derailment and was thrown from the train. Mr Madill was the only passenger killed, but twenty-five passengers were injured. The wreck was attributed to the either the condition of the track; a broken rail, decayed wood ties, or that an axle had broken.

PORT HOPE APRIL 12, 1912

April the 12th, 1912 at 4:30 in the morning there was a dense fog that morning at Port Hope. An east-bound freight under the charge of Conductor Rigby had stopped at the station for orders. Ernest Reid a GTR employee who had captured a free ride had stayed in the caboose. Running slowly behind this freight, on the east-bound track, was a big doubleheaded freight train, pulled by locomotives 320 and 429. In the cab of lead engine 320; were Engineer J. Harper and Fireman Shaw. While the second freight was running slowly it was such a heavy train that as it came out of the night fog it was difficult to stop. It rammed through the van of the standing train. The two engines were a twisted wreck. Shaw and Reid were killed. Five cars were destroyed and caught fire.

PRESCOTT JANUARY 12, 1913

Seven-thirty on the Sunday evening of January 12th, 1913, Prescott, Ontario, an east bound freight had become stalled at the Prescott station and part of the train was on a siding and part of it on the mainline, it had stopped at the watertank for water. Up came a doubleheaded west-bound freight train, In the cab of the lead engine were engineer Milne, fireman Archibald McGillivray, and brakeman Black. They saw the standing train. All three men jumped out of the cab; while the crew in the second locomotive stayed in their cab, and received what was described as a heavy jolt as the big "hog" ploughed through about four cars before coming to a stop.. The Engineer and fireman McGillivray struck a freight car standing on another siding. Black jumped from the other side of the cab and landed safely. Fireman Archibald McGillivray was killed and the engineer injured.

BELLEVILLE MARCH 3, 1913

A rear-end collision occurred in the Grand Trunk yards at Belleville at about 5:45 A. M. on March 3rd, 1913; caused it was said by the steam from a passing locomotive on another track. Conductor Robert Doyle and brakeman James McMurray were sitting in their caboose when a following freight train, blind by the steam, smashed through the van, Conductor Doyle was killed.

BOWMANVILLE MAY 11, 1913

A disastrous wreck occurred about 11:30 at Bowmanville, on the night of May 11th, 1913 when a wheel broke on a freight car an second No. 96, a manifest freight train going east under the charge of conductor Moyse. It happened about a quarter of a mile west of the station just near the bridge over Barbers Creek. One car derailed then the train buckled and in the end twenty-one cars formed a pile of debris. No one was injured.

WEST TURCOT — AUGUST 11, 1913

Three employees of the Grand Trunk were seriously injured and hundreds of lives were saved on Monday, August 11th, 1913 when the local Suburban passenger train carrying 200 people from Vaudreuil and a balllast train collided at West Turcot. It happened at about ten o'clock at night. The Vaudreuil train was running towards St Henri station at a moderate speed while the ballast train was backing across the main track. When the locomotive of the ballast train was just partly on the track, Engineer Doyle on the passenger train saw the danger and slammed on the brakes. It was too late and a collision, or more a side-swipe occurred. The little passenger engine was smashed against the heavy freight locomotive and thrown from the track along with a baggage car. Engineer Doyle, fireman W. C. Williams, and brakeman Gauthier were injured.

OSHAWA JUNCTION — DECEMBER 12, 1913

A heavy Grand Trunk freight train was proceeding westward on the morning of December 12th, 1913. The train was reported to have 52 cars, many of the cars were cattle cars filled with livestock.. It was running late, passing Darlington and about two miles east of Oshawa Junction as the train attacked the heavy grade up to the junction the couplers broke in two. A trainman was sent back, as according to the rule book, to place warning torpedoes on the track, for the Montreal Express was closely following behind the freight. While he was in the process of doing this the other trainmen had managed to re-couple the freight train and signalled the flagman that all was well, to come back and reboard the train and not to bother with the track torpedoes, which he did. The train started up again, and another attempt was made a the grade only to have the train break in two once again. It was now too late to place the track torpedoes! The Montreal Express, train No. 3, came bolting along, Engineer John Muir and

his fireman could see the standing freight train ahead and quickly applied the emergency brakes then jumped from the locomotive. The Express crashed into the rear-end caboose. In the caboose were a number of cattle drovers from Cayuga, along to tend the cattle in the train. The passengers received a shock but none of them were injured. Cattle buyer Henry Held of Fisherville was killed, and two cattle drovers were seriously injured in the caboose.

NEWTONVILLE SEPTEMBER 26, 1915

The Grand Trunk Railway's International Limited left Toronto at nine o'clock on the Sunday evening of September 26th, 1915 bound for Montreal in the charge of conductor Thomas Paisley . Eight miles before Port Hope, is Newtonville. GTR engine 204 pulling the seven car passenger train cleared the split switch but the remainder of the train derailed on the switch and ploughed through the tracks in the yard but remained upright. Locomotive 204 managed to steam on only a few yards before it turned over completely, the end of the tender tearing open the sides of the baggage car and the second-class coach. Fireman Norman Williamson jumped and escaped injury but Engineer Ivan Hegle, 38 years old died in the wreckage.

TRENTON APRIL 17, 1916

Monday morning at 4:30 on April 17th, 1916, a fast eastbound Grand Trunk freight train approaching the Trent River Bridge at Trenton had a flange break on one of the wheels of a freight cars loaded with pig iron. This car while derailed, was still clung or coupled to the train and was pulled to the middle of the main bridge over the Trent Canal. But it was the next car behind the pig-iron car; that jumped the track and it slammed into a shanty used by the special watchmen of the bridge. The shanty was carried a car's length to the canal embankment where it fell into the water thirty feet below. One watchman Robert Darrouch was able to swim ashore, but the other watchman Charles Galapoli was either killed or drowned in the melee. The derailment tore up three of four lengths of heavy 100 pound rails and bent them like fish hooks it was reported. Seventeen freight cars were derailed and wrecked. Trains at this point were known to go at tremendous speed in order to make the long grades to both the east and west of the canal, and for this reason the condition of the track at this point was given special maintenance by the railway with heavy steel rails and solid oak ties..

BONAVENTURE STATION FIRE MARCH 1, 1916

A fire started in the second storey file room at the great old Grand Trunk's Bonaventure Station, in the early morning of March 1st, 1916. The fire was first discovered in a cupola, at the front of the building, just to the right of the centre entrance, at 4:50 A.M. It was in a section, where paper records were stored; and the fire seizing on this inflammable material, became robust quickly. The fire engines when they arrived found that the best the fire department could do was to contain the fire to just the station. The entire City of Montreal fire force fought the battle to save the station. The interior of the building, which was largely wood, was entirely destroyed. the roof and the three towers burnt then crashed down into the interior of the brick station.

George Clarke and his wife, who managed the restaurant at the station, and were the only persons that lived in the station were lucky to escape the fire.

The walls began to crumble, and four towers at the corner fell in carrying away the baggage room in which there were several thousand trunks were stored and the whole mass tumbled into the basement with what was described as a mighty crash. Numerous departments were destroyed; dining car, dispatcher's, baggage, customs, freight, and passenger departments.

The station was not only the main station for the Grand Trunk Railway, but for both the Intercolonial and Delaware and Hudson Railways. Sixty-two trains a day ran from this station. Immediately emergency arrangements had to be made to handle the wartime business that needed the station. The adjoining freight shed, and with heated railway passenger cars within an hour a railway terminal was created. The dispatching office was duplicated at the St Henri station. Trains arrived and departed from the station platform on Drummond Street.

The roof had caved in but the brick walls remained solid and on those brick walls the station was rebuilt.

WHITBY JUNCTION — NOVEMBER 18, 1917

At 5:10 A.M. Sunday morning, the 18th of November, 1917, The westbound express to Toronto from Montreal due at 4:52 was running fifteen minutes late and after stopping at Whitby Junction was given steam to get going. It was passing an eastbound freight train when one of the freight cars in the center of the freight derailed and shot to the north, right in the path of the passenger Express. The pilot beam of the passenger struck the south front corner of the freight car. the locomotive was thrown off the rails and into the shallow ditch. The engine did not over turn and the engineer and fireman were uninjured. The tender tank was thrown from its underframe and flung to the south. Fourteen cars were derailed and about half of them totally wrecked. On the passenger train the car next to the tender was a fish express reefer and it by being jammed into the side of one of the freight cars held back the other passenger cars so that they were not derailed. The passengers were not harmed. Two engines were sent down from Lindsay which then took the passenger coaches to Toronto but by way of Port Perry and Manilla.

KINGSTON — JANUARY 7, 1918

Shortly after three o'clock on the afternoon of January 7th, 1918, the Grand Trunk Railway's westbound passenger train to Toronto, left the track four miles west of Kingston. While the entire train left the rails it remained upright and therefore no one was injured. One coach did swerve onto to the other eastbound track and this then caused an interruption of th entire railway schedule for four to five hours

BROCKVILLE JANUARY 23, 1918.

Shortly before seven o'clock on the morning of January 23rd, 1918 Grand Trunk passenger train No. 18 from Toronto to Montreal derailed at a point known as Gladstone, which is three miles from Maitland. The tender of the engine and eight coaches left the tracks and ran on the ties. The damage was reported to be slight and nobody was injured

TRENTON MARCH 18, 1918

An eastbound freight train pulled out of the Grand Trunk's Trenton station and had just attained a considerable speed needed in order to climb the grade out of the east side of the Trent River. It was eight o'clock on the morning of March 18th, 1918. One of the wheels of a freight car was defective and when it reached a switch it got caught and the freight car suddenly lurched to one side and toppled over the embankment. Thirteen other cars derailed, and they either went down the embankment or shattered across the track. Some of the cars even fell into the Trent River. No one was hurt, this time the guard on the bridge saw what was occurring and ran down the side of the embankment. A doubleheaded GTR eastbound Express from Toronto was forced to detour through Trenton on the Canadian Northern Railways tracks at three o'clock as was a westbound express at six o'clock.

Two miles east of Gananoque at 9:30 Thursday May the 2nd, 1918 a crown sheet was dislocated on a Grand Trunk freight locomotive which caused a massive boiler explosion. The train crew that were injured by the scalding steam were Lloyd Chambers, J.G. Skelcher and Howard Bertrim.

KINGSTON JUNCTION MAY 27, 1919

Tuesday, May 27th, 1919, a Grand Trunk forty car train, in charge of Conductor Richard Stratton, became derailed about two and a half miles west of Kingston Junction between mileposts 175 and 176 at 2:30 in the morning. The cause of the wreck was a defective track angle bar. The locomotive and a few cars managed to pass over that section of the rails but the derailment started in the midpoint of the train. Eighteen cars many loaded with pig iron were thrown from the track and scattered on both sides of the right of way. The whole middle section buckled with terrific impact, one car loaded with pig iron plunged right through a boxcar, while one flatcar ended up in a swamp. The damage was extensive; 1,051 feet of track were destroyed, 400 ties damaged, 1200 pounds of spikes uprooted. The rear part of the train and the van did not derail. the train had been running at forty miles per hour.

His Royal Highness Edward the Prince of Wales made an historic tour of Canada, not even one year after the end of World War I. The Prince landed at Quebec August 22nd, 1919. The tour took him from Quebec City west over Canadian Pacific line as far as Victoria, British Columbia. and returning he traveled back east over Canadian National Railways, the Algoma Central Railway, the Temiscaming and Northern Ontario Railway, and Grand Trunk Railways as well as the CPR.

He travelled across Canada in a special train provided by the Canadian Pacific Railway. The CPR all steel train consisted of two baggage cars, the tourist car Chinook, sleeping car Carnarvon, dining car Canada, sleeping car Chester, compartment car Empire, private car Cromarty, and CPR President Shaughnessy's official car Killarney.

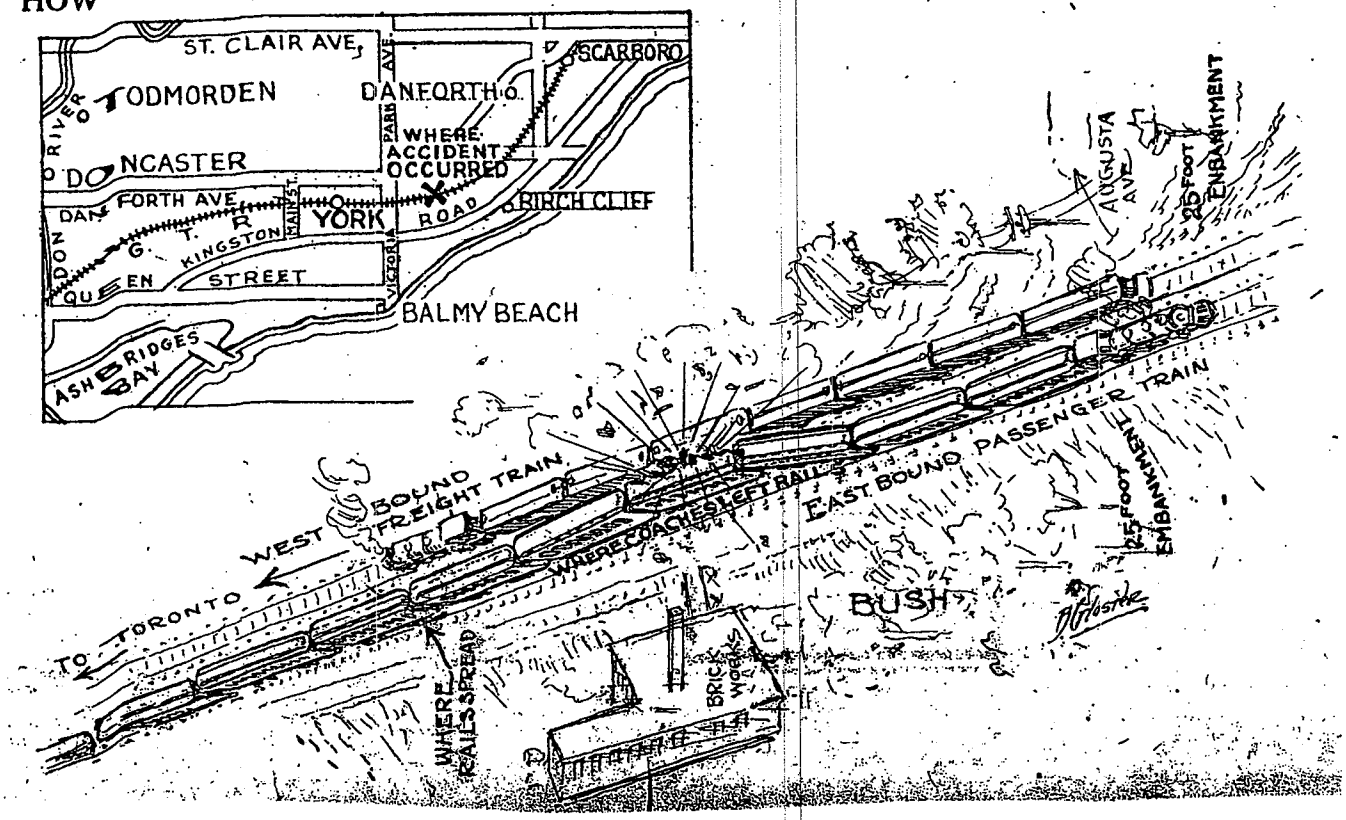
On October 25th the Prince arrived at Toronto, from Windsor, after touring Southern Ontario on the Grand Trunk Lines. The Prince arrived from Windsor at 8:20 P.M. and left Toronto on the Grand Trunk Railway at 9:20 P.M. bound for Kingston. The Prince occupied the one hour in Toronto by eating supper. The Prince arrived at Kingston's Grand Trunk station saturday morning October 25th. When the Royal Train pulled in a twenty-one gun salute was fired. His royal Highness was received at the station by Mayor Newman, Major-General Victor Williams and a guard of honour of one hundred men that had served overseas. The Prince made an automobile tour of Kingston, visiting the royal Military College, then on to Queens University where he received a Doctor of Laws degree. The next day, Sunday after church services he laid a wreath on the grave of Sir John A. MacDonald. Monday morning he left Kingston on his special train and stopped at Brockville at ten o'clock in the morning. There he paid abrief visit to the Court House where he invested returned soldiers of Brockville with medals they had won overseas in the Great War. The prince left Brockville at eleven o'clock on the Grand Trunk mainline but at Vaudreuil theRoyal Train was switched over onto the Canadian Pacific Railway so that he might arrive at the grand CPR Windsor Street Station where he was greeted by a crowd of over 100,000 people.

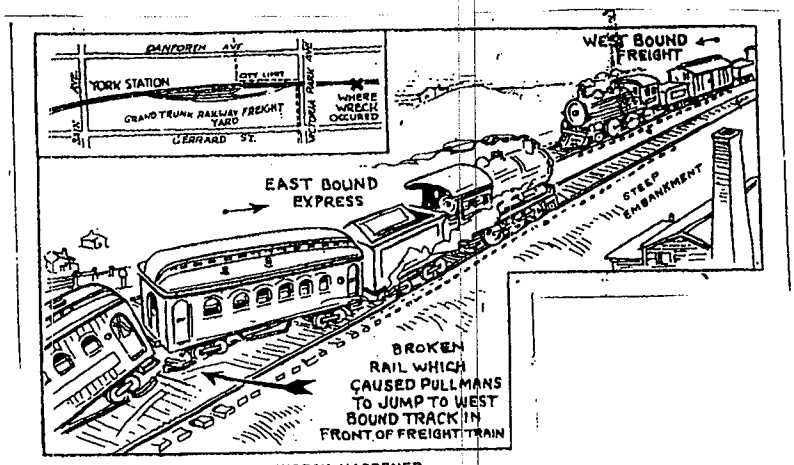
YORK NOVEMBER 25, 1920

The Grand Trunk Eastern Flyer en route from Toronto to Montreal was wrecked at midnight, on November 25th, 1920, east of the York station, just past the Victoria Park Avenue, at the Hickson Street grade crossing. The night passenger train with engineer Thomas Marshall had just finished climbing the grade out of Toronto and was gaining speed, at twenty-five to thirty miles an hour when the rail broke under the locomotive; but the engine stayed on the track but the passenger cars behind did not and jumped the track. The leading coaches behind the locomotive did stay close behind the engine, but the big and heavy Pullman sleeping cars started to rock and then plunged on to the ties. They then swayed inward between the two tracks. At this very same time a freight train out of Belleville, Engineer Patrick Walsh at the throttle, was pounding west-bound on the opposite track. The danger was clear and imminent, but neither train could stop in time; and the freight hit and ripped the side off the steel Pullman cars. The whole side of the Pullman car "Makura" was ripped off, and the "Lindsay" had its end smashed. Engineer Marshall had no idea that the Pullmans had been hit until the emergency brakes went on from the rear of the train. The scenes were described as ghastly and gruesome. In the damp darkness there arose a confused clamour of shouts, cries and moans. Local ambulances rushed to the scene. It was feared at first that there would be many deaths mangled in the wreckage.

In the morning light it was discovered that two men had been killed and only four passengers were "slightly" injured. Nathaniel Brown the "Makura" Pullman porter, and a young man M. J. Sullivan were the dead.

HOW INSIDE COACHES OF FLYER WERE DERAILED AND "SIDE-SWIPED"





HOW THE TRAIN WRECK HAPPENED.

The above sketch was made by The Star artist, who visited the scene of the G. T. R. wreck this morning and depicts how the accident happened. The picture shows the passenger train as it approached the broken rail, which can be seen in the picture, and how it was thrown over on to the other track. The approach of the freight train, which sideswiped the Pullman, is also seen in the picture.

COBOURG MARCH 6, 1923

On the morning of March 6th, 1923, at 5:15, Engineer J. Reid on the Montreal to Toronto passenger train was ignorant of the fact that that the Ottawa train standing on the mainline of the Canadian National Railway, at the Cobourg station. Just ahead, as Reid's train swung around the curve into Cobourg and pitched into the rear end of the standing Ottawa train.

Reid asserted afterwards that he was unable to see the Ottawa train in time, for there was only a difference of only a few minutes separating the two trains in the timetable. The Ottawa train was to have stopped only five minutes at Colbourg, but troubles with the steam hose made the Ottawa stand for fifteen minutes at the Colbourg station. Reid had received the clear signal at Belleville and did not suspect that there was trouble ahead. The pilot on the engine was snapped off in the collision and became imbedded in the in the last car of the Ottawa train. Engineer Reid tottered out of his cab and fell on his knees believing that there would be many dead in the Ottawa train. No one was killed.

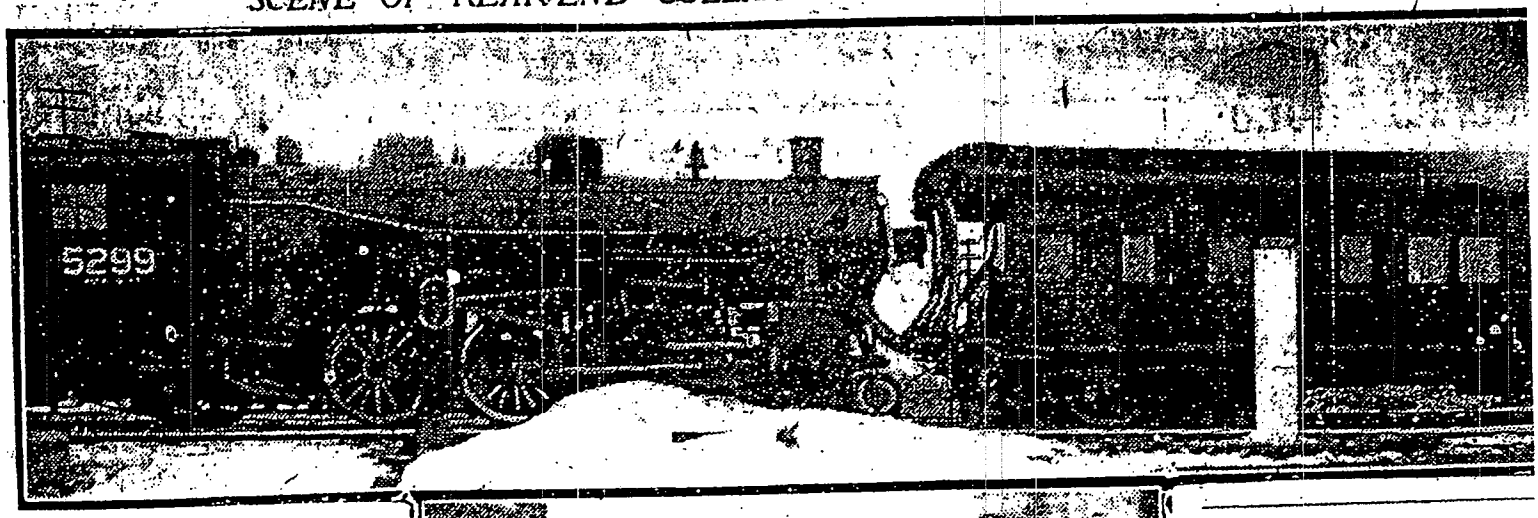
The Cobourg station operator, Bob Walker, explained that the unexpected problem with the steam hose caused the delay of eighteen minutes to the Ottawa train and when Walker contacted the next station up the line, eighteen miles at Colbourne, the Montreal had already passed.

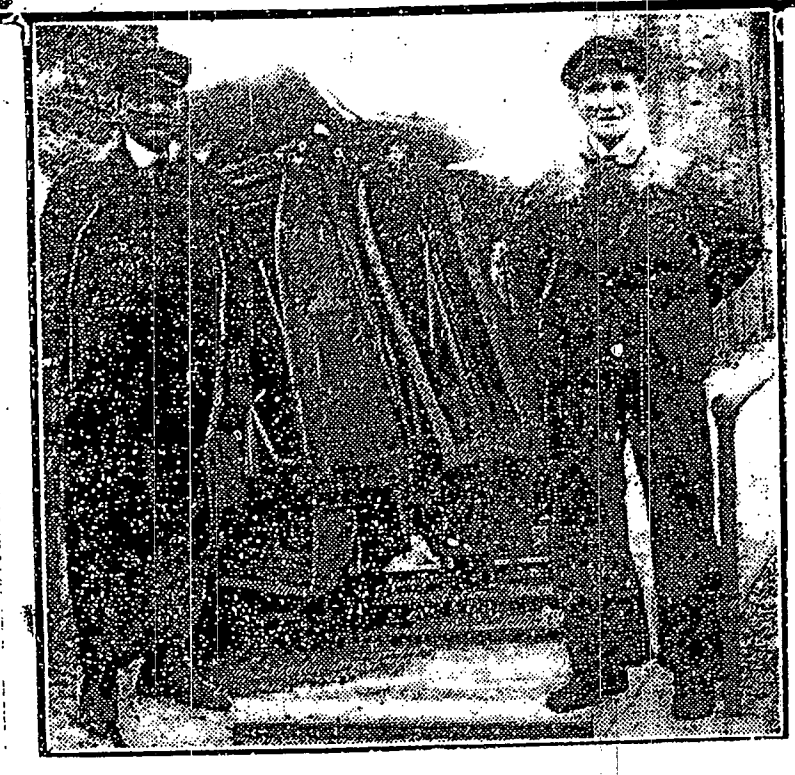
Many of the passengers were hurled from their berths to the floor of the car and there were immediately screams of "Wreck!" There was nothing in the way of panic it was reported with everyone behaving in a very orderly manner. There were no deaths and only a few injured; all due to the fact that the Ottawa train was composed of steel cars.

The major injuries were to Frank Smith and F. Navin car inspectors, who were both under the Ottawa train trying to fix the burst steam line just when the collision occurred.

The locomotive on the Montreal to Toronto train was engine 5299, a 4-6-2 J-4-f Pacific type that had been built new for the CNR in 1920 by Montreal Locomotive Works.

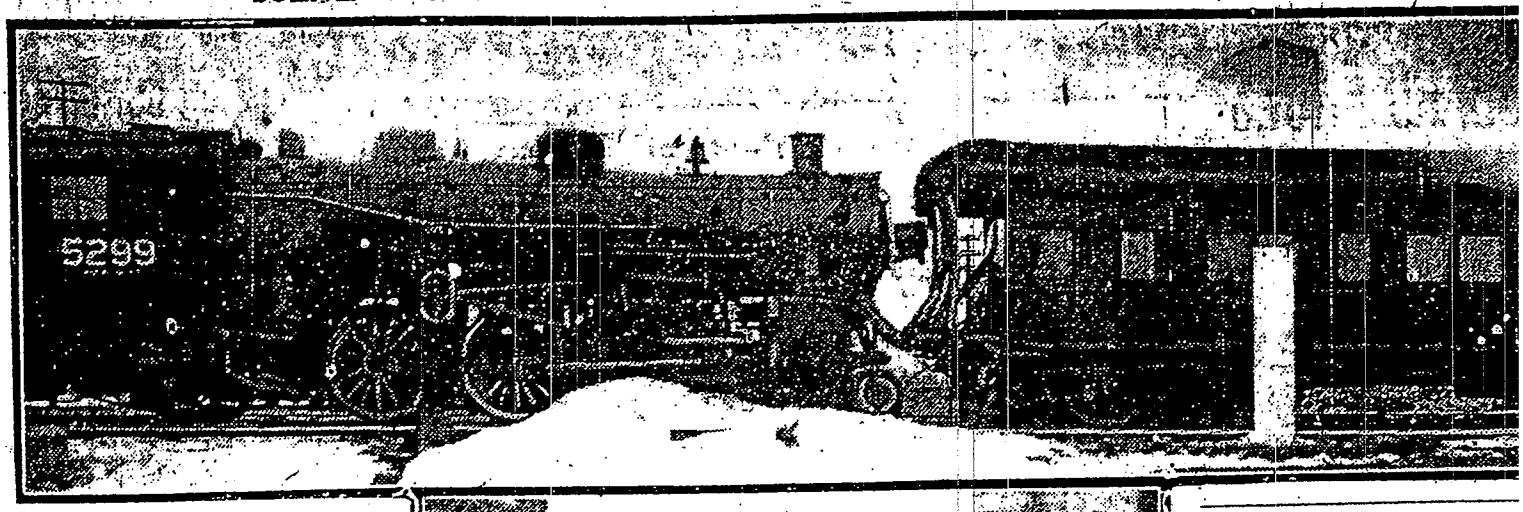
SCENE OF REAR-END COLLISION AT COBOURG YESTERDAY

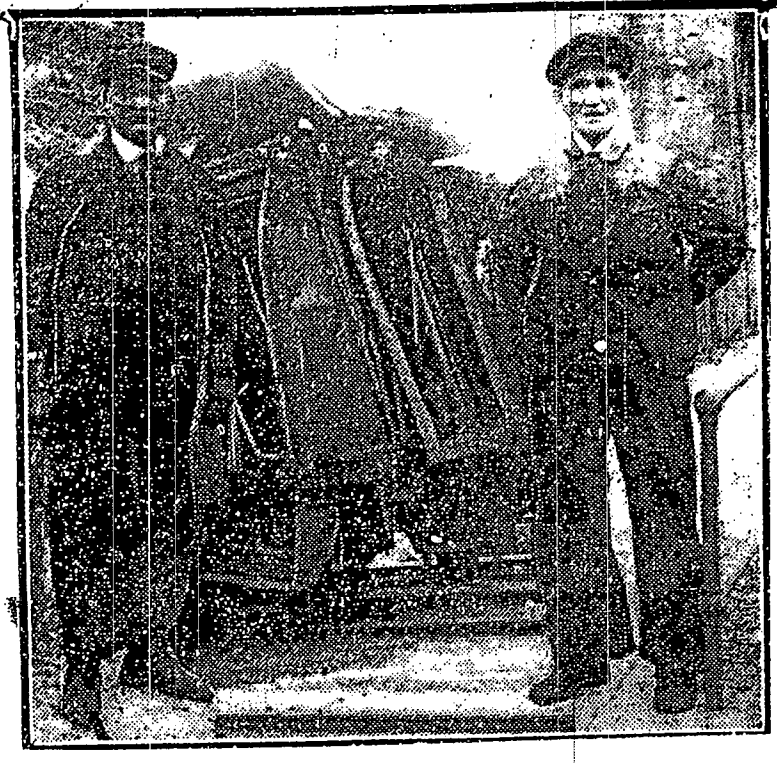




The Toronto Star.
Wednesday MARCH 7 1923

SCENE OF REAR-END COLLISION AT COBOURG YESTERDAY





The Toronto Star.
Wednesday MARCH 7 1923

MALLORYTOWN, ONTARIO FEBRUARY 26, 1924

February 26th, 1924; the Canadian National eastbound passenger train No. 20 for Montreal, left Toronto Union Station at ten o'clock that evening. Albert Boyes and his fireman James Ritchie were in the cab of the steam locomotive. It was winter and there was a dense fog.

Ahead on the double track mainline trouble was starting. A manifest freight, east-bound, train number 490, engine 3501; had suffered a broken truck on one of its freight cars, between Lyn and Mallorytown. The freight engine crew, Engineer Neil Woodcock and fireman William Kerrigan realizing that they were low on coal and water, uncoupled from their train and ran light to Brockville for fuel. The freight hog then ran backwards to Mallorytown, where it cut out the disabled freight car and in its movements was pulling the rear end of the freight towards Mallorytown station running tender first on the east-bound track. It was now four o'clock in the morning the fog was still dense.

Engineer Boyes passenger train was rushing through the night at forty miles an hour. In the fog he passed three danger signals that were set against him. The freight train had sent a flagman back, almost a mile to the west, to signal the passenger train to stop. There the flagman placed two torpedoes and a fusee on the track with the intent to stop Boyes. There was also a semaphore signal set at red for danger, and the train order board was at stop. The intension was to stop the train so that it could saw-by the freight. But the passenger train just did not stop. At four o'clock in the morning train No. 20 smashed into locomotive 3501. Engineer Woodcock and fireman Kerrigan on the freight and Engineer Boyles of the passenger train and his fireman Ritchie were all killed. The locomotives were wrecked and the storage mail car caught fire. The train crew that survived managed to put out the fire.

There was never an understanding why the passenger train did not stop. Was it the fog?

SCARBORO JUNCTION

APRIL 7, 1925

A CNR freight train had become disabled while running west-bound on the mainline between Scarboro Junction and Danforth stations, shortly before noon on April 7th, 1925. The brakeman left the caboose and marched back up the track and placed explosive torpedoes on the track to signal the following passenger train to stop, as required by the company's rules.

It was a complete surprise when the local Belleville to Toronto passenger train came out of the east and smashed into the caboose of the standing freight train. The express car was smashed, and the windows of the coaches exploded showering the passengers with glass. There were no injuries.

TWENTY INJURED ON C.N.R. NEAR SCARBORO JUNCTION

When the local C.N.R. passenger train from Belleville crashed into the rear of a standing freight between Scarboro Junction and the Danforth station this morning 20 persons were slightly injured with flying glass which sprayed throughout the car, and one woman was so seriously injured that she was rushed to the hospital in a private ambulance. A Star photographer who was a passenger in the smoking car of the train took the above photograph four minutes after the impact. The engine and tender are seen to be telescoped into the caboose of the freight. Fortunately neither the engineer or the fireman of the passenger train were hurt, and there were no brakemen in the caboose of the freight.

CATARAQUI SEPTEMBER 25, 1929

Cataraqui station four miles west of the CNR's Kingston station, Milepost 176, Wednesday, September 25th, 1929. Train No. 20, the night flyer from Toronto bound for Montreal plunged off the track due to a broken rail at about 2:30 A.M. and was then sideswiped by the west-bound train No. 21 in the early morning hours. Train 20 when it derailed that morning it threw passengers from their berths into the aisles. Passengers made a very hasty exit from the passenger cars. The train crew of No. 20 made a frantic effort to warn the westbound No. 21 but just three minutes after the derailment, in a dense fog, train 21 plunged through the open track and through the coaches of disabled train No. 20. No. 21 hit the fourth baggage car first then plowed through the string of coaches. Eleven cars of No. 20 were derailed and five of No. 21. The impact was so close after the derailment that there were still passengers in the coaches that had not escaped. The passenger cars were steel and there was not a fire. All passengers escaped, nobody was killed.

Train 20 was under the care of Engineer B. Cregan and Conductor F. Lavoilette both of Montreal. There were six mail and baggage cars and seven passenger cars. Train 21 had as its Engineer A. Means and Conductor Fred Thompson. Within minutes a telephone connection was made to the railway offices at Belleville, and in ten minutes a relief train was on its way to the crash site. Two hundred yards of the main CNR line were torn up.

COLLIN'S BAY MAY 21,1930

The fast Canadian National Railways Toronto to Montreal night express train No. 16 jumped the track due to a split rail one mile east of Collin's Bay just west of Kingston at 3:32 A.M. on the early morning of May 21st, 1930. Six Pullman sleeping cars and one coach derailed after the locomotive and baggage cars had passed safely over that length of rail. It was reported that there were 140 sleeping passengers aboard the night train. One Pullman car laid on its side after plowing its way right up to the paved highway smashing both the fence and a telephone pole. Two other Pullman's were found laying on their sides. Three people were injured, the worst, a Mr Verity of Brantford was loaded on to the first portion of the train and taken to Kingston Junction accompanied by Doctor Morrison.

PRESIDENT FRANKLIN D. ROOSEVELT AUGUST 18, 1938

The President of the United States of America; Franklin D. Roosevelt made an historic trip by special train from Washington to Kingston and the Thousand Islands on August 18th, 1938. Canadian National Railways picked up the Presidential Train at the Niagara Falls border. CNR locomotive 6402, was assigned to the train. It was one of only five, olive-green streamlined 4-8-4 Northern Type locomotives on the CNR. The train crew consisted of Engineer William Ellison, Fireman H. W. Brown , Conductor Austin Mahon, trainmen Emery Brunet and N. R. Henderson.

The extra train, "POTUS" ran directly through Toronto and sped east to Kingston. "The kindliest part of the ceremonial was the arrival of President Roosevelt at the modest lime-stone station of Kinston which someone had decorated with so many flags, Union Jacks and Stars and Stripes, that you could not see the flags for the flags, and where a battery of the Royal Canadian Horse Artillery banged off 21 shots in smart succession." reported the Toronto Star newspaper.

The train after arriving at the Kingston station, President Roosevelt left the train and motored to the Queens University Stadium where he addressed the graduating class along with Canada's Prime Minister Mackensie King. The speech given that August day, was Roosevelt giving notice that the United States would stand with the democracies. That the democracies would be a "Citadel of Peace" in the world, and that the United States would aid Canada and the British Empire, if Canada was threatened by "wanton brutality" by regimes that "inflicted misery on helpless people."

The President then travelled east by car where he opened the brand new Thousand Islands Bridge linking Canada and the United States. After n the speeches at the bridge the President travelled over the bridge back into the USA and motored back through northern New York State.

The empty special train was moved east to Cornwall, where it was given over to the New York Central Railway at Cornwall, Ontario. The train crossed the St Lawrence on the NYC's St Lawrence River bridge, back into the USA, where Roosevelt boarded the train and left for the return to Washington.

MORRISBURG — APRIL 8, 1939

Half a mile east of Morrisburg, on the morning of April 8th, 1939 Engineer Karns was running a freight train west-bound from montreal. His west-bound smashed into the caboose of another westbound freight that had stopped to take on water at Morrisville. The caboose crew had time to leap from the van. The van was smashed, as was the car ahead.

TRENTON — FEBRUARY 12, 1941

On the approach to the Trent River Canal bridge, just west of the station at Trenton, February 12th, 1941 a CNR freight locomotive had an unexpected blown cylinder head and was forced to make a sudden stop on the Canal Bridge. The engineer was Donald Dow of Belleville and the Conductor of the train was Bruce Wilbur. Once again there was a dense fog and before the conductor and crew could go back far enough to flag out of the fog came a surprise.

Engineer George Naylor and his fireman Nelson Schryver were in the cab of a fast passenger express that crashed into the rear of the standing freight train. Seven freight cars, the passenger locomotive and a baggage car plunged down a twenty foot embankment almost right into the frozen canal. The engineer and fireman on the passenger train were killed.

THE ROYAL TRAIN 1939

May 1939 Their Royal Highness King George VI and Queen Elizabeth of England made an historic tour of Canada and the United States by an extra special Royal Train. The royal blue and aluminium twelve car consisted five CNR passenger cars and five CPR passenger cars and two Government of Canada official cars. The primary CNR locomotive in Eastern Canada was streamlined U-4-a Northern type engine number 6400 also painted in the matching royal blue and aluminiun.

The Royal Couple had landed at Quebec City on May 17th and had travelled west over the CPR to a celebration at the National Capital at Ottawa May 18th. On May 20th, 1939 the Royal Train left Ottawa at 2:35 P.M., and travelled south-east over the Canadian National Railway's old Canada Atlantic line to Coteau Junction, Quebec. The Royal Train then went through the junction and turned through the switches at 3:15 P.M., to become a westbound extra train over CNR's Montreal to Toronto mainline. The train was proceeded by a pilot train carrying newspaper reporters.

Cornwall: More than 50,000 people lined the CNR tracks in this city of 25,000, the Royal Train while scheduled to stop for ten minutes was behind schedule so instead the train moved through the City of Cornwall at only six miles per hour. Their majesties stayed out on the observation platform for the whole length of time waving at War Veterans and throngs of young children.

Morrisburg: Ten thousand people were reported at the station when the Royal Train stopped for water for ten minutes. The crowds sang "God Save the King", as the their majesties appeared on the rear platform.

Brockville: Brockville was denied an official visit because of a curtailed itinerary, but the crowds that lined the station platform were allowed to view Their Majesties when the train stopped at Brockville for a fourteen minute locomotive coal and water stop. The King and Queen remained on the rear observation car platform during the stop.

Cardinal: Thundering by this factory town eleven minutes behind time, the streamlined Northern was doing 55 miles per hour but still Queen Elizabeth took the time to go to the rear door and wave at 1200 people assembled about the station.

Gananoque, Moulinette, Iroquois and Shannonville the train was moving fast through the rain and did not stop.

Kingston: The Royal Train pulled into Kingston, Ontario for a scheduled 35 minute stop. Over 1000 people greeted the King and Queen from behind police lines just at the Kingston station. Only dignitaries in morning-suits and silk top-hats and plenty of police were actually on the platform or beside the tracks. The Mayor of Kingston H. A. Stewart was presented to the King and Queen; followed by Mrs Stewart and then, the city aldermen and their wives. The brief tour of Kingston ended up being one hour and thirty-five minutes. The crowds were huge given that the CNR had run twelve special trains into Kingston earlier that day. Another locomotive, CNR engine 6019, a U-1-b 4-8-2 Mountain type was assigned to double-head the Royal Train from Kingston up the grade to Ernestown.

Belleville: Twenty-five thousand jammed the CNR yards at Belleville at 10:28 P.M. when the Royal Train stopped at Belleville for a ten minute stop. The cheers of thousands and the playing of the Belleville band brought Their Majesties out once again, from the train, to the train's observation platform. The rear of the train was lighted by huge newly installed floodlights. Night became day.

Trenton: The Canadian Pacific Railway had their Royal Hudson 2850 on display at the CPR's Trenton roundhouse during the day and it was quite the attraction as many people thronged to the railway yard to view the locomotive that was to replace CNR's 6400 at Brighton. The Royal Train did not stop at Trenton.

Cobourg: The Royal Train pulled into a siding where the train stopped for the night. The Royal Couple stayed on the train for the night in the CNR yards.

KINGSTON AUGUST 10, 1947

On the Sunday, August 10th, 1947 there were an abnormal number of passengers travelling from Ottawa to Toronto. nearly five hundred passengers were travelling from Ottawa to points west of Kingston. the normal practice is to add passenger cars from Ottawa to the second section of the International Limited at Brockville. These were the CNR and CPR Pool Trains. The CPR brought Ottawa passengers to Brockville over its own line and the CNR took them to points west on its own rails. To accommodate the passengers CNR officials decided to make up a special train to run from Brockville to Toronto. Nine coaches and two parlour cars and one baggage car made up this twelve car special train. The locomotive chosen to pull this special train was Canadian National Railways No. 5702, a 1930 4-6-4 Hudson type. Boarding the engine cab were engineer Beard Butler Embury, fireman Charles Henry White, and brakeman Benjamin Shier, all of Belleville.

The train left Brockville heading west, 7:30 it was to arrive at the Kingston station. At Kingston station the tracks make a very tight curve, a hair-pin curve right in front of the station. This summer night the train had been dashing through the countryside at about sixty miles an hour. On the approach to Kingston Engineer Embury tried to slow the engine down but some went very wrong. It would not slow down. It was later reported by dining car waiter, Clarence Best, that just before the curve he could hear "the conductor and the engineer signalling back and forth on the cord." Engineer Embury grabbed the whistle and did not let go. The train was reported doing doing sixty miles an hour its whistle was blasting, as it hit the curve where it derailed. Dozens of persons waiting on the station platform scurried for safety as the 300 ton locomotive blasting steam from its twisted plates skidding and crashing into the water tower, rolling over into the inside track and finally coming to a stop on its side opposite the station. Massive amounts of scalding steam blanketed the locomotive, the station, the platform and the railway yards. The first eight cars, the baggage car, two parlour cars and five coaches, behind the locomotive derailed but

managed to stay upright. The fire department arrived and were able to shut off the steam streaming out of the overturned locomotive boiler. In was then that the burnt bodies of Engineer Embury and Fireman White could be extricated from the cab. The double track mainline of the Canadian National was blocked for a short while as other tracks were used to move trains around the wreckage. The wreck train at Belleville was sent to the scene and again special trains were commandeered to carry the train passengers to Toronto.

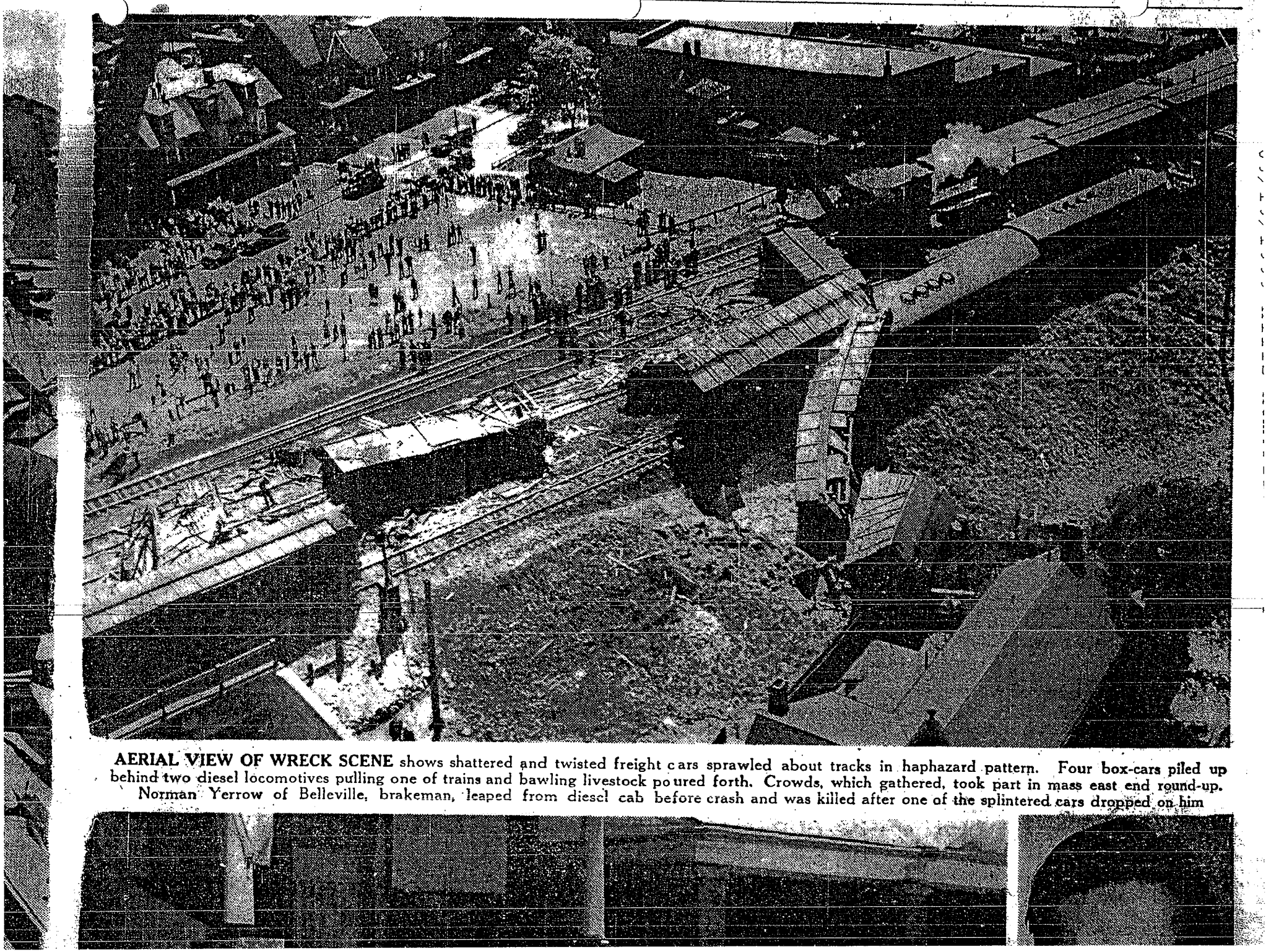
CNR locomotive 5702 was repaired, and in 1961 was renumbered and was preserved, residing at present at the St Thomas Railway Museum.

EAST TORONTO JUNE 13, 1948

Sunday, June 13th, 1948, shortly before 9:30 in the morning an 82 car freight train from Belleville had arrived at the eastern outskirts of Toronto. Engineer John Foster was in command of the brand new General Motors F-3 type two unit diesel units. At the Queen Street East and De Grassi Street overpass, the brand new Diesel Locomotives crashed head-on into a slow moving twenty-four car freight train powered by a steam engine that was backing from the Leaside yards.

The trains collided with such force that three or four cars of livestock were not only derailed but smashed. Cattle, sheep, and pigs were released into the urban neighbourhood. Eventually the animals were rounded up.

CNR brakemen Norman Yerrow jumped from the Diesel as he saw the collision about to happen but unfortunately he fell under on of the derailed freight cars and was killed.



AERIAL VIEW OF WRECK SCENE shows shattered and twisted freight cars sprawled about tracks in haphazard pattern. Four box-cars piled up behind two diesel locomotives pulling one of trains and bawling livestock poured forth. Crowds, which gathered, took part in mass east end round-up. Norman Yerrow of Belleville, brakeman, leaped from diesel cab before crash and was killed after one of the splintered cars dropped on him

Diemer of W. ...sor, dur- the sprawling military ...ded opening

LAUDED BY U.S. AUTHORITIES as the finest veterans' hospital on the North American continent, if not in the world, Sunnybrook is shown in this general view. "What could better express the gratitude and obligation felt by Canadians towards those veterans of two great wars?" said Mr. King

SEEN ADDRESSING the c ceremonies, Mr. King said natic either toward world brotherhc

SPLINTERED AND DAMAGED box cars lie sprawled about tracks after fatal train wreck at Queen and De Grassi Sts. overhead bridge. Crowds gathered in streets and along right-of-way can be seen in this aerial view watching crane lift damaged freight car away from wreckage. The collision killed a brakeman, injured thre and made shambles of four carloads of livestock. Twenty head were escaped. A split second earlier and cars would have plunged int

ROYAL TOUR 1951

Her Royal Highness Princess Elizabeth and her husband Prince Philip in the fall of 1951 paid a Royal Visit to Canada. After a two day Royal Visit to the Canadian Capital of Ottawa Princess Elizabeth and Prince Philip slipped away from a square dancing jamboree at 11:30 P.M. and gaily strode through the Ottawa Union Station and boarded their waiting Royal Train. The train headed east and south to Coteau Junction and then turned on to the west bound mainline.

All along her route, at the five cities where the train paused and at tiny wayside stations which were passed at whirlwind speeds, loyal Canadians gathered. Many expected to see no more than a speeding train but there they were all along the route, at country crossings, in fields beside the tracks, in farm lanes, along railway sidings, stood small knots of Canadians.

October 12, 1951

Cornwall, Ontario: Thirty thousand people were crowed at the CNR station to cheer the royal couple. They took time in speaking to veterans

Brockville, Ontario: A crowd of 20,000 broke through police barriers to surround the train when it made an unscheduled fifteen minute water stop.

Kingston, Ontario A police barrier kept the crowds away from the Kingston station platform where the dignitaries met Her Highness. Given a quick tour of the city.

Belleville, Ontario: A huge throng of people surrounded the station where the train stopped

Trenton, Ontario: The Royal train pulled into Trenton Junction and it was here that the Princess left the train behind for the time being, and was taken by automobile to the Royal Canadian Air Force base at Trenton. After a civic reception the Royals flew from Trenton to Malton Airport on the outer edge of Toronto.