

STONE CREEK

MAY 21, 1926

CNR ENGINE 5588

PRESEVED

RIVERSIDE PARK.

WINDSOR, ONTARIO

STONEY CREEK

OCTOBER 4, 1938

Stoney Creek was a quiet way station in 1938. It was the junction of the Beach Subdivision and the mainline. Over on the Beach line the Queen Elizabeth Highway was nearing completion, with its two infamous CNR highway spans in the middle of The Stoney Creek Traffic Circle. It is the beginning of the massive Niagara fruit region. It was fall, the Canadian Thanksgiving was days away. Harvest time. The fast CNR fruit trains were numerous. A fruit extra with Engineer Robert Tait for Niagara slowed to the Stoney Creek station for a three way meet and to put out a couple of cars. Conductor Collaton knew a freight was following his markers so he went back with lantern and fussee's as perscribed by the rule book. Across the track was another freight in the siding already waiting. Behind was Freight 468 Toronto to Fort Erie pulling seventy cars. At the throttle of 6153 was engineer George Might, the Northern was fresh from the shops, but with the application of tha air brake the train didn't slow fast enough. It hit the van and threw six cars off the track. The weight of the seventy cars behind forced it through the van. The caboose stove set the kindling on fire. 6153 was trapped in the inferno. The crew of the freight in the siding cut there train ran at speed to the winona crossover and returned to pull 6153 free of the fire. 6153 today resides in the Delson museum.

STRUCK BAGS OF CEMENT ON THE CROSSING

Though Whole Train
Went Off, But One
Fatality

T. ROBINSON IS DEAD

Engineer Was From Niag-
ara Falls; Others Were
Slightly Hurt

DEAD

Engineer T. Robinson, 38, Niag-
ara Falls, Ont.

INJURED

Walter Latimer, Hamilton,
baggageman, leg and head cut.
Fireman F. Martin, Niagara
Falls, shock and bruises.

When the Buffalo-Toronto ex-
press, No. 93, crashed into four
bags of cement ten feet east of
the Stoney Creek station at 10.14
this morning the engine, tender,
baggage car and three passenger
cars, one of them a parlor car,
left the tracks.

Buried beneath tons of coal when
the engine capsized and the tender
threw its contents forward upon
him, the engineer, T. Robinson,
Niagara Falls, one of the C.N.R.
veteran employees, sustained injuries
from which he failed to recover. He
died at the Hamilton General hos-
pital soon after admittance.

TURNED OVER

The engine and tender turned
completely over, the heavy monster
burying its metal nose fifteen feet in
the muddy bank. The tender was
crushed in upon it. The baggage
car, third in line, hung at a perilous
angle over a low drop, while the
Pullman and two day coaches stood
upright, though away from the rails.

None of the 43 passengers, mostly
Hamilton and Toronto people, was
seriously injured, stated Dr. Peart
of Burlington, who examined each
one. One man, securing a drink of
water when the crash came, was
dazed, but soon recovered.

When the crew and passengers
rushed forward to the overturned
engine they found Fireman H. Mar-
tin, Niagara Falls, lying prostrate on
the grass.

"WHAT WAS IT?"

"What was it?" was all he could
say for several moments. Then as
he recovered his senses he looked
back at the twisted engine from
which he had been tossed and
struggled to his feet. Pointing to a
pair of legs protruding from be-
neath a mass of coal, he gasped:

"Quick, the engineer!"

TOOK CHARGE

Divisional Superintendent C. Fer-
rester, London, was on board, having
just completed a tour of the district
lines. He took charge at once and
everyone who could move an arm
started in to release the stricken
engineer.

It was but the work of minutes.
When uncovered it was found that
one of the metal engine plates was
pressing against the unconscious
man's head, and it is believed that
he sustained a fractured skull.

NARROW ESCAPE

The train dispatcher at Stoney
Creek, J. Roderick, sitting at his
keys, saw the entire accident. Only
by a miraculous chance was it that
both his station buildings and, fifty
feet farther down the line, two little
cottages were not demolished. Had
the engine jumped to the left rather
than the right this would no doubt
have happened.

The track leading to the scene of
the accident is perfectly straight for
three miles. An excellent view was
offered, but the sun was out, and

Continued on page 15

EXPRESS DERAILED BY BAGS OF CEMENT

Continued From Page 1.

It is expected the engineer could not see the bags of cement lying athwart the right-hand rail.

ALMOST INVISIBLE

There is little doubt they had been dropped from a truck passing the crossing at this point. So colorless were they that even at twenty feet tests following the accident showed they must have been invisible to the engineer.

60 MILES AN HOUR

Travelling at 60 miles an hour, the train raced toward the station. The few people on the platform could see the engine strike the crossing and apparently jump in the air. It raced onward, the wheels keeping close to the side of the track. Their marks are visible on the ties.

NEAR TO SAFETY

Forty feet from the crossing and the point where the engine left the track is a switch with a wide entrance gap. Had the engine wheel been but half an inch to the left they would have caught this groove and the engine would have resumed its journey in safety.

But luck was not with the engineer and the first wheels struck the gap at a deflection, breaking the hard steel. The engine plunged onward and the tender leaped from the track. Seventy yards farther on toward the west was another switch leading to tracks turning off to the north. At this point the engine left the roadbed and plunged over in a half spin, the nose striking downward.

SEEMED TO SHIVER

Passengers told how the whole train seemed to shiver. Then there was a pause. The engine and tender had parted company with the rest of the train.

Then the crash and hiss of escaping steam.

WAS IN PULLMAN

C. Forrester, the superintendent, was seated in the Pullman when the accident occurred. He had stood on one of the rear platforms from the time the train left Niagara Falls at 9.25 until just a few minutes before the crash. He told The Herald that the speed of the train would be about 60 miles an hour.

RENDERED FIRST AID

Dr. B. E. Thompson, said the superintendent, had rendered first aid to the dying engineer in a most efficient manner, and had gone with him to the General hospital, where he died.

WORKED HEROICALLY

Fireman Martin, declared the superintendent, had worked heroically to extricate his mate and was deserving of no little praise. This was not his first accident.

The dead man, declared the superintendent, was one of the old-timers. He had followed the road in the old wood burning days and always been regarded as an efficient employee.

UNINJURED

The train was in the official charge of Conductor H. Blackstone, 18 Sunset avenue, city, who was uninjured.

The passengers, numbering over forty, were divided into two lots, those going on to Toronto and those for Hamilton. The latter were picked up by a special train sent out from the city and the former were taken to Burlington, where they caught another fast train for Toronto.

EXAMINED PASSENGERS

Dr. Peart, of Burlington, examined each of the passengers on the way and reported to Superintendent Forrester that none of them had sustained injuries of an important nature.

A complete list of the passengers on board was taken by the doctor and conductor. Among those on the train was Mrs. Waterburn, 780 old, and her two children. Mrs. Waterburn is a daughter of local O.T.A. Inspector Taber.

HOLD INQUEST

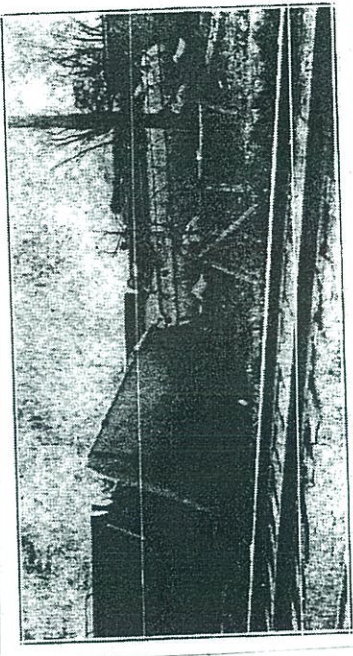
An inquest will be held, though details of this at press time are not available.

ENGINEER KILLED WHEN EXPRESS LEFT RAILS

LAWLOR FREE; NO PROTECTION FOR MR. JELFS

STRUCK BAGS OF CEMENT ON THE CROSSING

ENGINEER FATALITY SCALED IN WRECK TODAY



Entire train went off rails when engine struck some bags of cement which had fallen from truck just before express reached crossing. Some other besides dead engineer were slightly injured. Picture shows wrecked engine.

Though Whole Train Went Off, But One Fatality

T ROBINSON IS DEAD

Engineer Was From Niagara Falls; Others Were Slightly Hurt

Engineer T. Robinson, 58, Niagara Falls, Ont.

INDICED
Wrecked locomotive and passenger cars, with engine, at crossing near Niagara Falls, Ont.

Engineer T. Robinson, 58, Niagara Falls, Ont., was killed when the train went off the rails at the crossing near Niagara Falls, Ont.

Other passengers were slightly hurt.

The train was carrying a load of cement bags.

The accident occurred at about 10:15 a.m.

The train was traveling from Hamilton to Niagara Falls.

The cause of the accident is under investigation.

The train was carrying a load of cement bags.

The accident occurred at about 10:15 a.m.

The train was traveling from Hamilton to Niagara Falls.

The cause of the accident is under investigation.

CAUSE OF ACCIDENT

Owner of Truck Did Not Know Cement Had Fallen Off

The bags of cement which caused a C.N.R. train to leave the tracks near Stoney Creek yesterday fell from a truck owned by the L. Durno company of Toronto. The cement was being hauled to construction work on Barton street east by the Brennan Paving company, under a contract let by the suburban area commission. The driver of the truck knew nothing about the cement falling from the truck as it crossed the tracks until after the accident. It was stated today.

STONEY CREEK

OCTOBER 4, 1938

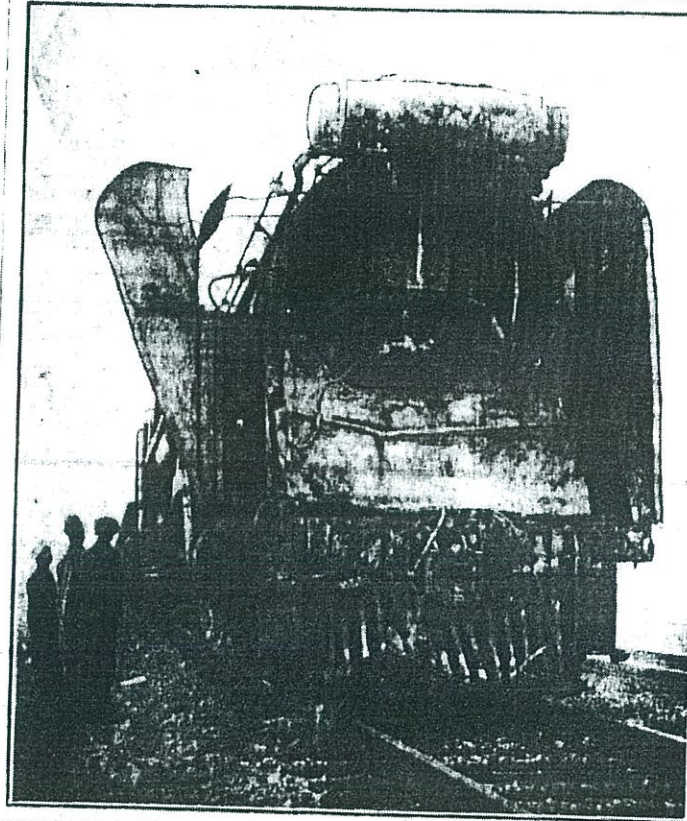
CNR ENGINE 6153

PRESERVED EXPORAIL

DELSON, QUEBEC

Mishaps Claim Two More Lives in Hamilton

Big Locomotive Smashes Freight Cars Into Matchwood



RESULTS OF A "GENTLE PUSH"—The great C.N.R. locomotive was moving only four miles an hour as it glided into the rear of a fruit train near Stoney Creek early to-day. But behind the huge engine were 70 cars and the locomotive crunched its way through every obstacle, not without damage to itself. The crushed-in front is seen in above photo.

SLOWLY MOVING ENGINE NOSES INTO REAR OF FRUIT TRAIN

Two Tragedies Increase Toll of Street Mishaps

Accident total on the city's streets since yesterday:

| | |
|----------------------------|---------------|
| Dead | 3 |
| Injured | 8 |
| Accidents | 1 |
| Totals thus far: 1937 1938 | |
| Dead | 14 15 |
| Injured | 556 483 |
| Accidents | 849 687 |

Great Weight Demolishes Obstacles—Fire Follows Collision

NO PERSONS INJURED

Railway Crews Clear Track—Firemen Extinguish Blaze

Crew of a giant Canadian National railways locomotive escaped unscathed at 3:40 o'clock this morning when the westbound Toronto-Fort Erie freight train it was hauling crashed into the rear end of a standing fruit train on the main line at Stoney Creek and became the centre of the blaze that quickly spread through the tangle of splintered wood.

Five cars of the fruit train were wrecked, the caboose and two cars loaded with grapes being destroyed by fire. Two other loaded refrigerator cars were overturned on the south tracks. Traffic over the subdivision was blocked for four hours, replacement of several tracks being necessary after the wreckage was removed.

Four men who were riding in box cars on the westbound freight escaped injury and remained at the scene to describe their experience after they realized they were in danger.

A third freight train that was standing on the south track, awaiting clearance to use a passing track missed being involved in the wreck by inches. Its crews immediately sped to Winona, scorching over the north track and returning hauling the heavy locomotive from the tangle of burning cars. The iron units at the front end of the mogul were white hot and scores of ties were ignited as the giant was moved clear of the fire.

Officials attributed the accident to the fact the westbound freight speed did not slacken soon enough to avoid a crash. It had slowed, however, to four miles an hour and only the ponderous weight of its 70-car train caused it to forge into the standing train.

Officials said that George Migh engineer, and W. T. Mason, conductor, both of Fort Erie, were in charge of the freight train and that H. T. Collinson, conductor, and Robert Tait, engineer, both of Munce-

TRAVELLERS' AID HERE IS DOING VALUABLE WORK

Trains Met and Strangers Cared For By Local Organization

Operates on One of Smallest Budgets in Community Fund

This month and every month there are at least 100 travellers—men, women and children—arriving in Hamilton without friends. Sometimes they are actually lost. Sometimes they have lost their tickets; sometimes they are without money; sometimes they are ill and need care.

That's why the Travellers' Aid is functioning from early morning to late night every day meeting trains that come and go. This month and every month they will meet at least 500 trains, incoming and departing.

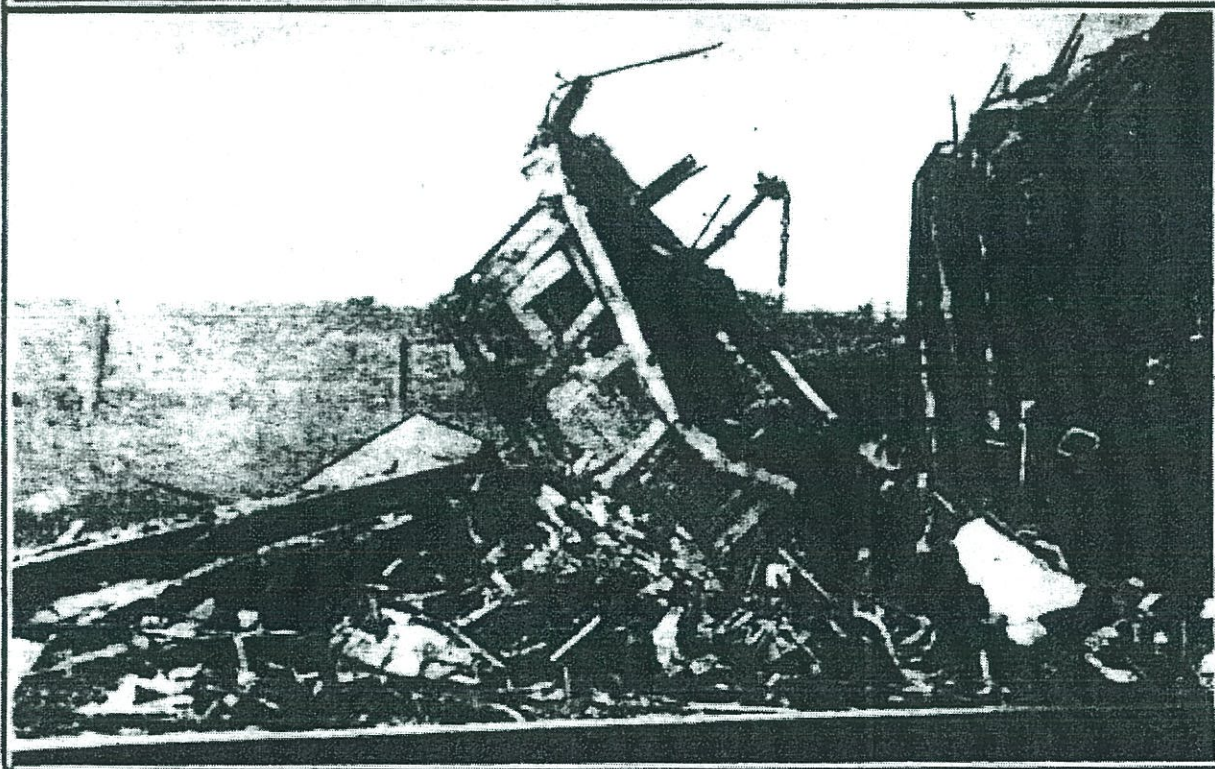
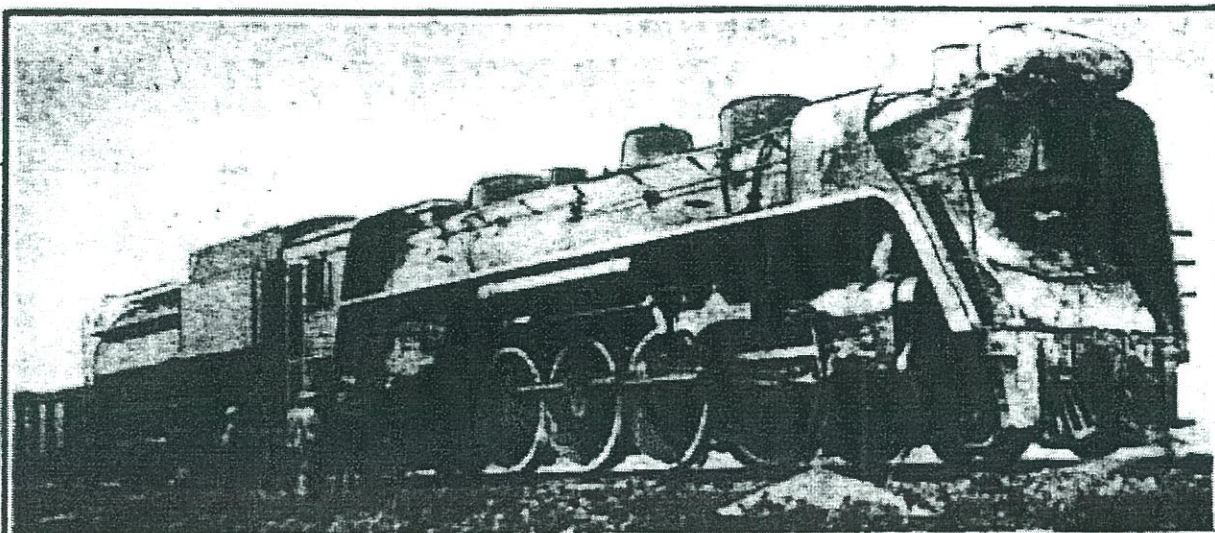
It isn't any insignificant work, this meeting all trains business, it has become one of the essential community services. It is an international service that was begun many years ago and in Hamilton it is maintained by one of the smallest budget allotments provided for by the Hamilton Community Fund.

Welcome Strangers

One full-time worker, and one worker assisting part time, carry out this "welcome stranger" work in Hamilton and meeting at least 600 trains every month would appear to be a job in itself without giving aid to the three or four, or half dozen travellers who arrive regardless each day.

To-day it might be a young woman coming from the west. The Ast-

INQUIRY HANDICAPPED,



GIANT MOGUL MARRED—One of the largest locomotives in the Canadian National railways service, No. 6153, shown above, was making its third run after being overhauled when the Stoney Creek wreck occurred. Officials planned to place it in fast passenger service, but the effect of its exposure to fire after the crash means another prolonged visit to the shops. In the lower picture is shown some of the wreckage of the fruit train cars, reduced to matchwood.

SLOWLY MOVING ENGINE NOSES INTO REAR OF FRUIT TRAIN

Two Tragedies Increase Toll of Street Mishaps

Accident total on the city's streets since yesterday:

| | |
|-----------------------|---------|
| Dead | 2 |
| Injured | 9 |
| Accidents | 1 |
| Totals thus far: 1937 | 1938 |
| Dead | 13 |
| Injured | 55 483 |
| Accidents | 949 687 |

TRAVELLERS' AID HERE IS DOING VALUABLE WORK

Trains Met and Strangers
Cared For By Local
Organization

Operates on One of Smallest
Budgets in Community
Fund

This month and every month there are at least 100 travellers—men, women and children—arriving in Hamilton without friends. Sometimes they are actually lost. Sometimes they have lost their tickets; sometimes they are without money; sometimes they are ill and need care.

That's why the Travellers' Aid is functioning from early morning to late night every day meeting trains that come and go. This month and every month they will meet at least 600 trains, incoming and departing.

It isn't any insignificant work, this meeting all trains business. It has become one of the essential community services. It is an international service that was begun many years ago and in Hamilton it is maintained by one of the smallest budget allotments provided for by the Hamilton Community Fund.

Welcome Strangers

One full-time worker, and one worker assisting part time, carry out this "welcome stranger" work in Hamilton and meeting at least 600 trains every month would appear to be a job in itself without giving aid to the three or four, or half dozen travellers who arrive friendless each day.

To-day it might be a young woman coming from the west. The Aid has been asked to meet her, although friends who were giving her work here could not supply a description. She was located and taken to her new home.

It might be a girl of 17 who stepped off the train alone, with very little money and seeking employment. She came to Hamilton because she did not wish to remain

Great Weight Demolishes
Obstacles—Fire Fol-
lows Collision

NO PERSONS INJURED

Railway Crews Clear
Track—Firemen Ex-
tinguish Blaze

Crew of a giant Canadian National railways locomotive escaped unscathed at 3.40 o'clock this morning when the westbound Toronto-Fort Erie freight train it was hauling crashed into the rear end of a standing fruit train on the main line at Stoney Creek and became the centre of the blaze that quickly spread through the tangle of splintered wood.

Traffic Blocked

Five cars of the fruit train were wrecked, the caboose and two cars loaded with grapes being destroyed by fire. Two other loaded refrigerator cars were overturned on the south tracks. Traffic over the subdivision was blocked for four hours, replacement of several tracks being necessary after the wreckage was removed.

Four men who were riding in box cars on the westbound freight escaped injury and remained at the scene to describe their experiences after they realized they were in no danger.

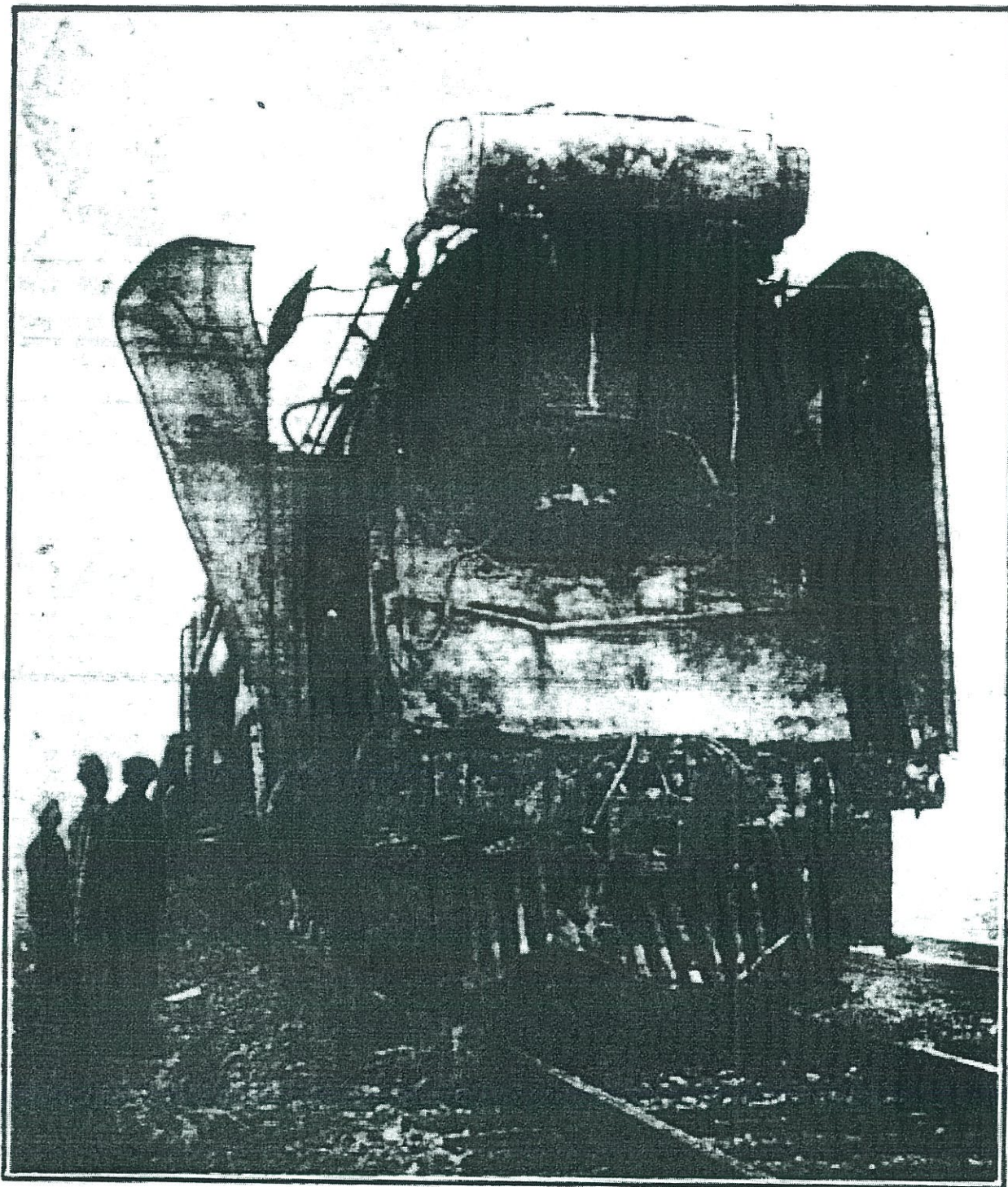
A third freight train that was standing on the south track, awaiting clearance to use a passing track, missed being involved in the wreck by inches. Its crews immediately sped to Winona, switched over to the north track and returned, hauling the heavy locomotive from the tangle of burning cars. The solid iron units at the front end of the mogul were white hot and scores of ties were ignited as the giant was moved clear of the fire.

Officials attributed the accident to the fact the westbound freight's speed did not slacken soon enough to avoid a crash. It had slowed, however, to four miles an hour, and only the ponderous weight of its 70-car train caused it to forge into the standing train.

Officials said that George Might, engineer, and W. T. Mason, conductor, both of Fort Erie, were in charge of the freight train and that H. T. Collaton, conductor, and Robert Tait, engineer, both of Mimico, were in charge of the standing fruit train.

Took All Precautions

"The westbound fruit extra had stopped at Stoney Creek yard to pick up some cars and the conductor and front-end brakeman went ahead to direct the switching," James Pringle, of Toronto, general superintendent, told the Spectator.



RESULTS OF A "GENTLE PUSH"—The great C.N.R. locomotive was moving only four miles an hour as it glided into the rear of a fruit train near Stoney Creek early to-day. But behind the huge engine were 70 cars and the locomotive crunched its way through every obstacle, not without damage to itself. The crushed-in front is seen in above photo.

standing on the south track, awaiting clearance to use a passing track, missed being involved in the wreck by inches. Its crews immediately sped to Winona, switched over to the north track and returned, hauling the heavy locomotive from the tangle of burning cars. The solid iron units at the front end of the mogul were white hot and scores of ties were ignited as the giant was moved clear of the fire.

Officials attributed the accident to the fact the westbound freight's speed did not slacken soon enough to avoid a crash. It had slowed, however, to four miles an hour, and only the ponderous weight of its 70-car train caused it to forge into the standing train.

Officials said that George Might, engineer, and W. T. Mason, conductor, both of Fort Erie, were in charge of the freight train and that H. T. Collaton, conductor, and Robert Tait, engineer, both of Mimico, were in charge of the standing fruit train.

Took All Precautions

"The westbound fruit extra had stopped at Stoney Creek yard to pick up some cars and the conductor and front-end brakeman went ahead to direct the switching," James Pringle, of Toronto, general superintendent, told the Spectator. "The rear-end brakeman went to the rear the required distance to flag other trains."

"Freight No. 463, bound from Fort Erie to Toronto, hauled by engine 6153, which just came out of the shops a few days ago, approached from the east. One of our biggest locomotives, it was hauling 70 cars. The engineer saw the brakeman's signal and applied the brakes, but the train was still moving at four miles an hour when it struck the caboose. The caboose folded and the coals from its stove apparently started the fire. Fortunately none of the crew of either train was injured. The eastbound train was not involved."

Mr. Pringle said that four carloads of grapes and the caboose would be a total loss.

There was a heavy fog during the night and rails were somewhat greasy. Clouds of fog occasionally floated by as wrecking operations were begun.

Mr. Pringle hurried to the scene by automobile and joined E. W. Cameron, assistant superintendent, in directing the wrecking crews, which were drawn from the Hamilton terminal and every section between Burlington and Jordan to speed traffic clearance.

The four guest riders: Joseph Rivas, 22, and Lou Arsenau, 22, of Welland; Arthur Cook, 17, and John Stepanchuk, 17, both of Port Colborne, told the Spectator they didn't know what was going to happen when the fire broke out and that they sought refuge in a nearby vineyard.

Train employees assured them that there was no danger as the

(Continued on page 23, column 5)