

THE TORONTO AND  
HAMILTON  
RAILWAY.

#2.



OPENING OF THE HAMILTON AND TORONTO RAIL-  
WAY.—Strange to say, nothing beyond the  
mere announcement of the intended opening of  
this important work to-day, has been done,  
and we are not aware that any preparations  
have been made towards celebrating the  
event. The Toronto Colonist stated on Friday  
that arrangements were in progress in that  
city for the purpose of getting up a celebra-  
tion, and the Globe suggested that monster  
trains should be run in the forenoon and after-  
noon, the citizens of Hamilton to visit Toronto  
during the day, and those of Toronto to visit  
Hamilton in the evening, or vice versa. This  
is all we have heard of the matter, and we  
suppose nothing further will be done. It is  
much to be regretted that the event should be  
allowed to pass over without a befitting  
celebration.

December 31  
1855



## OPENING OF THE TORONTO AND HAMIL- TON RAILROAD.

On Monday next, the Great Western Railroad will be opened between Hamilton and this city, and Toronto will, for the first time, be placed in direct railway communication with the far West. The event is one of no ordinary importance, and ought to be celebrated by our citizens in a manner worthy of the occasion. It would be difficult to overrate the advantage which will accrue to Toronto from having the rich commercial area compassed by the Great Western, brought to the doors of our merchants; and it is right and politic to mark the event. It has not been to the credit of Toronto that the accomplishment of this last link in the chain of communication with the West, has been left entirely in the hands of the people of Hamilton; to them and their English friends we are indebted for the construction of the road; and the least thing we can do on the approaching occasion is to offer the Hamiltonians a tribute of laudation for their public spirit, and our hearty congratulations on the success which has attended their efforts. Mr. Allan's Mayoralty has been distinguished by several remarkable incidents—but this far surpasses all the others, and we are sure he will see to it that the event is celebrated in a manner befitting its importance. The Board of Trade, too, will undoubtedly feel called on to bestir itself.

November  
29  
1855



# The Globe.

TORONTO, FRIDAY, NOVEMBER 30, 1855.

## OPENING OF THE TORONTO & HAMILTON RAILWAY.

The *Hamilton Spectator* of yesterday, in speaking of this event, says:—

"It will be an event of no ordinary importance, when the two leading cities of Upper Canada are united by bonds of iron, and it is to be regretted, that no steps have been taken to celebrate it with all due ceremony. How the matter has been overlooked in both cities, we are at a loss to understand; possibly it is not too late even now to think of it. What say our Toronto cotemporaries? It has been given out that Monday is the day fixed upon, and if so, we fear there is no time left to make the necessary preparations. We regret this very much, for the opening of such an important work ought certainly to have been celebrated by a demonstration becoming the event."

We are glad to see that the Hamiltonians participate in the views we expressed yesterday—and late in the day as it is to make preparations, we hope that the event will yet be celebrated in a proper manner. We have heard it suggested that "monster trains" should be run from one city to the other, forenoon and afternoon— that the citizens of Hamilton should be the guests of Toronto during the day, and the Torontonians visit Hamilton during the evening, or *vice versa*. But whatever plan may be settled upon, not an hour is to be lost in setting the affair in motion. Where is Mr. Mayor Allan? Surely he is not to be caught napping on so important an occasion. A committee of arrangements should be organized this forenoon, and if it is found impossible to make suitable preparations by Monday, a later but very early day might be selected.

November  
30  
1855



December 2  
1855

cold air, which blows the vessel on her beam-ends, and penetrates every corner of her cabin; think of the crushing through the thick ice at the Queen's Wharf—the backing, and filling, and cable fastening and parting, before she is safely moored in her haven, where possibly she may be frozen in ere morning; compare all this with eighty minutes' ride in a cheerful, well warmed car, flying over the surface of the ground, stopping a few minutes at the Credit, Oakville, Bronte, and Wellington Square, and landing you in Hamilton streets, without a ruffle on your shirt disturbed, or a frown on your brow. When it was necessary, country merchants and millers were willing to brave the storms of Lake Ontario, to transact their business in Toronto; but when they could effect their purpose without encountering the trial, they staid away. Now, they will be able to resume their old connections with our city, without any difficulty or annoyance. And if the railway makes the transmission of passengers easy, it has even a more marked effect on the transportation of goods. The landing and the conveyance from the wharf to the station at Hamilton are saved; the exactions of the wharfingers are avoided; the delays in shipping are removed.

But Toronto will not be benefitted only by the merchants which the railway will bring to her streets. There is a great advantage in having constant and easy intercourse with the American cities, with which we transact a large business. We can go now to the Suspension Bridge in three hours, and avoid the horrors of a passage to Niagara, while fourteen hours more bring us to New York. Importers can draw their supplies from the sea-board with a speed and certainty never before attained. It will be unnecessary henceforth to lay in enormous winter stocks of goods, such as are generally purchased in New York, when during any month fresh supplies can be obtained. We know one merchant whose stock is now £10,000 lighter than it was last year on this account. But we have before enumerated the advantages of the railway to Toronto, and do not mean to repeat them all here, it is more appropriate that we should speak of the character of the line which has been opened. Every body agrees that it has been constructed with a care and completeness pre-



12/2 1855

## OPENING OF THE HAMILTON AND TORONTO RAILWAY.

The event of yesterday marks an era in the history of Toronto; if its citizens do not realize the fact now, they will do so ere long. The opening of the Hamilton Railway lays at our feet the fertile fields of the west, with their rich abundance ready to be gathered. All that are required are active hands and heads to carry on the trade which must henceforth pour through our streets. Commercially, Toronto has hitherto been a place of comparatively local business. Now she must become the lake port of the entire west, from Belleville to Sandwich. It is a strange thing to consider that getting rid of some forty miles of lake navigation, and the substitution of speedy land transport instead, should make such a difference; yet it is not to be doubted that the fact is so. In the calm, warm days of summer, the improvement effected by railway is not so remarkable. Three or four hours by water does not appear then so great a hardship, as even an hour and twenty minutes in the dusty car. It is in the fall, winter, and spring, forming more than three-fourths of the year, that the Iron Horse gains its advantage over the wooden Leviathan. Who that has ever shrank shivering down the wharf on a cold and stormy October or November day, and been pitched about for hours on the white-capped waves—the *mal de mer*, if not upsetting entirely, at least causing a loathing of the mingled odour of the machinery and of the cook-room,—the only relief obtained by the steamer pushing its nose alongside a rotten, dirty wharf, at a little port, and that relief clouded by the feeling that it is obtained by a delay in the close of the journey—the only scenes which meet the eye made up of lowering, leaden sky, and green and angry waves, with a low and undiversified shore, but dimly seen through the mist—who, that has made such a voyage, will wonder that the railway should create a change? Or, take

December  
2  
1855  
Globe



12/2 1855

## OPENING OF THE HAMILTON AND TORONTO RAILWAY.

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Toronto  
Globe  
December 2  
1855



# GREAT WESTERN RAILWAY.



## OPENING OF THE HAMILTON & TORONTO BRANCH!

ON and after MONDAY NEXT, the 2nd of December, Trains will run daily (Sundays excepted) between Hamilton and Toronto, as follows:—

### GOING WEST.

STATIONS.	Express.	Accommodation.	Mixed Mail.
Toronto	A. M. 8.10	P. M. 3.30	P. M. 10.00
Mimico	8.14	3.34	10.15
Port Credit	8.30	3.50	10.30
Oakville	8.44	4.04	10.53
Brimley	9.00	4.20	11.16
Wellington Square	9.15	4.35	11.33
Hamilton	9.20	4.50	12.05

### GOING EAST.

STATIONS.	Express.	Accommodation.	Mixed Mail.
Hamilton	A. M. 10.40	P. M. 6.10	A. M. 3.10
Wellington Square	11.00	6.30	3.35
Brimley	11.15	6.45	3.55
Oakville	11.27	7.00	4.15
Port Credit	11.45	7.20	4.35
Mimico	11.57	7.32	4.55
Toronto	12.05	7.40	5.05

The above Trains connect at Hamilton with Trains of Great Western Railway, running in connection with Trains to Buffalo, Rochester, Albany, Boston and New York, and with Michigan Central Railroad Trains at Detroit, for Chicago, St. Louis, &c., &c.

The 3.30 Train from Toronto meets G. W. R. Accommodation Train going west at Hamilton, for Preston, Galt, Paris, London, and Intermediate Stations.

Through Tickets for any of the above places can be obtained at the Ticket Office, Toronto Station.

Stages run daily between Oakville, Milton, Georgetown, &c., &c.

J. RYDGES,

Managing Director.

Great Western Railway Office,  
Hamilton, Nov. 30, 1855.

1759-61

# GREAT WESTERN RAILWAY.



## NOTICE IS HEREBY GIVEN,

THAT the LINE from GALT to PRESTON will be OPENED for Public Traffic on MONDAY next, the 20th instant, on and after which day Trains will run regularly as per Great Western Railway Company's General Time Table.

The LINE from Hamilton to TORONTO will be OPENED for Public Traffic on MONDAY, the 2nd December next. Time Tables will shortly be issued for that Line, showing the hours at which the Trains will run.

C. J. RYDGES,

Managing Director.

Hamilton, G. W. Nov. 22, 1855

1759-61

December 1  
1855





Grand Trunk Railway Station.

— Courtesy Charles Lamont

*Burlington*



At in Mimico's last half-century, we'll take some time to go detail about them and their work. Railroaders have been called Aristocracy of Labour. Their unions have been strong, stable and respected.

Railroaders themselves have been among the most stable and well respected sections of Canada's population. They've enjoyed relatively high and secure wage scales. The nature of their work has demanded that railway employees be dependable, punctual and responsible men of good judgement and even temperament.

Another characteristic which appears to mark the railwayman is his ability to plan and manage his personal finances. Perhaps the fact that railway salary cheques came only twice per month, instead of every week, has had something to do with this. Railway families have been forced to learn to budget and stretch their salaries to cover periods of 14 and 15 days.

In any case, the railway employees who came to Mimico with the CNR yard quickly proved that they were the type who bought or built homes, who were interested in contributing to the community in many ways, and who were ready to assume positions of responsibility and leadership in community life.

Mimico's real growth as a community dates from their arrival. They have never ceased to influence and encourage our community institutions.

Railway work has always been demanding, strenuous, varied and interesting.

When I asked CNR officials in Toronto for information about early days of the Mimico yard, they sent me to see W. R. Henderson, of 22nd St., New Toronto, who came to Mimico yard in 1910 as a switch tender, then in six months became a yardman. He moved up the ranks to become night yardmaster, a job he held for 25 years. At time of his retirement, he was a CNR freight conductor.

Since Mr. Henderson's service at Mimico yard spanned two World Wars, the CNR suggested we use his recollections to tell the story of the yard's development.

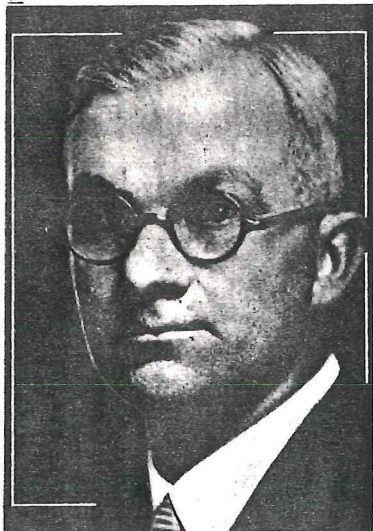
For four years after he started work at the yard, Mr. Henderson continued to live in Toronto and rode the morning and evening railway worker's special. He moved to the Lakeshore in 1914, the same year the first telephone service was started here.

## TELEPHONE SERVICE

Before days of the telephone, the railways used call boys to summon train crews when needed for unscheduled work. After the telephone came, the railway had a rule that all operating employees must live within two miles of the yard or have a phone.

Four of the early call boys at Mimico were the Wood brothers, Jack, Len, Charles and Bob. The first telephone exchange was located in Wilson's drug store at New Toronto. It had only 48 lines to begin at first. The telephone company had wanted to obtain 50





**Dr. John R. Serson—Dean of High School Board — Chairman many years.**

subscribers before starting service but had to be content with 48. Dr. John R. Serson, a beloved Mimico physician, had telephone number One.

Most of the other 47 phones were in the homes of railway employees. In its first years, the telephone service operated only in the daytime.

The Mimico CNR terminal was planned as the home of three separate but interlocking railway departments.

There was the motive power department which operated the roundhouse and looked after the servicing and operations of all steam locomotives running out of Mimico terminal. This department had jurisdiction over all locomotive crews, enginemen and firemen.

Nichol McNichol was the first Mimico locomotive foreman. Another early foreman in this department was G. H. Storts.

Second department at Mimico was the Car department which looked after inspection and repair of the vast fleet of freight cars which moved in and out of Mimico to points all over Canada and the U.S.A. First car foreman here was James Harlock, who brought his family from East Toronto to live on Drummond Avenue, Mimico, in the first years of Mimico yard.

He had five sons — three of them became railwaymen.

Third department at Mimico was the Yard or Traffic department which actually operated the maze of tracks and switches, handled the storing, sorting and movement of freight in and out of the yard.

Under jurisdiction of the yardmaster were all yard workers as well as conductors, brakemen and switchmen.

One of the earliest Mimico yardmasters was Harry Saucer who held that position from 1908 to 1909. Yardmaster from 1909 to 1912 was R. H. Crew.

First Mimico yard office was a frame building beside the main-line tracks at the top of the present day Sixth St. In 1913, it was loaded onto a flat car, moved about 300 yards east and deposited on the south side of the mainline. About 10 years after that, a brick yard office was built beside it. This served until the present big brick office was built about 1950.

## TOUGH WORK

Railroading was tough work in the early days of Mimico yard. All switching was done by hand and all locomotives were fired by hand. On some trips, the fireman on the biggest type of freight locomotive would shovel 14 or 15 tons of coal. By 1906, the old hand-operated link and pin couplers had just about disappeared and this was a blessing to railwaymen. Many of them had fingers missing to testify to the dangers involved in using the old-time couplers. The new automatic coupler was considered a benefit long overdue.

World War I put Canada's young nationhood to a bitter test



Just at the close of the 1940's Mimico yard underwent another great expansion and renovation, making it 2.70 miles in length from Royal York Road to Brown's line and giving it 100 miles of track, including 90 different tracks for receiving, classification and repair.

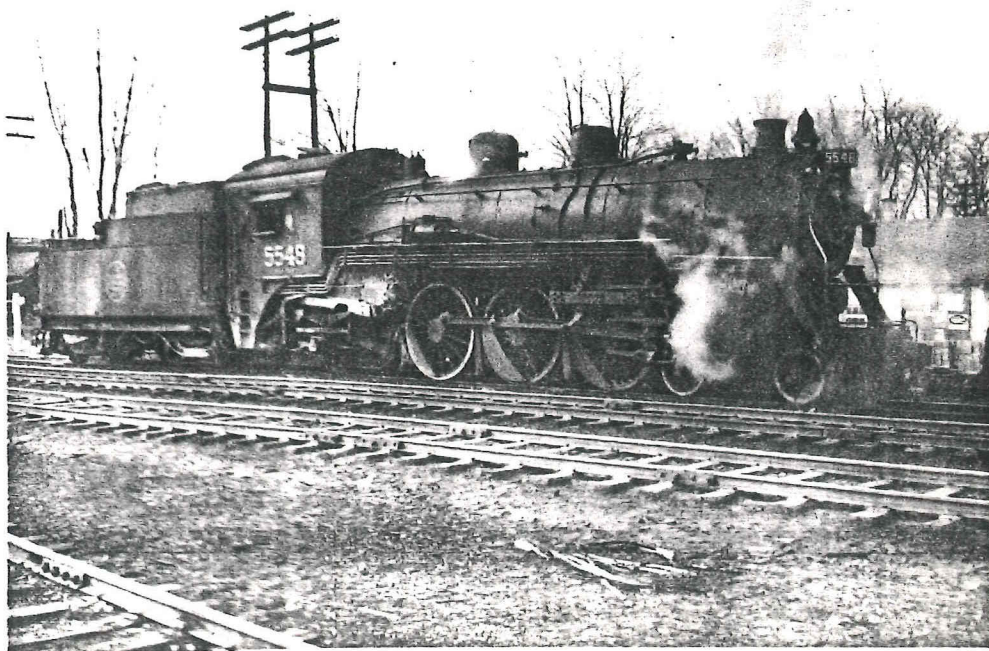
In 1963, the yard had a capacity of 4500 cars, handled some 4200 cars per day, with an average of 125 trains per day moving in and out. The entire yard is now floodlit at night; modern control towers and 120 intercom sets have made the yardmaster's life an easier and more efficient one. He can now talk to any worker in the yard within a few minutes by calling on the loudspeaker system that reaches every corner. Similarly, any yardman or train crew member can get immediate instructions by walking a few steps to one of the 120 intercom stations and pushing a button. In the old days, he'd have had to walk up to 500 yards to a phone.

The old roundhouse has gone, and so have the locomotive coaling facilities since the railroad's shift to diesel power in the 1950's.

Other changes, too, are in the offing for the Mimico CNR yard.

In 1965, Mimico ceased to be the main freight terminal serving the Toronto area. Just completed is the new Toronto Terminal project in Vaughan township to the north of the city, with a new freight line stretching east and west from it to by-pass the congested downtown area.

With this project completed, most freight trains in and out of Toronto area are marshalled and made up in the new yard. Mimico will still have an important part to play however in distributing freight cars to the hundreds of industries in east, central and west Metropolitan Toronto.





## Opening of the Hamilton & Toronto Railway.

A celebration has been decided on at last, but the day has not yet been named. The citizens of Toronto have taken up the matter in earnest, and at a public meeting held in that City on Monday, the preliminary arrangements were agreed upon. We copy from the *Leader* of yesterday, the following report of the proceedings:

At three o'clock on yesterday afternoon, a meeting of many of our leading merchants and citizens was held in the City Hall. The meeting was convened by His Worship the Mayor, for the purpose of deciding on the best method of publicly celebrating the opening of the Toronto and Hamilton branch of the Great Western Railway. Among those present, we observed, the Mayor, Aldermen Duggan and Romanin, George Brown, Esq.; M. P. P., Sheriff Jarvis, T. D. Harris, Esq.; A. Brunel, Esq., J. Bell, Esq., Q. C., P. M. Vankoughnet, Esq., Q. C., Lewis Moffatt, Esq., John Cawthra, Esq., John McMurrich, Esq., Joseph C. Morrison, Esq., D. D. Macdonell, Esq., and G. A. Piper, Esq. P. H. Rutherford, Esq., acted as Secretary.

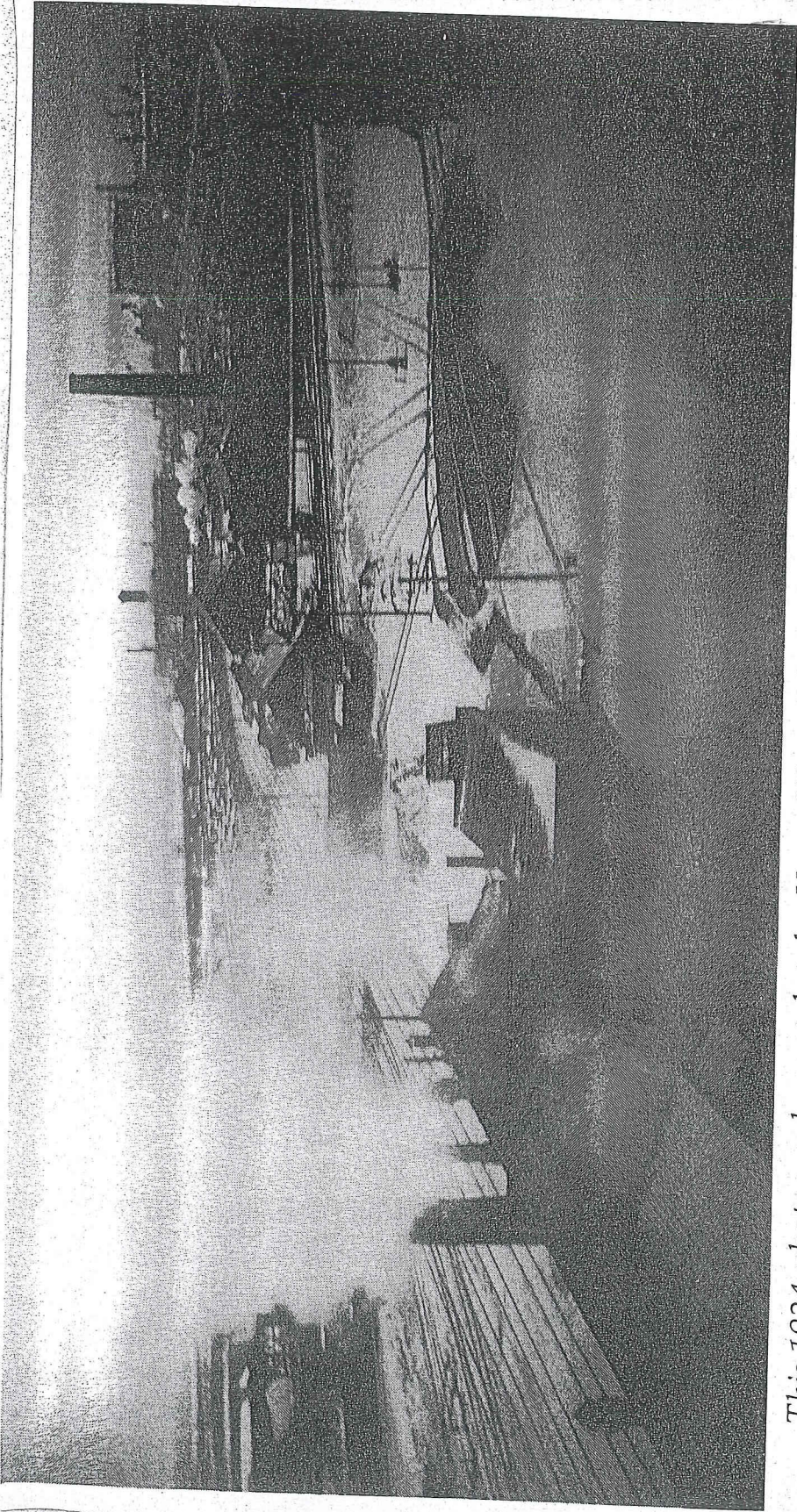
The meeting occupied some two hours, and much cordiality was exhibited during the discussion. The principal points of the discussion were, as to the propriety of celebrating the event simply by a grand ball, to which the leading merchants and citizens of the Western Province as well as those of Chicago, Detroit, &c., were to be invited; or by a *dejeuner* and ball. The advocates for the first proposition were, however, finally overruled, and it was resolved to have a *dejeuner* and ball. At the *dejeuner* there will be speeches delivered, expressive of the benefit and advantages derivable from the opening up to this new route.

It was unanimously resolved that the demonstration should not be a local one, but should be eminently Provincial in its character, and invitations are to be extended to every part of the West.

The entire cost of getting up the demonstration would not, it was calculated be less than £2,000. Some parties proposed that this sum, or a considerable portion thereof, should be contributed out of the funds of the corporation; but this motion was decided against, on the ground that such a disbursement of the city funds would cause a great outcry among the ratepayers, or else would lead them to expect a free admission to all the festivities—both of which results were anything but desirable. Again, it was averred that such an outlay was uncalled for and superfluous. The rate of £10 a head about

December 5  
1855

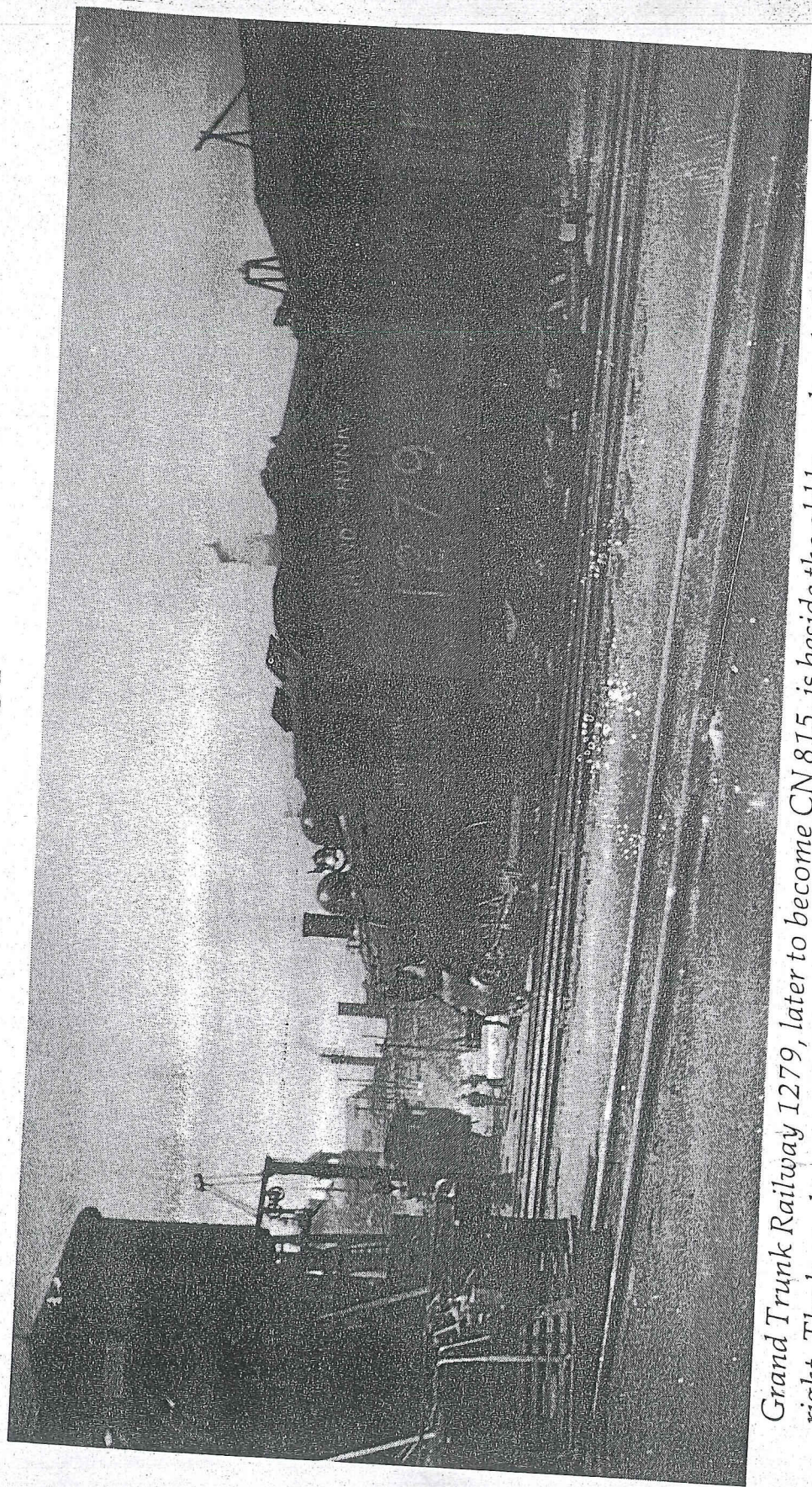




*This 1924 photograph was taken by Harry Watson from the coal chute, looking west towards the old Grand Trunk turntable and wooden water tower. Spadina, when it was still a dirt road, leads the way up the hill in front of the old Northern Railway blacksmith shop. A Consumer's Gas tank can be seen in the right background, behind the Bathurst Street bridge. Note that much additional filling and land reclamation has been undertaken at the harbour since the pre-1900 views.*



## MOGULS AT THE LONG SHOP

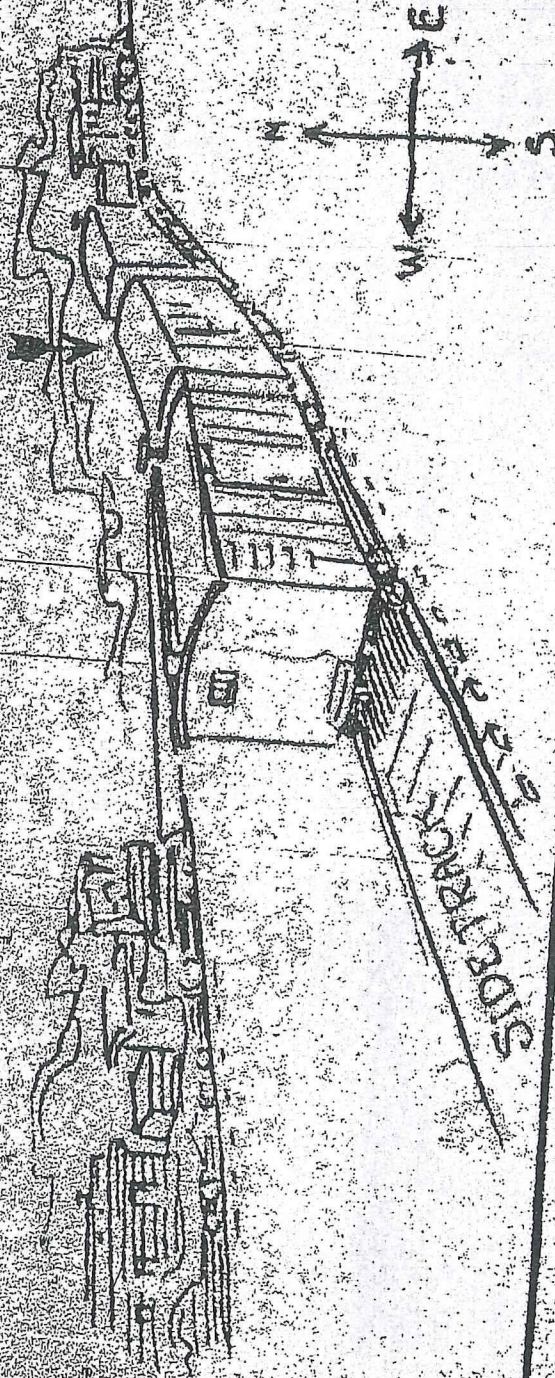


*Grand Trunk Railway 1279, later to become CN 815, is beside the old long shop building on the right. The long shop was demolished in 1926-27 to make room for the new roundhouse. Grand Trunk's wooden water tower forms a backdrop to CN 2531 on the left. Grand GTR 1279 was built in 1904 and retired in April, 1936.*



# THE TORONTO DAILY STAR

FLYER STRIKES FREIGHT TRAIN  
BETWEEN FIRST AND SECOND CARS



## HOW THE TRAIN WRECK OCCURRED.

The switch shown in the sketch is one mile east of Port Credit station. The freight train had started to pull on to the main line from the spur, when the Detroit flyer crashed into it.

March 24



torn to shreds. Overend was on the south side of the cab and Dennis on the north side of his engine. Overend did not get the signal. Heenahan, his fireman, shouted across the cab, but the roar of the flyer overrode him. Overend had little time to get his train under complete control in such a short distance. Overend threw over his shoulder, applied the emergency brake, and stuck to his post, knowing that he was going to instant death.

The G. T. R. officials claim that if the freight crew had obeyed their orders and stayed on the siding till both trains went by nothing would have happened. How the train crew misunderstood the instructions, knowing that the two trains according to schedule were behind them, is yet to be determined. An investigation was conducted to-day by Supt. Gordon, of the Hamilton division.

#### The Inquest at Port Credit.

Coroner Marshall Dutton, of Cooksville, to-day opened the inquest into the death of Engineer Harry Overend, 673 Bathurst street; Fireman W. O. Anderson, and Brakeman L. W. Martin, both of Mimico, who were instantly killed when the Grand Trunk express train, speeding along at 50 miles an hour, careened into a Grand Trunk engine and two box cars at a siding one mile and a quarter east of Port Credit at 10.10 last night.

After the identification of the bodies, Coroner Dutton informed the jury that a strict inquiry would be made into the accident and that no stone would be left unturned to discover who was responsible for the fatality. The bodies were removed by special train to Toronto and the further hearing would be held at Orange Hall, Port Credit, next Monday at 1.30.

Owing to the fact that all three bodies were so badly charred, it was impossible to establish positive identification, with the exception of the case of Overend, who was identified by his brother, Mr. Thomas Overend. Railroad officials "believed the other two bodies to be those of Anderson and Martin."

#### Mr. Thos. Overend's Story.

Mr. Thomas Overend in an interview with The Star said that he had learned that the train was 30 minutes late and passed through Port Credit at about 50 miles an hour.

"I understand," said Mr. Overend, "that the freight train on the siding had orders to await the passing of the express before pulling on to the main line. Just as the express was within a few feet of the siding, the engine of the freight train and two boxcars pulled on to the main line. My brother Harry shouted to his fireman, Edward Heenahan, 'Better jump, Eddie,' and immediately closed the throttle and applied the emergency brake. The fireman jumped, and although badly injured escaped with his life. Both engines, two boxcars and the tender of the express train were completely wrecked, and although the baggage car was jerked from the rails, it remained standing."

An auxiliary train, with steam crane, winches and other apparatus, was immediately rushed to the scene of the accident. Heenahan was located and rushed to the city to Grace Hospital. The body of L. W. Martin was next recovered, but the head was so badly burned that the features were unrecognizable. The next body to be found was that of Fireman Anderson, which was also blackened and charred in such a manner that positive identification was impossible. It was not until almost 3 o'clock this morning that the body of Engineer Overend was taken from the wreckage. When it was located the engineer was found sitting in his accustomed position on the right side of the cab. The left arm was extended above his head where he had grasped the throttle, and his right hand was on the air-brake. The body was badly scalded with live steam, and the clothing was burned in some places to the flesh.

The three bodies were placed in an empty boxcar, from which they were transferred to the T. H. and B. train and removed to the Grand Trunk Station when the line was opened some time after. Traffic was not restored on the main line until 8 a.m. to-day.

When officials were notified of the wreck a relief train left Toronto at 11.10 for the scene, and brought the passengers of the flyer into Toronto, arriving shortly after one. The Grand Trunk Transcontinental, which was due to leave the Union Station at 10.35, was held for several passengers while a special train took

to the doctor, were uninjured. shaken. Several had escaped death or injury by miracles. Mr. R. G. Dorda, 617 Markham street, he said, had been thrown the whole length of the aisle, in which he had been standing when the impact came. His only injuries were a black eye and a badly bruised face. His was a wonderful escape. Mr. A. N. Wagner, of London, Ont., fell under the wash basin and had his chest badly bruised. He was attended to before Dr. Rice's arrival by Dr. Lemieux, brother of the Hon. Rodolphe Lemieux, both of whom were uninjured. The doctor also examined Mr. J. Coleman, of Montreal, a Grand Trunk official who escaped injury, but he found the conductor of the passenger train, Edward Higgins, of Detroit, suffering from a badly wrenched back. This man, with the dead engineer, Overend, had made the same trip together for 17 years.

Mrs. T. T. Robinson, of London, Ont., daughter of the Rev. T. Albert Moore, was a passenger on the ill-fated train, but escaped injury. Her father, hearing of the accident, went there after midnight and brought her home. This morning she feels no ill effects except a slight shakiness. In conversation with The Star she said: "I knew something was going to happen when I heard the emergency brakes go on, but we had hardly time to become frightened when a terrible grinding was heard. After that for a few seconds the noise was terrific."

Mrs. Robinson said that most of the passengers remained quite calm. She was in the second day coach with a few other women passengers and only one little child. This last took not the slightest notice.

#### L. W. Martin's Death Sad One.

Lionel W. Martin, the dead brakeman, was on his last trip for the Grand Trunk. He had been five years in the service of the company. He had recently resigned to take a position with Toronto City. Ordinarily he would have gone to his new position earlier in the week, but to fulfill his obligations to his former employers he made the run again yesterday. As he left his home at 673 Bathurst street in the morning he kissed his wife good-bye and said: "Well, sweetheart, this is my last run for the Grand Trunk." Last night came word to his home that he had been killed in the wreck. When The Star called at the home to-day Mrs. Martin was almost prostrate with grief. Her little daughter Con-

cept, his child, was moving slowly, perhaps about a rail to the minute, when the Chicago flyer came through at 50 miles an hour and crashed through cars and engine.

"The two cars and engine had been left on the main track, somehow, unprotected. I don't know where the blame is, but something went wrong in clearing the track for the flyer." Two of the passengers were Hon.

Mimico



## FROM PATHWAY TO SKYWAY



LEFT: WAITING AT THE OLD  
STATION—MAPLE & WATER STS.  
—1917

BELOW: A STEAM ENGINE AT  
FREEMAN STATION — 1923



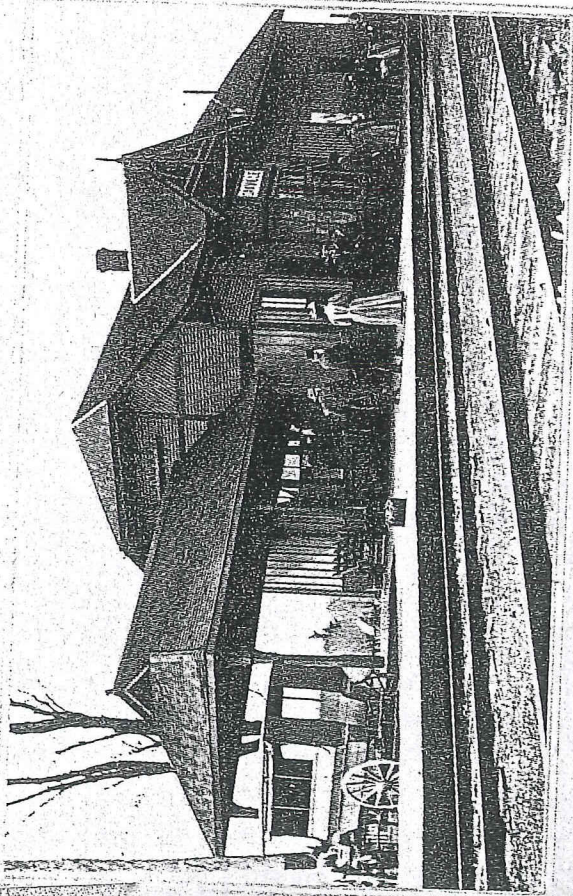
have a morning train stop at Burlington Junction "to pick up passengers." It is not recorded how successful the reeve was in his plea.

The G.T.R. was granted the right in 1916 to cross Brant Street with a switch to be used for the handling of fruit and car loads of perishable goods. Some of the early industries in town were built close to the railroad tracks since they were dependent on the railway to transport their raw materials and finished goods. The Canadian National Railway system acquired the Grand Trunk Railway in 1923.

There have been several railway stations in the Burlington area. For many years the Hamilton and North Western station was located just north of the Brant Inn, above Lakeshore Road on the curve of the railroad line. There was also the station at Freeman which burned down April 1, 1904. The earliest mention of this station in the canal lighthouse keeper's diary in 1857: "William left for Wellington Square station..."

A temporary building was used until the present red brick station was built. At Brant Street all switches were handled from the tower which now is used for operating the gates. Harry Blair was agent of the Freeman station at the time and Chester Fothergill was night operator. This point was known as Burlington Junction and is now the local C.N.R. station.





Dakville



and received the message above given. He gave that to Conductor Vince and thought no more about it.

Q. Did you not hear the special go out? A. I heard him whistle as he was starting and went out and he was just passing the office then.

Q. Did you know that the Toronto train had not passed? A. I knew she had not passed.

Q. Then if you knew she had not passed did you anticipate any danger when you saw the freight moving out? A. No; I didn't.

Q. Why? A. Well, every train gets in order the same as Vince got his, and I didn't see any danger.

Q. You knew the Toronto train must pass about 1:40 if she was on time and that this train was going out at 1:38? A. Yes. But we do not know that it did go out at 1:38.

Q. You anticipated when the freight went out that it would reach Waterdown ahead of the Toronto train? A. No, that was the conductor's part.

Q. It is not the truth that you did not think anything about it? A. I didn't think it was any of my business to think anything about it.

Q. As a matter of fact did you think nothing about it? A. No; I was paying attention to my own business.

Q. And did it not occur to you to reason anything about it? Did it not occur to you when you saw the train moving out, and that it should not go? A. Yes, it did occur to me that it should not have moved out until No. 5 had passed, and I knew that No. 5 had not passed.

Q. If it did occur to you that it should not have moved did you mention the fact to anyone? A. There was nobody there to mention it to. I was alone in the office.

Q. Well, what did you do? A. I went out of the office as the engine was passing, and yelled to the engine-driver as loud as I could. I shouted, "Where is No. 5?" but got no reply. The driver did not hear me; he didn't turn his head.

Q. Had you any means within reach of you by which you might have stopped the train? A. Yes; there is a semaphore worked with a handle that is behind the office. I went and put it up.

Q. When you raised the signal did you raise it in time for the signal to be in front of the freight before it reached it? A. Yes; he should have been about three car lengths behind it when it went up. (After a pause) The train was six or seven car lengths from the semaphore when I put it up.

Q. Where is the semaphore? A. It is right beside the track.

Coroner Woolverton: How far is it from your office? A. About a quarter of a mile.

Mr. Orerar: Do you say that when you lifted the semaphore that it must have been several car lengths in advance of the freight engine? A. Yes.

Q. Did you look to see if the semaphore really went up? A. Yes, it had gone up, and the driver of No. 254 must have seen it.

Q. After you had put up the semaphore you looked along the line to see what the effect would be and you saw the train go on past the semaphore? A. No, the accident happened inside the semaphore.

(This statement caused a sensation in the court, and Mr. Stiff and Mr. Teetzel hurriedly explained the situation to Mr. Orerar.)

Q. Between the point from which this freight train started and the main line switch was there any signal with which you could stop it? No.

Q. The train from Toronto must have passed your semaphore while it was raised? A. It was just coming under the semaphore as it was raised.

Q. Did you see it? A. You cannot see it until it turns the curve and I saw it turn the curve as I raised the semaphore.

Q. So when the engineer of the special saw your signal it would be too late to prevent the catastrophe? A. Yes.

Q. Who opened the switch to allow the freight to go out? A. Charles Hall, the switchman.

Q. How far is the switch from the junction office? A. About one-third of the distance from the semaphore.

Q. When the special freight was passing your office going out why didn't you jump on the engine or on the cabooses and notify the men that No. 5 was not in? A. By the time the engine passed it was again

the driver said to him, "Go out against that train, have if she was in and you driver she was in, and he thought she was in. Something was said about the register book, and he understood him to say that he had looked at the register and thought that she was booked. He asked him to go back and see the man Peacock who was hurt, and he said he could not. He said he did not know what he would do. The inquest was then adjourned until 8 o'clock on Friday next.

How the Collision Looked.  
George Waterman, the operator at the junction, and David James, the switchman, were eye-witnesses of the meeting of the two trains, and they say that a more terrible sight could scarcely be conceived. James gives a vivid description of the scene. He said: "I was standing at the switch when I saw the express flash round the curve. I could see the men jumping off the engine and falling head over heels down the embankment, which is as high as the old Canada Life building, and I just remember thinking that they would probably kill themselves. The whole affair was over in an instant. From where I stood when the engines met it looked as if a monster bombshell had suddenly exploded. There was the loudest bang I ever heard that made the earth shake under my feet and a blinding flash upward of fire and steam and smoke mingled with pieces of wood and iron that flew in all directions. It dazzled my eyes for a moment and then the baggage car shot over the top of the engine and came out of the cloud of smoke as if it had been fired from a cannon. It dropped on the side of the embankment and went sliding down. Then my attention was attracted to a man (either Haugh or Peacock) who had jumped off the train. He was half falling and half running down the embankment with that damned car chasing after him just as if it was a live thing. It made my blood run cold to watch the race, though the whole thing couldn't have taken but a few seconds. Once the man tripped on a bush and the car was almost on him, but he gave a desperate jump, and fell head long into a stone aqueduct, which protected him from being crushed." Speaking of the conductor, David Vince, the train men say that he was a very sober man, but has always run in hard luck. He was mixed up in seven accidents before this one, but never was to blame in any of them until the last one.

February 20  
1888



# CAME TOGETHER

## Two Freights on Toronto Line Collide at Burlington

### Grand Trunk Engine Runs Into A C P R Train

Early this morning a Grand Trunk freight train ran into a C. P. R. freight train which was standing on the tracks at Burlington Junction, and the rear-end collision which resulted will be a costly one to the railway companies, several of whose cars were smashed and derailed and their contents strewn over the tracks. Fortunately no one was injured.

Both trains were coming this way, the C. P. R. over the Grand Trunk tracks, over which its company has running rights between here and Toronto, and the Grand Trunk train running westbound. How the accident happened or who is to blame has not yet been learned. Here, as the information all goes to London, the division headquarters. It is thought, however, that the crew of the Grand Trunk train was not aware of the presence of the C. P. R. train on the tracks in front and that before the engineer saw the danger and could get his engine under control the two trains came together.

The loss to the railway companies in rolling stock will be a heavy one. Ten or twelve freight cars, most of them full, were thrown off the tracks and some of them are badly smashed up. The engine of the Grand Trunk train is badly smashed, as is also the van on the rear end of the C. P. R. train.

The accident caused considerable inconvenience to the traffic of the early morning Grand Trunk and C. P. R. trains running into this city, and they had to be brought into the city over the Beach line. Wrecking crews were soon dispatched to the scene of trouble and the tracks were cleared for traffic in a few hours, but it will be some time before the derailed cars are again in commission.

November 20

1907



## TWO MEN INJURED

### Brakesmen Leaped From Car Roof When Train Was Derailed

Toronto, Nov. 21.—Jumping from the roof of a car when a freight train was derailed at Port Credit yesterday afternoon, two Grand Trunk brakesmen were injured, one so seriously that he had to be rushed to Toronto in a special train, consisting of a locomotive and a caboose, and the other slightly. The injured men are:

Brakesman McHenry, of Mimico, broken ankle, three broken ribs, bad scalp wounds, and lacerated face. Internal injuries feared.

Brakesman A. Beatty, of Mimico, strained back and ankle, and a number of minor cuts, and bruises.

The derailment occurred on the siding near the station. The train was backing from the main line when one of the cars jumped the rails. Another car also left the tracks, and before the engine could be stopped, the wheels plowed through the roadbed for some distance. The two brakesmen were standing on the roof of the cars at the time, and when the wheels left the rails they leaped to the ground.

McHenry failed to leap clear of the ditch, and rolled down the embankment. His injuries were sustained as the result of this.

November 21

1913



# SIX INJURED WHEN COACH ROLLED OVER

International—Flyer Met  
With Accident To-day

Passengers Had Remarkable  
Escape From Death

Observation Car Went Down  
an Embankment

Speeding sixty miles an hour, an observation car and Pullman coach on the International Limited, shortly before 5 o'clock this morning, jumped the track between Oakville and Bronte and resulted in six people being injured. That no one was killed seems remarkable, for the observation car rolled down the embankment, while the Pullman coach bumped along the ties for a distance of nearly an eighth of a mile, remaining upright. A considerable portion of the roadbed was torn up.

Superintendent Gordon immediately left here on a special train for the scene of the wreck, accompanied by Drs. Cookburn and Woodhall. By the time they arrived first aid had already been rendered the injured by a Dr. Anderson, who was a passenger on the train. Over the long distance phone the superintendent assured the spectator that none of the passengers had been seriously injured. They were removed to the Pullman coaches, and taken to Toronto, where doctors and ambulances were awaiting them.

Auxiliaries from Altondale and Toronto were hustled to the spot and it was announced that the line would likely be cleared by 12:30.

Eight passengers were in the observation car when it went over; and two of them were fortunate enough to escape injury. They were: A. M. Millard, 1038 Webster building, Chicago, and Miss Silver, Montpelier, Vt. Miss Silver's mother is suffering from injuries to her shoulder.

Mrs. J. Simpson and daughter, 385 Allan avenue, Montreal, were injured about the back and shoulders. Edward Stansbury and Miss Della Eirnie, both of Chicago, suffered similar injuries. C. H. Taylor, Chicago, the negro porter, sustained an injured eye and shoulder.

The same train figured in an accident in the Newtonville yards, eight miles west of Port Hope, yesterday morning. Engineer Elmer Hoyle, of Belleville, being fatally injured when his engine went over. The rest of the crew and passengers escaped injury.

J. Maxwell, a porter on the Pullman coach, claims that a broken rail caused the accident. He said that as soon as he felt the jar he pulled the emergency bell and woke up all the passengers who were asleep in his car. Maxwell was in a wreck three weeks ago.

"I am through with railroading. It's down south picking cotton for mine after this," he said.

Miss Langtry, an Oakville school teacher, was walking along the radial tracks and was an eyewitness of the accident.

September  
2  
1915



## RAILWAY DISASTERS.

### Two Accidents on the Grand Trunk Wednesday Night.

#### A LOADED PULLMAN OVERTURNED.

Railway collisions are now the staple news of the day. Another collision occurred Wednesday night at Port Credit, which resulted in the damaging of two or three freight vans. One of the east-bound freights which passes through Port Credit at a late hour stopped at that station for a short time to take in water. During the delay, however, another freight bound for Toronto came up at a good speed. By some unaccountable oversight or negligence which has not been explained the rear vans of the first train did not enter on the side track, but were left standing on the main line. The crash soon came, and the engine of the latter train partially telescoped the rear van of the other, and damaged the van next to it. Fortunately none of the hands on either train were hurt, although the driver and fireman on the advancing engine received a violent shaking up. An effort was made to stop their train by applying brakes, but the momentum was too great to admit of any material check until the collision occurred. The damage to the van will amount to something in the neighbourhood of \$1,000.

#### A SECOND ACCIDENT.

TRENTON, Jan. 17.—Last night express train No. 3, due here at 11:37 p.m., in coming into the station ran off the track. The cause of the accident was the spreading of the switch. The train had on two engines, the first of which crossed the switch all right, but the second jumped off, running alongside the track, and brought off six passenger, two Pullman, and the mail cars. The train was brought to a standstill by one of the Pullmans running into a cattle-guard, which smashed the trucks completely off the car. Four Pullmans and the dining-car at the rear end stopped on the track, and left here this morning. All the cars are more or less damaged, and it is almost a miracle that no one was killed, although some got a severe shaking-up. The worst shaking was experienced in the Pullman car, where all got awakened by the sudden jerking and jumping of the car. A gang of men are at work repairing the tracks and clearing away the debris. The cars were in the main occupied by members of Parliament and others on their way to Ottawa.

January 18

1884

Toronto  
Globe



July 31  
1906

## G.T.R. SMASH AT MIMICO.

### FURTHER DETAILS OF THE FATAL MIDNIGHT COLLISION.

Fireman Campbell's Death Was Probably Instantaneous—Opening of the Inquest—Impact Between Express and Runaway Cars Terrific.

As reported in yesterday morning's Globe, a serious collision occurred on the Grand Trunk Railway at Mimico, shortly after midnight yesterday morning, resulting in the death of Fireman Kenneth Campbell and serious injury to Engineer Dennis Lynch. The two men were in charge of the engine drawing the Muskoka express bound for Buffalo on which were about 60 passengers. Everything went well until reaching the second crossing west of the Humber bridge, when the express crashed into five loaded freight cars, which had run out of a siding at Mimico yard on to the main line. The runaway cars travelled at a terrific speed down the steep gradient leading to Sunnyside, and the sound of the impact awakened and alarmed the few residents in the vicinity. The fire new engine of the express, No. 1094, was derailed and badly damaged, and the two foremost of the runaway cars were smashed almost to splinters, but the third car, being heavily laden, was sufficiently solid to bring the passenger train to a sudden stop.

At the time of the accident the night was dark, there was a haze over the country, and consequently Engineer Lynch was unable to see the approaching freight cars until they loomed up immediately before him. When he saw that disaster was inevitable he called to his mate Campbell to jump, shut off steam and leaped from the engine just in time to escape instant death. Campbell, however, was less fortunate and in the collision had the lower part of his legs pinned between the engine and the tender. The passengers at first believed that a quick application of the brakes had brought the cars to a sudden standstill, but immediately they realized what had happened every attention was paid to Fireman Campbell, who, however, was beyond human aid. Nevertheless successful efforts were made to lay on the flames which had broken out when the unfortunate man was ultimately extricated from the debris. It was found that he was extremely injured, having received almost instantaneous death. The body was removed to Nurse's Hotel at the Humber, whilst Engineer Lynch, who was suffering from a broken leg and dislocated shoulder, was removed as promptly as possible to St. Michael's Hospital. The passengers on the express were taken back to Toronto and forwarded by a later train to their destinations. Traffic was blocked all night, and until 10 o'clock yesterday morning all trains were sent via Georgetown. Working trains were sent from Toronto and Hamilton, but it took several hours to clear the wreckage.

An inquest into Campbell's death was opened at Nurse's Hotel yesterday afternoon by Coroner McKinnell, and was adjourned until next Tuesday night. Campbell, who resided at 123 Baitline Avenue, was under 25 years of age and leaves a mother and several brothers and sisters.

The following official statement was given out by the Grand Trunk Railway yesterday in regard to the accident:

At 12:15 a.m. five loaded cars, which had been cut out for No. 1 north side of Mimico yard by yard engine 78, Engineer Johnson, Yard Foreman McCornay, and not secured, ran out of the siding on to the main line and collided at the second crossing west of Humber bridge with train No. 49 in charge of Engineer Lynch and Conductor Connolly, who were carrying one coach, two Pullman sleeping cars, one coach, two Pullman sleeping cars, and one of sugar and molasses. Fireman Kenneth Campbell and leading Engineer D. Lynch, none of the passengers injured. Both trains were derailed. The sound of the crash was heard about 8:30 p.m. Two cars of merchandise were derailed and about twenty barrels of sugar.

PHOTOGRAPH DID NOT FIT.

But it was taken at the time when



said that  
car and  
diner for  
just missed  
The res-

Toronto Star  
September  
27  
1915



The applicant is a well-educated

Doubtless three months from this unsuccessful applicant, for his manifest mental capacity and his whole year's experience on the field of battle, will be saluting some Toronto "sub," who is even now learning the rudiments of soldiering in an Ontario drill-shed. And so it goes. One, carried away by his patriotisms, enlisted as a private—a private he remains. The other foxy fellow "sticks around" at home for a whole year—and draws down a commission. Such is war—even as Sherman designated it.

A curious story about the fate of Enver Pasha is given in an Arabian newspaper printed in Egypt. It declares Enver was not assassinated, but attempted suicide when he realized his ambitious plans were failing. His condition is said to be grave.

The Duke of Devonshire is one of the best judges of green crops in England.

Just at 9 o'clock this morning the work of the wrecking crew had progressed far enough to enable them to remove the body of the third victim, that of Engineer Harry Overend, of the flier. The first body found was that of L. S. Martin, brakeman, on the freight train. A smear of blood on the embankment and a broken lamp in the ditch mark the place where he met his death. The body of W. O. Anderson was found in the ditch to the south of the tracks at an early hour this morning. It had been submerged in water and covered with debris. Dr. Sutton empaneled a jury at Port Credit to-day to ascertain the cause through which the men met their death.

"A LITTLE TOO FAR."

According to a statement made at the scene of the wreck this morning the freight train had been lying on the siding to the south of the main line east for 3½ hours.

"It had frozen up," says the explanation offered, "and the engineer had been just moving her to get her ready to start again, and he just went a little too far."

Whatever the reason, the freight engine was not clear of the main line when No. 15 thundered down from the west. Engineer Overend, on the flier, saw the tail lights of the long freight on the siding and must have thought his way was clear. His train was rushing along at close to a 60-mile gait, with an impulse of 46 tons behind it. The big engine was followed by six steel passenger cars. Suddenly the headlight of the swift passenger train flashed on the engine of the freight still across the tracks, barring the way.

"Jump," shouted Overend to his fireman, Edward Heenahan. They were his last words.

**CRASH HEARD MILE AWAY.**  
People at the station at Port Credit, a mile away, heard a prolonged crashing roar.

"I didn't hear any shock," said one who was there. "I just heard a peculiar long, tearing sound, as though the trains were gradually tearing themselves to pieces. It seemed to last three or four minutes."

As a matter of fact it is probable it did not last more than five or six seconds. People in houses nearby heard it and didn't quit the comfortable warmth of their coal stoves to find out what was wrong. They are so accustomed to the trains that what sound there was did not alarm them. Few people were attracted to the scene of the disaster.

After the first impact wreckage flew in all directions. The fences on either side of the right-of-way were smashed by flying debris. The freight engine and its tender were carried along for 30 feet and tumbled over into the ditch to the south of the tracks. Tearing up the track and embankment as it went, the heavy passenger train ploughed

Last night, when the scene was shrouded in darkness. For long time, the terms of the trainmen were illumination with which they worked. It was not till considerably later that acetylene flame brought from Mimico. When Godfrey was caring for the injured trainmen, he had to conduct his examination with lighted matches.

MESSRS. LEMIEUX ON BOARD.

Among the passengers were Hon. Rodolphe Lemieux and his brother Dr. L. J. Lemieux, Sheriff of Montreal. Hon. Mr. Lemieux was on his way back from Chicago, where he had spoken on Wednesday at the annual congress of the Railway Engineering Association of America.

"The impact was terrible," said Mr. Lemieux. "The crew behaved splendidly, and did everything possible."

The relief train which left Toronto at 11.20 p.m. brought back the passengers arriving at the Union Station shortly after one a.m. The passengers on board raised a fund of \$75 for the widow of Engineer Overend.

LIKE LAST DAY.

J. B. Rubbinovitch of Montreal was travelling in the day coach when the accident happened. "Only one man was hurt in our car," said Mr. Rubbinovitch, "and that was through falling over a seat when the train lurched. There was quite a scene, many of the women shrieking, but that was all the injuries as far as I could see. The crash was awful, and it made one feel that the last day had arrived."

THE OFFICIAL VERSION.

Grand Trunk officials in the superintendent's office issued the following statement to-day:

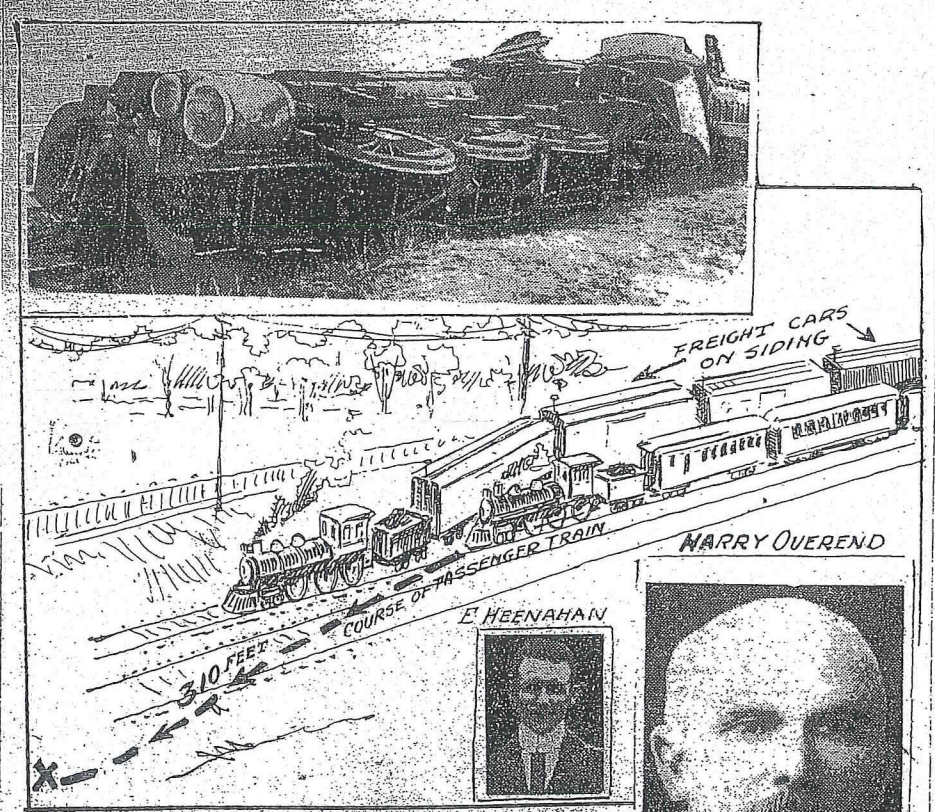
Extra east engine 571. Conductor for Ward, Engineer Dennis, with 53 loaded cars, was standing in siding at Port Credit, waiting for eastbound passenger trains No. 108, from Buffalo, and No. 16, from Detroit, to pass. On receiving instructions from the despatcher to proceed, the conductor claims he sent word with head end brakeman to tell the engineer to proceed after No. 16 had passed. Through some apparent misunderstanding of the instructions, the engineer interpreted them to mean that he should follow the next passenger train, which, as a matter of fact, was No. 108, and not No. 16. As a result, after No. 108 passed the engineer started to pull out of the siding on to the main track, and had the engine and one car out on the main line when No. 16 struck them. Investigation is being conducted this morning by officials of the Hamilton division, in order to definitely determine where the responsibility for the accident rests.

Conductor Ward, of the freight train, who was reported missing by the morning papers, was not injured. He was in his caboose at the time of the wreck.

### Malne's Tongue Twisters.

Maine could supply names in history as tongue-twisting as most of the European battlefields, for example: Annaboscacook, Danoor-Bog, Geronoggin, Kokadjo, Mattamiscoun, Ma-Mathewunkag, Quonodoc, Patagumpus, Wapinnook.

Diagram shows how G. T. Ruffler from Chicago side-swiped freight train which had started out from siding. Inset is a picture of the wrecked passenger engine, also photographs of Engineer Overend, killed, and Fireman Heenan, injured.



U.S. Pushing Ahead in Aviation,  
Says Col. Merritt.

"See" what the United States is doing in aviation. We are laps behind them. We haven't even started a run yet, and we have been at war for nearly two years," said Wm. Hamilton Merrill today. "The American National Aeroplane Fund is a powerful organization, extending from the

Atlantic to the Pacific. It keeps prodding individuals, States, and the Federal Government. Nearly every State in the United States is starting a corps of its own, and in a short time they will have a total of 75 aeroplanes. They are receiving donations from the Aero Club, and the Aero Club is in turn supported by individuals and firms. What have we got? Not one aeroplane to call our own!"

so accustomed to the trains that what sound there was did not alarm them. Few people were attracted to the scene of the disaster.

After the first impact wreckage flew in all directions. The forces on either side of the right-of-way were smashed by flying debris. The freight engine and its tender were carried along for 30 feet and toppled over into the ditch to the south of the tracks. Tearing up the

track and embankment as it went, the heavy passenger train ploughed



Oakville  
Bridge

May 20  
1873

**BURNING OF THE OAKVILLE RAILWAY BRIDGE.**  
—Yesterday afternoon we announced the destruction of the Great Western Railway bridge at Oakville by fire. As soon as the news arrived at the station Mr. M. D. Woodford, Acting General Superintendent, started for the scene of the disaster and was shortly followed by all the available carpenters and bridge builders on the road to clear away the debris and rebuild the bridge. This structure was between 550 and 600 feet in length and nearly sixty feet high, over the Sixteen Mile creek, and was strongly built of heavy timber. Mr. Woodford is now causing to be built a stairway on each side of the creek, with a sidewalk across from one the other to allow passengers to cross, while "shoots" will also be built for the transmission of baggage down on one side and up the other, so that passengers and baggage will be conveyed across the creek from one train to the other without delay. These will be built in the course of a couple of days or less. In the mean time Mr. Woodford, on behalf of the company has provided omnibuses and carriages to convey passengers over the other bridge to the several trains with but very slight delay. A temporary bridge over which the trains will pass will be built in less than nine days, and arrangements have been made with the Royal Mail line of steamers to carry freight between Toronto and Hamilton, so that the public will not be in the least inconvenience or caused extra expense by this mishap. Until further notice two trains will leave Toronto and Hamilton daily, as follows: Leave Hamilton at 9:00 a. m., and 3:40 p. m. Leave Toronto at 5:45 a. m., and 2:00 p. m.

Hamilton Spectator



# ANOTHER WRECK

## Twelve Freight Cars Derailed Near Bronte

Another rather costly accident occurred on the G.T.R. main line this morning about 6 o'clock, when about twelve freight cars were derailed near Bronte, and all more or less badly damaged. The train, which was in charge of Conductor Ellis and Engineer Campbell, was going east about 20 miles an hour, when a brake beam fell from one of the cars and caused the derailment. No one was hurt, the crew in the caboose jumping when they heard the noise of the falling cars. For several hours the trains to and from Toronto and Hamilton had to go via Georgetown, it being 9 o'clock before the westbound track was cleared, and about 1 o'clock when the east rails were put in shape again. The total loss has not as yet been established, although it is known that it will be several hundred dollars. The auxiliary from Hamilton, and also another from Toronto were brought into play to clear up the debris.

Thomas Allison, county road superintendent, was late in arriving at the court house this morning, due to the accident. He spent Sunday at his home in Toronto, and had to take a train via Georgetown.

*Hamilton Spectator*

*May 13 1898*



# KILLED AT THROTTLE, GIVING FIREMAN CHANCE FOR LIFE

**"Jump!" Shouted Veteran Engineer Harry Overend—Three Were Killed in Smash**

**460-TON FLIER, AT 60 MILES,**

**Hit Freight Engine Crawling with Fifty Cars—Engines and Crews Suffer Terribly, But Passengers Escape Amid the Destruction**

## THE WRECK

Grand Trunk eastern flier, No. 16, side-swiped freight of 50 cars.

## THE PLACE

Eleven miles west of Union Station on the Toronto-Hamilton G.T.R. line.

## THE TIME

10:15 p.m.

## KILLED

Harry Overend, aged 57, engineer of the flier, 673 Bathurst street.

W. O. Anderson, fireman of freight train, Mimico.

T. W. Martin, brakeman of freight train, Mimico.

## INJURED

Edward Heenanah, fireman of the flier, in Grace Hospital.

## THE CAUSE

Freight train engine had emerged from siding on to main line in the path of the heavy passenger train going 60 miles an hour.

## OFFICIAL EXPLANATION

It is alleged that Engineer George Dennis, of the freight train, misunderstood instructions of Conductor Ward, of the freight train, and pulled out following eastbound 108 from Buffalo instead of waiting for eastbound No. 16 from Detroit to pass.

Grim in its whitewash, a milestone, eleven miles west of the Union Station on the Toronto-Hamilton line of the G. T. R., to-day stands like a gravestone in the midst of the wreckage of the Grand Trunk passenger flier and heavy freight.

On the embankment to the south of the tracks at high angles to them is the tender of the freight engine, a couple of hundred feet nearer Toronto, where its momentum had carried it after the impact of the other engine. He the ruins of the 460-ton engine No. 235, the bottom of its boiler lying along the embankment to the north.

Just at 10 o'clock this morning the work of the wrecking crew had progressed far enough to enable them to remove the body of the third victim, that of Engineer Harry Overend, of the flier. The first body found was that of L. S. Martin, brakeman, on the freight train. A smear of blood on the embankment and a broken lamp in the ditch mark the place where he met his death. The body of W. O. Anderson was found in the ditch to the south of the tracks at an early hour this morning. It had been submerged in water and covered with debris. Dr. Sutton empanelled a jury at Port Credit today to ascertain the cause through which the men met their death.

## "A LITTLE TOO FAR"

According to a statement made at the scene of the wreck this morning the freight train had been lying on the siding to the south of the main line east for 1 1/2 hours.

"It had frozen up," says the explanation offered, "and the engine had been just moving her to get her ready to start again, and he just went a little too far."

Whatever the reason, the freight engine was not clear of the main line when No. 16 thundered down from the west. Engineer Overend on the flier, saw the tail lights of the long

along for 310 feet before it came to a standstill. Huge clods of frozen earth, ripped from the embankment were flung into the air and crashed through the wooden fences to the north. As the big compound engine fell over on its side and acted as a brake for the mass behind it, the cab of the engine, with Engineer Harry Overend's hand still on the throttle, was completely telescoped.

The heavy steel work about the vestibules of the cars behind was bent and twisted. Trucks were whipped off, air-tanks were torn off, but the cars themselves and the passengers within escaped injury. Not a window was broken.

## A COMPLETE WRECK

The first two cars of the freight train were utterly demolished. Parts of the roof of one of the cars lay upon the southern embankment, but matchwood is the only description that can be given of the rest of the two cars. Their contents were scattered everywhere. In the field boxes of canned tomatoes formed a veritable knoll, cans of tomatoes lay about in all directions and in all sorts of shapes. Some of them had burst and stained the snow with their crimson contents.

## GOOD MEN GONE

Harry Overend, the dead engineer of the flier, was recognized as one of the most efficient engineers in the service. He was 57 years of age, and was in his forty-second year on the road. It was he who was chosen to take the engine when royalty was to be carried over the road, and he was frequently detailed to drive for high railway officials when speed and safety were required. In 1904 he was injured while on the same train. To protect it he leaned too far out of his cab and was struck by a semaphore post. On that occasion he was carried for 30 or 40 miles before it was recognized by his fireman that he was unconscious. He was in the hospital for some months on account of the injuries he then received. He leaves a widow and six children, four sons and two daughters. One son is Rev. Brother Phillip, of the Christian Brothers' school.

His funeral will be from St. Peter's Church, of which congregation he was a member, to Mount Hope Cemetery.

The Dominion Board of Railway Commissioners will despatch a special officer from Ottawa to conduct an investigation.

## TRAGEDY IN THE DARK

Last night the horrors of the scene were shrouded by a bleak darkness. For a long time the lanterns of the trainmen were the only illumination with which the rescuers worked. It was not till considerably later that acetylene flares were brought from Mimico. While Dr. Godfrey was caring for the injured trainmen he had to conduct his examination with lighted matches.

## MESSRS. LEMIEUX ON BOARD

Among the passengers were Hon. Rodolphe Lemieux and his brother, Dr. L. J. Lemieux, Sheriff of Montreal. Hon. Mr. Lemieux was on his way back from Chicago, where he had spoken on Wednesday at the annual congress of the Railway Engineering Association of America.

"The impact was terrible," said Mr. Lemieux. "The crew behaved splendidly, and did everything possible."

The relief train which left Toronto at 11:20 p.m. brought back the passengers arriving at the Union Station shortly after one a.m. The passengers on board raised a fund of \$75 for the widow of Engineer Overend.

## LIKE LAST DAY

F. B. Rubinsvitch of Montreal was travelling in the day coach when the accident happened. "Only one man was hurt in our car," said Mr. Rubinsvitch, "and that was through falling over a seat when the train lurched. There was quite a scene, many of the women shrieking, but that was all the injuries as far as I could see. The crash was awful, and it made one feel that the last day had arrived."

## THE OFFICIAL VERSION





Loading apples for export.

— National Archives of Canada, PA 86351



Loading fruit train.

— National Archives of Canada, PA 61179



## FINISH OF REMARKABLE RUNAWAY



The great mogul engine, which thundered wild through the Union Station yards at 60 miles an hour yesterday, was sidetracked into a "dead end," and, after tearing up the track for some distance, rocked over on its side near the watchman's "lookout" at the foot of Bay street.

### MAN LOSES LIFE IN HEAVY BREAKERS

Albert Parrington Swept Under

### Another Mexican Story is Denied

(Canadian Press Despatch)  
LONDON, Aug. 20.—A categorical denial was given at Lord Cowdray's London office today

### CHRISTIAN SCIENTIST IN POLICE COURT

Charged With Manslaughter o

August 21  
1913



# WILD RUNAWAY RACE OF BIG MOGUL ENGINE

## Thundered Recklessly Through Toronto Yards at Mid-day

## CHASED SWITCH ENGINE

Both Locomotives Finally Turned  
Into "Dead Ends"—Big Mogul  
Towed on One Side—Miraculous  
Escape of Life.

An amazing incident, involving in its proximity of loss of life, took place yesterday at one o'clock when a big Grand Trunk "mogul" engine No. 122, with a fireman on it, and without any warning to the power plant or developed the maddest, started a lengthy sprint from the house in the neighborhood of the foot of John street, and reached here in about at the day street crossing. It rushed past the Union station at 50 miles an hour.

How the engine could career through the busy yards west of the Union station, through the engine house, and on towards the street without hitting even a portion of the hundreds of locomotives and freight cars which are jammed in these districts is a mystery. Some declare that the yard employees saw the speeding monster and turned the engine on to the street tracks. However, that may be, and probably, altered the big engine on

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# Yard Engine's Force

Whoever did the switching evidently did not notice a small yard engine peacefully pursuing its allotted duty of distributing cars hither and thither. It happened to run right on to the track appurtenant to the run-way. With a start at the alarm, which seemed almost human, it quickly developed full speed ahead in the same direction as the speedy mogul speed- ing after it just a few hundred feet behind. As soon as the pursued engine had got going nicely, he went jumping for safety, and thus no fatal accident occurred. Another statement made by an eye witness is to the effect that the smaller engine was bumped by

Just west of Bay street the big engine was seen to wobble violently, but it continued in a most erratic manner across Bay street. At this point it left the tracks, raised, so it is said, a roll frog used for deviation purposes. The engine then swung across ways on the track, missing the supports of the switchman's overhead by a few feet and landed on its side about forty feet east of the crossing.

## Small Engine Rushed On

In the meantime the smaller engine was gaining momentum as it continued its journey eastward. Passing the usually crowded Jones street crossing without any mishap, it pursued its course until it reached crossing which caused the train to swerve to one side and topple over. It is a matter for amazement that amongst all the runaway trains and vehicles of all kinds as well as pedestrian tracks across the tracks, not a single fatality happened. Great crowds congregated at both Bay and Cherry street crossings.

Soon after the accident a large force of workmen were hurried to the scene who with huge cranes set out about the task of clearing away the debris. But a long delay was occasioned in the westbound traffic into Toronto. These trains were brought into the city by way of Leslie and

## Righting the Big Mogul

It was 1 o'clock before the ambulatory engine had been rolled again and given a fresh start. The first attempt to use the large steam crane heavy "three-eyes" locomotive. The second attempt was more effective and while the heavy mogul took its second shove it had rolled steadily. Last night of his belief that the accident was due to the fault of some of the rolling

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1913



a few feet and landed on its side about forty feet east of the crossing.

#### Small Engine Rushed On

In the meantime the smaller engine was gaining momentum as it continued its journey eastward. Passing the usually crowded Yonge street crossing without any mishap, it pursued its course until thirteen crossings had been passed. Then a turn which caused the engine to swing sharply to one side and topple over.

It is a matter for amazement that amongst all the wagons, teams and vehicles of all kinds, as well as all other traffic across the tracks, not a single injury happened. Great crowds congregated at both Bay and Cherry street crossings.

Soon after the accident a large force of workmen were hurried to the scene, who, with hose cutters, set about the task of clearing away the debris. But a long delay was occasioned in the westbound train line. These trains were brought into the city by way of Leslie and West Toronto.

#### Righting the Big Mop

It was 5 o'clock before the malleable engine had been raised again and given a fresh start. On the first attempt to use the large steam crane it proved inadequate to raise the heavy "mop" locomotive. The second attempt was more effective and while the heavy malleable was being hoisted the bell pulled steadily. Last night Station Superintendent Mack expressed his belief that the accident must have been the result of carelessness on the part of someone at the round house. "A thorough investigation will be held," said he, "to find out no excuse for such a happening."

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## CHASED SWITCH ENGINE

Both Locomotives Flashed Turned  
Into "Dead Ends"—Big Mogul  
Towed on One Side—Miraculous  
Escape of Life.

An amazing incident, resulting in the hundreds of loss of life took place yesterday at one o'clock when a big Grand Trunk road engine, No. 212, had a breakdown and without any warning—in the power that he developed the locomotive started a lurching sprint from its home in the roundhouse on the east of John street and rushed here in control at the Bay street crossing. It rushed past the Canal station at 34 miles an hour.

How the engine could career through the bay, yards west of the Union station, thence through the station south of the depot and on towards Bay street without hitting even a portion of the hundreds of passengers and freight cars which in demand in these districts is a mystery. Some declare that the yard employees saw the impending disaster and turned the engine on to the dead tracks. However that may be, that Providence allowed the big engine to a clear stretch of rail.

### North Bay Train's Escape.

Had the accident occurred at the same time on any other day another story would have been told, inasmuch as the mile after which the runaway passed with Train No. 1, the one upon which the North Bay train goes out.

For days and in fact for weeks past the North Bay train has stood on Track No. 3 before leaving the Union station shortly after one o'clock. It is supposed for some reason which nobody appears to know that the locomotive was pulled into the depot on Track No. 3. If such had not been the case it would be very easy to imagine the consequences. The North Bay train is usually a heavy one carrying eight or nine cars.

In addition the station was far from being unpeopled at that time. There were the trains coming and going which meant that hundreds of new life were alongside the track.

### Yard Engine's Role.

Whether and the accident occurred

August  
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1913



# EASTERN FLYER IN COLLISION

## Crashed Into Freight Train at Port Credit

### Three of the Train Crews Killed, One Injured

Three men were killed and at least one injured when train No. 16, the eastern flyer from Detroit to Chicago, struck a freight train at Port Credit last night at 10 o'clock. E. H. Overend, 673 Bathurst street, Toronto, engineer of the flyer; W. O. Anderson, foreman of freight engine 574, and S. W. Martin, the front-end brakeman on the freight train, were killed. Fireman Hannehan, another fireman, was seriously injured and is lying in a critical condition at Grace hospital, Toronto. The passengers of the flyer were subjected to a severe shaking up, but all escaped injury. It is considered certain that there were no Hamilton people aboard.

The flyer was running on scheduled time until a mile past Port Credit, when it struck the freight train, which was pulling out of a siding on to the same line. The reason why the line was not cleared to make way for the passenger train is not known.

At 11.20 p.m. a relief train left Toronto for the scene of the wreck, and the passengers of the flyer were transferred to it and taken to Toronto, arriving at one o'clock this morning. Dr. Rice, of Toronto, and Dr. Godfrey, of Mimico, accompanied the relief train and took charge of the injured and dead. The engine of the passenger train was found lying on its side on the west side of the track and the freight engine crosswise on the other track. The body of Engineer Overend, terribly crushed, was found under the engine. He had expired almost instantly. The steel coaches of the flyer had withstood the shock of the collision and remained on the track.

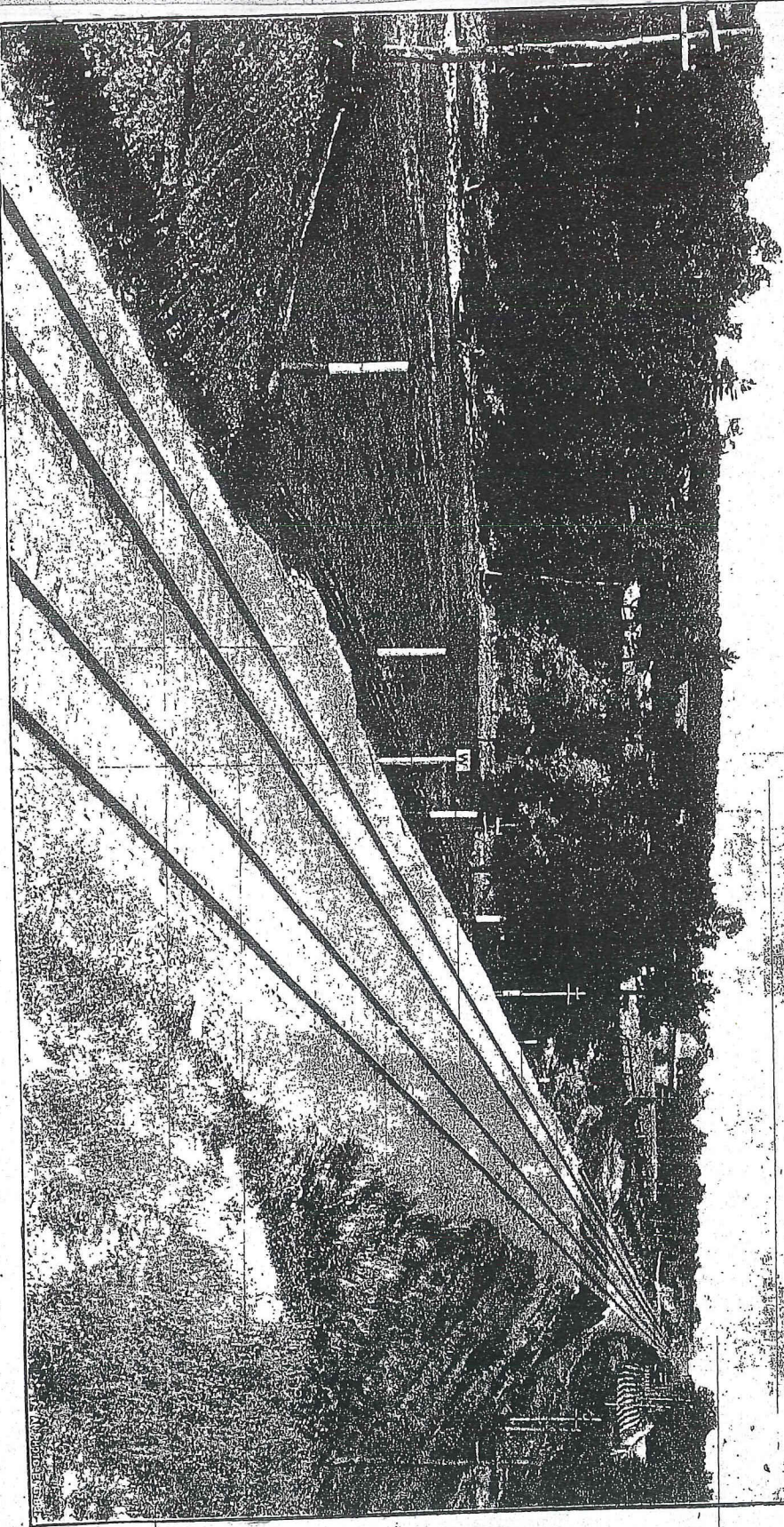
A. G. T. R. auxiliary from Hamilton and a C. P. R. auxiliary from Toronto was sent out to assist in clearing the line, which was accomplished at 3.13 this morning. A Grand Trunk Transcontinental, which was due to leave Toronto at 10.35 p.m., was held for several passengers on the Chicago train, while a special train took the Montreal passengers to their destination. Among the passengers were Hon. Rodolphe Lemieux and his brother, who were returning from Chicago to Montreal.

Engineer Overend was married and had one son. He had been in the employ of the company for many years. He was very popular with his fellow workmen and had many friends in this city. He had never been in any previous serious accident. The damage in equipment is estimated at about \$3,500.

THE TORONTO STAR

March  
24  
1946





WATERDOWN STATION ON THE C. T. R.

(Photo by G. R. Bancroft)

Globe March 23, 1895



# RAILWAY WRECK

## G. T. R. and C. P. R. Trains Delayed Yesterday Afternoon

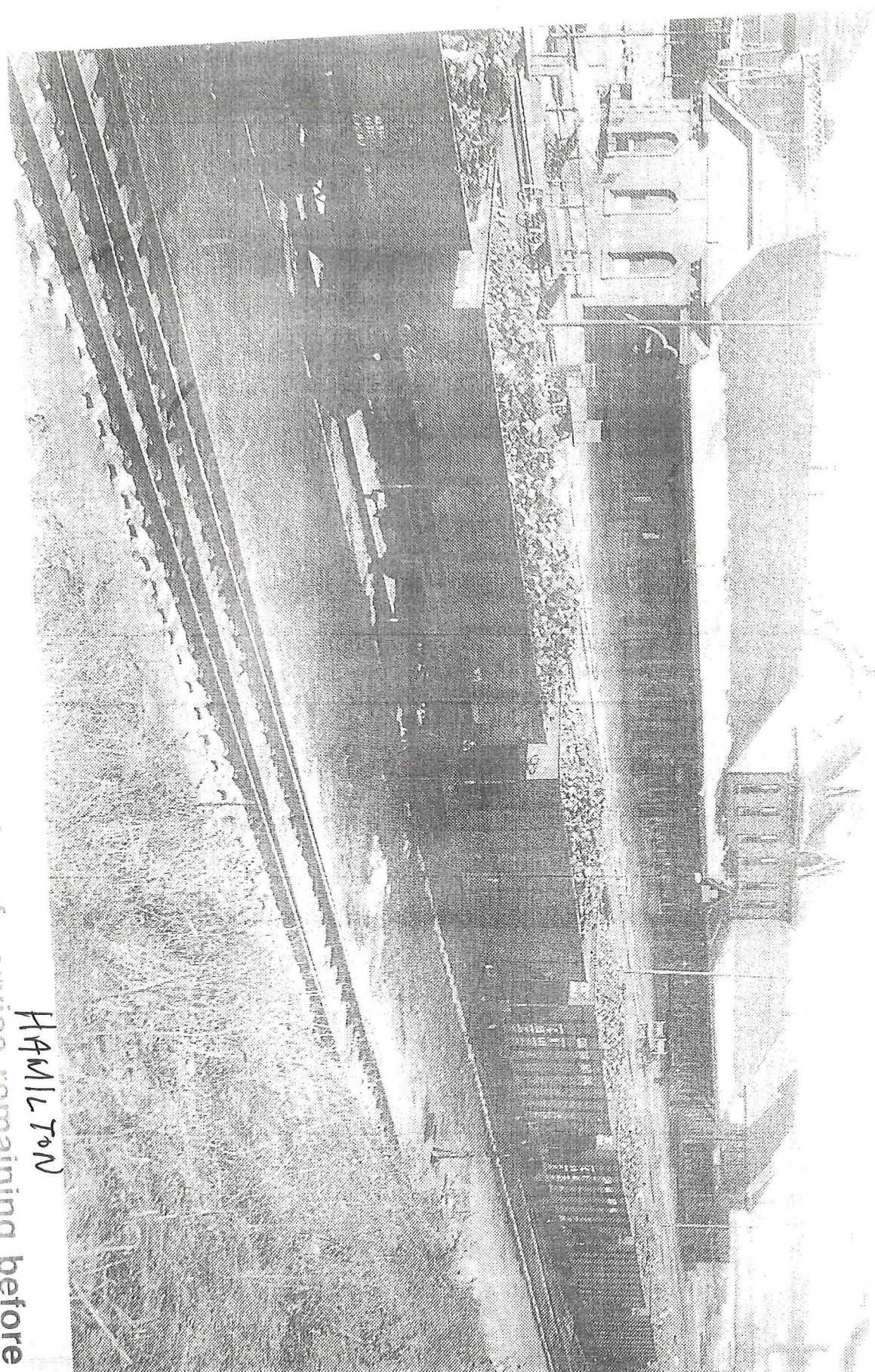
The Grand Trunk and Canadian Pacific trains from Toronto were delayed a little over an hour yesterday afternoon by a wreck which occurred on the main line between here and Toronto, about one mile east of Port Credit. The Toronto-bound C.P.R. train, under Conductor Logan and Engineer McDonald was proceeding at a rate of about fifteen miles per hour when it is thought a brake beam fell causing the accident. Both of the main line tracks were blocked, and the auxiliaries from the Grand Trunk yards here, and C.P.R. yards at Toronto, were immediately summoned, succeeding in clearing the line by about 3 o'clock. No one was hurt. The C.P.R. train from Toronto, on which a number of returning soldiers were expected, made a detour through Guelph, arriving here about 3.30 o'clock.

April  
18  
1917



months of service remaining before

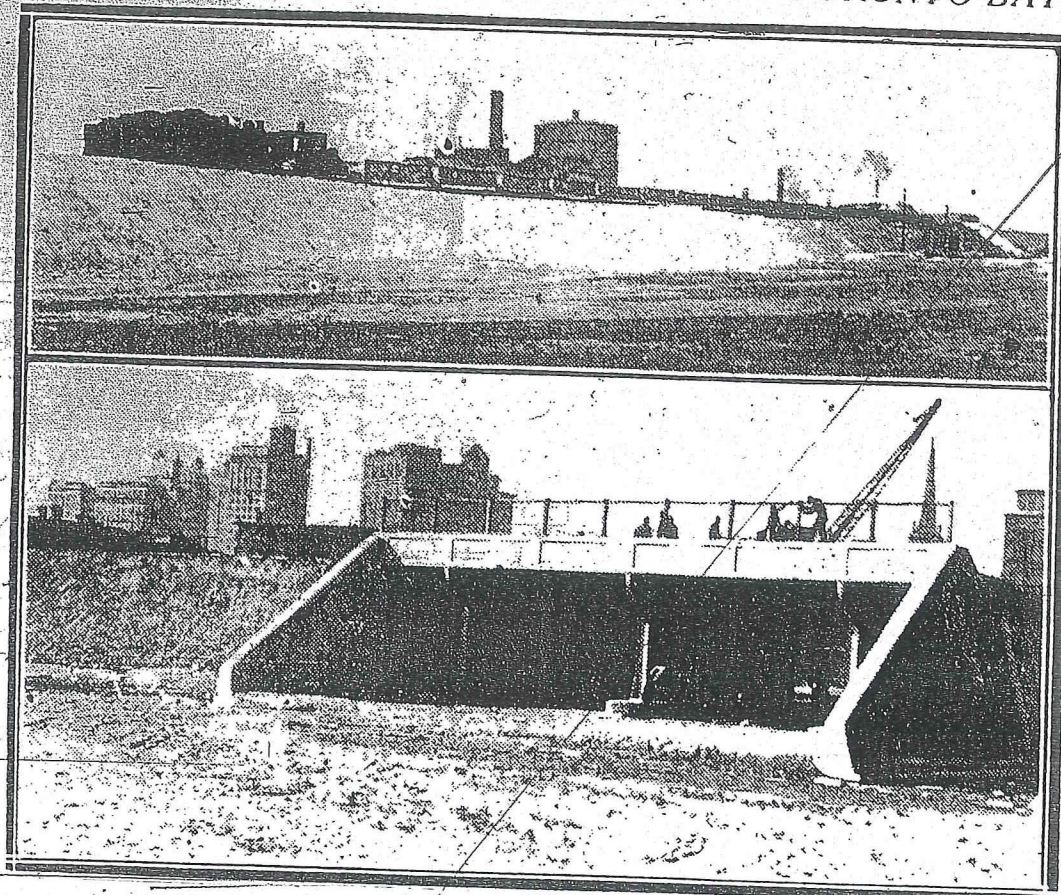
HAMILTON





TORONTO, TUESDAY, OCTOBER 11, 1927.

## RAILWAYS TRANSFORM SHORELINE OF TORONTO BAY



Along the shores of Toronto Bay, eastward from Yonge Street, a great transformation has taken place within the last few months, almost unknown to the general public. Sheltered from view by numerous freight cars and buildings of a former era, modern subways are in process of construction at the southern ends of many streets, and long trains of "fill" ply back and forth, adding to the earthen-embankment that will some day carry the burden of rail transportation to and from the city. The illustrations above show, at the top, a work train on the top of the new embankment; below, the new subway at the foot of Jarvis Street, located where last year was water. In the distance may be seen the group of skyscrapers at King and Yonge Streets.

October 11  
1927



to the south side of the cab and Dennis on the north side of his engine. Overend did not get the signal. Heenanah, his fireman, abouted across the cab, but in the moment the flyer Overend had little time to get his train under complete control in such a short distance. Overend threw over his shoulder, applied the emergency brakes, and stuck to his post, knowing that he was going to instant death.

The U. T. R. officials claim that if the freight crew had obeyed their orders and stayed on the siding till both trains went by nothing would have happened. How the train crew misunderstood the instructions, knowing that the two trains according to schedule were behind them, is yet to be determined. An investigation was conducted to-day by Supt. Gordon, of the Hamilton division.

#### The Inquest at Port Credit.

Coroner Marshall Dutton, of Cooksville, to-day opened the inquest into the death of Engineer Harry Overend, 673 Bathurst street; Fireman W. O. Anderson, and Brakeman L. W. Martin, both of Mimico, who were instantly killed when the Grand Trunk express train, speeding along at 50 miles an hour, caromed into a Grand Trunk engine and two box cars at a siding one mile and a quarter east of Port Credit at 10.10 last night.

After the identification of the bodies, Coroner Dutton informed the jury that a strict inquiry would be made into the accident and that no stone would be left unturned to discover who was responsible for the fatality. The bodies were removed by special train to Toronto and the further hearing would be held at Orange Hall, Port Credit, next Monday at 1.30.

Owing to the fact that all three bodies were so badly charred, it was impossible to establish positive identification, with the exception of the case of Overend, who was identified by his brother, Mr. Thomas Overend. Railroad officials "believed the other two bodies to be those of Anderson and Martin."

#### Mr. Thos. Overend's Story.

Mr. Thomas Overend in an interview with The Star said that he had learned that the train was 30 minutes late and passed through Port Credit at about 50 miles an hour.

"I understand," said Mr. Overend, "that the freight train on the siding had orders to await the passing of the express before pulling on to the main line. Just as the express was within a few feet of the siding, the engine of the freight train and two boxcars pulled on to the main line. My brother Harry shouted to his fireman, Edward Heenanah, 'Better jump, Eddie,' and immediately closed the throttle and applied the emergency brake. The fireman jumped, and although badly injured escaped with his life. Both engines, two boxcars and the tender of the express train were completely wrecked, and although the baggage car was jerked from the rails, it remained standing."

An auxiliary train, with steam crane, winches and other apparatus, was immediately rushed to the scene of the accident. Heenanah was located and rushed to the city to Grace Hospital. The body of L. W. Martin was next recovered, but the head was so badly burned that the features were unrecognizable. The next body to be found was that of Fireman Anderson, which was also blackened and charred in such a manner that positive identification was impossible. It was not until almost 9 o'clock this morning that the body of Engineer Overend was taken from the wreckage. When it was located the engineer was found sitting in his accustomed position on the right side of the cab. The left arm was extended above his head where he had grasped the throttle, and his right hand was on the air-brake. The body was badly scalded with live steam, and the clothing was burned in some places to the flesh.

The three bodies were placed in an empty boxcar, from which they were transferred to the T. H. and B. train and removed to the Grand Trunk Station when the line was opened some time after. Traffic was not restored on the main line until 8 a.m. to-day.

When officials were notified of the wreck, a relief train left Toronto at 11.10 for the scene, and brought the passengers of the flyer into Toronto, arriving shortly after one. The Grand Trunk Transcontinental, which was due to leave the Union Station at 10.25, was held for several passengers while a special train took

to the doctor. were uninjured. shaken. Several had escaped death or injury by miracles. Mr. R. G. Doherty, 817 Markham street, he said, had been thrown the whole length of the aisle, in which he had been standing when the impact came. His only injuries were a black eye and a badly bruised face. He was a wonderful escape. Mr. A. N. Wagner, of London, Ont., fell under the wash basin and had his chest badly bruised. He was attended to before Dr. Rice's arrival by Dr. Lemieux, brother of the Hon. Rodolphe Lemieux, both of whom were uninjured. The doctor also examined Mr. J. Coleman, of Montreal, a Grand Trunk official who escaped injury, but he found the conductor of the passenger train, Edward Higgins, of Detroit, suffering from a badly wrenched back. This man, with the dead engineer, Overend, had made the same trip together for 17 years.

Mrs. T. T. Robinson, of London, Ont., daughter of the Rev. T. Albert Moore, was a passenger on the ill-fated train, but escaped injury. Her father, hearing of the accident, went there after midnight and brought her home. This morning she feels no ill effects except a slight shakiness. In conversation with The Star she said: "I knew something was going to happen when I heard the emergency brakes go on, but we had hardly time to become frightened when a terrible grinding was heard. After that for a few seconds the noise was terrific." Mrs. Robinson said that most of the passengers remained quite calm. She was in the second day coach with a few other women passengers and only one little child. This last took not the slightest notice.

#### L. W. Martin's Death Sad One.

Lionel W. Martin, the dead brakeman, was on his last trip for the Grand Trunk. He had been five years in the service of the company. He had recently resigned to take a position with Toronto City. Ordinarily he would have gone to his new position earlier in the week, but to fulfill his obligations to his former employers he made the run again yesterday. As he left his home at 673 Bathurst street in the morning he kissed his wife good-bye and said: "Well, sweetheart, this is my last run for the Grand Trunk." Last night came word to his home that he had been killed in the wreck. When The Star called at the home to-day Mrs. Martin was almost prostrate with grief. Her little daughter Con-

stantly, his family was in a state of moving slowly, perhaps about a call to the minute, when the Chicago Flyer came through at 50 miles an hour and crashed through cars and engine.

"The two cars and engine had been left on the main track, somehow, unprotected. I don't know where the blame is, but something went wrong in clearing the track for the flyer."

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## TRAIN DELAYED

### Veterans From Great War Late in Reaching Hamilton

Delayed about five hours as the result of an accident on the Grand Trunk railway at Port Credit late last night, another party of about forty returned heroes reached Hamilton at 5.40 o'clock this morning. Mr. Kays, secretary of the soldiers' aid commission, shortly after ten o'clock last night, received word that they would arrive via the G. T. R. on the 1.10 o'clock morning train, and made arrangements to have a street car and several automobiles at the station to meet them. On account of their late arrival, however, only the street car and about thirty relatives were on hand when the train pulled in. On all trains arriving in the city yesterday the veterans returned in parties of twos and threes and, in all, about 120 have reached the city since night before last.

For the first time the troops arrived at their homes without enough papers and pay checks. The military clearing depot at Quebec city were to blame. Up to the arrival of last night's party the issuing of these papers had taken place somewhere en route from the point of disembarkation and when the veterans arrived in Toronto they were ready to proceed to their homes.

An outbreak of Spanish influenza among the officers at the Quebec clearing station is blamed for the veterans arriving last night without papers being issued.

Among those who have arrived are the following:

Lieut. W. J. Gallaway, 140 Stinson street; Lieut. G. E. Haygarth, 156 Walnut street south; E. G. Bakes, 285 Locke street; A. Barr, 63 Sturton street; G. Beddies, 207 Burris street; V. Carlson, 49 Young street; J. Fish, 291 Crockett street; E. Fitzgerald, 12 Laming street; J. Henderson, 360 Main street; J. Hobson, 21 Cheever street; G. P. Hough, 38 Hope avenue; J. B. James, 252 Ottawa street; W. A. Crooks, 181 Barton street east; Q.M.S. J. Kenyon, 293 Wentworth street north; J. Lisowski, Canada street; S. V. Lang, 150 Walnut street south; J. E. Mercer, 65 Macaulay street; J. Myles, 133 Robinson street; A. P. H. McCormack, 70 Cumberland avenue; J. McDade, 405 Main street west; J. McNabb, 20 Garth street; H. Purcell, 35 Ashley street; J. Robinson, 18 Atkin street; Newton Vinton, Chedoke; Pte. W. Gullford, Delhi; Sergt. G. C. Dunphy, Y. M. C. A.; Pte. Samuel Morgan, Y. M. C. A.; P. Fraser, 734 Main street east; Lieut. L. J. Collin, Y.M.C.A.; R. L. Robins, 170 Young street; G. A. Smith, 203 Locke street; L. A. Smith, 1038 Barton street east; H. Taylor, 224 Emerald street; R. Williams, 210 Mary street; G. Wilson, Catharine street; A. Wilson, 41 Kilmade avenue; and R. Pollington.

October  
10  
1918



# NEARLY WRECKED

## Watchful Brakeman Saved Montreal- Chicago Train

What might have proved a very bad accident to the Montreal-Chicago express was narrowly averted last night by the quick wit of a freight conductor who stood on the station platform at Burlington as the train sped by. The train, which was traveling in two sections, was about two hours late and was going at a good rate of speed, and as it passed the station it was noticed that a cup was broken. The conductor notified the dispatcher here and signals were put out against the train at Waterdown, and when it was brought to a standstill, it was found that two Pullman sleepers and a day-coach were off the track. The passengers were transferred and the auxiliary was sent out, and a couple of hours later the tracks were cleared for traffic. No one was injured.

March 11  
1916



## THREE KILLED

### Fatal Smash on G. T. R. at Mimico To-day

A rear-end collision on the G. T. R. at Mimico shortly after 9 o'clock this morning, resulted in the death of three men, all employees of the railroad. Whether it was the storm that prevented the engineer and fireman from seeing the train in front will probably never be known as they are now dead. Besides the three dead, several others were severely injured, though not fatally. The dead were badly mangled and also very seriously burned. Their death was practically instantaneous.

None of the men are of Hamilton. At press time their names had not been learned by the local authorities of the road. Full particulars of the accident had also been delayed.

THE INQUIRY AT

*February*

*January*

*12*

*1918*



## THREE MEN BURNED TO DEATH IN WRECK

Trio of Train Crew Die as  
Result of Rear-End  
Collision.

### BLAMED ON STORM

Thought That the Disaster Was  
Due to Blinding Snow  
and Wind.

Grand Trunk Conductor Moise and Brakemen E. Batman and H. Barnham, all of Belleville, Ont., were burned to death in their caboose following a rear-end collision at the Mimico yards during a blinding snow storm this morning.

Three men were burned to death in a fire which followed a serious rear-end collision on the Grand Trunk Railway near Mimico, early to-day, when a heavy freight engine crashed into the rear of a freight train which was standing at a switch. The caboose on the stationary train caught fire and three of the train crew who were in it at the time were burned to death.

#### Delayed U.S. Party.

The collision occasioned a serious tie-up which lasted until early in the afternoon, when the wrecking crane arrived from Hamilton and cleared up the line. A train carrying a party of prominent persons from Columbus, Ohio, who were on their way to Toronto to study the methods of the Patriotic Fund campaign was just behind the train which did the damage and they were held up for a short time, but they were able to reach the city over the Islington cut-off of the C.P.R.

#### Blamed On the Storm.

The only explanation of the accident which officials of the company could give was the storm. It is probable that the wreck was entirely due to the blinding snow and the terrific wind which was blowing at the time. The only loss of property was the caboose and one empty freight car, which was also burned.

Toronto  
Star

January

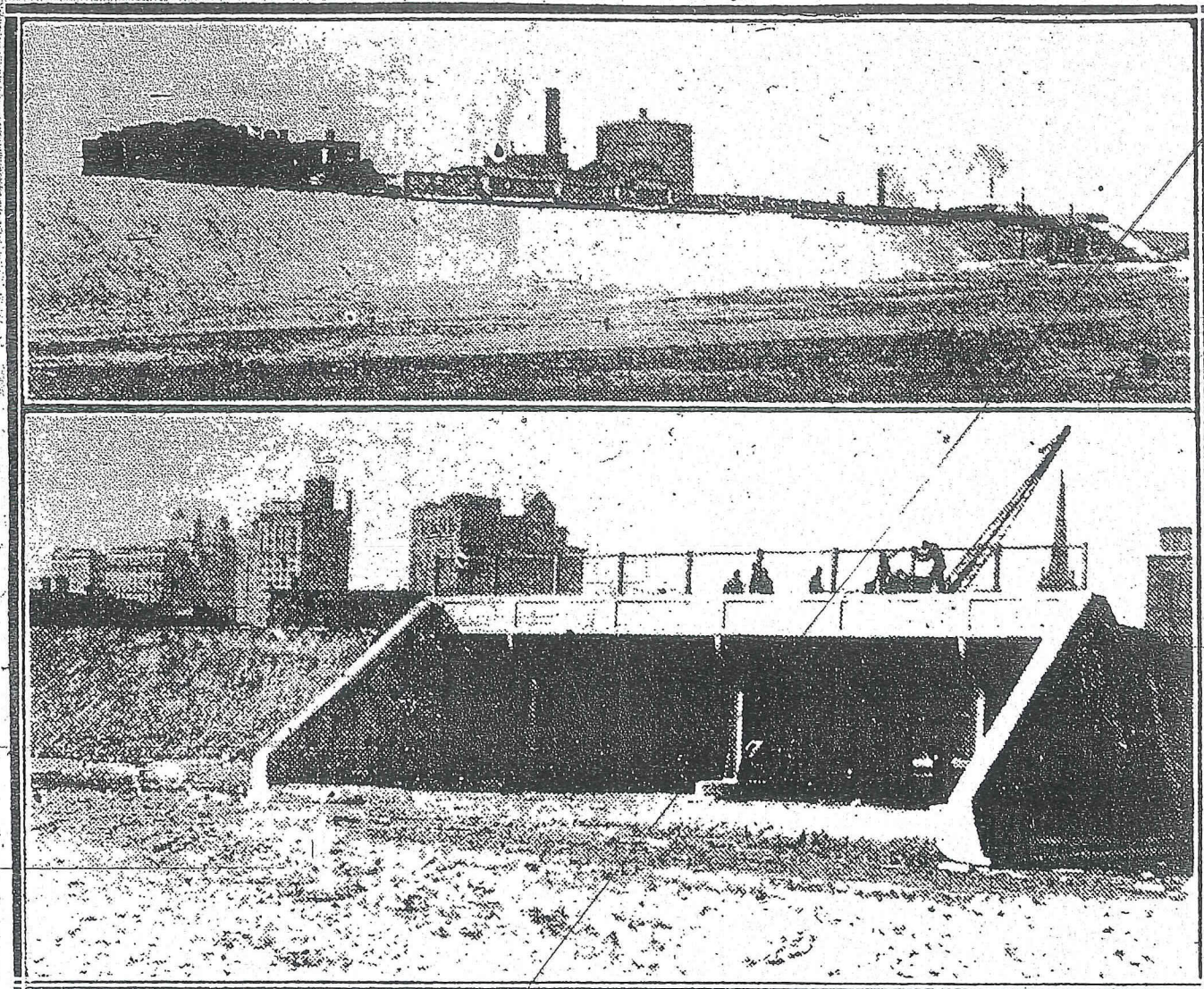
12

1918



TORONTO, TUESDAY, OCTOBER 11, 1927.

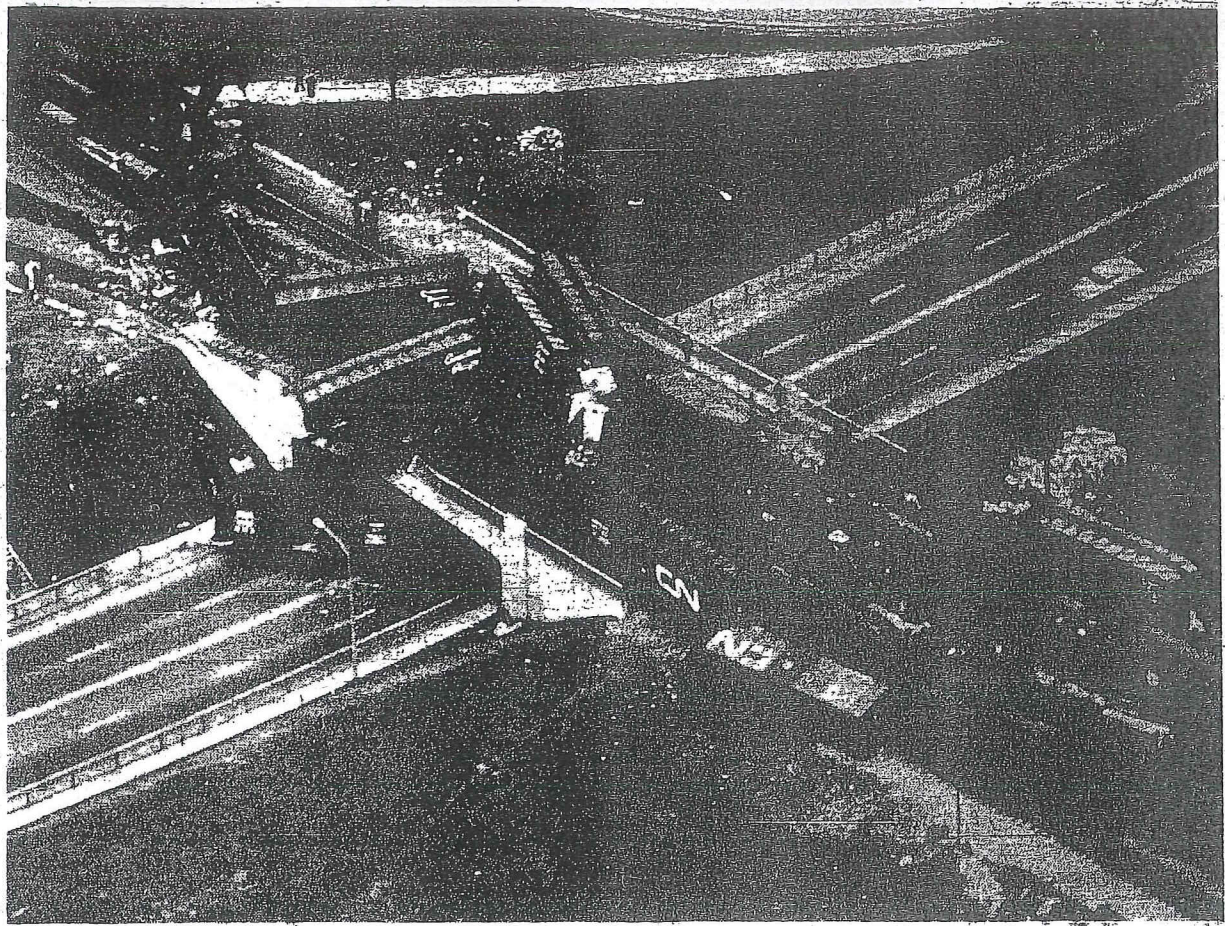
## RAILWAYS TRANSFORM SHORELINE OF TORONTO BAY



Along the shores of Toronto Bay, eastward from Yonge Street, a great transformation has taken place within the last few months, almost unknown to the general public. Sheltered from view by numerous freight cars and buildings of a former era, modern subways are in process of construction at the southern ends of many streets, and long trains of "fill" ply back and forth, adding to the earthen embankment that will some day carry the burden of rail transportation to and from the city. The illustrations above show, at the top, a work train on the top of the new embankment; below, the new subway at the foot of Jarvis Street, located where last year was water. In the distance may be seen the group of skyscrapers at King and Yonge Streets.

October 11 1927





—Star Photo by Frank Tetlow

TOPPLED FREIGHT CAR blocks Highway 10 near Port Credit following a crash of CPR and CNR freights early today. Two men, CPR engineer Joseph Cassidy and CNR conductor John O'Donnell, were

killed in the wreck. The 124-car CP train smashed into the rear of the CN freight after an open switch swung it on to a spur line. Railway officials expect to have the westbound line open by noon today.

## 2 trainmen killed as big freights in crash

Special to The Star

PORT CREDIT — A mile-long CPR freight train hurtled into the rear of a CNR freight early today, killing two men and blocking the line and Highway 10 with splintered box cars.

Engineer Joseph A. Cassidy of Parkwood Village Dr., Toronto was killed in the cab of the leading CPR diesel. CNR Conductor John

O'Donnell of Scarboro was thrown out of the caboose and crushed to death under a gondola car.

One shattered boxcar plunged over the edge of the overpass and landed upside down on the highway. Another rode up on top of a tanker car full of diesel oil and teetered on the edge.

Tracks were ripped up and 20 freight cars thrown

into a mass of crumpled wreckage. Two piggy-back trailers and their flatcars were demolished. Three diesel locomotives hauling the 124-car CP train were derailed and smashed.

Two undamaged tankers loaded with propane gas were among the first to be hauled away.

The CN freight had apparently just pulled off the main freight line on to a siding when the collision occurred. After some wreckage was cleared, the switch was seen to be locked open.

Investigators believe the CP freight came up just after the CN train cleared from the main line and before the switch could be closed.

The switch swung the CP train into the siding directly into the rear of the CN train.

CPR Conductor Wallis Baines said his freight slowed "very little" as it approached the overpass. Forty of the 124 cars were loaded, and it was "a very, very heavy train," he said.

Mike Czapala, brakeman on the CN freight, was taken to hospital with a leg injury. He is believed to have been out of the caboose when it was rammed and blasted into fragments. Other members of both crews were unhurt.

The CNR chartered Gray Coach buses to pick up commuters between Hamilton and Toronto.

Railway officials expected to have the westbound line clear by noon and all tracks open later today.

Cassidy's body was removed soon after the crash, but O'Donnell lay trapped under the gondola car for nearly seven hours. Rev. Basil Breen of St. Mary's Church administered last rites.

*Toronto Star*  
November 11  
1965

*Port Credit*



for its brevity.

1/7/1914

# engine TRAFFIC DELAYED

## 568 Black Diamonds Scattered in Freight Wreck at Bronte

An east-bound Grand Trunk freight train, en route from Port Erie to Mimico, when near Bronte shortly before 7 o'clock this morning, met with an accident which caused the derailment of eight cars of coal. Local officials of the company stated this morning that the cause of the derailment was as yet unknown, but it is supposed to have been due either to a broken truck or rail. The train was in charge of Conductor Hathaway and Engineer File, engine 568, and was running at a fair rate of speed when the accident happened. Eight cars of coal were thrown in all directions, completely blocking east-bound traffic for several hours. In order to prevent delay to passenger traffic, all trains were diverted via Georgetown and Milton, then into Hamilton. The Stuart street wrecking crew was sent out to the scene of the accident and succeeded in clearing the tracks for regular traffic shortly after noon.

Incoming C. P. R. trains which run over this line, were also affected by the wreck, and arrived here several hours late this morning. C. P. R. train No. 70, Toronto to Buffalo via Hamilton, was delayed for nearly three hours. In order to overcome delay to Buffalo passengers, the T. H. & B. made up a special train to the yards here for Buffalo, which left about on the time of the regular, thus enabling passengers to make New York connections without serious delay. No one was injured.

Engine  
568

July 7 1914



steamed 15 to 17 1/2, fall oil raised. Lard advance rib sides advanced 5 to 7. **Flour**—Active and 7 1/2 bbl higher; winter patent southern winter at 3 75; Wisconsin winter at 3 6; fancy Minnesota patent wheat patents at 4 00; bakers, at 3 00; bbl, at 2 75 to 3 00; but 2 00 to 2 25. **Leading futures closed** December, 77 1/2; January,

May, 83½; Corn—Dec-  
38½; February, 38½; M-  
ber, 27½; January, 27½  
December, 10 78½; Janu-  
11 17½; May, 11 47-  
6 17½; January, 6 22½;  
Cash quotations we-  
spring wheat at 77½ to 7  
wheat at 78½; No. 2 co-  
27½; pork at 10 87½ to 1  
short rib sides at 5 5  
shoulders at 4 65 to 4 7  
5 80 to 5 85.  
RECEIPTS—Flour, 13,0  
bush; corn, 85,000 bu  
rye, 6,000 bush; barley  
SHIPMENTS—Flour, 2,

000 bush; corn, 195.0  
bush; rye, none; barley,  
none.

**NOW—THE TIME**

**A CTIVE PLUOATUAT**  
A offer opportunities  
money in Grain, Stocks  
Prompt personal attention  
ceived by wire or  
solicited. Full information  
in our Book, which will  
applications.

**H. D. KYLE, Jas**  
33 Broad and 34 New  
York

**COTTON**—Firm; up-  
ans at 92; futures, up  
at 9 1/2; January  
at 9 1/2; March at 9 3/8.  
**FLOUR**—Firm; super:  
3 00; superfine western  
receipts, 26,000 bbls; at  
flour, firm; at 2 90 to 2  
95.  
**WHEAT**—Very strong  
bush; sales, 248,000  
December at 87 1/2 to 88  
January at 89 1/2 to 89 3/4;  
ruary at 90 1/2 to 91 3/4  
March at 92 1/2 to 92 3/4;  
at 95 1/2 to 96 1/4. Ry.  
Baker steady. Corn

to 44½ to 48½; future, 79,000 bush; sales, higher; state at 36 to 41; receipts, 37,000 bush, including No. 1 to 34½.

PROVISIONS—Pork, 11 25 to 11 60. Lard, firm; state at 18 to 20 to 12½. Sugar, 9½ to 12; powdered at 5½ to 6½.

NEW YORK

CORROS—Firm; N. Y. 9 3-16; New Orleans at 10.

FLOUR—Receipts, 27, 5 to 10 cents per bbl.

bbls.

GRAIN—Wheat, red  
exports, \$6,000 bush; c  
options advanced 14  
weakly; sales, 17,248,  
000 bush spot; Mo.  
at \$2 to \$92; 2 No. 2 re  
vator; No. 1 red at \$2  
No. 2 red for December  
ary at \$93 to 96.  
bush; spot 4, option  
ports, 124,000 bush;  
ature; 84,000 bush ap  
for elevator; Jan. 4  
48; January at 49 to 4  
\$5,000 bush; 6 to 5  
bush futures, 159,000 b

to 34½; mixed western  
27 to 42½; No. 2 for 1  
January at 85½ to 35  
GROCERIES.—Sugar, a  
4½; standard A at 5½  
at 6½ to 6½; powder  
granulated at 5½ to  
Canada at 19 to 21.

British Gr  
BKKR

LONDON, Dec. 2.—Fl  
buyers and sellers a pa  
firmer. Cargoes on  
strong at extreme price  
good cargoes No. 1 Cali

22 36s to 36s 3d, was 35s  
 23 winter wheat, 84s, was  
 12 offering; do. Walla W  
 25 33s; mixed American  
 70 shipment, 21s, was 20s  
 10 shipping No. 1 Californ  
 85 etc., 36s 6d, was 36s  
 16 36s 3d, was 36s; No  
 10 shipped the present or  
 10 was 33s 9d; do. prom  
 60 33s 9d; No. 2 spring  
 75 was 33s, English ex  
 75 French, unchanged.  
 22 and maize, strong; N  
 23 No. 2 California, 7s 4d  
 24 7s 14d; W. Maiz., 7s 1d  
 50 all 4d dearer; maize, 4s

—Wheat and flour quiet

New York  
New York, Dec. 3 1  
firm; American Export  
Pacific, 89½; Canada S  
and Hudson, 106½;  
wanna, 143½; Lake  
Central, 142½; Northern  
66½; New York Central  
preferred, 120; Union  
Union, 79½.  
10:35 a.m.—Sterling

London  
London, Dec. 3 12  
for money; 100 13-16 for

one 38; bonds, 1134; Can  
fol- York Central, 1184; I

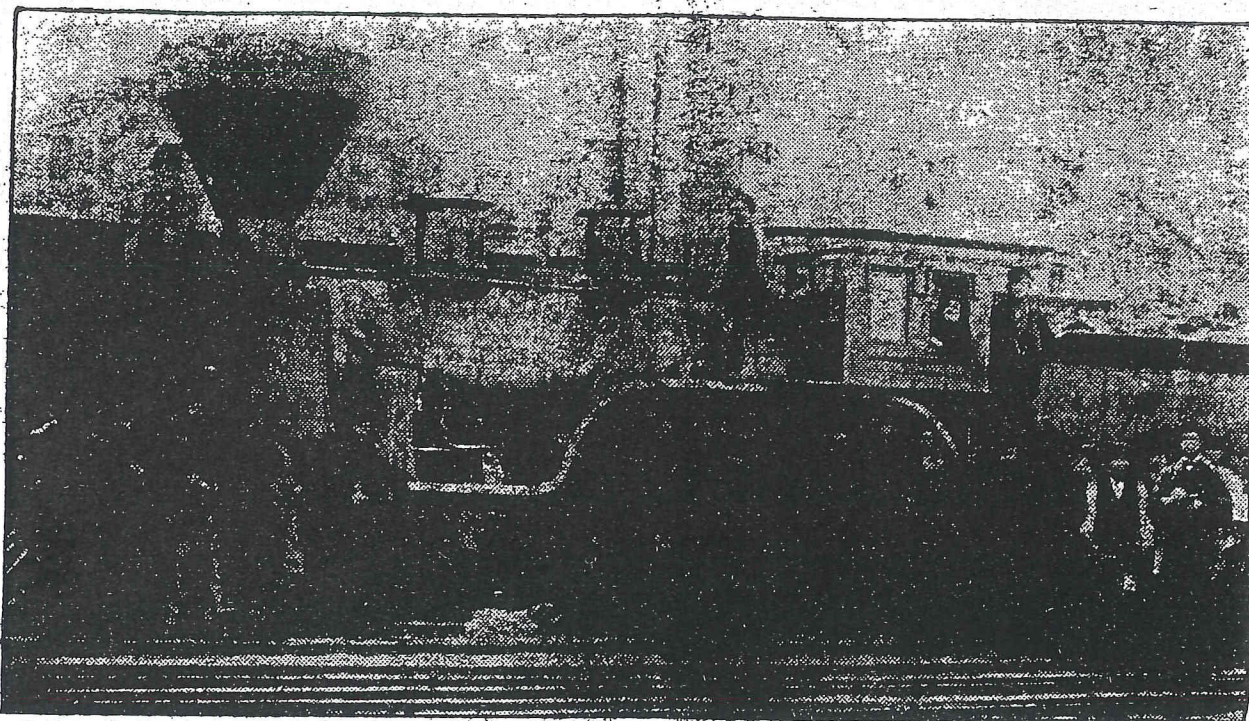


# EVENING RECORD

ed.  
un. }

WINDSOR, ONT., TUESDAY, FEBRUARY 12, 1907.

## *"Gazelle," Type of Old-Fashioned Engine Which Was in Charge of the Late John Hall*



This interesting photo, owned by Joseph Hall, engineer of the waterworks, was taken some time between 1862 and 1866, these two dates being defined by violent deaths. It was in 1862 that John Hall, Sr., brother of Engineer Hall, was killed at Bothwell. He ran the "Gazelle," the engine in the picture. The other date, 1866, was the year Mr. Montchur, who appears in the group, was burned to death in the fire at the foot of Brush street, when the ferry "Windsor" was destroyed.

Leaning out of the cab window is the late Joseph Noble, father of Ex-Ald. Thomas Noble. Standing on the cab steps is George Jacques, the fireman. Sitting on the railing is Sam Blanning. Standing near the front is John Hammond, the fitter, while the gentleman with his arms on the engine railing is William Rosevere, the foreman.

Reading from left to right, those standing on the track are: John Clements, second man not known; Mr. Montchur, who was burned to death, George Montgomery, John Goodenough, Wm. Kettle, car foreman, next man not known, Wm. Winn, station master, Adam Shorloff, interpreter, Mr. Ballentine, station policeman, Mr. Clark, customs officer, and James McCormick, whose widow resides at the corner of Janette and Chatham. The other three are not known.

In the background is shown the old Great Western hotel, where the Iroquois hotel now stands.

Mr. Hall was much interested in the article published in The Record a few days ago to the effect that George Thomas Horton was the oldest locomotive engineer alive. It was also claimed that Mr. Horton drove the first engines from Hamilton to Suspension Bridge, from Hamilton to London, and from London to Windsor. Mr. Hall has documentary evidence to refute this claim, as he retains his brother's time book, which has some interesting items. It shows that he and four others were given 15 pounds to pay passage money from Carlyle, Cumberland, to come to Canada and open the Great Western. On Nov. 27, 1853, it is recorded that he ran an engine from Hamilton to London and from London to Hamilton the next day. On Nov. 30 the book has this item: "Conductor Thomas Horton from Hamilton to London."

A sad fate overtook Engineer Hall in 1862. He was on his last trip before starting on his way to the old country with his brother, Joseph, Simpson Mason, Wm. Love, Wm. Heaver and Edward Black. At Bothwell he attempted to make a coupling and was crushed to death. One of the brakemen on the train was Fred Chilcott, father of Frank Chilcott, of this city, who was burned to death some years later.



This is a detailed historical map of Hamilton, Ontario, showing streets, buildings, and industrial areas. The map includes labels for streets such as Stuart Street, Murray Street, and Barton Street. It also shows various buildings, including the Round House, Steel Co. of Canada, and the Hamilton Bridge Works. The map is oriented with North at the top.

Handwritten notes on the map include:

- GTR GWR* (Great Toronto and Western Railway / Great Western Railway)
- Hamilton*

The map shows a grid of streets with various buildings and industrial areas. Key locations include:

- Stuart Street**: A major street running vertically through the center of the map.
- Murray Street**: A street running horizontally across the middle of the map.
- Barton Street**: A street running horizontally across the bottom of the map.
- Round House**: A large circular building located near the bottom center of the map.
- Steel Co. of Canada**: A large industrial building located near the bottom center of the map.
- Hamilton Bridge Works**: A large industrial building located near the bottom center of the map.
- St. Joseph's Church**: A church building located near the top center of the map.
- St. Mary's School**: A school building located near the top center of the map.
- St. Michael's School**: A school building located near the top center of the map.
- St. John's School**: A school building located near the top center of the map.
- St. James' School**: A school building located near the top center of the map.
- St. George's School**: A school building located near the top center of the map.
- St. Andrew's School**: A school building located near the top center of the map.
- St. Patrick's School**: A school building located near the top center of the map.
- St. Francis School**: A school building located near the top center of the map.
- St. Vincent School**: A school building located near the top center of the map.
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- St. Anne School**: A school building located near the top center of the map.



# MANY INJURED IN ALDERSHOT WRECK

LANSBURY V  
FRANK IN  
JUST RE

## C.P.R. Freight Side- swipes C.N.R. Ex- press Train

### Five Persons Seri- ously Hurt—12 Slightly

Five persons were seriously injured and twelve others more or less cut and bruised at 7.54 a.m. to-day, when the C.N.R. International Limited, No. 14, from Chicago to Montreal, was sideswiped by a C.P.R. west-bound freight train near the Dominion Sewer Pipe company's siding, three-quarters of a mile east of Aldershot. The injured were all in coach 4861 when the crash came.

The major casualties were taken as far as Freeman Junction, where they were transferred to ambulances on the instructions of Dr. T. W. Peart and Dr. Dingle, of Burlington, and taken to St. Joseph's hospital, Hamilton. The list is as follows:

Rev. Dr. McGregor, pastor of St. Andrew's United church, London, Ont., fractured skull. Dr. McGregor's condition is the most serious, and his condition is regarded as being critical by attending physicians.

Miss Hazel Thompson, 55 Wellesley street, Toronto, nurse, broken arm and badly shaken up.

Mrs. Kathleen Ward, 55 Harrowly avenue, Winnipeg, fractured skull and broken jaw. Mrs. Ward's condition is dangerous, hospital authorities state, and little hope is held for her recovery.

William Ward, 55 Harrowly avenue, Winnipeg, husband of Mrs. Ward, severe lacerations about the face and body and shock.

Geraldine Ward, five-year-old daughter of the above victims, scratches, bruises about the body and shock.

On being admitted to the hospital, Dr. McGregor and Mrs. Ward were taken to the operating room.

The following, who were less seriously injured, were taken to Toronto and admitted to Grace hospital for medical attention:

E. W. Moore, chamber of commerce, London, head abrasions and bruises, removed to Grace hospital upon arrival of train at Toronto.

Baby Ward, four-year-old daughter of Mr. and Mrs. William Ward, bruised and scratched. Taken to St. Joseph's hospital, Hamilton, with parents.

Edward Barker, five years old, of Chicago, and traveling to Belleville, abrasion on cheek.

Ernest Thomas, 1624 Nebraska avenue, Flint, Mich. (face scratched). Charles Holman, 1624 Nebraska avenue, Flint, Mich., cut on right

(Continued on page 6)

October 4  
1928



## A HANDSOME CAR.

Complete Re-modelling of the G. W. R. Dining  
Car "Fremont."

There was turned out of the car shops in London East to-day one of the most complete and handsome dining cars to be seen on any road in America. Among the improvements made, the heater has been removed from the place it formerly occupied to one corner, and the washstand, which stood on the opposite side, has been placed alongside of it, the heating pipes being run through under the washstand to prevent the outlet pipes from freezing. The wardrobe and wine cupboard occupies the opposite side and is surmounted by a fine refrigerator, where sufficient ice is kept to insure everything being kept in fine order. Immediately off this is the dining-room, which has been enlarged by the removal of the sideboard and an additional table has taken its place, making the total number ten, and each table has been made two inches larger. The sideboard has been placed in the centre of the car facing the dining-room, the back being of the finest plate glass, and completely shuts the pantry from the view of passengers. Adjoining the pantry is the kitchen, which is fitted up with all the modern appliances.

The most noticeable improvement here is the erection of a refrigerator, which occupies a position on the car platform, and is supplied with shelves made of galvanized iron, the same material being employed to line the whole, together with the drawers in which the various materials for getting up meals are kept. The platform is supplied with a platform hood-lamp, another great improvement. Each table has a beautiful lamp immediately over them, all the metal work being beautifully silver plated. The castors are fitted into convenient slides, which will prevent them being displaced by jolting when couplings are being made. Neat gates are placed on each side of the open platform, and add greatly to the outside appearance of the car. The work has been done under the personal supervision of Mr. J. D. McIlwain, Mechanical Superintendent at the shops, after having visited the various cities where dining cars are turned out, and combines all the latest improvements. Two other dining cars are to be remodelled after the same style, and are intended to run between Detroit and Suspension Bridge. The car was taken on a trial trip to St. Thomas this afternoon, having Messrs. Donville and McIlwain on board.

May 29



# FAST BUFFALO FLYER IS DITCHED AT BURLINGTON

## Broken Flange Causes Engine to Leave the Rails and Plow Up Track and Ties in Awful Confusion

### All Coaches But One Are Derailed and, Miraculously, No One on the Train Is Seriously Injured

Ripping the heavy steel rails from the ties as though they had been so much wood and curling the strips of steel into monster coils on either side of the locomotive, the Toronto-Buffalo express, leaving Toronto about five o'clock yesterday afternoon, came to an abrupt standstill directly in front of Burlington station. A broken flange on the engine is supposed to have caused the wreck, which, while heavy in damage so far as rolling stock is concerned, was free from loss of life or serious injuries to the many passengers aboard. Before the monster locomotive turned over on its side, after running a considerable distance on the ties, one of the coaches bumped the Allandale train, which was standing on the adjoining track. Fortunately, the impact was light, as the fury of the race along the ties had been about spent when this new feature was added to the general confusion. With the exception of the rear coach, all the cars of the flyer went off the track, their trucks sinking deeply into the soil. That no deaths resulted was simply marvelous, and that the engineer and fireman of the flyer escaped unhurt is truly a miracle, for surrounded by escaping steam and almost hemmed in by a tide of boiling water,

between Toronto and Hamilton in 55 minutes, and her speed at the time of the accident was about 45 miles an hour.

#### AT FAST SPEED

The station platform at Burlington was the scene of the wreck, and on the eastbound track was standing the Allandale train, which left this city about 5.30. Shortly after 5.35, the Buffalo flyer appeared on the long level stretch, humping along at a splendid rate. She was on the right-hand track, and there was no switch to derail her. The cause of the accident is ascribed to a broken flange, and the supposition is that the engineer, when near the station, discovered the break, as when directly opposite the station platform he applied the brakes. It was a sudden jolt, and all the passengers on the flyer bent over, as though simultaneously inspired to pray. Immediately the huge locomotive left the track, and the heavy front structure caught the steel rails. The speed of the train drove it forward with terrific force along the ties, and the rails were ripped from their fastenings and curled up on either side of the plunging locomotive, forming two huge coils. Finally the huge locomotive turned at right angles, and with its stack buried in the soil, turned over on its side. The cab portion separated from the boiler and fell in a tangled wreck close to the wheels, while the tender jumped the opposite direction.

jolt and the sinking of the car. The jolt was caused by this car striking one of the coaches of the Allandale train standing on the adjoining track. All the windows in both cars were broken, and finally the car settled flat on the earth, the trucks being completely buried in the soil. The car was at an unpleasant angle, and by putting his arm out of the window Mr. Stevenson had no difficulty in touching the ground. All the women in the car were screaming and all made a rush to the door, which, after some difficulty, was opened.

#### A MIRACULOUS ESCAPE

An awful scene of wreck met Mr. Stevenson's eyes when he emerged. With the exception of the last coach of the flyer, all the cars were off the track. The monster engine lay in front, with the huge coils of rail on either side. The cab was broken off, and the hissing steam and the cries of the frightened made a combination hard for the average nerves to bear. It was at first thought that great loss of life had resulted, and it was feared that the engineer and fireman had died at their posts, but finally, in the sight of the wondering spectators, the engineer and fireman emerged from the death trap, considerably begrimed and frightened, but uninjured. McIntyre was the engineer's name.

#### CLEANING THE WRECK

October 10, 1908



# All Coaches But One Are Derailed and, Miraculously, No One on the Train Is Seriously Injured

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## HAMILTON PASSENGERS

George Stevenson, plumber, Walnut street south, and Hon. J. M. Gibson, president of the Cataract Power company, were among the Hamilton people on the flyer. To the Spectator Mr. Stevenson told the story of the wreck, and he is fain to admit that he does not care to have a repetition of the experience. The Buffalo flyer is a standard G. T. R. train, leaving Toronto about 5 o'clock in the afternoon. She is one of the trains scheduled to travel

between Toronto and Hamilton in 55 minutes, and her speed at the time of the accident was about 45 miles an hour.

## AT FAST SPEED

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## RIPPED UP THE FLOOR.

The baggage coach fared badly. So soon as it left the rails, the heavy trucks broke loose from the body, and these were found later a considerable distance from the scene of the wreck. Mr. Stevenson was in the next coach, and the first intimation he had of anything wrong was when he felt the brakes applied and the succeeding jolt. Immediately following this, the trucks of the car ripped up the floor and the splinters began to fly in an unpleasant fashion. The bumps along the ties followed, and then a sickening lurch to the left, followed by another sudden

jolt and the sinking of the car. The jolt was caused by this car striking one of the coaches of the Allandale train standing on the adjoining track. All the windows in both cars were broken, and finally the car settled flat on the earth, the trucks being completely buried in the soil. The car was at an unpleasant angle, and by putting his arm out of the window Mr. Stevenson had no difficulty in touching the ground. All the women in the car were screaming and all made a rush to the door, which, after some difficulty, was opened.

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## CLEARING THE WRECK

Miss Kelly, Toronto, and A. J. Kilbridge, Tonawanda, N.Y., were injured very slightly. The passengers were placed aboard a following G. T. R. train and were brought to this city by the Beach-Stony Creek route. Trains arriving in Toronto were from an hour to an hour and a half late. Passengers leaving Hamilton at 7 p.m. arrived in Toronto at 10 p.m.

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INTO AIR SHAFT

October 10 1908



# WRECKED AT BURLINGTON

TERRIBLE ACCIDENT TO THE TORONTO EXPRESS.

The Train Ran Into an Open Switch and Collided With a Freight Train—The Engineer and Fireman Terribly Scalded and May Die.

A terrible accident occurred at Burlington junction on the Grand Trunk about noon to-day. The Toronto express was on its way eastward and ran into an open switch. On the siding a freight train was standing. The engine of the express was badly smashed, and the engineer, Thomas Hutchinson, and Fireman James Clark, were fearfully scalded and otherwise injured.

The pitch-in made a terrible wreck. The injured men were brought to the Stuart street station, and the ambulance conveyed them to the hospital.

The baggage car of the express was badly smashed, the engine wrecked and several freight cars demolished.

The express, which was a through one, was running at a high speed, and the wonder is more people were not hurt. Beyond a bad shaking up none of the passengers were hurt.

Both engineer and fireman are Hamilton men and married. They are suffering severely from scalds and other wounds, and have been taken to the city hospital. Drs. Cockburn and MacKelcan attended them. The real extent of their injuries is not known yet.

MARCH 1  
1898

Burlington-1



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**The Leading Paper  
of Hamilton for  
Fifty Years.**

NUMBER 549

PLAYING A WAITING GAME

In the Mountains the United States Is Preparing for Emergencies—Some Advice From the French Press on the Danger of Militarism to a Republic.

court of inquiry into the loss of the battleship Maine in the harbor of Havana on Feb. 15, began in the United States district court house shortly after 1 o'clock this morning. Most of the officers who were examined yesterday had been informed that they might be recalled, and, therefore, the lieutenant and cadets of the lost warship were all on hand. It is said, however, that

they will not be re-examined until the court returns from its second visit to Havana.

with a view to meeting future claims, to collect all possible evidence, whether it be deemed essential or not, in the suit to their assistance of experts. It has already been a matter of comment that the membership of the court does not include any one

who has had previous experience in the construction of a ship. To remedy this shortcoming the court has called upon the department to send to its aid a constructor and a carpenter. In compliance with the request Secretary Young has ordered Naval Constructor

to the court at New York. It is expected that they will go to Havana when the court returns there, and from there immediately with the structure of the Maine, on which both of these men worked, when she was being built. They will be at least six months in all.

giving easy access to the wreck. The latter could divers, but also in identifying portions of the wreck. The latter could also be one of the greatest importance in view of the elements that have come from Havana to the effect that most of the ship's bottom plates

New York, March 1.—Officials of the government are desiring for relief from

much longer. It is not encouraging when officers of high rank in the army who deplore the Maine catastrophe do so deeply and as sincerely as do the American people. Long to demand that the United States intend to make the highest possible effort to recover the bodies of the missing.

than to an inquiry," says the correspondent of the Tribune. "These expressions do not represent the editor's convictions of those for whom they are uttered. They are the utterance of men overburdened with anxiety and untrained in their calmer moments."

cept the mediation of the United States as the best means for helping Spain out of her desperate situation in Cuba. Under the present strain they do not accept it. They complain that thorough and comprehensive investigation which the several countries in

qually as dangerous in the past, and the government is determined to proceed to achieve that instead of the partial investigation to learn the facts. The court is looking to make out the case of the betting. These are referred to as foot play. These are referred to as the military arm of the government, who do not believe any

relieve their overburdened minds.

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# The Hamilton Spectator

HAMILTON CANADA WEDNESDAY OCTOBER 10 1906

## RED FAST BUFFALO FLYER IS DITCHED AT BURLINGTON

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Broken Flange Causes Engine to Leave the Rails and Plow  
Up Track and Ties in Awful Confusion

All Coaches But One Are Derailed and, Miraculously, No  
One on the Train Is Seriously Injured

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October 10, 1906

Burlington - 1



and the hissing steam and the cries of the frightened made a combination hard for the average nerves to bear. It was at first thought that great loss of life had resulted, and it was feared that the engineer and fireman had died at their posts, but finally, in the sight of the wondering spectators, the engineer and fireman emerged from the death trap, considerably begrimed and frightened, but uninjured. McIntyre was the engineer's name.

### CLEARING THE WRECK

Miss Kelly, Toronto, and A. J. Kilbridge, Tonawanda, N.Y., were injured very slightly. The passengers were placed aboard a following G. T. R. train and were brought to this city by the Beach-Stony Creek route. Trains arriving in Toronto were from an hour to an hour and a half late. Passengers leaving Hamilton at 7 p.m. arrived in Toronto at 10 p.m.

The rear coach of the Allandale train was derailed by reason of the coach of the flyer striking it. The sides of the other cars of the Allandale train were scraped, showing how narrow the escape was.

October 10, 1906

Burlington - 2



Ripping the heavy steel rails from the ties as though they had been so much wood and curling the strips of steel into monster coils on either side of the locomotive, the Toronto-Buffalo express, leaving Toronto about five o'clock yesterday afternoon, came to an abrupt standstill directly in front of Burlington station. A broken flange on the engine is supposed to have caused the wreck, which, while heavy in damage so far as rolling stock is concerned, was free from loss of life or serious injuries to the many passengers aboard. Before the monster locomotive turned over on its side, after running a considerable distance on the ties, one of the coaches bumped the Allandale train, which was standing on the adjoining track. Fortunately, the impact was light, as the fury of the race along the sea had been about spent when this new feature was added to the general confusion. With the exception of the rear coach, all the cars of the flyer went off the track, their trucks sinking deeply into the soil. That no deaths resulted was simply marvellous, and that the engineer and fireman of the flyer escaped unhurt is truly a miracle for surrounded by escaping steam and almost hemmed in by a tide of boiling water, they emerged from the wreck of their engine, considerably frightened but apparently none the worse for their trying experience.

#### HAMILTON PASSENGERS

George Stevenson, plumber Walnut street south, and Hon. J. M. Gibson, president of the Cataract Power company, were among the Hamilton people on the flyer. To the Spectator Mr. Stevenson told the story of the wreck, and he is fain to admit that he does not care to have a repetition of the experience. The Buffalo flyer is a

between Toronto and Hamilton in 55 minutes, and her speed at the time of the accident was about 45 miles an hour.

#### AT FAST SPEED

The station platform at Burlington was the scene of the wreck, and on the east-bound track was standing the Allandale train, which left this city about 5.30. Shortly after 5.35, the Buffalo flyer appeared on the long level stretch, bumping along at a splendid rate. She was on the right-hand track, and there was no switch to derail her. The cause of the accident is ascribed to a broken flange, and the supposition is that the engineer, when near the station, discovered the break, as when directly opposite the station platform he applied the brakes. It was a sudden jolt, and all the passengers on the flyer bent over, as though simultaneously inspired to pray. Immediately the huge locomotive left the track, and the heavy front structure caught the steel rails. The speed of the train drove it forward with terrific force along the ties, and the rails were ripped from their fastenings and curled up on either side of the plunging locomotive, forming two huge coils. Finally the huge locomotive turned at right angles, and with its stack buried in the soil, turned over on its side. The cab portion separated from the boiler and fell in a tangled wreck close to the wheels, while the tender jumped the opposite direction.

#### RIPPED UP THE FLOOR.

The baggage coach fared badly. So soon as it left the rails, the heavy trucks broke loose from the body, and these were found later a considerable distance from the scene of the wreck. Mr. Stevenson was in the next coach, and the first intimation he had of anything wrong was when he felt the brakes applied and the succeeding jolt. Immediately following this, the trucks of the car ripped up the floor and the splinters began to fly in an unpleasant

October 10, 1906  
Burlington - 3



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#### INTO AID CHAET

October 10, 1906  
Burlington - 4



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jolt and the sinking of the car. The jolt was caused by this car striking one of the coaches of the Allandale train standing on the adjoining track. All the windows in both cars were broken, and finally the car settled flat on the earth, the trucks being completely buried in the soil. The car was at an unpleasant angle, and by putting his arm out of the window Mr. Stevenson had no difficulty in touching the ground. All the women in the car were screaming and all made a rush to the door, which, after some difficulty, was opened.

### A MIRACULOUS ESCAPE

An awful scene of wreck met Mr. Stevenson's eyes when he emerged. With the exception of the last coach of the flyer, all the cars were off the track. The monster engine lay in front, with the huge coils of rail on either side. The cab was broken off, and the hissing steam and the cries of the frightened made a combination hard for the average nerves to bear. It was at first thought that great loss of life had resulted, and it was feared that the engineer and fireman had died at their posts, but finally, in the sight of the wondering spectators, the engineer and fireman emerged from the death trap, considerably begrimed and frightened, but uninjured. McIntyre was the engineer's name.

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Burlington-5