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THE DAILY FREE PRESS, LONDON.

TERRIFIC!**Explosion of a Grand
Trunk Locomotive.****THE CITY SEVERELY SHAKEN.****Round House and Machine
Shop Badly Shattered.****WINDOWS BROKEN EVERYWHERE.****Huge Pieces of Boiler Carried Over
100 Feet Distant.****CRASHING THROUGH ROOFS AND WALLS****Two Men Injured, but no Loss
of Life.****TREMENDOUS EXCITEMENT THROUGHOUT THE CITY****Buildings Shaken to Their Founda-
tions, and Their Occupants Pale-
stricken—Details of the Disaster.**

The city was startled last night a few minutes after nine o'clock by a terrific explosion that seemed to shake the earth, that shook and shivered buildings to their very foundations, and brought men, women and children out of their houses with shaking limbs, anxious faces, and eager inquiries on their lips. From mouth to mouth the wildest statements ran. What could it be that filled the streets of the city on an ordinarily quiet Sabbath evening with excited crowds rushing to and fro in wild confusion? What was it that smashed glass all over the city, that with the force of its concussion drove the air through the houses with such tremendous force as to carry the window glass with it, upset heavy furniture, and in some cases moved the big two and three-story houses several inches off their foundations?

A BOILER EXPLOSION.

One of the big freight engines of the G. T. R., No. 883, standing on the track on Bathurst street, beside the Round House, and between Waterloo and Wellington streets, had given way under the high

THROUGH AN OPEN WINDOW.

A FREE PRESS representative had an interview with Mr. Tydd. He said: "I was sitting by my side window indicating a window on the west side) when the explosion came. It was awful. The house swung back and forward till I thought the end of all things had come, and the glass flew lively. Yes; I guess that every window in the house is broken, and I am pleased to have the house over my head after it. No one was hurt except that I got a few cuts on the head with the glass from my window. They tell me the house has been moved back and I would not deny it."

THE SPOKEN STABLES.

The stables were next visited. One of the windows of this building faced the point from where the boiler disappeared. It is needless to say that the window is not there now. Fortunately the horses were all stabled quite a distance back from the street in this building, and when the door was opened they were found snoring, sweating, badly frightened, but without apparent injury.

The sheds adjoining the street, which are new and strongly built, are all bent out of line and forced back by the pressure.

The shock set the church bells ringing. At the Central Police station there was an exciting time over the report. The detectives and sergeant thought it might be a burglar and a safe, and they seized their accoutrements and rushed out on the street. The station was besieged with alarmed and excited people, women, men and others, all anxious to hear the explanation. It was fully twenty minutes after the accident that its meaning became known up town.

Up and down Waterloo street there was also an immense wrecking of glass. Dodd & Sons' planing mill suffered severely, and hundreds of dollars of damage were done to it by the destruction of glass and the injury of nicely adjusted machinery.

NO ONE BADLY HURT.

Michael O'Connor, of George street, was in charge of the stationary engine in the machine shop at the time of the explosion. He was standing not more than forty feet from the engine that blew up but of course the brick wall of the machine-shop was between. The concussion was so terrific that it knocked O'Connor off his feet in a twinkling, and it was some minutes before he was able to realize what had happened. He sustained some painful bruises and slight cuts, but was not badly hurt. He was removed to his home shortly afterward.

Wm. J. Campbell, a cleaner, was also in the machine shop, and his injuries proved to be greater than was at first supposed. A very severe cut was received on his forehead, probably caused by a flying brick, piece of metal or glass, and a deep cut was made in his left leg below the knee. He was able to walk, but complained of pains in his head. Nothing very serious is expected to follow his injuries, however. He was taken to his home at 463 Colborne street.

A number of cleaners and engine men were in the Round House when the explosion occurred, but no one other than O'Connor and Campbell were hurt, though all felt the terrific force of the concussion, and were momentarily dazed in consequence. The glass in the locomotive cabs in the Shops and Round House was shattered to atoms.

DID SOME ONE TAMPER WITH THE ENGINE?

The wrecked locomotive was a new one and had just come from the shops. It was standing on the Bathurst street siding, on a dead end track, ready to go out in the morning. Fifteen minutes before the explosion, one of the engine turners, whose duty it is to attend to the engines while they are in the Round House, and to see that steam is kept up, had visited the

before the facts were learned, was intense. All manner of stories were circulated among the crowds that gathered some of them very absurd, but nevertheless they were eagerly caught up and passed around. A keg of beer at Sars' restaurant was said to have exploded, and the story was industriously circulated.

The police were at a loss to account for the loud report, and fears of a link safe explosion were entertained. A hurried search of the backs and other public buildings was made, but nothing was revealed, and all appeared to be as usual. This fact but perplexed the police the more, however, and the men were considerably excited until the real cause of the great shock was learned.

Another story circulated was to the effect that two men were seen to leave the Bank of Commerce building from the rear end, enter a carriage, to waiting and drive off hurriedly, but if the story was a fact the men were probably insurance agents.

The firemen at the Central Hall made ready, in case their services should be required, before they learned what had happened. The men donned their waterproofs, and the horses were hitched to the trucks.

A large window of plate glass in Shuttlesworth's fruit store, on the corner of the Market Lane and the Market, was broken completely, and fell out on the sidewalk. It had been cracked, previously, however.

Considerable quantities of window glass were broken in McClary's stove works on York street, in Nitschke's block, and in the corner grocery on Dundas street.

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Some idea of the force of the explosion can be obtained when it is known that these locomotives often carry a pressure of 100 lbs. and over to the square inch of their boiler surface. When the iron and steel plates crack or give way under the terrific strain to which they are subject, there is no remedy and no delay. The massive plates were riven like paper, and hurled in broken masses high in the air over buildings blocks away.

IT WAS PROVIDENTIAL

that the affair occurred at the time it did. There was so far as could be learned no one on the streets in the vicinity of the explosion. People who had attended evening church had only reached their homes a few minutes before, and a light drizzle of rain and snow caused the young people to make quicker time than usual getting in. To these facts may be attributed the immunity from a sickening loss of life. The force of the explosion was sufficient to rend the strong walls of the Round House, and to break the glass for a radius of half a mile from the scene. The pieces of the boiler travelled to considerable distances, and the whole city was shaken like a reed in the wind by the appalling shock.

What the damage will be it is impossible to approximate. There are streets and squares of houses with broken windows. Elliott's big foundry across the way, now used by the London Machine Tool Company as a moulding shop, looks as if it had been gutted by fire. The glass and even the sash in some of the windows is carried away. The concussion was strong enough to send a current of air through that structure, and hot a whole pane of glass appeared to be left in either the north or south sides or the east end. The stores and small buildings along the west side of Wellington street presented a broadside to the disturbance, and appeared to have received the full force of the wave. The walk in front was paved with broken glass, and Mr. Graham and others were nailing up planks to protect their goods. Mr. Graham said the engines stood out there on the street by themselves, and he or anyone else could go and blow one up.

"Do you suppose that boys were meddling with the engines?" asked a reporter.

"Oh, no; I don't know anything about it; and I don't want to say anything about what I don't know," rejoined Mr. Graham.

On the south side of Bathurst street near where the engines stood are the houses of Miss Margaret Mitchell, Mr. J. H. Tydd and Mr. George Gall and the Shedden Company's stables. The house occupied by Messrs. Tydd and Gall is a double frame tenement adjoining the stables. It looked as if it had passed through a severe siege, and the occupants were busy fitting up blinds over the shattered windows. Within the houses the furniture was piled in confusion, some of it having been overthrown by the shock and some of it hastily moved back from the windows to allow of temporary repairs. Broken glass pebbles and lumps of sand covered furniture and floor alike. A big chunk of boiler plate was

DRIVEN INTO THE HOUSE

beside the front door in the residence of Mr. Gall, but which of the two suffered most severely it would be difficult to say.

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THE WRECK.

The scene at the wreck was one impossible to properly describe. The wrecked engine stood on the siding with half-a-dozen others, and directly opposite the locomotive machine shop, which adjoins the Round House at the rear. The railway siding is only about fifteen feet from the shop, and two great holes were knocked in the side walls by the flying debris and from the force of the concussion. The apertures extend from the ground to the roof, and each are about twelve feet wide. In addition to this, a considerable portion of the wall was rendered unsafe, and will have to be reconstructed. Portions of the roof, also, were seriously damaged by the concussion and there was not a whole pane of glass left in the building.

The locomotive itself is a complete wreck—a mass of twisted pipe and broken and wrenched machinery. The wooden parts of the cab were reduced to kindling wood and scattered about the street. The lever was about the only portion of the attachments in the cab that remained. The boiler was torn right away from the throat sheet, and the flues were twisted about the smokestack and head of the engine that remained, or else were broken off completely and strewn about Bathurst street and among the railway tracks for many feet distant. The big driving wheels on either side were wrenched from their position, and were badly broken, together with the cylinders and heavy steel driving shafts. The whole bed of the engine was ripped and twisted into a confused mass. The tender was not very seriously injured. Half of the cupola, weighing twenty lbs., was found on the G. T. R. Freight Shed platform, over a hundred yards distant, and another large section of iron from the engine was

SENT CRASHING THROUGH THE ROOF of the sheds, tearing a large hole in the building, and landing on the floor among a lot of freight awaiting shipment.

"Had the accident occurred on a other night," said an employe at the freight sheds to a FREE PRESS reporter, "somebody at the sheds would almost certainly have been badly hurt, for a large staff of men are constantly at work here."

SEVERAL ENGINES DAMAGED.

The flying pieces of the wreck struck several of the engines standing on the Bathurst street sidings. The throttle went through the cab of engine No. 775, and engine No. 679 had a big hole knocked in her tender.

A large staff of men were set to work after the explosion to put things in shape as far as possible.

A SAFE OR A BARREL OF BURN

The excitement about the centre of the city consequent upon the explosion, and