

# MANGLED AND BURNED.

Twenty Persons Killed and Twelve Others Injured.

## AN AWFUL RAILWAY ACCIDENT.

**A Grand Trunk Engine Jumps the Track Near Hamilton--The Cars Take Fire--Eighteen Charred Bodies Taken from the Ruin--Burned Absolutely Beyond Recognition--A Sickening Sight--No Means of Identification Except Watch Keys, Pocket Knives and Other Trinkets--Full Details of the Awful Event.**

### THE FIRST DESPATCH.

HAMILTON, April 28.—Another terrible railway accident occurred on the Grand Trunk this morning, just west of the junction cut on the main line, about two miles west of Hamilton. The train was the fast express, No. 52, eastward bound, due in Hamilton at 7 a.m., and was made up of ten coaches, as follows:—Engine No. 75b, in charge of Engineer J. Watson and Fireman E. Chapman, both of London; two baggage cars, a smoker, a Chicago & Grand Trunk through car, Wabash first-class coach, Grand Trunk first-class, and one Pullman and three Wagner palace cars, the train being in charge of Conductor W. Poole. The train was travelling at regular speed and passed the switch at the west end of the junction or Y cut safely, but immediately on striking the curve a few feet east of the switch

The engine jumped the track and kept on the grade to the left of the main line, dashing into the monster water tank that stands between the two lines and levelling it to the ground as though it were nothing but a card house. The roof of the tank was pitched fully seventy-five feet away and the heavy timbers scattered in all directions. The engine turned a complete somersault in the air and lies upside down on the base where the tank had stood, crosswise between the two lines of railway. The tender jumped the engine, the trucks being left behind, and landed in the sand and debris. The two baggage cars had apparently kept closer to the main line, the first of which ran past the engine and tender, and, except being badly smashed, stands nearly upon the main line. The other baggage car, which was principally filled with travellers' sample cases, was ground into small pieces.

Immediately caught fire and was burned to ashes, nothing being saved from it. The smoker piled in upon the smashed baggage car, and catching fire, was burned also. The coaches that followed were more or less damaged by the shock and suffered the same fate from the overturning of the stoves, except the two rear Wagner sleepers, which were afterwards detached and run to one of the stations westward. As soon as help arrived the work of rescuing the unfortunate passengers began. The train was a heavy one and had on board a large number of visitors to the Centennial celebration at New York. Fortunately the cars stood right side up on the track and this made the work of rescuing much easier. As soon as

The Terrible News reached the city a GLOBE reporter hastened to the scene of the accident and beheld a strange sight. From the tops of the bluffs between the deep cuttings the spectator

heartrending nature, which occurred on the G.T.R. Western Division yesterday morning at the Tcut about two miles northwest of this city, and the terrible import of the word brought to town was not known for hours.

### The Dreadful Truth

that twenty human lives had been yielded up in a moment of time was not known here until the afternoon.

The train which met such a terrible fate was the Limited Express from Chicago, No. 52, due in Hamilton at 7 o'clock, and was unusually heavy, a large number of the passengers being on their way to the Centennial celebration at New York.

The train left Detroit about midnight on Saturday and consisted of an engine, two baggage cars, one smoking car, one Wabash passenger coach, one Chicago & G.T.R. passenger coach, the Wagner sleeping car Fitchburg, one first-class G.T.R. car, the Pullman car "Eloise," Wagner car "Montpelier," and Wagner car "Messina" in the order named. All went well until 6.55, and the passengers in the sleepers were getting up and dressing expecting to reach Hamilton in a few minutes. The passengers in the ordinary coaches were looking out into the early Sunday morning, when without a moment's warning

### The Crash Came.

As nearly as can be gathered the train had reached the point marked "A" on the cut where the branch which leads to the Toronto and Hamilton line breaks off. The engine passed safely over the switch, when Joseph Watson, the engineer, felt something give way. His hand was on the brake, ready to slow for the down grade which would take the train on to Hamilton. With a mighty pull he turned on the air brakes at full pressure and jumped for his life. The speed, about 25 miles an hour, was instantly checked, but without avail, for the engine, dashing forward, ran full tilt at the huge water tank, standing in the triangle at the point "B," and smashed it to matchwood. The 30,000 gallons of water rushed down the bank northward to the marsh underneath, and the cab of the engine was carried with it.

The first baggage car, a bonded through car, although it, like the engine, left the rails, instead of piling on top of the engine, which lay with wheels upturned in the air, shot past it, keeping in the line of the rails, and, with the exception of a piece torn out of the side, landed in safety about 100 feet on the line ahead.

The second baggage car followed the line of the engine and piled on top of it. The smoker, the next car in the train, was smashed to fragments against the enormous mass of broken ma-

the wreckers began their work. Nothing was done with the engine. It was allowed to lie sunk in the hollow between the spot where the line divided and where the tank stood. The energies of all were bent to the clearing up of the ruins, from which the

Horrible Stench of Burning Flesh still came on the breeze. The workers removing the wheels and piles of iron ceased sometimes and a sickly tinge passed over their faces, but it was gone in an instant and to work they set.

No tongue may tell the horror of it, as the men revealed first one corpse and then another and another. In one small space about fifteen feet by four, from amid the charred ruins of the cars, were taken the puny-looking, shrunken, blackened cinders that had been men and women in the morning.

Fourteen men and three women, with no trace of face or figure to be seen, the limbs gone on this, the head burned completely off on that. Not one with a semblance of humanity left. Except here and there a battered knife or key, a watch, a pair of suspenders, the sleeve of a coat, the top band of a pair of trousers, the remnant of a white shirt that had been torn from the body of its owner in his agony as the flames reached him.

It was an awful sight, and as the little

HAMILTON CLARK, 147 V Chicago, broken leg and o ANTHONY MASS, an Itali Italy, head badly cut.

EDWIN CHAPMAN, firema on head and arms; doing EXOCK KENTON, London ribs; doing well.

C. C. AYDELL, Edwitt and bruised, slightly inju WM. LIPSEY, Chicag crushed.

A. L. DOWNEY, 48 We Danville, Ill., slightly inju GEORGE WHITE, Union severely cut.

ANDREW CARPENTER, Y head badly cut.

S. E. YOUNG, 284 North head cut.

JOSEPH MORRIS, Clark's injured in the head.

JAMES A. PALMER, Illio about the head.

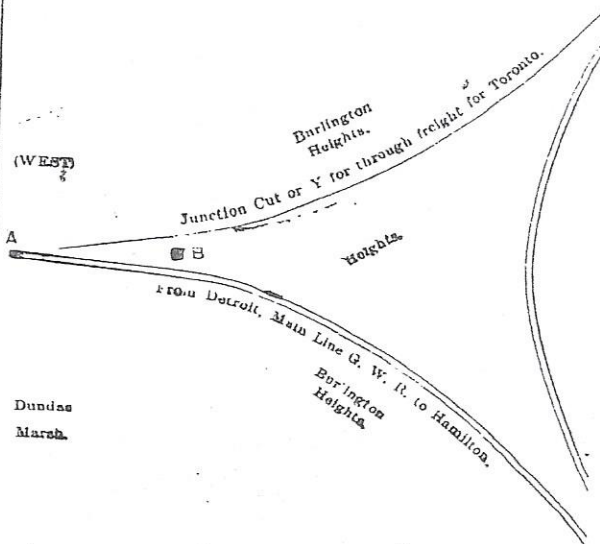
Dr. Baesmer was asked eit late in the afternoo them all to recover. A

Those Awful I taken from the burning now known of some of the haps ever will be known e were on board the train.

The assistance renderoc was most heroic, and the power to help the injured.

The people of this city b covered from the amaze

(NORTH)



A—High grade of over 75 feet.  
B—The water tank.  
Between A and B where the accident took place.

### Bundles of Charred Flesh

were laid out, the men wiped their brows of the clammy sweat and went again to work. The keys in the clothing, the trinkets, and other indestructible means of identification were placed in a pile guarded by a constable, all together, for there were six or seven corpses so heaped together that it was impossible to find out which they belonged to.

From the mass of burned fragments THE GLOBE reporter discovered three things that may be a means of identifying whose loved one lay there.

The first was the front of a white shirt,

learning of the full extent and everywhere sad faces!

And Whispers ( pass round as the news

The lives lost are those of Americans, but a national feeling gives pl sympathy man feel in com loss and which makes all

The Y, which is clearly the cut, has been the scene accidents; the first the accident, which many year loss of over fifty lives, Hamilton and of the train

April 29 1889



April 29 1889

A—High grade of over 75 feet.  
B—The water tank.  
Between A and B where the accident took place.

Immediately Outright Fire  
and was burned to ashes, nothing being saved from it. The smoker piled in upon the smashed baggage car, and catching fire, was burned also. The coaches that followed were more or less damaged by the shock and suffered the same fate from the overturning of the stoves, except the two rear Wagner sleepers, which were afterwards detached and run to one of the stations westward. As soon as help arrived the work of rescuing the unfortunate passengers began. The train was a heavy one and had on board a large number of visitors to the Centennial celebration at New York. Fortunately the cars stood right side up on the track and this made the work of rescuing much easier. As soon as

#### The Terrible News

reached the city a GLOBE reporter hastened to the scene of the accident and beheld a strange sight. From the tops of the bluffs between the deep cuttings the spectator looked down upon the wreck of what had been but a few hours before a fast-speeding train, carrying its living freight to their various destinations, and saw nothing but a confused mass of burning coaches, an helpless, overturned engine and tender and the ruins of the great water tank. The accident occurred in a similar location to that which took place in February last year, except that, instead of a high bank on one side, the scene of today's accident is an embankment with sloping banks fully 75 feet steep, with deep water at the foot. A pumping house to supply the great tank with water is situated at the bottom of the embankment on the west side, but although there was an abundance of water on both sides steam was not up in the engine-room and it was therefore useless.

#### A Walk Around the Wreck

showed little but the iron remnants of the cars, twisted and red hot, and the trucks, the all-devouring element having made away with all that was inflammable. There was no sight of dead, dying or injured. Although rain fell heavily, it did not damp the ardor of the citizens, who, young and old, wended their way through the mud by thousands to the spot. A great many of the fittings of the sleepers were saved, and in the baggage-room of the Stuart Street Station could be seen spring mattresses, wraps, lamps, racks, and other odds and ends that go to make up the comforts of a sleeping-car. A good many of the visitors to the New York Centennial who were on the train will carry with them

#### Terrible Reminders

of the accident, in the form of cut faces, black eyes and sprained limbs. Twenty or thirty who suffered in this way left for Buffalo on the special train that was made up at the Hamilton Station. By the strangest good fortune neither the engineer or fireman were much injured. Both of them stuck to the engine until it struck the water-tank, when the fireman was thrown out of the cab. Engineer Watson went down with his engine, but crawled out of the wreck almost unscathed. The top of the engine's cab is lying at the foot of the Burlington Heights and junction of the high grade.

#### FULLER DETAILS.

HAMILTON, April 28.—"The St. Louis express coming east from Detroit left the track two miles from here this morning, and the cars, telescoping into each other, caught fire and were burned."  
These were the first words that told the world of a railway horror of the most

turned on the air brakes at full pressure and jumped for his life. The speed, about 25 miles an hour, was instantly checked, but without avail, for the engine, dashing forward, ran full tilt at the huge water tank, standing in the triangle at the point "B," and smashed it to matchwood. The 30,000 gallons of water rushed down the bank northward to the marsh underneath, and the cab of the engine was carried with it.

The first baggage car, a bonded through car, although it, like the engine, left the rails, instead of piling on top of the engine, which lay with wheels upturned in the air, shot past it, keeping in the line of the rails, and, with the exception of a piece torn out of the side, landed in safety about 100 feet on the live ahead.

The second baggage car followed the line of the engine and piled on top of it. The smoker, the next car in the train, was smashed to fragments

against the enormous mass of broken machinery already blocking the road, and following on it came the Wabash passenger coach, which was telescoped into the ruins of the smoking car. The cars in the rear, except the last two, which remained on the track, left the rails, but did not suffer further damage from the collision.

But now as the engineer, who had jumped for his life, came up the bank, bruised and bleeding, he saw with horror that the cars had caught fire, and, before the passengers from the rear could reach the scene,

#### A Great Blaze Shot Up

to the sky and the roar of the flames for ever silenced the screams of the victims. The passengers in the rear cars ran forward and succeeded in rescuing from the debris those wounded who were still within reach, but the flames had now shot along the line of the cars and the efforts of the passengers were expended in removing the two last coaches, which were still on the track, from the vicinity of the blaze. They were uncoupled and rolled back. The engineer, fireman and conductor gave the alarm and soon from Hamilton the fire brigade was at hand. With a supply of water from the pumping engine which was attached to the tank and which, from its position at the foot of the embankment, escaped uninjured, the hose were soon playing upon the wreck and the passengers began to think the worst was over, for from the debris only two bodies were recovered and many thought those were all. But underneath the roaring mountain of flame the officials had firemen knew there were

#### Charred and Unrecognisable Bodies.

the bodies of the men who occupied the smoking car, and of the others in the passenger coach. For four hours the firemen were engaged extinguishing the flames, for the iron work was well nigh at white heat. In the meantime the two bodies recovered were removed to the morgue at Hamilton. The wounded were tenderly cared for, and also removed to Hamilton. The passengers injured went on. The two rear cars, which had been saved from the flames, were sent back to Paris, and around on the Heights

#### Stood Thousands of People

from Hamilton watching the firemen as they toiled in and out among the debris. Two wrecking trains from Hamilton were in waiting, ready, the moment the red-hot iron was cooled sufficiently, to pull the hideous mass of ruin apart and see what further horror would be revealed, for as yet they could not reach the spot where the smoking-car had been before the fire. At 2 o'clock the heat was less intense and

#### Bundles of Charred Flesh

were laid out, the men wiped their brows of the clammy sweat and went again to work. The keys in the clothing, the trinkets, and other indestructible means of identification were placed in a pile guarded by a constable, all together, for there were six or seven corpses so heaped together that it was impossible to find out which they belonged to.

From the mass of burned fragments THE GLOBE reporter discovered three things that may be a means of identifying whose loved one lay there.

The first was the front of a white shirt, and on the band was the mark, 16 x 34, 8,365, Curwick.

The second was a first-class ticket, which was issued by the Wabash, St. Louis & Pacific Railroad. Form D. x 325, Detroit to New York, first-class, return, No. 163.

The third was a letter, the contents of which looked like an insurance policy, but were undecipherable. The address on the envelope was Harry Evarts, Kohl & Middleton's Side Museum, Chicago, Ill.

That was all; the cinders were laid aside, and in half an hour a number of large boxes were brought upon the scene. In one of these four of the corpses on which no clothes, no limbs,

#### Nothing But the Blackened Trunks

were left, were placed; another held three, and the rest were given each a shelf.

The men still labored on—labored until seventeen had been taken—while still to the rear the cars were burning.

Before the bodies were removed a thing than which nothing more revolting could be seen on a field of war occurred. A dog, crept by the smell of the burning flesh, leapt in among the ruins and began to search around.

With Howls and Shrieks and Curses the half-maddened workers chased the brute away and the bodies were screwed down.

Shortly afterwards near where the dog had been another corpse, unrecognisable, like all the others, was taken out.

By this time it was five o'clock. The obstructing mass was hauled away, and the gang of wreckers began to replace the broken and bent rails with fresh ones. By seven o'clock that part of the work was completed and night began to settle down. The heavy rain clouds that had poured themselves down all day became still more gloomy and the work of clearing up the hollow where lies the locomotive and the baggage car proceeded in the gloom. It is not known if there were bodies in that part of the wreck. If there were they

#### Will Never be Discovered.

for the fire blazed most intensely and most continuously there.

In Hamilton the excitement was intense. The first means by which the city was aroused was the removal of the wounded to the Hospital, where they were placed under the care of Dr. Beemer.

The killed were placed in the Morgue. Their names were:—

RODOLPH J. EDKAR, who from papers on the body is either a dealer in printing material or purchasing printing plant.

L. S. GURNEY, of Brooklyn, connected with an outlery firm there either as member or traveller. Mr. Gurney was in the smoker, and one of the rescued passengers says that he

#### Saw His Head Out Of

by one of the huge splinters that were flying about. When the body was dragged out the injuries were discovered to be of the most terrible nature.

The injured passengers who were got out before the cars took fire were:—

learning of the full extent and everywhere sad faces

And Whispered Q  
pass round as the news t  
The lives lost are s  
those of Americans, but a  
national feeling gives pl  
sympathy men feel in comm  
loss and which makes all m

The Y, which is clearly  
the cut, has been the scene  
accidents; the first the D  
accident, which many years  
loss of over fifty lives.  
Hamilton end of the (Tring)  
February of last year comp  
a freight train, caused the  
the engineer and fireman,  
day, which, so far as reveal  
cause of twenty deaths. It  
and will be long remembere

#### A LATER DESP.

HAMILTON, April 28.—  
sentative called upon En  
who was resting at the ho  
Engineer Martin, on Magi  
was unable to see him as  
speak with any one, bein  
with his bad shaking up.  
suits, however, were expect

In a short conversation  
The GLOBE gathered from  
gineer Watson could accoun  
dent in no other way than  
had jumped the track.  
dent that the engine  
the switch safely  
equally sure that every  
engine was right. Of his  
he could say nothing. Ho  
knew not. He remembere  
over with his engine, but t  
a dream to him. As soon  
Watson will return to his

Two of the passengers  
hurt sufficiently to need  
hospital were taken to the  
well cared for.

Had it been possible to  
gine with some promptin  
the accident all the Pull  
the first-class cars could  
been saved from the flames

#### Fireman Chap

who escaped without seri  
some good work during th  
the day, but was afterward  
into the hospital for attent

The deadly stove was a  
for a great number of the  
of the twenty bodies r  
eighteen of them were b  
mournful sight to see th  
lorries as they deposited th

#### Ghastly Loss

at the door of the hospital  
terrible was it to think th  
victims could be identified.

The high lands above th  
splendid vantage point  
lookers, and they stoop  
rank, for hours looking  
of the men as they cleared  
Chief McKinnon and a n  
did good work in helping t  
jured to the hospital. The  
was also brought into, ray  
of service.

#### Other Deta

The baggage and smokin  
telescoped and immediat  
fore the passengers could  
any assistance render  
quickly communicated  
in the rear and so  
cars were ablaze. T  
however, managed to get



