

CANADIAN
NATIONAL
RAILWAYS

GRAND TRUNK
RAILWAY.

TORONTO AREA.

TORONTO

AUGUST 31, 1901.

COLLISION ON THE G.T.R.

INTERNATIONAL LIMITED PLAYS HAVOC WITH FLATCARS.

**No Passengers or Trainmen Injured
—A Cook Scalded—Traffic Delayed
Forty Minutes—Quick Work in
Clearing the Tracks.**

No. 1 G. T. R. International Limited, from Montreal to Chicago, ran into a shunting train of five flat cars and one box car at 4.10 yesterday afternoon just where Eastern avenue crosses the tracks at the foot of Lewis street. H. Bruce, cook on the International, was scalded about the arms and shoulders by some hot soup he was carrying, but none of the passengers or trainmen were injured. The shunting engine was derailed, but not greatly damaged. The flat cars were demolished, but the box cars stood the test. The only injury to the express was a twisted pilot. The train was delayed but one and a half hours. The signal box at the street corner was carried several feet from its foundation by one of the over-turned flat cars, and badly twisted. There is a double track where the collision occurred, and one of the tracks was cleared and traffic resumed in forty minutes. The whole damage has been roughly estimated at \$300.

The shunting engine was in charge of engineer Hutton, and the cars in charge of yardmen Donohoe and Hart. They were engaged in taking the cars from the Gooderham siding to the Don siding. The cars were old and dismantled, having been used in carrying manure from the Gooderham & Worts

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 manure from the Gooderham & Wort-
 byres to Clarkson and other points.
 Their framework was not very com-
 pact. The one box car was full of bales
 of rags. The engine was No. 637, and
 was attached in such a way that, hav-
 ing reached the main track, it had to
 push the cars ahead of it in order to get
 to the Don siding.

The International Express was one
 minute behind time leaving Little York,
 and before coming in sight of the
 shunting train was going at full speed.
 The engine was No. 990, in charge of
 engineer Ireland. The train consisted
 of five cars well filled and in charge of
 conductor Timleck. When engineer
 Ireland saw the shunting train on his
 track he immediately applied the
 brakes, and when engineer Hutton saw
 the express coming he put on full
 steam and started pushing the flat cars
 towards the Don station. Thus the
 two trains were going in the same di-
 rection. The express bumped into the
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The Yorkville and Toronto wrecking crews were at once set to work, and in a short time the yard engine and the box car were on their way to the station. By 10 p.m. the wreckage was mostly removed.

August 31 1901

The Globe

TORONTO, SATURDAY, AUGUST 31, 1901.