

CANADIAN
PACIFIC
RAILWAY

LONDON
DIVISION
DIARY

C. H. RIFF

CREDIT VALLEY RAILWAY WAR

Saturday July 20th, 1878, tension started to grow around Woodstock, for the Credit Valley Railway had built west from Toronto, but north of GWR territory, but as it slide southward towards St Thomas it planned to cross the Great Western one mile west of Woodstock. The GWR objected to the route planned by the CVR as they stated it would at a point on an up grade and it would be difficult for GWR trains to start after coming to the required stop at the diamond. They wanted it else where, and the Credit Valley was seeking its subsidies and bonuses for complete construction and would not be deterred.

This Saturday the Credit Valley would attempt to lay track over the Great Western mainline. The GWR expected the move and the engineer o the No. 36 freight was told to hold the fort until reinforcements would arrive. A special train shortly arrived with Mr Domville the Mechanical Superintendent and Mr McGuiness the Road Master with a number of men. The GWR put engines from passing freights on the crossing. A fight developed but the GWR prevailed for the time until the matter could be settled in Chancellory Court.

FIRE AT TORONTO JUNCTION.

The Canadian Pacific Coal Sheds with Their Contents Completely Destroyed.

About half-past eleven o'clock on Wednesday night a fire broke out in the coal sheds of the Canadian Pacific Railway at West Toronto Junction. The assistance of the employees in the neighbourhood was called in to put out the conflagration, but all efforts were unavailing, and last night the fire was still burning. There were stored in the sheds about five hundred tons of coal, and alongside were nine cars having on board about 150 tons more. The whole of this has been or will be destroyed. The efforts of the employees have prevented the fire from spreading to the buildings in the neighbourhood, and though the fire is still smouldering it is considered that there is no further danger to be apprehended. The fire was caused by spontaneous combustion. The loss is estimated at about nine or ten thousand dollars. The property was insured as follows:—\$2,500 on the coal sheds, \$6,000 on the cars, and \$15,000 on the coal. This insurance is distributed among ten different companies.

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July 9, 1886

GLOBE

GALT

JULY 5, 1887

The Eastern Express train on the Canadian Pacific Railway which was due at Galt at 5:29 on the afternoon of July 5th, 1887 ran off the track about one mile west of Galt at a gravel pit near `Barries Cut.` It appears that the men employed at the gravel pit had left the switch open. The passenger express went through the open switch and down an embankment of from twenty-five to thirty feet height, into swampy ground. The steam engine, baggage car and smoker rolled down the embankment and turned over. The next coach came off the rails, but did not roll down the bank. Engine-driver J.R. Spragge and Fireman William Johnson were fatally scalded by the live-steam. Out of the forty-four passengers on board the train few were injured.

October 24, 1889

brethren jolly good fellows.

The New C. P. R. Station in London.

London Free Press.

The new railway station of the Canadian Pacific railway in this city will be one of the finest passenger stations in Ontario. As the company has at present the accommodation of the converted dwelling houses on Pall Mall street, it is not likely that much work will be done on the new station before next summer. It will be situated a short distance south of the main line on Richmond street, and a large quantity of filling in will be required to make the surrounding land suitable for station purposes. It is understood, although the plans have not yet been made public, that a handsome restaurant, large waiting rooms for ladies and gentlemen, and staff offices, telegraph and dispatchers' offices on the most generous scale have been provided for, and the architectural beauty of the new building, which will be all stone, will be ahead of anything to be seen in this section of the country.

For a Smoke at Home.

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CANADIAN
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LONDON
JUNCTION

IN LONDON FREE PRESS

C H RIFF

LONDON FREE PRESS

- August 10, 1888 The Canadian Pacific Railway repairing the bridge at Thamesford and a new station is to be built there.
- September 6, 1888 The CPR are surveying a new route to Windsor
- September 11, 1888 Canadian Pacific officials go over the Guelph Junction Railway which will open for traffic next week.
- October 4, 1888 CPR extension London to Windsor.
- October 6, 1888 CPR western extension work to start soon.
- October 15, 1888 CPR's western extension men at work.
- October 23, 1888 CPR Work in progress.
- November 2, 1888 O&Q extension.
- November 5, 1888 CPR progress.
- November 10, 1888 Canadian Pacific would like to lease the Great Western Railway route to Windsor.
- November 13, 1888 Canadian Pacific deal with Grand Trunk Railway for route Komoka to Detroit.
- November 13, 1888 CPR special fourteen car train to Guelph and London.
- November 14, 1888 CPR Western Extension, rails laidup to Richmond Street and a bridge at the Carling Brewery.
- November 22, 1888 It is alleged that CPR have purchased the Grand Trunk line.

LONDON FREE PRESS

- November 24, 1888 CPR lease of the Detroit Extension. Plan to use the Wabash route to enter Chicago.
- November 28, 1888 CPR extension, five miles ready for rails.
- December 5, 1888 Canadian Pacific crossing of the London Street railway at Richmond Street, double track and double diamond.
- December 13, 1888 Canadian pacific activity , the grade has been completed from London to Komoka. A trestle west of London.
- December 18, 1888 CPR survey.
- December 24, 1888 The Canadian Pacific and the Grand trunk Railways.
- December 26, 1888 The Canadian Pacific has two routes to Windsor.
- January 5, 1889 The Canadian Pacific pile-driver topples over the Oxford bridge.

LONDON FREE PRESS

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| June 17 1889 | Two of the tree spans on the new Canadian Pacific bridge over the river at Oxford street have been completed. |
| June 25, 1889 | Canadian Pacific over the river at Oxford Street. |
| June 25, 1889 | CPR to add a steam shovel at the Windsor end. |
| July 9, 1889 | The temporary bridge over McGregor's Creek on the Ontario and Quebec Railway near Chatham is finished and rails are laid. Ballast is brought in over the Erie and Huron Railway from Blenheim. |

THE C. P. R. ROUTE.

A New Move Resolved Upon—They Won't Touch the Chapter House Plot.

The West Ontario Pacific Railway Company has decided not to take any of the Chapter House property after all, but by diverting their line a little to the south, run along the south bank of Carling's Creek, avoiding Hyman's tannery, curving north again to cross the creek near Talbot street. The company will be required to make good any damage which may have been done to the Chapter House grounds. The survey of the new route is now going on. To-day the road was finished up to ten miles from the city, and track laying is being pushed at the rate of a mile a day. Barring accidents, the rails will be laid into the city by the end of next week.

April 26, 1887

W. O & P. track layers got as far as Thamesford on Monday afternoon, the rails being laid nearly all the way across the bridge. The embankments that were built during the winter months are not proving very satisfactory. The other embankments are very firm and solid.

April 28, 1887

THE DAILY FREE PRESS.

THE C. P. R. DIVISIONAL SHOPS.

Land Purchased for Them in the City by
Engineer Jennings.

Where They Will be Located—A Contumacious Proprietor — Bogus Statement Squelched.

Ottawa, May 4 —(Special.)—It is stated in well-informed railway circles here that Engineer Jennings, of the Canada Pacific Railway, and Chief Engineer of the W. O. P. R., has completed the purchase of the necessary land for the Divisional Shops of the Canada Pacific R. R. in London which were promised on condition that the line would be extended from your city towards the western boundary of Ontario, and for which Londoners several months since conditionally voted a handsome bonus. The land secured by Mr. Jennings is to the east and west of Adelaide street, a portion being between Central avenue and Piccadilly street on the west side, and all save one lot on the east side through the lower portion of the Carling Farm. It is understood that the owners of one of the lots on the west side refuses to sell at a reasonable figure, but Mr. Jennings' instructions are to go ahead with the work independent of the contumacious owner. This should set at rest the statements circulated by the St. Thomas papers, to the effect that it was not the intention of the C. P. R. to proceed with the road west of London, and which obtained currency here and elsewhere in the east.

MAY 4, 1887

AN ENTERPRISING FIRM.

**John Elliott & Sons, the Pioneers to
the C. P. R.**

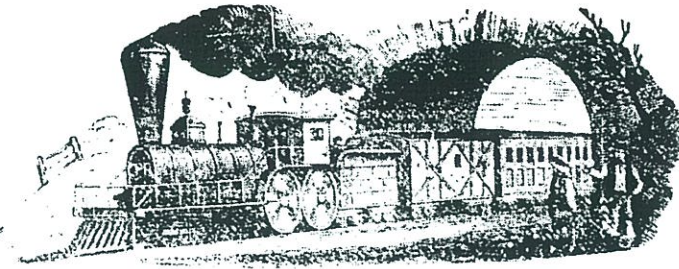
The first freight train over the C. P. R. from London will leave the London station grounds on Saturday next. John Elliott & Sons' Phoenix Foundry supply the first carload to run over the new road, consisting of their celebrated agricultural machinery, which is being shipped to the Eastern Provinces.

Waste Worth Knowing

MAY 10, 1887

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MAY 10, 1887



AT LAST!

London Connected With
the C. P. R.

THE CONSTRUCTION TRAIN

Reaches the City and Rails Laid Up
to Wellington Street.

NOTES OF A TRIP OVER THE ROAD

By Steam and Road Car—A Model
Line Running Through a Rich and
Beautiful Country—The Early Com-
pletion of the W. O. P. Assured—
The London Station and Divisional
Shop Grounds—Condition of the
Track and Progress of the Work.

On Wednesday evening the W. O. P. construction train returning from London to Thamesford carried in addition to its regular crew and cargo, representatives of the city newspapers. These were the first passengers over the new road, and were indebted for the privilege of the ride to the courtesy of the local management. The passengers were provided with a very comfortable seat on one of the flat cars in front of the locomotive, out of the dust and where everything could be seen of the track and the country around it. The construction men had done a big day's work on the day of the trip, having laid one and a half miles of track, which brought the ends of the rails into the city past Maitland street. It was from about this point that

THE START WAS MADE.

The line crosses Adelaide street on the level, and winds along up through the Carling Farm and the Asylum grounds, there being a cut of considerable extent near the Asylum, and an overhead bridge at the sidereal between the two farms. There is a pretty steep up grade from the city to the Grand Trunk crossing, but when this point is reached the road

STRETCHES OUT AS STRAIGHT AS AN ARROW with neither curve, grade nor ripple to within a mile of Woodstock—more than 20 miles of the straightest, speediest, and best track in Ontario, as Engineer Roulledge remarked. It runs through a country of rich agricultural wealth. The well tilled fields on either side of the line were shining forth in all the pride and

is an embankment at Thamesford, 40 feet high, forming the approach to the bridge. The only comparatively heavy grade runs up west from Woodstock, 14 miles at a maximum of 37 feet to the mile. From Thamesford to Woodstock, the country through which the line passes, is

NOT EXCELLED IN ONTARIO

for fertility, and is a model railway route. Near Beachville an excellent lot of gravel has been found, and a steam shovel is at work here, capable of loading a car in from three to five minutes. For a time the W. O. P. will use the Credit Valley Station at Woodstock, but it has been decided to proceed very soon with the erection of

A FIRST-CLASS BUILDING FOR STATION purposes. Switches have been built connecting the two lines, and a water tank of large capacity erected, as well as a turntable. The turntable at this end has been temporarily erected at Colborne street. The distance of the line completed

FROM WOODSTOCK TO LONDON IS 26 1/2 MILES

It has been under construction since the first of last September, and now, with the exception of the station approaches and sidings, all the rails are laid and half the ballasting is done. Between London and the Detroit river the location surveys have been made, and throughout the entire distance there will be no grade ascending easterly of over fifteen feet per mile, and with the exception of one grade from the Thames river to Hyde Park, the westerly grades will be of the same standard. Between London and Woodstock arch and box culverts of masonry have been put in wherever required, and the road is built throughout in a most substantial way. The road runs through the best settled portions of West Zorra, East and West Nisour and London Township.

RECENT OPERATIONS

On Wednesday 14 miles of track were laid, the same being accepted by the Grand Trunk and the crossing of their line at the Asylum completed. Yesterday two more cars of rails were laid, and the balance of the lot required are expected in a day or two. The line at present runs into the Fair Grounds. Until the rails arrive the track layers go on working at the ballast. Four locomotives with a sufficient complement of cars and men will continue ballasting and completing the embankments until the road is finished. No effort will be spared to have the line permanently opened for all classes of traffic by June 1st, but the first freight train will leave this city for the east on Monday next.

THE PROMOTERS.

It will be remembered that the road was for a long time contemplated, and that its successful issue hung at times almost by a thread. The gentleman who deserves the greatest thanks of the citizens for his untiring efforts to give London direct connection with what is perhaps the grandest system of communication in the whole world is the Hon. John Carling. Both in Parliament and out Mr. Carling was an earnest and persistent advocate of the Western

The purchase of 25 acres of land required for the divisional yard and shops was completed yesterday. The strip lies east of Adelaide street between Salisbury street and Central avenue, and comprises portions of the properties owned by Messrs Hunt, Higgins, Carling, Smallman and the executors of the Kassack estate.

"Look out for wolves," said one of the railway men, as the party transferred itself to the hand car, and then he related how he often heard them barking around that vicinity—twenty five years ago.

At Woodstock the hotel people are worked up warmly against the Scott Act informers, and one of the Bonifaces used the most graphic language in describing the inevitable fate of the next ones who tried to work that town. He said they would not get away with whole bones if they had fifty constables to protect them. A few hours afterwards the representative of the Advertiser went into a hotel near the station to get some cigars, and was mistaken for an informer. In a few minutes the room was filled with an excited crowd, who used some rough language, but when they learned who the visitor was they were profuse in expressing regret for any offence given.

MAY 13
1887

MAY 13
1887

At the siding at between the two trains. There is a pretty steep up grade from the city to the Grand Trunk crossing, but when this point is reached the road

STRETCHES OUT AS STRAIGHT AS AN ARROW with neither curve, grade nor ripple to with in a mile of Woodstock—more than 20 miles of the straightest, speediest, and best track in Ontario, as Engineer Routledge remarked. It runs through a country of rich agricultural wealth. The well tilled fields on either side of the line were shining forth in all the pride and beauty of their spring verdure, and the substantial outbuildings and in many cases elegant dwellings of brick or frame that diversified the landscape, with here and there a grove of stately timber, made up

A TYPICAL CANADIAN PICTURE of bounteous nature, sumptuous, and smiling and beneficent. The next cut of any account was just east of Draneys Corner, and a little further on, after crossing the first trestle bridge, is the only poor piece of land on the line, a swamp about four miles in extent, but a good solid foundation has been found for the track, and the section, at this point, is a long way from the worst on the system. Up to this point the subsoil turned up in grading the track had been sandy, but the clay now appeared, and in patches of the roadbed which had been graded up in the depth of winter with frozen clay there was a roughness and an apparent want of solidity that will be fixed when the ballast goes on. A very fair quality of gravel has been found in a bank about eight miles from the city, and already a quantity of it

HAS BEEN USED FOR BALLASTING. The supplies at present are being brought on from Woodstock by a train which runs up to four miles this side of Thamesford with the loaded cars and carries the empties back. The construction train meets this at a siding at the point indicated where the transfer of cars is made. There was no connection between the two trains on Wednesday night, and the question was propounded to the press representatives whether

THEY'D BE JIGGERED or walk. They thought they would be "jiggered" before they would walk, and told their friends of the railway to bring forth the festive jigger. It was getting dark and we were four miles from Thamesford. A "jigger" in railway parlance is what we humble laymen call a hand-car, and this particular one worked with a lever up and down. It was soon placed on the track and started off. There is one great point about this mode of locomotion, that it combines the three great principles of

LIBERTY, EQUALITY AND FRATERNITY. The liberty exists in the fact that if one doesn't like the style of the conveyance he may get off and walk; the equality in the fact that everybody works for his passage on the lever; and the fraternity in the mutual effort by which the motive power for the machine is supplied and the similarity of sentiment amongst the passengers after a short ride. By a liberal expenditure of muscle and perspiration the machine was driven to Thamesford—four miles up grade—in fifteen minutes. Here

THE PRINCIPAL BRIDGES ON THE LINE commence. There is a wooden trestle bridge across the Thames right in the village, 630 feet in length, and another of similar style and proportions on the 11th concession. There is also a smaller one between these two, on the 10th concession. The river at Woodstock is spanned by a single arch of steel, 160 feet in length, and there are three small pile trestles over a stream between London and Thamesford. All these bridges are finished in a good substantial manner, but it is intended to replace them with iron and stone structures as soon as need be. The stream, over which there are three bridges, will also be straightened, so that only one bridge will be required. There

THE PROMOTERS.

It will be remembered that the road was for a long time contemplated, and that its successful issue hung at times almost by a thread. The gentleman who deserves the greatest thanks of the citizens for his untiring efforts to give London a direct connection with what is perhaps the grandest system of communication in the whole world is the Hon. John Carling. Both in Parliament and out Mr. Carling was an earnest and persistent advocate of the Western Ontario Pacific line, via London, to the Detroit River, and not the least graceful of Mr. C. S. Hyman's public acts was his acknowledgment of Mr. Carling's efforts in a speech at a public meeting in the City Hall. The leading business men of the city and the Board of Trade admirably seconded Mr. Carling's efforts, and in this connection the names of Messrs B. Cronyn, W. J. Reid, ex Mayor Hodgins, C. S. Hyman and the Aldermen and members of the Board of Trade, composing the Railway Committee, deserve the credit.

THE PROVISIONAL DIRECTORS.

Messrs J. J. Hawkins, B. Cronyn, C. S. Hyman, John Labatt, J. W. Little, T. H. Marsa, M. Masuret and W. J. Reid were the first Board of Directors, but recently the control of the road has been merged into the C. P. R. Board at Montreal.

THE OFFICIALS.

The C.P.R. possesses from Mr. Van Horne down a staff of the ablest railway engineers to be found on this continent. They have accomplished works more than once that experts of other lines had declared to be impossibilities, and their work, as a whole, is admitted equal to anything ever before achieved in railway construction. Of the Western Ontario Pacific division, Mr. W. T. Jennings is engineer and manager of construction; Mr. J. H. Barber, divisional engineer, and Messrs. R. Fowler and J. C. Caspman, assistants. Mr. D. R. Murphy has charge of the ballasting and completing of the line.

THE LONDON STATION GROUNDS.

It is understood that the Chapter House corporation has not yet broken off all communication with the Company, as to the sale of the corner of their property, and there is a possibility of the line running through that way. In the meantime, however, grading is about completed on the south side, and for a time the double brick house on Pall Mall street, purchased by the company from Mr. Charles Taylor, will be used for passenger station. A platform has been built from Richmond street along Pall Mall to the station. The ties on the east side are laid up to a short distance past Wellington street, and the rails are about a hundred yards short of that point. The old dairy shed on the Exhibition Grounds has been removed to allow of the line passing through.

NOTES.

The construction train is in charge of Conductor T. Collins, of Toronto. Engineer T. Routledge, an old and well-known citizen of London, is the driver, and Mr. P. McEannany is foreman of the men. Walter Drennan and J. S. Woodruff handle the brakes; R. Gillett is night engineer, and George Dowling, of Westminster, is fireman.

Wednesday was the first day the C.P.R. locomotive entered the city, and the event was signalled by the discharge of fog signals and the sounding of the whistles.

The crew of the construction train are boarded in one of the cars, which is fitted up with sleeping berths, a cook stove, kitchen furniture, tables, etc., but some of the men working on the line live or board around the country, and others are accommodated at two shanties run by Mr. John Higgins, formerly of this city. He has at present 63 men in his houses, one being east and the other west of Thamesville.

There being no water tanks nearer than Woodstock on the line the locomotive of the construction train takes water from one of the springs along the route by means of a syphon. It is an interesting operation to watch.

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MAY 13, 1887

Men are at work loading up the first W. O. P. freight train; but there is still quite a lot of goods to be put on, and the last order received is that the train will go out at 11 o'clock to-morrow morning. The double brick house built by Ald. Taylor makes a very fair station and for a time the east side of it will be used as the freight office, an archway being cut through the partition to the west side, which will be the passenger station and ticket office. City water is being put into this building and a stone crossing put down on Richmond street leading over to it.

MAY 16, 1887

THE CONNECTING LINK.

Ballasting on the C. P. R. — First Freight Train this Forenoon, etc.

During yesterday three gangs of men, belonging to the C. P. R. construction trains, were engaged in the work of ballasting the new line between Beachville and London, and an additional force was at work in the London yard erecting switch posts and adjusting the two switches thereat. Large numbers of citizens visited the place, and looked with eager interest on the work in progress. The gravel is brought from near Beachville, where it is loaded on the cars by means of a steam shovel. The first freight train over the new road, which leaves this morning, will consist of eleven cars of London manufactures consigned to all points on the C. P. R. system. Some of it will go to the Northwest, some to British Columbia, and some to Winnipeg, for distribution throughout Manitoba. The shrill shrieks of the locomotive whistle in the northern portion of the city last evening startled the populace somewhat, but it was a fulfilment of what had long been promised, and all rejoiced, even at the temporary annoyance on Sabbath night.

The freight shed will be commenced in a day or two. The building will occupy a site about 100 yards east of the passenger station, north of Pall Mall street. Gas and water pipes, crossings, etc., are also being put in.

BURNED TO DEATH.

MAY 16

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1887

at the age of 72 years.

Funeral Thursday, at 11 o'clock.

THE W. O. P. R.

OFFICIALS MAKE A TOUR OF INSPECTION,

And Express Satisfaction With the Work — The Passenger Station, Freight Shed and Stables—London the Proper Place for the Divisional Shops.

An official tour of inspection of the West Ontario Pacific Railway was made yesterday by Messrs. T. G. Shaughnessy, Assistant-General Manager; C. W. Spencer, Assistant-General Superintendent; W. T. Jennings, Chief Engineer of the W. O. P. R.; E. T. T. T. General Freight Agent; Wilson, Chief Engineer; Preston, Mechanical Superintendent; R. M. Wells, Solicitor—all C. P. R. officials—and a number of others. The trip was made in excellent time, and on arriving in this city, in the afternoon, the party were driven to the Club House, where they were entertained by Mr. Benj. Cronyn and Col. Walker. They were subsequently driven around the city, and were delighted with its appearance.

Mr. Shaughnessy expressed himself highly pleased with the line from Woodstock to this city, and complimented Mr. Jennings on the excellent way in which the work had been done. The station site and yard were pronounced excellent. The erection of freight sheds on the old Fair Grounds, he stated, will be pushed forward with the speed which has characterized the C. P. R. Co. all through, after which the passenger station will be commenced. Mr. Shaughnessy also said that London was eminently the proper place for the Divisional Shops, owing to its central location when the road is completed to Detroit, and there is every prospect that they will be erected here at an early date.

Mr. Smith, of the Dominion Transport Company, also accompanied the party to procure a suitable site for stables, which he contemplates to erect immediately. In the meantime, Mr. Cronyn is negotiating with the military authorities for the loan of their stables, so that no inconvenience may be experienced by the shipping public. The party returned via the G. T. R., leaving the city on the 4.30 express. The official car was sent back to Woodstock, where it will meet the officials.

Caution If you ask your druggist

MAY 18,
1887

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1887

HAS REACHED CHICAGO.

The Canadian Pacific's Deal With the Michigan Central Causing a Flutter.

Chicago, May 24. — The Canadian Pacific secured an entrance into Chicago through an agreement with President Ledyard, of the Michigan Central. The Canadian Pacific will run its freight trains from St. Thomas to Detroit over the Michigan Central, thence over the Wabash to Butler, Ind., and at that point connect with the Baltimore & Ohio, reaching Chicago over the latter's tracks. It will also use the Wabash road to East St. Louis. Its through sleepers to Montreal will be run over the Michigan Central from Chicago. The proposed advent of the new line causes considerable fluttering among the officials of the east-bound roads.

MAY 23, 1887

On Saturday or Monday next the Canadian Pacific Railway will begin running passenger and freight trains from London to the east regularly, and shortly afterward London and stations between here and Woodstock will be included on the company's time card.

MAY 25, 1887

The W.O.P.R. yrd was lively this morning. The northern switch was being extended along near the Chapter House property, a new freight platform was being built east of the passenger platform, and two of the lorries were engaged loading freight into the cars for shipment. Quantities of coal and other freight are being received daily by the merchants of this city.

June 1 1887

AN IMPORTANT MATTER SETTLED.—It is understood that the bargain between the C.P.R. and the Chapter House Corporation has been ratified, and that the railway company will take the corner designed in their original plan, paying \$5,000 for the same. As the act incorporating the Chapter of the Holy Trinity (the real owners of the ground) does not give them power to sell, the railway company will dispose of the balance in building lots, and hand the proceeds over to the corporation. Whether the site and building known as the Chapter House will be disposed of with the rest will have to be decided at a future meeting.

JUNE 3, 1887

answer & charge of assaulting and wounding Thomas Conners. George McCabe, vagrant, was also remanded till Monday. There were two drunks fined, and one case of non-payment of statute labor tax settled.

A gang of Grand Trunk Railway men early this morning tore up the street railway track at the Grand Trunk crossing, Kingston Road. The street railway people had a number of men working all night, so as to have connection with the Woodbine racecourse before Saturday's races. The street railway people claim they had permission to cross the Grand Trunk crossing, but the Grand Trunk people say it was not from the proper authority, and there the matter rests at present.

The Western Ontario Pacific Railway men are annoyed almost daily by the mischievous acts of idle boys and men who loaf along the line. The other evening a plank was placed on the track where it passes through the farm of T. Quait, and a flat car was thrown off the track, the consequence being a delay of about three hours for the construction train. Spikes and other obstructions are also frequently found on the rail, hand cars broken, etc. It would be a good thing for some of the county constables to take a trip out towards Thamesford occasionally.

LOCAL LEGAL NOTES.—In the High Court of Justice, at Toronto, on Thurs-

MAY 20

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London

A BREAK DOWN ON THE W. O. P. R.—
As the W. O. P. R. train due here at 6 20 p. m. was crossing the bridge over a ravine east of Thorndale yesterday afternoon, the approaches at both ends simultaneously gave way. The train, which was going very slowly at the time, was promptly stopped just as it had reached the centre of the bridge. The trainmen tried to repair the damage, but failed. Meantime rigs had been secured and the passengers driven to Thorndale. A telegram was sent to this city for an engine and passenger car, on arrival of which the passengers got on board, arriving here about four hours behind scheduled time. The break was owing to the action of recent heavy rains. At last accounts the train was still on the bridge.

JUNE 23, 1887 78d

LONDON FREE PRESS

The new freight shed which is being built for the W. O. P. Railroad, just east of Wellington street, is a solid and commodious structure, and will, when completed, give accommodation for immense stores of freight. It is a wooden frame on a stone foundation. 90x160 feet, and will be extended to 240 feet in length when completed. It is proposed to put on a brick casing all over the outside, and the urgency of the case requires that it be built for immediate use of frame. The timber used in it comes from Sudbury. The floor is three inch pine throughout, the frame being hard wood, and there are four car doors with a separate scales for each pair. The scales stand on a strong foundation of brick and concrete, laid deep. The building will have a slate roof.

LONDON FREE PRESS
JUNE 28, 1887

P36.

GALT.

GALT, July 5.—The eastern express train on the Canadian Pacific railway due here at 6:29 p.m. ran off the track about one mile west of Galt at a gravel pit near Barrie's cut. It appears that the men employed on a gravel train at the pit left the switch open. The express went through the open switch and down the embankment, 25 or 30 feet high, into the swampy ground. The engine, baggage car and smoker rolled down the embankment and turned over upside down. The next coach, principally occupied by ladies, is partly off the rails, the front end being down the bank. The injured passengers were brought to the Queen's hotel here and are being attended to by the town doctors. None of them are thought to be fatally injured. The names of the wounded as far as known at present are: Engine-driver J. S. Spragge, badly scalded; Conductor Rundell, cut on the head and bruised on the shoulders and legs; Fireman William Johnston, very badly scalded; Baggage-man George Lawrence, slightly injured on the spine; John Boigt, news agent, cut on the hand; Mr. Dean, of Toronto, cut on the head and leg; Mr. Johnston, of Ayr, slightly injured; Prof. Trowbridge, of Columbia college, New York, Gen. Trowbridge, of Detroit, and Rev. D. Clement, of Ridgetown, are badly shaken; Annie Cruickshanks, of Detroit, slightly injured on the back; Mrs. Baldwin, of Ridgetown, cut on the head and injured on the sides; Mrs. Hedley, of Amherstburg, slightly hurt.

Hamilton Spectator

July 6, 1887

A LARGE MEAT "PL."

Made by Mixing a N. and N. W. Cattle Train
and a C. P. R. Freight.

A special freight, loaded principally with cattle, left this city at 3 a.m., yesterday in charge of conductor Thomas W. McCabe. At a point about seven miles north of Milton some shunting had to be done and the train was left standing on the main line while the engine was detached and was engaged in shifting the cars on the siding. At this point there is a very heavy grade running right back to Milton, and soon after the engine left the train the brakes commenced to slip and the heavy train began, slowly at first, but with ominously increasing speed, to make headway to the rear. It kept gathering speed until as it neared Milton it was going with terrific celerity. At the Canadian Pacific railway crossing a special freight was in the act of dragging its cumbersome length across when the Northwestern train came thundering down, and interjected itself into it with a series of tremendous sounds. The two trains fairly coiled around each other, and rolled over until there was a small mountain of wreckage on the site of the late crossing. The cattle in the cars were buried under the wreck, and a large number killed and injured. The total damage to rolling stock and freight will, it is said, be over \$50,000.

The only person injured was conductor McCabe. He had been up all the previous night and was asleep in the van in the rear of the Hamilton and Northwestern train when it started, and probably was not awakened by the movement of the train. The car he was in bore the brunt of the collision, and was literally broken in splinters. McCabe was taken from the wreck in an insensible condition and carried to a house near by, where he received medical attention. His injuries are very serious. When he next shows signs of animation he became delirious and it was found difficult to make a proper examination to ascertain his condition, but it is feared that his spine is fractured. He is about 24 years of age and is very highly spoken of by the officers of the company. He is unmarried and has lived in Hamilton for the past three or four years. His parents live in Allandale.

As soon as the news reached here the wrecking train left for the scene of the accident and was at work since about 6 a.m., but up to noon had not succeeded in clearing the wreck. The mail train going north at 7:20 did not leave until 9 o'clock. It ran up to this side of the wreck and there transferred its passengers to the train from the north which is due here at 11:45, and after receiving the passengers, mails and baggage from the latter returned to the city at 12:30. It was expected that the track would be cleared in time for the afternoon train going north. Passengers who arrived on the noon train say the wreck presented a scene of indescribable confusion, the whole being piled in one vast heap composed of tangled rods, car wheels, splintered wood and crushed cattle.

Hamilton Spectator

AUGUST 6, 1887

The C. P. R. intend erecting a station at Thamesford shortly. Workmen are engaged at present repairing the big railway bridge there.

August 10 1888

A very serious and probably fatal accident occurred on the new railway line near Oxford street bridge, when a pile driver in course of erection toppled over and struck a Mr. Fleming, one of the carpenters, breaking one of his limbs, injuring his spine and crushing in his chest. The unfortunate man was taken to his home on South street in the ambulance, and it is doubtful if he can recover. The accident occurred at about half-past one o'clock yesterday afternoon.

LONDON Free Press

JANUARY 5 1889

Two of the three spans on the new C. P. R. bridge over the river at Oxford street have been completed, and the false work for the western one is now being erected. The steam shovel is doing good work in getting down the hill between here and Hyde Park, and the trestle work in London West is filled in to within a couple of hundred feet of the Wharncliffe Road. Through the remainder of the route the work is being pushed ahead with all possible expedition, and every effort will be made to have the line opened by November.

LONDON Free Press

JUNE 17, 1889

From 75 to 100 cars of gravel are being daily taken out of the pit at Blenheim for the new C. P. R. line.

A freight train on the C. P. R. met with an accident Saturday morning at Campbellville. The train divided at the Campbellville grade and the first section was pulled into a siding, but ran out and "fouled" the main line. The second section coming up crashed into the first, wrecking the engine and injuring one or two of the crew.

October 7, 1889.

Chatham *Planet*: - "The two track-laying gangs on the C. P. R. met on Tuesday about noon, about three miles west of Bothwell. Construction trains can now run from Chatham to London, and Mr. H. W. D. Armstrong, Divisional Engineer, says that a daily freight train will commence running between the two places on November 1st. As all the steel has been used up, all the men are lifting and ballasting the track. As soon as more rails arrive track-laying westward will be resumed."

October 12, 1889.

The C. P. R. have opened up a gravel pit at Komoka comprising some 47 acres, and have about 100 men at work there and a large number laying rails. They have the diamond in across the G.T.R., and all trains have to come to a stand now. Mr. Luce, of this city, acts as a day signal.

October 12, 1889

FOURTEEN NEW STATIONS.

The C. P. R. Engineers Open Tenders for the Depots on Their Line Between this City and Detroit, but Take no Decisive Action Thereon—The Local Depot.

The Canadian Pacific Railway Company are making rapid headway with their western extension from this city to Detroit. Chief Construction Engineer Jennings has received tenders from about a dozen Western contractors for the erection of fourteen stations along this line, and although none of the contracts have been awarded, yet it is understood that they will all be finished by the beginning of January next. The buildings will be substantial frame structures, constructed on the same plan as other country stations along the line. They will each contain a baggage room, ticket office and waiting rooms, the latter being commodious and comfortably finished. At Caradoc, Glencoe, Newbury, Bothwell, Thamesville, Tilbury and Belle River the buildings will be about double the size of those at Melrose, Appin, Kentbridge, Lewisville, Drake Road, St. Clair and Pike Creek.

Although the tenders have not been acted on as yet, it is generally understood that the Messrs. Tytler, of this city, will receive the contracts for the stations at Caradoc, Glencoe and Thamesville at \$3,140 each, and at Melrose, Appin and Kentbridge at \$1,475 each, an aggregate of \$13,845. Contractors John Purdom and John Durand were offered four and two stations, respectively at the same figure as the Messrs. Tytler, but they both refused them, considering the price too low. It is quite likely that a Chatham man will build two of the remaining stations, while a Glencoe builder may get another.

A gentleman who generally speaks by the book on C.P.R. building matters, said to a reporter this afternoon, that it was virtually decided that the depot here would be located on the south side of the main line and not on the Chapter House grounds, as has been rumored around the city. The plans have not been submitted to contractors yet, and it is generally recognized that the work will not be commenced until next spring. In the meantime the present building which has been utilized as a depot ever since the C. P. R. came into London will continue to do duty and a temporary platform will be run across to the main line. Engineer Jennings wanted to have the new station built of red brick with stone trimmings, but he was over ruled and the structure will be entirely of stone.

OCTOBER
17
1889

Construction Engineer Jennings, of the Canadian Pacific Railway Company, was in the city to-day. He has just completed a tour of inspection over the new western extension from this city to Detroit, and found everything progressing favorably. Mr. Jennings and his staff had to walk through the five mile cut near Hyde Park in order to inspect the work there, while his car went around by the temporary siding.

October 25, 1889

Dr. Vant, of Brockville.

It is understood that arrangements have been completed with the C.P.R. for the erection of a station and side-track accommodation at Thamesford in consideration of \$2,500 being paid the company by the people of that section. It will be remembered that when the road was constructed that portion of Nissouri voted a \$10,000 bonus to the company, but the by-law was squashed owing to a flaw therein, and the company never got a dollar. The company very natarally felt sore over the treatment they received, and refused to erect a station at Thamesford. For some time, however, negotiations have been going on to get the station, the result of which is the offer made by the company. A meeting was held on Monday at Thamesford and steps taken to raise the amount. When the money is raised the construction will be proceeded with at once.

At the Baptist Convention at Ottawa, on

OCTOBER 23, 1889

Mr. W. J. Jennings, engineer of the Detroit extension of the C. P. R., says that only fifteen miles of track remains to be laid, and provided the weather remained favorable he thinks all the rails will be down by the end of next week. Ballasting is well advanced, and will be entirely finished simultaneously with the completion of track laying. He expects that the line will be in full running order next month.

Engineer Jennings is given as authority for the statement that only 15 miles of track remain to be laid on the Detroit extension of the C. P. R., and provided the weather remained favorable, he thinks all rails will be down by the end of next week. Ballasting is well advanced and will be entirely finished simultaneously with the completion of the track laying. He expects the line to be in full running order next month.

October 25, 1889

The Canadian Pacific Railway Company have purchased fifteen feet frontage of Richmond street off the north end of Hyman's tannery consideration being \$4,000. In addition the Company have to take down the building on this corner and brick in the end it would be thus left open, as well as set up the tanks. Altogether this work will cost the railway people about \$6,000.

November 6 1889

LOCAL AND DISTRICT.

No. 1 Committee of the Board of Aldermen meet this evening.

Mr. S. Clarke, of Granton, has rented his farm to Mr. Wm. Bidley and accepted a position in this city.

Mr. Harry Shoff, of Clandeboye, has secured the position as teacher in Ailsa Craig public school.

Miss Gussie Sutton, of Clandeboye, has accepted the position as teacher in the public school at Lucan.

Mr. F. J. Armstrong, late M. C. R. agent at Dutton, has secured a position on the Chicago and North-western Railway.

The contractors are making rapid progress with the C. P. R. station at Newbury. It is to be 83 ft. by 40 ft., two stories high.

Mr. Frome, one of the finest clarionet players in Canada, has been appointed successor to Mr. Jury as leader of the Ingersoll I. O. O. F. Band.

of the Deformers of West
November 22 1889

Mr. John Chalmers has received the contract for the C. P. R. turntable. The derrick is in position, and stone laying will be commenced at once.

December 11 1889

Q.

One freight train per day is now run between London and Chatham, on the C. P. R., which leaves here about 11 15 a. m., and Chatham at 4 p. m. In a short time freight will be run over the whole extension, but passenger traffic will not begin till spring.

New Westminster Truth — The Misses McConner of the Queen's Hotel, Winnipeg.

December 20
1889 London

to be unfortunate, as he had just started to work after a long siege of typhoid fever.

Hon. J. M. Gibson, Provincial Secretary, has sent a circular to every municipal corporation in the Province, propounding 26 questions in regard to tax exemptions, covering all classes of property now exempted.

The C. P. R. freight train leaves London for the West at 6 a. m. and not 11.30 as stated. The object is to reach Chatham sufficiently early to enable freight to be shipped *via* the Erie & Huron and other lines from that town. Returning the freight leaves Chatham at 3 p. m.

The C. P. R. officials were in Thamesford a few days ago and staked out the station grounds and track accommodation. It appears the Company is ready now to go on with the proposed erection of the necessary accommodation, and hence their willingness to accept the offer made two years ago of \$2,500 for said purpose.

James E. Winter, of Strathroy, purchased the Argyle Hotel at West Lorne and a portion of the contents the other day for the sum of \$3,500. He will take

December 21, 1889 p12.

The first train from Windsor to London over the Canadian Pacific left the former place at 11 o'clock Saturday morning. It consisted of eleven cars of steel that had come west over the Michigan Central Road.

December 24, 1889

The new ferry boat for the C. P. R. at Windsor has been launched at Owen Sound, but will not come down the lake until next spring. She is a whopper; 278 feet long; will carry sixteen full-sized passenger cars; scow-shaped bow to crush the ice, and furnished with immense power. It was christened "The Canadian."

January 3 1890

As the C. P. R. express was leaving the yard at five o'clock yesterday afternoon the engine, tender and baggage car left the track at Waterloo street. No serious damage was done, but it was several hours before the trucks were got back to the rails.

Trucks damaged with the

JANUARY 10, 1890

Excavating work on the big cut on the C. P. R. between here and Hyde Park was finished on Saturday night, and now the rails are laid on the permanent grade from here to Windsor. Old engineers speak in high terms of the roadbed, and talk about it as a very speedy stretch, on which some fast time will be made. It is not likely that the regular passenger traffic will be opened until the mild weather is here to stay. In the meantime the local freight from here to Chatham is running regularly and making very good time too, with a satisfactory business record. The local staff, which has been somewhat disorganized by the grip, is fast getting into shape again.

JANUARY 22, 1890

The first regular passenger train west, on the C. P. R., was run yesterday from here to Chatham, the passenger coach being attached to the end of the local freight. There were from fifteen to twenty passengers, and the train was in charge of Conductor Davis and Engineer Munro.

January 28, 1890

Mr. A. Ellison, of St. Thomas, has secured the the contract to construct a ten-stall brick roundhouse for the C. P. R. in this city.

January 29, 1890

Mr. G. A. Ponsford, of St. Thomas, has
secured the contract for the stone and
brick work of the new C. P. R. round-
house in this city.

February 1 1890

A gentleman taking a ramble along the C.P.R. track had a narrow escape on Saturday evening. He was walking westward over the C.P.R. bridge that spans the Thames at Oxford street, and did not notice a train that was approaching from behind until close upon him. The engineer blew the whistle, and the man, who was at this time about the centre of the bridge, ran for dear life to catch on to the suspension rods, a few yards distant, but had not time to do so. With a remarkable presence of mind he saved his life by throwing himself flat on the ties, when the train passed over without injuring him. It is not likely this same man will try that trick again, but it should be a warning to others. Hundreds of people walk over this new road inspecting it and sight seeing, but now that trains run regularly great care and watchfulness should be used.

April 7, 1890

Divisonal Superintendent Williams, of the C. P. R., is expected here about the first of May, to complete the arrangements for establishing the despatchers' offices here, after which the trains from Toronto to Windsor will be directed from this divisional centre.

April 11 1890

Early in June, 1890, the Canadian Pacific Railway, in connection with the Wabash Railroad, will run a through vestibuled daily train between Montreal and Chicago, the first of its kind in Canada. The route will be *via* the Canadian Pacific Railway and its recently completed extension from this city to Detroit, and thence *via* the Wabash Railroad to Chicago. All the equipment will be new, containing the latest improvements. The trains will consist of the favorably-known colonist sleeping cars, first-class buffet coaches, and the superb first-class sleeping cars, finished inside with light woods, for which this railway has become so justly celebrated. East of Detroit meals will be served in the buffet car, and west of Detroit in the Wabash dining cars. It is the intention to leave Chicago at four p. m., and arrive in Montreal the next evening to make connection with the through trains for Quebec, St. John, N. B., Halifax, Portland, Me., and Boston. West-bound, the train will leave Montreal about 9 p.m., making all eastern connections and arriving in Chicago the following night in time to connect with the late trains for the west and north-west.

April 30, 1890

The Detroit *Free Press* says: — "The new Canadian Pacific car ferry Ontario came over to Detroit yesterday afternoon and took on fifteen tons of fuel at her slip dock, foot of Eighteenth street. She will make her first trip this morning at eight o'clock with a lot of miscellaneous loaded freight cars from Windsor. The first through train will be twenty cars of fresh beef from the houses of Swift, Armour and others in Chicago for Boston. This load will come over at 12.45."

MAY 21, 1890

MONTREAL—C. P. R.—CHICAGO.

Opening of the Through Traffic on the C. P. R. and Wabash Connections.

The Canadian Pacific Railway has taken off its swaddling clothes so far as this city is concerned, and is now in the field for passenger and freight business on an equal footing with its great rival and older line, the Grand Trunk. On Sunday afternoon at 8 o'clock the first C. P. R. train left Chicago for Montreal, via London: it reached Detroit, over the Wabash lines, at 11.30 on Sunday night, and passed through this city at 3.55 yesterday morning. The west bound express left Montreal at 8.45 Sunday evening, Toronto at 8 o'clock yesterday morning, and steamed into the London station sharp on time at 11.25. It left here ten minutes later and will make the run to Detroit in three hours, which, allowing for the delay in crossing the river, is about 45 miles an hour. That is the average speed of these trains all the way through. There was quite a crowd at the station yesterday morning to see the new train come in, as it was understood that the cars and appointments were to be something extra fine even for this luxurious road. But the vestibuled coaches which they intend putting on are yet completed, and it will be a week or two yet before the solid vestibuled cars will run. The west-bound train, which arrived here at 11.25, consisted of five coaches, a baggage, smoker, through vestibuled car, buffet car and one sleeper; the through car is one of the new colonist cars, and its use was never seen in this city. It is very comfortably equipped, with upholstered high back seats, and is in all respects a comfortable car. The first-class sleepers are furnished with the orneriest reclining seat, and are unsurpassed for fine finish and comfort by any cars running. A mail train will leave London at 7.30 a.m. for Detroit, and a local at 1 p.m. For the east the trains will leave at 3.55 a.m., 8 a.m., and 2.55 p.m. Conductor Glendenning, Toronto, was in charge of the

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Toronto, was in charge of the west bound express this morning. It was brought from Toronto by locomotive No. 359 in charge of Driver Prange, and No. 295 with Engineer Fallis took it west from here. The engineers say this is a fine road for fast time. Amongst the officials who went west on the express yesterday morning were Messrs. McNichol, General Passenger Agent, Montreal; C. McInerison Eastern Passenger Agent, Boston; W. R. Calloway, Divisional Passenger Agent, Toronto; J. N. Sutherland, General Freight Agent, Toronto; H. M. Veer, Travelling Freight Agent, Toronto; and Williams, Assistant Superintendent, Toronto.

Opens

JUNE 17, 1890

Express engine 300, which hauls the early morning C. P. R. express from Windsor to this city, had finished its run yesterday and was being taken up the yard to the roundhouse when yard engine 248 collided with it near the Maitland street crossing. The front of the express engine was somewhat shattered, but the yard engine was very much damaged. The tender was jammed up against the cab, a good deal of the working parts damaged, besides the frame work behind the cab being splintered. Neither of the locomotives left the rails. The fireman on the freight engine had one of his legs broken.

JUNE 26, 1890

JUNE 26, 1890

LONDON TO WINDSOR.

A Trip Over the Ontario and
Atlantic West.

ANOTHER THROUGH LINE TO CHICAGO.

The Forest City's Magnificent Rail-
way Facilities.

A WELL-CONSTRUCTED RAILWAY.

Thirteen Pretty, Uniform and
Modern Country Stations.

THE NEW TRANSFER "ONTARIO."

A Powerful Steel Railway Ferry, the First Built in Canada—The Grades, Cuts, Curves and Agents—A Pleasant Trip Over the C. P. R. West With Divisional Officials.

"The railway facilities of the Forest City cannot be excelled by those of any of the large centres of population in the Dominion when the extension of the Canadian Pacific west to the Detroit River is completed."

This pointed statement was made to a reporter a few weeks ago by a well-known commercial traveller, who has represented provincial wholesale houses for

THE CURVES.

A straighter hundred miles of railway cannot be found anywhere, and an average speed of a mile a minute can be maintained without the least danger. Just after the Sarnia branch of the Grand Trunk is crossed there is a slight curve, and from there to within a mile or two of Chatham there is not the slightest bend—forty-one miles of railway as "straight as a die."

"We can make great time over this stretch when we get our Fast Express on," said Mr. Williams enthusiastically.

"How fast can you go—a mile a minute?"

"We can do that easily, and if the train should be behind time we can go seventy-five miles an hour with perfect safety."

The first curve after crossing the bridge over the Thames is just west of Hyde Park, and from there to Melrose there are a couple more. The Sarnia branch is crossed, and then comes the long stretch referred to above. Coming into Chatham there are a couple more bends. After leaving the muddy town there is a twenty-five mile stretch, the first curve being about a mile east of Tilbury, and from there to the terminus there is but one other bend. There is no reason why the quickest of time should not be made over this branch, and the enterprise which has all along characterized the management of the Canadian Pacific will no doubt take full advantage of the opportunity.

THE ROAD BED

is already in splendid condition, being remarkably solid for a new road. A great deal of ballasting is being done, however, and every six miles or so the section fore men have small gangs of men engaged in putting the gravel under the ties and raising the rails. This work will be finished shortly, and the most of the men laid off. The main line rails are all solid steel, weighing 72 lbs. to the yard. The angle bars, which unite the rails, are 44 inches long, an exceptional length, with six heavy bolts to each joint, and in addition are securely fastened to the ties with spikes. This makes the joints very strong, and there is about as much chance of the rail

The depot occupies the whole block on King street, the principal thoroughfare of the town, between William and Adelaide. The platform will extend the whole length of the block as soon as the building is completed, and a covering has been erected not only the length of the depot, but for about fifty feet on either end, making a very nice promenade for passengers waiting for a train on either a wet or sunny day, if tired of sitting inside. The space between the building and the street on the northern side will be boulevarded, and made to look very pretty. A good driveway is being made leading up to the depot, from William to Adelaide streets, and the remainder of the space is to be sodded and a handsome fountain erected near the north-western corner.

Arrangements have been completed whereby the Erie & Huron railway will run their passenger trains into the C. P. R. depot.

The freight shed is on the south side of the station, and is also a red brick building. It is now about 150 feet long, and will be enlarged to 250 or 300 in a few weeks. The company's traffic at this point has increased very rapidly, and already the shed has become too small.

THE WINDSOR STATION.

For uniqueness, if not for size, the terminal depot is equal to anything in Canada. It is situated on the river front, with the main entrance on Sandwich street, at the southern end of the town. It is built on the side of a hill, and the landing is about twenty-two feet below the street level. At the south-western corner is a massive tower, reaching up seventy-one feet into the air. The lower part of the building and the tower for the whole distance up is built of heavy stone, set in mortar in random courses, and the main portion is of red brick with stone trimmings. There are three stories in the station proper and four in the tower. On the ground floor is the boiler room, where the steam will be generated to heat the building, and a baggage hoist for lifting trunks and valises to the floor above. The second floor contains the station agent's

JUNE 1890

The railway facilities of the Forest cannot be excelled by those of any of the centres of population in the Dominion when the extension of the Canadian line west to the Detroit River is completed."

his pointed statement was made, to a man a few weeks ago by a well-known commercial traveller, who has visited provincial wholesale houses for a quarter of a century, and who has travelled from one end of the Dominion to the other, and is thoroughly conversant with the railway accommodation of every town and of every importance north of the Sam's land.

Well, the line is completed, and London two through roads from the Atlantic coast to Chicago. Yesterday the magnificent steel ferry "Ontario" made her trip from the C. P. R. slip at Windsor across the Detroit River with a number of light cars consigned west.

Merchants and manufacturers in this city, who have long been under the thumb of a grinding monopoly in this respect, will not be slow to realize what an advantage they have thus gained, and what is a boon to business men is a boon to the taxpayer, and consequently to every taxpayer equally. No longer will Londoners see removal of old-established manufacturing industries from here to some surrounding point on account of an exorbitant Chicago tariff, and new industries choosing a small surrounding town in which to locate their factories or foundries in preference to this city, because they chance to be set with competing lines of railway. Early the benefit of the Canadian line to London is becoming apparent. The value of property in the north end of the city has increased from ten to twenty-five per cent, and a corresponding upward tendency will soon be felt in real estate values in the other districts within the corporation limits. A couple of new commercial concerns have decided to make London their headquarters, and are erecting large factories. The prospects of trading operations are being prosecuted with more vigor than for years past, and business generally becoming brisker, are very bright indeed.

OVER THE LINE WEST.

A party of officials went

and every six inches of the steel rails. The men have small gangs of men engaged in putting the gravel under the ties and raising the rails. This work will be finished shortly, and the most of the men laid off. The main line rails are all solid steel, weighing 72 lbs. to the yard. The angle bars, which unite the rails, are 44 inches long, an exceptional length, with six heavy bolts to each joint, and in addition are securely fastened to the ties with spikes. This makes the joints very strong, and there is about as much chance of the rail breaking in the middle as the joints giving way. The ties are all of oak, and were supplied at a cost of 34 cents apiece.

THE LEVEL CROSSINGS.

There are seven railway crossings on the western extension, but only six of them are on the level, that at the London Huron Bridge being an overhead one. The company have a very substantial iron bridge here. One mile and a half west of Komoka is the first level crossing, that of the Sarnia branch of the Grand Trunk. Next comes that of the Courtright branch of the Michigan Central at Appin. No more railway crossings are encountered from there until within a mile and a half of Chatham, where the Erie & Huron crosses. West of Chatham there are also three railway crossings, the Grand Trunk, four and a half miles west, Leboer's tramway west of Hayercroft and the Lake Erie, Essex and Detroit river at Walkerville Junction.

At present the old-time signal system is in use on these crossings, but it is the intention to provide patent interlocking switches at an early date, which will do away with the necessity of bringing the train to a standstill at each one, and will at the same time preclude the possibility of a collision with trains on any of the different roads.

THE COUNTRY.

The district through which the line passes cannot be surpassed on the continent from an agricultural point of view. This side of Chatham the farming land appears to be first-class, and the fall wheat, especially between Kent Bridge and Chatham, is very far advanced. One surprising feature about the country is the remarkable quantity of forest contiguous to the railway. Any person who has got the idea that this country has been practically depleted of all its timber should buy a ticket from London to Chatham over the C. P. R., and this would soon be dispelled.

western corner is a massive building, rising up seventy-one feet into the air. The lower part of the building and the tower for the whole distance up is built of heavy stone, set in mortar in random courses, and the main portion is of red brick with stone trimmings. There are three stories in the station proper and four in the tower. On the ground floor is the boiler room, where the steam will be generated to heat the building, and a baggage hoist for lifting trunks and valises to the floor above. The second floor contains the station agent's and the United States and Canadian customs offices. On the third floor, which is on a level with the street, is the spacious general waiting room, the baggage room, the ticket offices, toilet rooms and the ladies' waiting room. The latter occupies the whole of the space on this floor in the tower, and the view from its windows across the river after dark—as it was when the reporter saw it—with the electric lights brightly burning from the lofty towers, and hundreds of other lights blazing from windows in every direction, with the steamers and schooners constantly plying both ways on the stream, is simply grand. The lower platform is reached from the street level by means of a stairway winding around the tower and covered over. On the fourth story of the tower is a large room which will be used for private offices. This depot will be comfortably furnished, but it will be a month or more before it is completed.

In order to reach the river level a large cut had to be made in the bank here, and the company are building a substantial iron bridge over it on Sandwich street.

The freight shed is about half a mile up from the depot, and more convenient to the manufacturing centre of the town. The yard is a very large one, and is now being levelled and graded.

THE RIVER FRONT AND SLIP.

The C. P. R. have about 1,600 feet of river frontage here, which will afford ample accommodation for ships having cargoes to unload there. The bank on the eastern side for this entire length will be nicely sloped, with the exception of the first 400 feet, which will be retained by means of a high stone wall. The sloped bank will be sodded, and at the northern end the station agent purposes having the letters "W-I-N-D-S-O-R" set in the bank in stone work and painted white. Over it will be a beaver, representing the industry which will undoubtedly characterize the traffic on this new branch, and the Canadian coat of arms. At the south

there is ample business accommodation. All the main line switches are equipped with the Cook safety switches and locking bars.

A little west of Hyde Park for about miles, the C. P. R. and G. T. R. run by side and not a stone's throw apart.

Mr. W. H. Harper is the C. P. R. town ticket agent at Chatham.

Two or three instances have been already of the quick time that freight makes over this line. On the 10th of the month a small shipment was from Montreal for Chatham, and forty-eight hours had elapsed before it reached its destination. Freight here comes from Quebec in three days half.

Mr. H. O'Neill is in charge of the who are erecting sections houses along the line.

Over 1,000 tons of pressed hay have been shipped from the stations on the line since the line opened.

Conductor R. Davis, Engineer J. Hallem, Fireman Hand and Baggage McLaughlin were the crew in the train carrying the inspecting party.

THE TRANSFER "ONTARIO."

This steamer was built at Owen Sound by the Polson Company, and, being the first built in Canada, her completion is regarded as a matter of importance.

About 1,200 tons of steel were used in the construction of the Ontario, a Canadian steel works could manufacture plates of the necessary size, it was reported from Scotland. The proposed steamer is as follows: Length, 297 feet; beam, 41 feet; overboard, 14 feet; draught, 9½ feet. There are engines of 3,000 horse power, cylinders are 50-inch bore and stroke. The boilers, four in number, are 14 feet in length, and have each a diameter of 3 feet 8 inches. They will produce 100,000 pounds of steam-working pressure. The hull has two tracks designed to carry cars and cargo. Her machinery is all of the best, and her hull is divided into five tight bulkheads.

Mistakes in signals between the engineer and engineer are rendered nearly impossible by the use of a reply telegraph, such as is used on ocean steamers, latest improved gongs, speaking tubes, etc., are in use. Each of the wheels weighs 50 tons, and is sheathed with extra thickness and to break her.

The steamer is the same size

JUNE

1890

The depot occupies the whole block on King street, the principal thoroughfare of the town, between William and Adelaide. The platform will extend the whole length of the block as soon as the building is completed, and a covering has been erected not only the length of the depot, but for about fifty feet on either end, making a very nice promenade for passengers waiting for a train on either a wet or sunny day, if tired of sitting inside. The space between the building and the street on the northern side will be boulevarded, and made to look very pretty. A good driveway is being made leading up to the depot, from William to Adelaide streets, and the remainder of the space is to be sodded and a handsome fountain erected near the north-western corner.

Arrangements have been completed whereby the Erie & Huron railway will run their passenger trains into the C. P. R. depot.

The freight shed is on the south side of the station, and is also a red brick building. It is now about 150 feet long, and will be enlarged to 250 or 300 in a few weeks. The company's traffic at this point has increased very rapidly, and already the shed has become too small.

THE WINDSOR STATION.

For uniqueness, if not for size, the terminal depot is equal to anything in Canada. It is situated on the river front, with the main entrance on Sandwich street, at the southern end of the town. It is built on the side of a hill, and the landing is about twenty-two feet below the street level. At the south-western corner is a massive tower, reaching up seventy-one feet into the air. The lower part of the building and the tower for the whole distance up is built of heavy stone, set in mortar in random courses, and the main portion is of red brick with stone trimmings. There are three stories in the station proper and four in the tower. On the ground floor is the boiler room, where the steam will be generated to heat the building, and a baggage hoist for lifting trunks and valises to the floor above. The second floor contains the station agent's and the United States and Canadian

"C. P. R." Mr. Worth was called, and in reply to queries said he had seeded the place with grass seed, and that he had some flower seeds in the space covered by the letters.

"I am very much pleased with it," was Mr. Tait's commendatory remark. "Keep it up, and I will see that a grant is made to assist you."

The train was by this time on the move, and the officials had to run to catch it.

"What is that young man's name?" asked Mr. Tait of Mr. Williams after they got seated on their car.

The Assistant-Superintendent answered the question, and Mr. Tait continued:—

"Keep your eye on him. I am impressed with him."

Other agents might paste this in their hats for future reference.

THE FAST EXPRESS.

"When is your through passenger traffic to be commenced, Mr. Tait?" asked the FREE PRESS man.

"About the first of June, as near as I can tell."

"What time will it make?"

"Well, it will probably leave London at 11.30 a. m., and will reach Windsor in two hours and a half."

Other through express trains will also be put on as the traffic develops.

OTHER POINTS.

There are water tanks at Longwood, North Bothwell, Chatham, Tilbury, Belle River and Windsor.

The cross fences all along have been painted white.

The crossing sidings at each of the stations is 2,000 feet long, and, in addition, there is ample business switchings.

All the main line switches are equipped with the Cook safety switches and safety locking bars.

A little west of Hyde Park for about five miles, the C. P. R. and G. T. R. run side by side and not a stone's throw apart.

Mr. W. H. Harper is the C. P. R. up-town ticket agent at Chatham.

Two or three instances have been given already of the quick time that through freight makes over this line. On the night of the tenth a small shipment was made from Montreal for Chatham, and hardly

Will Wednesday.

LONDON.

Killed by a Street Car—The C.P.R. Route—Hindoo Salvationists.

LONDON, June 16.—The remains of the youth so frightfully mangled near Wabano yesterday have not as yet been identified. E. Jonathan, of Brantford, ran away from home on Tuesday, and his description tallies with that of the corpse, but the clothes would appear to be dissimilar.

The first through passenger train on the C.P.R. via London from Chicago to Montreal reached London at 3.55 this morning. The west-bound express arrived here on time at 11.45 a.m. A large number of persons gathered at the depot to see the train come in. The engineers say this is a good road for fast time. Among the officials who went west on the express this morning were Messrs. McNichol, general passenger agent, Montreal; C. McPherson, eastern passenger agent, Boston; W. R. Callaway, divisional passenger agent, Toronto; J. N. Sutherland, general freight agent, Toronto; H. M. Green, travelling freight agent, Toronto, and Mr. Williams, assistant superintendent.

The Middlesex County Council decided on a rate of 1.64 mills on the dollar for the whole county for current expenses.

Squire Jarvis to-day committed Julia Ann Nigh, of Dorchester, on a charge of insanity, and Keniah Munn, of Strathroy, was taken from the gaol to the asylum.

D Company, I.S.C., and a part of the London Field Battery left to-day for the camp at Stratford.

The Hindoo contingent of the Salvation Army, who were here yesterday, left to-day for Woodstock. The party includes Staff Captain and Mrs. Jai Singh; Lord Ratnapala, a converted Buddhist priest; Captain Rantaballa, a Ceylon convert, and Lieut. Abul Aziz, a converted Mohammedan. The dusky visitors were accompanied by Commissioners Booth and Tucker and met with a warm reception from the local corps. The attendance at the special meetings was large and the collections taken up very liberal. The afternoon collectors found a cheque for \$50 on the plate, and in the evening another for \$100 was taken in.

An accident occurred here to-night about 6.30 which cost Edward Fielden, a painter, his life. While attempting to board a Richmond street car near the corner of Carling street the unfortunate man missed

nati and within amounts to \$200,000

ST.

A Retired Farmer Man Bruised.

St. THOMAS, J. 60 years of age Northward avenue was brutally assaulted. He had gone to the tyre, on Balacavan borrowed, so that seven o'clock this at the gate with t of the house with lins over the head ing him unconsc he knows not home between this morning. ous condition, scalp wounds in t the size of a goose swollen and bruise arms and hands l recovery is hoped fied, and though mate, his assailant living with Mrs. be jealous of Coll ened to do him h ing around the pl

Mr. A. Russell of age, living at side this morning head with a years been a vi and has bec ent for some breakfast this m and his wife ent wards just as l through his brain about 6 a.m., an The deceased for the Oneida road Scotch road, m and four or f Middlemiss. H respectable fami smith at Iona, a Scotch road.

Reports from state that the s fruit crop gene failure this year full blossom, b is supposed eith blossoms nearly

GLOBE
JUNE 17 1890

. OCTOBER 21, 1897.

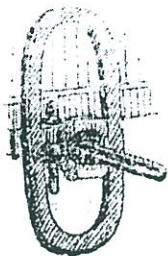
SMASH ON THE C. P. R

One Mile and a Half West of
the City.

NINE CARS DERAILED

And Piled Up on Either Side of
the Track.

The Train Comprised Over Forty Cars and was
Going Slowly When the Accident Happened—
The Crew Escape Injury—A Tramp's Parting
Remark—The Cause of the Mishap.



BRIEN'S cross-
ing, in London
township, about a
mile and a half
west of the city,
was the scene of
an accident to a
C. P. R. freight
train between 5
and 6 o'clock this
morning, which
closed the road up
for ten hours and involved consid-
erable loss to the company. Nine cars
were piled in a shapeless mass, and a
portion of the road bed torn up for a
considerable distance, but none of the
crew were injured.

The train was a double-header, of
between 40 and 50 cars of general
merchandise, and it left Windsor for
this city at 6 o'clock Wednesday night
in charge of Conductor Collins, En-
gineers Morrison and Routledge and
Brakemen W. K. Holmes and J. Mur-
dock, all of London. Owing to its
great length very fast time was not
made, and when the accident occurred
it was pulling into the city at a rate
of about fifteen miles an hour. Mur-
dock and Holmes were on top at the
front and rear ends respectively, and
when a short distance west of the
crossing their attention was attracted
by an unusual jarring. A moment
later the front half of the train broke
away, the next nine cars were thrown
on either side of and across the track,
and the remainder of the train, in-
cluding the conductor's van and
twelve box cars, was brought to a
very sudden stop.

Word of the smash-up was imme-
diately sent to the city, and the aux-
iliary, in charge of Mr. Edward Bes-
s, and a gang of about 25 men, was dis-
patched to the scene. At 1 o'clock the
greater part of the debris was cleared
away, and it was expected the road
would be opened a couple of hours
later. Four of the derailed cars con-
tained coal, one was a flat car loaded
with lumber, one box car contained
baled hay, another was filled with
staves, and two contained other kinds
of goods. The car of hay was turned
on its side across the track and wrench-
ed so badly that it will need consid-
erable repairs. The car of staves was
turned completely over into the ditch,
and the flat and coal cars went to the
other side. The flat car was smashed
into kindling wood between two coal
cars, and both the latter were prac-
tically destroyed. The remaining cars
of coal and two of the box cars were
placed on the rails and brought to the
city during the morning.

The accident was caused, it is be-

lieved, by the trucks of one of the
cars leaving the rails. Some distance
west of the crossing can be seen the
spot where the wheels jumped, and
from that point to a few yards east of
the road, the track ran one side on
the ties and the other in the gravel on
the south side of the rail. It is sup-
posed by the crew that the trucks
finally sunk into the gravel so far as
to render it immovable, and causing
the cars to leave the rails and the
pin connecting them with the front
half to break. The culverts at the
crossing and another where the spill
occurred are badly damaged.

An estimate of the damage cannot
be given, but will amount to several
thousand dollars.

A couple of tramps who were steal-
ing a ride on the train had a close
call. One of them happened to be on
one of the derailed cars, and after he
scrambled up to the front end of the
train he met Brakeman Murdock.
"Just tell them that you saw me," he
called to Murdock, and then he proceed-
ed to make his sneak.

The west-bound mixed and also the
way freight, due to leave here early in
the morning, had to be cancelled on
account of the accident. The express,
due to leave here for Detroit at 11.25
a. m., was delayed until the road was
opened.

London Free Press

October 21 1897

SMASH ON THE C. P. R.

Heavy Freight Train Ran Into by Another Near Galt—Damage to Rolling Stock—No One Injured.

Galt, Oct. 24.—Quite a serious freight accident occurred on the Canadian Pacific Railway here at five o'clock this morning, just a few yards west of the big iron bridge which spans the Grand River. A long train backed out from the station in order to get a start to climb the steep grade to the east of the town. The morning was dark and foggy, and it was impossible to see ten yards ahead, and just when the rear of this train had nicely cleared the bridge another freight train coming in from the west ran into it with great force. The colliding engine was almost demolished, and its tender hurled down the steep bank, together with a car full of clover seed. Nearly every one of the cars of the train run into were smashed at the couplings.

Strange to say, no one was seriously hurt, but had the incoming train been one minute sooner the two would have met on the high bridge with appalling consequences. All day Sunday thousands of people visited the scene of the accident. A wrecking gang from Toronto soon had everything cleared away, and trains passed through as usual without much delay.

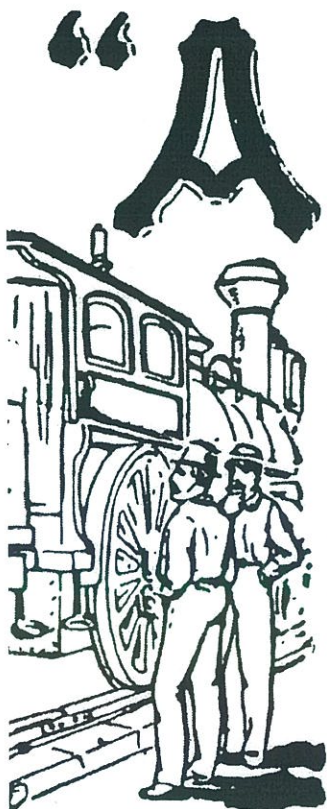
GALT

October 24, 1897

ACCIDENT ON C. P. R.

TWO FREIGHT TRAINS COLLIDE HERE

near the Station—Damage Done, but No One Seriously Injured—Fog, the Cause—5.15 O'clock Sunday! Morning, Time of the Catastrophe—Fourth in About a Year
From Monday's Daily.



As a result of the heavy fog, a collision between two freight trains occurred here at 5.15 o'clock on Sunday morning. No lives were lost; neither was any one seriously hurt; but considerable damage was done, incurring not a little loss. A fast freight bound for the east, was backing over the bridge, preparatory to climbing

the grade east of the station, when another freight going east collided with it. The bridge was almost crossed, only the end being covered, and fortunately the cars damaged most were off the structure entirely.

The caboose of the shunting train was burst in at both ends, while the engine of the incoming train had its tender lifted from the trucks and its wheels and head light broken. In addition to this a car containing timothy seed was rendered useless and a quantity of the seed lost. A number of the other cars suffered to some extent so that though few were derailed, the

were so heavy as to do much force to the shock.

One man, the fireman, was slightly hurt. He was on the second engine, and just before it and the caboose struck he jumped, rolling down the embankment to the fence below. The engineer remained at his post, and was not even bruised. This was the case with the others too.

The fog was the densest experienced here in years. It was impossible to see even a few feet ahead, and the train lights could not be noticed any more than had they not been burning.

The auxiliary from Toronto was soon on the scene, and it was not long after its arrival before the track was clear. The accident, however, delayed the 6 o'clock passenger three hours.

This is the fourth mishap of the kind on the C.P.R. here or in vicinity within a year. One occurred at night, the others in the early morning; and two of these on Sunday morning. Luckily, however, in no case has any injury at all serious been sustained.

The auxiliary and its men were working all day Sunday, and hundreds of townspeople witnessed the operations. Men, women and children all were there.

Several incidents of interest were observed during the day. A parcel of old clothes was tossed into the river from one of the trains, and a hysterical woman thought the bundle was an infant. Her feelings and actions can be imagined.

A little boy's life was no doubt saved at one time Sunday. He had strayed on to the bridge, and had not a man picked him up as the engine approached. It is possible that the little fellow might have gone over into the river. It is not altogether safe to be on the bridge under such circumstances for even an adult, let alone a child.

A young fellow was standing at the north side of the bridge—the wire is on the south—when he was overtaken by one of the trains. All would have been well had a man not been clinging to the side of the cars. He was leaning out, and the youth on the bridge was obliged to fall on the timber on which he was standing. He managed to stay with it, but his sensations were not enviable by any means.

GANT Reformer

October 28, 1897

ACCIDENT ON C. P. R.

TWO FREIGHT TRAINS COLLIDE HERE

Near the Station—Damage Done, but
No One Seriously Injured—Fog, the
Cause—5.15 O'clock Sunday Morn-
ing. Time of the Catastrophe—
Fourth in About a Year
From Monday's Daily.



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The caboose of the shunting train was burst in at both ends, while the engine of the incoming train had its tender lifted from the trucks and its wheels and head light broken. In addition to this a car containing timothy seed was rendered useless and a quantity of the seed lost. A number of the other cars suffered to some extent so that though few were derailed, the accident was serious enough from a pecuniary point of view.

The one train was not aware of the others presence until it was too late to avert the catastrophe. Neither was going very rapidly, but the trains were so heavy as to give only too much force to the shock.

One man, the fireman, was slightly

Galt Reformer

October 20, 1897

BROKE IN TWO

Collision Between Two Sections of a C. P. R. Passenger Train.

Toronto, Ont., Nov. 1.—An east-bound Canadian Pacific freight train broke in two at Guelph Junction, on the main line, this morning. The rear half of the train then ran into the front half, and a couple of cars were smashed. The main line was blocked for a couple of hours, and passengers on the Canadian Pacific express from Detroit and London were brought into Toronto on a special train.

November 2, 1897



2108 – Grand River B57B M57.4 (SW), 9 May 1900

The Grand River bridge at Galt, Ontario, is among the largest on the CPR's southern Ontario main line from Toronto to Windsor. The Grand Trunk branch from Berlin (Kitchener) to Galt runs under the bridge in the foreground. Heckman took numerous photo angles for his inventory of the bridge, both this shot from 1900 and on additional visits in 1898 and 1911. Today the Grand is one of Canada's designated Canadian Heritage Rivers.

FEBRUARY 1899

P 41

FEBRUARY, 1899.]

THE RAILWAY AND SHIPPING WORLD.

The Grand River
Bridge at Galt
was built by the
Credit Valley Ry. Co.

some 20 years ago. It consisted originally of 5 spans pin-connected iron deck trusses, each 150 ft. long on masonry piers, & wooden trestle approaches, in all 1,120 ft. long, & about 70 ft. high. The wooden approaches & the deck on the iron spans were renewed in 1891 by the C.P.R. In the spring of 1898 it was deemed advisable to rebuild the bridge on account of the increased weight of the rolling stock. The new bridge will consist of 5 spans steel pin-connected deck trusses, resting on the old masonry piers, 2 span steel plate deck girders at the west end, & 1 span steel plate girder at the east end; each girder being about 93 ft. long, making a total length of new bridge of about 1,130 ft., or about 90 ft. shorter than the old bridge. In connection with the renewal of the bridge it was decided to improve the grade by raising the track over the bridge 5 ft. The old piers will be built 10 ft. higher, & 2 new masonry abutments & 1 new pier have been constructed, 1 of the new trusses has been erected & the work of placing the plate girders is now going on. The work was commenced late last summer, & it is expected that it will be completed next summer. The cost is estimated at about \$70,000. The total cost of the new bridge, new station building & improving the grade, will amount to \$100,000. The work is being carried out under the direction of A. L. Hertzberg, Division Engineer.

Galt Station. The station being built at Galt to replace the original structure is 80 ft. long & 30 ft. wide, & contains on the ground floor, general waiting room 28 ft. square, ladies' waiting room 16x20 ft., ticket office 10x15 ft., & baggage & express room 16x20 ft. There are women's & men's lavatories, & stairs to the basement where the hot water boiler & fuel cellar is placed, the flue for the former being arranged to ventilate the 2 lavatories on the ground floor. The inside finish will be in clear pine varnished, & rough plaster above the wainscot. The waiting room will be provided with seats, & the building will be lighted with electric light. The construction will be of stone up to the ground floor sill level, & above that of pressed brick, & the roof will be of slate. The architect is E. Maxwell, Montreal. The same plans are to be used for the new stations at Amprior & Almonte on the Eastern Division.

P 97. The masonry contract for the improvements to the bridge at Galt Ontario has been let to E. Chaimers of Owen Sound. It amounts to about \$20,000.

FREIGHT TRAINS COLLIDE IN FOG

Accident on the C.P.R. Near Islington,
a Station About Nine Miles
From Toronto

Two Trainmen, David Taylor and
Charles Winger, Killed, and
Four Others Injured

Both Engines Badly Damaged—An
Operator Said To Be Respon-
sible For Wreck

Toronto, Ont., March 17.—A head-on collision occurred near Islington, nine miles west of Toronto, on the Canadian Pacific railway, this morning, between 7 and 8 o'clock, and two men were killed and four injured, two badly. The trains were freights and were piled in a heap and both engines were demolished.

The dead men are: David Taylor, brakeman, of London, Ont., aged 22, and Charles Winger, fireman, Windsor, Ont.

William Morrison, engineer, aged 34, was badly scalded about the hands and neck, and is suffering from shock, but is expected to recover. The train crew's homes are in Toronto Junction and London.

The collision occurred during a thick fog that prevailed early this morning, and the trains were going at a good rate of speed at the time. The cause of the wreck is said to have been the blunder of a young operator. A train was sent to the scene from Toronto Junction with doctors and assistance. Passengers on other trains were transferred.

Winger, who had been married only a fortnight, died within ten minutes after reaching St. Michael's hospital here, and Taylor, who was a single man, died within half an hour of being admitted to the same institution.

Morrison is of Toronto Junction and

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Morrison is of Toronto Junction and is expected to recover. He is chiefly injured by inhaling steam.

Six cars were completely destroyed, three of settlers' effects coming to Toronto to go west, one car of cattle, one of grain for Boston, and one of general merchandise.

The trains in collision were the beef train from Windsor and an extra freight going to Teeswater.

Conductor Jackson and Brakeman Grimes, injured in the C. P. R. wreck at Islington, came to their homes here and are being attended by the C. P. R. surgeon. They are not seriously injured. Engineer Telford also escaped.

Hamilton Spectator

MARCH 17, 1903

THE ENGINEER WAS KILLED.

A Bad Pitch-in on the C. P. R. at Guelph Junction—Re- mains Buried Here.

A bad pitch-in took place on the C. P. R. at Guelph Junction early Friday morning and resulted in the death of Engineer William Jones, a former resident of Orangeville. A Chicago meat train was on the track at the Junction and Engineer Jones had charge of the freight from St. Thomas. A heavy rainstorm was in progress when the accident occurred and the unfortunate engineer could not see very far ahead owing to the heavy fog.

A TERRIBLE CRASH.

The locomotive crashed into the end of the standing train, completely smashing its caboose, wrecking the next car, containing dressed beef, and setting it on fire and derailling another dressed beef car. The result to the oncoming train was more disastrous. Fireman Mike Willoughby of Owen Sound noticed the semaphore up and called to Engineer Jones. Hardly had he done so when he saw the standing train a few car lengths ahead, and jumped for his life, escaping without serious injury. The unfortunate engineer was caught in the wreck, though his engine did not leave the track, and he was fatally crushed and scalded before his fireman and train crew reached him. The tender was thrown to one side and a coal car mounted on top of it, but not spilled, a second coal car was tipped over into the ditch and a car of flour was pretty badly used up. Other cars were damaged, but not to any extent. The engine of the Chicago freight was at once pressed into requisition and Engineer Jones rushed on it to Toronto General Hospital on a clear track, where he succumbed at 9 in the morning.

A NATIVE OF THIS TOWN.

William Jones was born in Orangeville thirty-eight years ago and passed his boyhood days here. He was a son of the late Andrew Jones, who died about three years ago. Subsequently the family removed to a farm in Caledon, near this town, but a number of years ago William commenced rail roading and rapidly advanced until he reached the position of engineer. He was fireman on the Elora branch for quite a while. He was a quiet industrious man and was very highly respected by all who knew him. Three brothers and a sister reside in Toronto and another sister, Mrs. Conley, lives in Caledon. Deceased, who was unmarried, was a cousin of Andrew Jones, field captain of the Dufferin lacrosse club. He carried a life insurance policy of \$1500 in the Brotherhood of Locomotive Engineers.

A BIG FUNERAL.

The remains of the late William Jones were interred in the Forest Lawn cemetery here on Sunday afternoon. The funeral was the largest ever seen here. Special trains heavily laden were run from Toronto Junction, Owen Sound and Tecumseh and hundreds of the dead engineer's friends were present to pay a last tribute of respect to the deceased. Over two hundred members of the Brotherhood of Locomotive Engineers and Firemen marched in a body, preceding a long line of vehicles. The procession started from the C. P. R. station at 1 o'clock. Owing to the illness of Rev. Canon Henderson the Church of England burial service was read by Mr. A. Turner. Much regret is expressed for the untimely taking off of the unfortunate engineer.

September 5, 1901
Orangeville.

72 MILES AN HOUR

C.P.R. Special Makes Run Between Toronto and Windsor in 4hrs. 3ms

Toronto Mail and Empire: All previous records in railway running time were beaten on Saturday by the Canadian Pacific special train that conveyed the kindergarten teachers of Detroit back to their homes. The kindergarten special having made the run east two days before in the record-breaking time of 4 hours and 9 minutes, actual running time for the 228 miles, it started back on Saturday to break even its own record. This it accomplished by making the run between Toronto and Windsor in 4 hours and 3 minutes. The fastest previous time for this trip was 4 hours and 25 minutes.

The run from Toronto to London, 115 miles, was made in 2 hours and 21 minutes; from London to Windsor, 113 miles, was covered in 1 hour and 49 minutes, that is, 113 miles in 109 minutes. West of London mile after mile was clipped off in 50 seconds, a rate of 72 miles an hour. Between Galt and Woodstock a mile a minute was the pace.

The special pulled out promptly from the Union station at 3:30 on Saturday afternoon, with Conductor Glendenning in charge and Engineer Dick Johnston at the throttle of 823. The train was made up of three wide vestibuled passenger coaches and a baggage car. There were 105 passengers on board, including Joseph J. Brignall, chief clerk of the C. P. R. passenger department, and A. Maynes, road foreman. Two coaches were reserved for the kindergarten teachers.

Notwithstanding the tremendous speed of the train, the C.P.R. roadbed was in such excellent condition, and the running was so smooth that many of the passengers were not aware that they were being whisked from Toronto to Detroit in the fastest time on record.

There were crowds at the stations all along the line to see the flyer pass. At Galt there were probably 500 on the platform to cheer the record-breaker. The first stop was made at Galt for water.

Engine 823 was replaced by engine 627 at London, and Engineer Charles Clark took the throttle for the rest of the trip. He had seven minutes to make up which had been lost between Toron-

The special pulled out promptly from the Union station at 3:30 on Saturday afternoon, with Conductor Glendenning in charge and Engineer Dick Johnston at the throttle of 823. The train was made up of three wide vestibuled passenger coaches and a baggage car. There were 105 passengers on board, including Joseph J. Brignall, chief clerk of the C. P. R. passenger department, and A. Maynes, road foreman. Two coaches were reserved for the kindergarten teachers.

Notwithstanding the tremendous speed of the train, the C.P.R. roadbed was in such excellent condition, and the running was so smooth that many of the passengers were not aware that they were being whisked from Toronto to Detroit in the fastest time on record.

There were crowds at the stations all along the line to see the flyer pass. At Galt there were probably 500 on the platform to cheer the record-breaker. The first stop was made at Galt for water.

Engine 823 was replaced by engine 627 at London, and Engineer Charles Clark took the throttle for the rest of the trip. He had seven minutes to make up which had been lost between Toronto and London through no fault of the other engineer. The delay occurred at Milton diamond, where the semaphore was slow in coming down. There was a similar delay at the level crossing west of Chatham, where a long freight train blocked the way for four minutes. There was also another necessary stop at Chatham for water. Deducting all this lost time, the run of 228 miles from Toronto to Windsor was made in four hours and three minutes, or an average of 56 1-3 miles an hour for the entire distance, not taking in consideration slowing-downs for four level crossings east and five west of London, and running within city limits according to city regulations.

Credit is due A. H. Notman, assistant general passenger agent; A. Price, superintendent, and Geo. Spencer, chief dispatcher, for the admirable arrangements which resulted in this C. P. R. special smashing all records between Toronto and Windsor.

HAMILTON SPECTATOR

April 1, 1903

Daily Reporter.

TO ALL PARTIES, INFLUENCED BY NONE.

LT, ONT. TUESDAY, JULY 21 1903.

PRICE ONE CENT

A TERRIBLE MIDNIGHT DISASTER.

Rear End Collision on the Canadian Pacific Railway Bridge in Galt, with Fatal Results---Three Cars go Down into the Grand River.

THREE DEAD AND FOUR INJURED

The Victims are Drivers and Farmers Who Were Sleeping in the Caboose of the Train Standing on the Bridge--Details of the Accident Which was Caused, it is Said, by Carelessness and Slippery Rails.

DEAD.

DAVID McPHERSON, drover, Campbellton, died in hospital at 6.30 this morning.

THOS. PENHALE, drover, St. Thomas, killed instantly.

HUGH McMILLAN, farmer, Dutton, killed instantly.

INJURED.

P. J. SMALE, drover, Yarmouth, Ont., not serious.

PETER CAMPBELL, drover, Lawrence Station, injured on shoulder, head, legs and left side crushed.

DONALD FERGUSON, drover, Galt, worth, back hurt.

EARNEST MCCONNELL, Engineer, St. Thomas, not seriously hurt.

Such was the terrible result of a rear end collision on the Canadian Pacific Railway bridge over the Grand river at 12.45 this morning. Two souls were hurried into Eternity without warning, and a third joined them at 6.30 this morning. The three bodies, crushed and mangled almost beyond recognition, are lying to-day in the local undertaking establishments, where they are being prepared for shipment to relatives. Four others who were on the ill-fated train are on cots in the hospital, some of them suffering great agony. None of them is fatally injured, however, and in a short time it is expected they will be removed to their respective homes.

The accident is supposed to have occurred in this way: A freight pull-

How the engine escaped following the other cars over the edge of the bridge is a mystery. All that saved it was the girder rails which flank the main rails all the way across. Had it not been for these two, the engine would probably have cut its way through the ties, and dropped to the river beneath, for it was derailed, and was supported almost entirely by them.

In the caboose of the front train, blissfully unconscious of the impending danger, the six cattle men were sleeping. McMillan was lying with his head toward the engine. His head was crushed into a jelly, and his body hurled over the side of the bridge to the road below. Penhale went with the caboose into the river, where his body was discovered at 8 o'clock this morning by some boys who were canoeing about the spot. The others, wonderful to relate, were only thrown out on the bridge. McPherson was one of these. His skull was badly fractured, yet he was strong enough to walk to the station with the assistance of P. C. Gorman, who was the first Galtian to arrive on the scene. McPherson was at once removed to the hospital, as were the other injured ones, but the best and kindest of treatment did not avail, and he died at 6.30 this morning. Engineer McConnell of the second freight was also injured, and the crash of the collision was

Buckles...

We have a choice lot of Ladies' Belt Buckles.

Oxidized and Black Buckles Buckles from 10c up. Belt Sets and Pearl Blouse Sets 3 and 4 buttons. Black Silk Belts and Black Sateen Belts from 25c up. Wrist Bags, all sizes and shapes from 25c up.

Dalton's Fair

M. J. Summers, Prop.

his jaw was slivered and broken, one leg was broken almost completely, off, and a two-inch peg driven right into it its full length. His home is in St. Thomas and his father is a cattle dealer there. McMillan's body was a most gruesome sight. The face and head were battered into a shapeless mass, and he could only be identified by his clothing and papers. He was a married man, and his home is at Dutton, Ontario.

The man who died at the hospital, David McPherson, is a married farmer living near Campbellton, Ontario. Peter Campbell, the most seriously injured of the survivors, lives at Lawrence Station. He is a drover and unmarried.

Nothing definite can be learned from the authorities as to who was to blame for the accident. It seems to lie between night operator A. G. Shaw, who has only been here for a short time, and Engineer McConnell of the second freight. The latter, we understand, claims that the semaphore was not up against him, and that his efforts to stop the train were entirely due to his having seen the other train on the bridge ahead of him. The facts of the case will probably be made quite clear at the request on Thursday night.

Auxiliary trains from London and Toronto were summoned and are this morning at work clearing the track. The early Toronto train was

GALT.

JULY 21, 1903

not serious.

PETER CAMPBELL, driver, Lawrence Station, injured on shoulder, head, legs and left side crushed.

DONALD FERGUSON, driver, Glenworth, back hurt.

EARNEST MCCONNELL, Engineer, St. Thomas, not seriously hurt.

Such was the terrible result of a rear-end collision on the Canadian Pacific Railway bridge over the Grand river at 12.45 this morning. Two souls were hurried into Eternity without warning, and a third joined them at 6.30 this morning. The three bodies, crushed and mangled almost beyond recognition, are lying to-day in the local undertaking establishments, where they are being prepared for shipment to relatives. Four others who were on the ill-fated trains are on cots in the hospital, some of them suffering great agony. None of them is fatally injured, however, and in a short time it is expected they will be removed to their respective homes.

The accident is supposed to have occurred in this way: A freight pulled by engine No. 593 and under the control of Engineer George Wanless and Conductor Ulrich Henry, pulled into the station about 12.30 o'clock. The engine cut off and went up to the water tank for water. After watering, a car was lifted from the train which was left standing on the bridge. Suddenly a second freight was seen to round the curve where the track crosses the Blair road. The semaphore was not down against it and it was coming on under full steam. Engineer Ernest McConnell, who was in charge, noticed the green lights on the end of the caboose on the bridge, and reversed his engine and signalled for the brakes to be put on.

It was too late. The great momentum of the train and the slippery condition of the rails, owing to the rain which was falling, made it impossible to stop. The engine crashed into the caboose, in which were sleeping the six unfortunate men, and literally cut its way through it, and the two cars in front, throwing them all into the road, and was supported almost entirely by them.

In the caboose of the front train, blissfully unconscious of the impending danger, the six cattle men were sleeping. McMillan was lying with his head toward the engine. His head was crushed into a jelly, and his body hurled over the side of the bridge to the road below. Penhale went with the caboose into the river, where his body was discovered at 6 o'clock this morning by some boys who were canoeing about the spot. The others, wondering to relate, were only thrown out on the bridge. McPherson was one of these. His skull was badly fractured, yet he was strong enough to walk to the station with the assistance of P. C. Gorman, who was the first Galtonian to arrive on the scene. McPherson was at once removed to the hospital, as were the other injured ones, but the best and kindest of treatment did not avail and he died at 6.30 this morning.

Engineer McConnell, of the second freight, was also injured. The crash of the collision was a very loud one and woke many in the neighborhood. Chief Clark and P. G. Gorman were among the first arrivals, and assisted the excited train hands in their search for the dead and wounded. Dr. Vardon was summoned and the ambulance was called out to convey the injured men to the hospital, where doctors and nurses gave them every possible attention. The engine is badly wrecked. Parts of the caboose were driven as far as six feet into the boiler. The caboose and other cars with the possible exception of the trucks, will be a complete loss. In one of the cars was a load of wool, and in the other a consignment of metal castings. The bridge is also considerably damaged.

All day today the scene of the accident was a Mecca for sightseers. Some whose morbid curiosity was too strong for their better judgment, craned their necks to see the remains of poor Penhale when they were recovered from the water, and afterwards wished they hadn't. His head was crammed in over one eye, clothing and papers. He was a married man, and his home is at Dutton, Ontario.

The man who died at the hospital, David McPherson, is a married farmer living near Campbellton, Ontario. Peter Campbell, the most seriously injured of the survivors, lives at Lawrence Station. He is a driver and unmarried.

Nothing definite can be learned from the authorities as to who was to blame for the accident. It seems to lie between night operator A. G. Shaw, who has only been here for a short time, and Engineer McConnell of the second freight. The latter, we understand, claims that the semaphore was not up against him, and that his efforts to stop the train were entirely due to his having seen the other train on the bridge ahead of him. The facts of the case will probably be made quite clear at the inquest on Thursday night.

Auxiliary trains from London and Toronto were summoned and, after this morning at work clearing the track. The early Toronto train was held at London, and the passengers sent on at 10.12 this morning. The track was still obstructed and the passengers and their baggage were transferred by carriages and wagons to a train waiting for them at the station. The passengers for the west were also transferred in a similar manner.

The crews of the two trains were, with the exception of the firemen, whose names we are unable to learn, as follows: On the train standing on the bridge were George Wanless, engineer; Ulrich Henry, conductor; and John McKittrick and Henry Bennett, brakemen. The hands of the colliding train were Engineer Ernest McConnell, Joseph Fitzpatrick, conductor; and William Foley and Jos. Larkin, brakemen.

Croner Dr. Radford called an inquest this morning at 10 o'clock in the Town Hall. The jurymen chosen were: James Cromarty, foreman; Alex. Edwards, George Turnbull, William McClure, Robert Dryden, Duncan Sheppard, John Handley, Crawford. Continued on Page 2.

June 21 1903

Daily Reporter.

OPEN TO ALL PARTIES, INFLUENCED BY NONE.

GALT, ONT. WEDNESDAY, JULY 22 1903.

THE SCENE OF THE WRECK SHOWS LITTLE WRECKAGE

**Almost Everything is Now in Order. The Canadian Pacific
Trains are Now Running Through Galt. The Injured
Current Comment at the Station.**

Today trains are running regularly over the C.P.R. bridge and but for the presence of the Toronto wrecking train in the yards and the men at work clearing up the wreckage on the western bank and in the river, there are no traces of Tuesday's terrible disaster. There will be work for the rest of the day for the crew of the wrecking train lifting the trucks and whatever else is worth saving from the bed of the river.

The engine was raised and placed on the tracks Tuesday afternoon about four o'clock, and was run into the yards, where it still stands, an object of curiosity for sightseers. It is one of the big Scotch engines, recently brought across the pond by the C.P.R. It was made in Glasgow, by the Hyde Park Works, has three huge driving wheels on each side, and weighs 95 tons. The cow catcher is broken off, the front is badly smashed, pieces of the fan being driven in and wedged there. The boiler, however, is intact. The cab of the engine has not been injured in the least, not even a window being broken. A curious coincidence is that the engine of the Toronto auxiliary is the twin sister of the wrecked engine, their numbers being 837 and 838, respectively.

The cars which went over the bridge are, as was stated Tuesday, total wrecks. They were burnt on Tuesday night and made a huge bonfire. The contents, the castings and

the cotton are being removed by carriers to the C.P.R. station today, whence they will be shipped to their respective destination.

TRAINMEN TALK.

The trainmen who are around the station today are inclined to scout the idea that the engineer should be held responsible for the collision. They hold that the semaphore is much too close to the bridge, where trains are often left standing, and that it is more through good luck than good management that there have not been accidents before. The dense fog made it impossible to see the semaphore, which is just at the west end of the bridge, until the train had almost reached it, and then it was impossible to stop the train in time to avoid the collision. The semaphore should be placed out as far as the curve, or better still, that horrible curve should be done away with and a straight line be made through the hill to Barrie's Cut.

CARING FOR THE INJURED.

General Superintendent Zimmerman of the C.P.R. and Dr. Beattie, chief surgeon of the company, are in town. The latter came up Tuesday to look after the comfort of the wounded men.

The injured men at the hospital are all doing well, and it is expected will have sufficiently recovered to

Continued on Page 8.

JULY 22, 1903
GALT.

SCENE OF WRECK SHOWS VERY LITTLE WRECKAGE.

Continued from Page 1.

appear as witnesses at the inquest on Thursday night.

The bodies of Hugh McMillan and David McPherson, were prepared for shipment at the undertaking rooms of Anderson & Son. They were sent to Dutton on the 3.35 train in the afternoon. The body of Thos. Penhale was removed from the undertaking rooms of A. W. Barlett & Co. Tuesday evening and shipped on the 6.07 train to the relatives in St. Thomas.

SOMETHING ABOUT THE VICTIMS.

Hugh McMillan, killed, was a well-to-do farmer and drover, living two and one-half miles north of Dutton, with his wife, his father, a man of 96 years, and his sister. He was about 51 years of age, and a member of a well-known and highly esteemed family. John, Alexander, Robert and Daniel McMillan, all living near Dutton, are brothers, and there is one sister. His wife was a Miss McIven, of Galt. Mr. Macmillan was a Past Chieftain of the Sons of Scotland, and a prominent member of the West Elgin California Society.

David Macpherson, killed, resided northwest of Dutton, and is also a well-to-do farmer and drover. He was about 32 years of age and was married not long ago to a Mrs. Buchanan. He has three brothers, John, Duncan and Daniel, as well as several sisters.

TV Penhale, killed, is a son of John Penhale, 10th concession of Yarmouth. He lived at Mapleton. He leaves a widow and six children. He was 35 years of age, married, and a brother-in-law of C. A. Brower, M. L.A.

Peter Campbell, who lies injured in the hospital, was shipping cattle to Crawford & Co. He is about 35 years of age and is well known throughout Elgin county.

Fred J. Smale resided in Yarmouth, south of Yarmouth Centre, and is a brother-in-law of John McKenzie, bailiff, St. Thomas.

Hugh McMillan had two cars consigned to Crawford & Co., as had also Thomas J. Penhale. The latter gentleman was a well-known farmer, who every summer marketed considerable quantities of cattle. He had several brothers who also are engaged in the cattle business.

It is related of Mr. Penhale that he had all his cattle shipped except

the last two loads which were on the ill-fated train. He was anxious to get them through to commence haying, and only for that would have waited a few days longer before shipment. They were sold to Messrs. Crawford & Co., and the proceeds passed to the dead man's account when the news arrived of his decease.

David G. McPherson had several cars on the train for Whaley & McDonald, live stock commission salesmen of Toronto, and these were all shipped forward. He had been frequently on the cattle market, and was acquainted with almost every buyer.

A number of other cattle dealers intended coming forward on the train that was wrecked, but fortunately missed it and came through on the next train unharmed.

On the wrecked train were nine loads of cattle consigned to Toronto, which all escaped uninjured and were forwarded to their destination in the morning.

GALT

JULY 22, 1903

MOVE THE SEMAPHORE

Jury on Deaths in Galt Accident so Recommend

Galt, Ont., July 23.—The adjourned inquest on the body of Hugh McMillan, one of the three unfortunate cattlemen killed in the railway disaster here Tuesday, was held to-night. After three hours' examination of witnesses by Crown Attorney Bowlby the jury returned the following verdict:

"That the said Hugh McMillan came to his death by being killed in a rear-end collision on the C.P.R. bridge at Galt, while sleeping in the van of a freight train on July 21. We would recommend that in the interests of the traveling public the semaphore should be placed further west, and that no trains should be allowed to stand on the bridge."

According to the evidence, Engineer McConnell was evidently mistaken as to the color of the light he saw on the semaphore, when he first looked. Owing to a reverse curve the semaphore was lost to the view of the engineer until when about 60 yards away. It was then too late to stop the train. Had it not been for this reverse curve the accident might have been avoided, as the semaphore would have been in full view all the time. The recommendation of the jury, if carried out, would mean that the station would have to be moved about 400 yards east, for at present the shortest freights extend part way over the bridge.

Hamilton
Spectator

GALT

July 24, 1903

Hamilton

Spectator

CANADA TUESDAY JULY 21, 1903

FATAL REAR END COLLISION ON C.P.R.

Three Cattlemen, Hugh McMillan,
Donald McPherson and Thos. Pin-
hole, Killed at Galt

They Were in the Caboose, Which Was
Partly Telescoped by Engine
of Second Train

Two of the Men Were Instantly Killed
and the Other One Died
Shortly Afterward

Galt, Ont., July 21.—A rear end collision between two extra freight trains occurred on the C. P. R. at 12:35 this morning, causing the death of three cattle dealers who occupied the caboose of the leading train, Hugh McMillan and Donald McPherson, of Dutton, and Thomas Pinhole, of St. Thomas. McMillan and Pinhole were killed instantly. McPherson was alive when found, but died shortly after being taken to the hospital. The accident occurred on the west end of the railway bridge, which crosses the Grand river just before reaching the Galt station. The caboose, which contained the cattlemen, was struck and partly telescoped by the engine of the second train, the momentum of the impact throwing the caboose with two cars over the side of the bridge into the river, 100 feet below.

Engineer Ernest McConnell, of Toronto Junction, who had charge of the second train, was the only railway employee injured, and that only slightly.

Two versions of the cause of the accident are current. One is that Engineer McConnell, when rounding the curve, which is somewhat down grade to the bridge, saw that the semaphore was down, but on getting nearer he saw the other train standing on the bridge. He immediately whistled for brakes, reversed the engine and jumped. The other version is that McConnell said as soon as the wreck happened that he thought the semaphore was down, and when he saw the cattle train ahead and that a collision was probable, the usual precautions were taken, but with no effect, owing to the down grade and slippery condition of the rails. It will be some hours yet before the track is in shape for regular traffic. The disabled engine is still on the bridge. A large number of the heavy ties are badly pounded, and passengers are being transferred in carryalls around the wreck. An inquest was opened this morning at ten o'clock, but after viewing the body of one of the victims an adjournment was made until 10 a.m. on Thursday next.

HAMILTON Spectator

July 21, 1903

GALT

London Township.--Application was made at the recent sitting of the Railway Committee of the Privy Council for permission to divert the 3rd concession road of London tp., near London, Ont., in order to meet a new bridge to be built at that point.

October
1903

p 355

PAST WARNING SEMAPHORE, EXPRESS DASHES INTO LOADED BOX CARS.

C. P. R. Yards Scene of Fatal Accident in Broad Daylight--Fireman Hunter Jumps to His Death--Pas- sengers Unhurt.

Within a few minutes of one o'clock yesterday afternoon another was added to the long list of fatalities in this vicinity, when the fast C. P. R. express from the east, running over an hour late, crashed into a train of freight cars which was being made up on the main line, directly in the path of the on-coming passenger train.

Fireman George Hunter, a Toronto Junction man, was instantly killed, meeting his death in a somewhat strange manner. When he saw the impending collision the fireman jump-

ed to the northernmost track, on which to make up a train of perishable freight. Fifteen cars had been placed in position, all heavily loaded, when the accident occurred.

The semaphore was up, spelling "danger" for all on-coming trains and giving protection to the freight cars, when the express dashed around the curve towards the station. The statement is made that the engineer was prevented from seeing the semaphore by the steam from other engines at work in the yards, but the signal is in plain view, and the officials say the crew should have noticed that the way was blocked. The express was but a few feet past the semaphore

when it was driven clear through one of the cars, impaling it from side to side as though it was a cardboard box. A number of other freight cars were slightly damaged by the collision, smashed draw-heads and coupling devices being registered in several instances.

Wrecked Cars Burned Up.

It took practically the whole of the afternoon to clear up the wreck, it being some hours before the auxiliary got to work. The nature of the accident was such that the auxiliary was of little use in this respect as the wrecked cars were so utterly smashed that the debris could be quite easily handled by hand.

A gang of men were quickly set to work to gather up the contents of the cars, which was strewed in all directions along the track. Barrels of beer, bags of rice, tinned groceries, and drygoods of all descriptions formed the bulk of the destroyed goods, nearly all of which was consigned by local firms. A good deal of it was saved, the salvage being gathered up into heaps and carefully guarded by men assigned for the purpose.

So complete was the wreck that all but one of the smashed cars were destroyed, the debris being gathered into heaps and burned up. The reflection of the fires was red in the evening sky for a couple of hours last night.



By Staff Photographer.

VIEW OF ENGINE IMBEDDED IN MASHED DEBRIS.

LONDON Free Press

February 6, 1904

ed from the cab. He apparently did not notice that a line of freight cars was standing on the next track south, and, striking against one of the cars, he fell back directly in the path of his own train and was ground to pieces beneath the wheels.

Driver John Abernethy, also from Toronto Junction, jumped after setting the emergency brakes and, alighting in the deep snow, is but little hurt.

By what seems a miracle of strength in the heavy passenger coaches, not a passenger was injured, though many were thrown from their seats by the violence of the shock when the engine plowed through the freight cars.

Semaphore Was Up.

As to where the blame rests for the accident, it seems certain that Abernethy ran past the semaphore which was said to be up to protect the freight train that was in process of making. That the freight was being made up on the main line is explained by the fact that the local yards are full to overflowing, the congestion being an outcome of the snow blockade which prevents freight from moving as freely as usual.

The accident occurred at the extreme end of the local yards, being probably half a mile from the Adelaide street crossing, and about two or three hundred yards from the semaphore which stands at the curve of the track near Quebec street. An onlooker standing at one of the Wolseley Barracks windows would have obtained the best view of the affair, for the cars were piled up just at the foot of the hill whose crest is the camping ground of the regiments in the summer.

Dashed Round a Curve.

The passenger train was of the usual fine type maintained by the Canadian Pacific. Drawn by one of the big engines used by the company for their passenger service, it was composed of a mail car, baggage and express car, two day cars, a dining car and Pullman, making a very heavy train. Due here at 11.30, the train was more than an hour late, and was running to make up time, though at best these trains slow up but little until they get farther into town. After leaving the Asylum grounds there is a sharp curve, and the engineers on incoming trains cannot see what is taking place in the yards ahead of them, being guided solely by the semaphore, which in turn is operated from the little station building at Adelaide street.

The yards have been pretty well filled up for days past, during the stress of the recent cold spell, and the yardmen were using the main line, the

and within a few hundred yards of the cars on the track when the crew saw the danger, and Hunter jumped to his death.

How Hunter Met His Death.

The express dashed towards the doomed cars at probably thirty miles an hour. Hunter, jumping from the left, his side of the engine, was thrown against one of the cars that stood on the next track to the south. The poor fellow bounded back and struck the ground beneath the flying wheels of his own train. His life was crushed out in an instant and his body mangled in a frightful manner, portions being picked up along the track for a distance of fifty feet. Abernethy applied the emergency brakes on the instant and then jumped. He had every chance in his favor, for on his side of the engine there was nothing but the soft snow. He was not badly hurt, being able to walk around within a few minutes afterwards. A moment later the heavy passenger train at but little diminished speed struck the freight cars.

Immense Pile of Debris.

The resulting wreck was one of the most complete, as far as the cars were concerned, seen in this vicinity for a long time. The first three or four of the cars were smashed absolutely into kindling wood. The engine piled the cars into a mass of tangled debris higher than the top of the smoke-stack—smashed and splintered woodwork, truck and iron wheels, rods of steel twisted and bent, big kegs of Labatt's "finest" (with which one of the wrecked cars was loaded), dry-goods and groceries, the whole piled up into a mass many feet high and so intermixed and tangled and jumbled together as to defy description.

Little Damage to Engine.

The engine was imbedded for a couple of feet into the mass of the wreckage of the cars. But, strange to say, back of the smoke-stack the injury to the locomotive was trivial, and there is no doubt but that had poor Hunter remained in his cab he would have escaped alive, for the cab is absolutely intact. The train, too, withstood the shock nobly. Save for a cracked draw bar at the front end of the mail car which was next the engine, there was not a mark to show that the train had emerged from a wreck that in cars of less substantial build would have been pregnant with dreadful disaster.

The force of the collision is well illustrated in what happened to one of the freight cars standing on the next track to the south. A huge piece of timber, probably a piece of the framework of one of the wrecked cars,

Inquest to be Held.

Hunter, the dead man, was married and the father of two children. His little home was in Toronto Junction. His torn and mangled body was tenderly placed in the mail car, from which it was removed to an undertaking room up town. Coroner Ferguson was on the scene soon after the accident happened and decided to hold an inquest, and the jury viewed the body in the evening, adjourning to next Friday to hear the evidence.

The C. P. R. authorities acted with great promptitude in rushing the remainder of the train through. An engine was quickly secured from the round-house near by and the train was at once taken through to the station by one of the switches, and later sent on westward. The mail car alone was left on the scene, together with engine 846. The mail bags were later transferred and sent on to their destinations.

The Official Statement.

C. P. R. Superintendent Murphy, of Toronto, happened to be spending a few days in the city, assisting in clearing up the congested freight at this point, and he was at once summoned to the scene, taking charge of the operations attending the clearing up of the debris. He conducted an inquiry later on and subsequently made a statement to the Free Press in reference to the affair.

"It is one of those mysterious accidents which happen in the experience of all railways," said he. "It is a mystery how Abernethy ran by the semaphore and no one can tell how he missed it. He can offer no explanation of it. The semaphore was certainly up against the express, and the yard staff were within their rights in being where they were. It is a case which we cannot understand, nor can the men themselves give an explanation. Engineer Abernethy is one of our best drivers, a man of experience, and it is hard to see how he did such a thing."

Supt. Murphy stated that the damage to the engine was very small, estimating it at not more than a hundred and fifty dollars. The front truck and the buffer beams were damaged. The mail car was the only one of the cars composing the express train to be damaged at all, the draw bar being broken. The three destroyed cars were all heavily loaded, one with beer and two with general merchandise.

"I may tell you that none of the passengers was hurt in the least," said the superintendent. "In fact some of them told me that they were not even shaken up and did not know that an accident had occurred."

LONDON Free Press

February 6, 1904

SATURDAY, FEBRUARY 6, 1904.

THE DAILY FREE PRESS, LONDON, ONT.,

PAST WARNING SEMAPHORE, EXPRESS DASHES INTO LOADED BOX CARS.

**C. P. R. Yards Scene of Fatal Accident in
Broad Daylight---Fireman Hunter
Jumps to His Death---Pas-
sengers Unhurt.**

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northernmost track, on which to make up a train of perishable freight. Fifteen cars had been placed in position, all heavily loaded, when the accident occurred.

The semaphore was up, spelling "danger" for all on-coming trains and giving protection to the freight cars, when the express dashed around the curve towards the station. The statement is made that the engineer was prevented from seeing the semaphore by the steam from other engines at work in the yards, but the signal is in plain view, and the officials say the crew should have noticed that the way was blocked. The express was but a few feet past the semaphore

was driven clear through one of the cars, impaling it from side to side as though it was a cardboard box. A number of other freight cars were slightly damaged by the collision, smashed draw-heads and coupling devices being registered in several instances.

Wrecked Cars Burned Up.

It took practically the whole of the afternoon to clear up the wreck, it being some hours before the auxiliary got to work. The nature of the accident was such that the auxiliary was of little use in this respect as the wrecked cars were so utterly smashed that the debris could be quite easily handled by hand.

A gang of men were quickly set to work to gather up the contents of the cars, which was strewn in all directions along the track. Barrels of beer, bags of rice, tinned groceries, and drygoods of all descriptions formed the bulk of the destroyed goods, nearly all of which was consigned by local firms. A good deal of it was saved, the salvage being gathered up into heaps and carefully guarded by men assigned for the purpose.

So complete was the wreck that all but one of the smashed cars were destroyed, the debris being gathered into heaps and burned up. The reflection of the fires was red in the evening sky for a couple of hours last night.

February 6, 1904

VERDICT ON C. P. R. COLLISION.

**Jury Says Main Line Should
Not Have Been Blocked.**

**Circumstances Prevent Engineer
Abernethy Being Censured.**

**Semaphore Hidden From View by
Smoke and Steam.**

A verdict was rendered last night by the jury empanelled to investigate the circumstances of the death of Fireman George Hunter, of Toronto, who met his death in a collision in the local yards of the C. P. R. on the 5th inst. In their verdict the jury stated that although Engineer Abernethy had passed a danger signal, circumstances in the present instance prevented them from censuring the engineer. The jury was of the opinion that the use of the main line track for the making up of freight trains while awaiting for the approach of express trains was unjustifiable.

Engineer Abernethy, of the express, stated that he could not see the semaphore as he passed it on account of steam and smoke rising from an engine close by. On approaching the semaphore, he made an application of the brake, checked the speed of the train, and leaned out of the cab in an endeavor to see the semaphore. He asked the late Fireman Hunter whether or not he could see the semaphore, and the latter replied that he could not. "I did all I could with the brake and then I reversed the engine," said Abernethy, "and then I noticed that Hunter was in the act of jumping out of the cab. I told him not to get off on his side of the train as I saw the cars on the track next to where he was. I then jumped out of the cab window myself."

P. J. Wiesbrod, agent at the East London yards, said that the semaphore was against the express. He was corroborated in this statement by Patrick O'Leary, yardman, and the latter's assistant, James Laskin. O'Leary stated that he had received orders from the agent to make up the freight train on the main track. Laskin testified as to placing up the semaphore against the express, in order to protect the freight that was being made up. William Drewitt, an engineer, stated that the cars on the main line were within about three car lengths of the semaphore. He considered that it would be quite difficult for Engineer Abernethy to stop his train in time to avoid an accident. Several other trainmen gave evidence.

London Free Press

February 16
1904

hoped to bring pressure to bear upon C

ACCIDENT AT GUELPH

Loaded Trolley Car Ran Into a C.P.R. Freight Train

1905

Guelph, Ont., June 28.—To-day about noon a traller belonging to the street railway company, loaded with excursionists to the Ontario Agricultural college, started down grade towards the C. P. R. track and ran into a freight car, smashing the vestibule of the car and injuring some eight or nine people. Four of these have gone to the hospital. No one was dangerously hurt, although some have broken ribs and others cuts and bruises.

June 28 1905

Spectator

SMASH CAUSED ONE DEATH

C.P.R. and G.T.R. Trains Came Together in Toronto Railway Yards
and Foreman Aitchison Was Fatally Injured

1906

Toronto, Aug. 22.—(Special.)—A rear end collision at the semaphore at the foot of Bathurst street, in the railway yards, this morning resulted in the death of C.P.R. Foreman Aitchison, of Toronto Junction. The Chicago express, on the G.T.R., left the Union station at 7:35 and was detained at the semaphore. The C.P.R. express for

Hamilton and Buffalo, leaving here at 7:50, followed it out and collided with the rear of the G.T.R. train. The buffet car of the Chicago express was badly smashed. Aitchison, who was standing between the tender and the engine, was so badly crushed by the collision that he died in a few minutes. The trains were delayed somewhat.

August 22, 1906
Spectator

-1906-

ST THOMAS, ONTARIO

August 24, 1906

Eight o'clock on the morning of August 24th 1906 the Canadian Pacific morning train to Toronto, with small CPR engine 309 was leaving the massive Michigan Central station that it shared in downtown St Thomas. The CPR swings west and north out of St Thomas. Near the city limits, the CPR train started heading more north; then it would cross the joint CNR-Wabash railway on a semaphore protected diamond crossing. The CPR regular passenger train had the right of way.

This same morning at the same time the Wabash Railroad had an eastbound "Opera Special" of five cars running from Chicago to New York City. The locomotive was Wabash No. 1885, a 2-6-0 Mogul. Just after eight o'clock it left the Wabash station crossed the Pere Marquette-L&PS diamond and built up steam. It would have only one stop for water at Cayuga. Ahead the engineer thought that there was a clear crossing on the semaphore at the CPR diamond crossing one mile from St Thomas.

At 8:15 the two engines smashed into each other, the Wabash struck the CPR locomotive cab at just a slight angle right on the diamond crossing and were thrown in the ditch.

Canadian Pacific engineer John McKay was killed in the collision, but about two hundred passengers escaped injury.

The Evening Record, Windsor, Ontario
The Evening Journal, St Thomas, Ontario
The Globe, Toronto, Ontario

COLLISION ON C. P. R.—About 5 a.m. on Saturday a rear-end collision occurred on the C.P.R., near Christie's, Nassagaweya, about four miles west of Milton. Two heavy freight trains were running eastward 15 minutes apart, according to rule, and it is said the engineer in the rear lost control of his train. Twelve cars were derailed and more or less damaged, and the engine of the rear train disabled. Two new Pullman cars, for the Canadian Northern, were being taken empty to Toronto. One was badly wrecked. Two cars of Milwaukee lager beer, four of Chicago pickled pork shoulders, and dressed beef and mutton, and several of cattle were wrecked. Twelve cattle were killed. The beer kegs and the meat were piled beside the track and remained over Sunday before they could be removed. Local option has prevailed in Nassagaweya for more than a year and the citizens were thirsty. They broached some of the beer kegs where they were, carried off others and put their contents where they thought they would do the most good. Much of the meat, principally shoulders, was also carried off by men, women and children. A small boy was seen dragging two shoulders, to which he had tied cords, through a wheat field. One man is said to have carried off fifty shoulders. The meat did not look inviting, as it was covered with gravel, but it was not much the worse of that, though unsalable and on that account not sharply watched. There will be little sale for pork at Campbellville stores for some time to come. A local butcher who sends his wagon to the neighborhood of the wreck says that it made a trip the other day and business was nil. The carcasses of the dead cattle were taken to Toronto and sold to a fertilizer manufactory, with some of the damaged meat. The line was not clear until about noon on Saturday, but passengers were transferred from train to train at the scene of the wreck.

MILTON
ONTARIO

JUNE 22, 1907

TWO FREIGHTS COLLIDE IN DENSE FOG AT ISLINGTON

One Man Killed and Two Injured in Head-On Smash on C.P.R.—Passenger Train Stopped by Man Who Leaped From Running Board of Wrecked Locomotive.

The accident—Two heavy C. P. R. freight trains crash together, head on, at 4:40 this morning.
Cause—The dense fog.
Killed—James Kendall, of Chatham, fireman of C. P. R. engine No. 641, crushed under engine.
Injured—John Bell, engineer No. 648, left leg and side, not serious.
Albert Eaton, fireman of engine No. 641, left eye injured, not serious.
A half dozen cars destroyed, and 50 feet of track torn up.

Rushing through the darkness of the night, with scarcely a streak of dawn yet in the east, and everything enveloped in a dense fog, a C. P. R. freight train, No. 641, coming from the west, crashed into train No. 79, which was slowly moving from the east.

Engines a Mass of Wreckage.
The two powerful engines came together with a terrific crash, which lifted them both up, like rearing horses, converting them into a tangled mass of twisted iron, hissing steam, and gleaming chials.
Under this pile fireman Kendall lay, crushed between the boiler and tender of his engine, killed instantly. So badly wrecked are the engines that, although two wrecking crews have been working all morning, the body of the dead man was still pinned to the ground at eleven o'clock.

Were to Meet at Islington.

The story of the accident as told by the fireman of one of the trains, is this:
"About 4:40 the special composed of 12 heavy cars, all loaded, was proceeding eastward, in charge of Engineer Eaton, and fireman Kendall. They had orders to meet the other freight at Islington, in charge of Engineer Bell and fireman Fred Woodward. In the heavy fog Engineer Eaton raised his signals, and ran past the switch where he should have slowed down. The other train was already there, running at a slow rate of speed, and the heavy extra, moving at thirty miles an hour, and pushed along with the powerful momentum of the 12 heavy loaded cars, struck the engine of the second freight with terrible force."

Two Men Jumped.

Bell and Woodward jumped, when they saw the other engine suddenly loom up out of the fog, and escaped injury.

Killed Instantly.

Kendall, who appears to have been on the tender of his engine, could not escape, and was pinned between the boiler and tender. He was killed instantly.

Bell, the engineer of 641, fell when he jumped, and injured his left knee and side. He was assisted in getting to the station, which was only some thirty yards distant, where his injuries were attended to.

Fred Woodward, the fireman of 641, was even more fortunate. He escaped without any injury at all, landing safely on his feet.

Some of the flying pieces of wood or metal struck Albert Eaton, engineer of 641, in the left eye. Apart from this he escaped without injury, also.

Accident Seen From Station.

The accident was seen from the station at Islington, and word sent out at once to West Toronto, immediately two wrecking trains were despatched to the scene.

Dr. Glendon and Gilmour were also sent out with the relief party, to render what medical aid they could as it was not known how many were injured, nor how seriously.

Nothing could be done for Kendall, as he had the weight of both engines pinning him down, but the other men were attended to at once, and later sent to West Toronto.

Several Cars Damaged.

Fortunately, the second train was moving quite slowly. Consequently none of the cars of this train were injured in any way. Five or six of the cars immediately behind the "extra," however, were more or less damaged, one car of salt and five being smashed to pieces, and its contents scattered all over the immediate vicinity.

Traffic Stopped.

The track was torn up for thirty yards, and all eastbound trains were stalled. Nor could anything leave the city on the main line for the West. The wrecking crew at once set to work to lay a temporary track, so that passengers might be carried around the wreck. They laid the rails all right, but the first engine to run on them jumped, and made the situation worse than ever.

The Superintendent's Statement.

Superintendent Osborne of the C. P. R. left for the scene of the wreck as soon as word reached the Union Station. To

The Star reporter he said:
"The engineer lost his bearings in the fog, and over-ran his switch. The matter will be investigated, so as to determine who, if any, is to blame. The injured will be taken care of at West Toronto."

Dr. Hull of Lambton was also on the spot shortly after the accident. He is coroner for the district, and stated that

a careful inquiry will be made into the cause of the collision.

Big Crowd's Gather.

At 12:30 Fireman Kendall's body was still pinned under the wreckage. There are scores of carriages and farmers' rigs lining the roads near the scene, and a big crowd of spectators.

Some idea of the force of the impact can be gained by the fact that one of the brakemen on the "extra" was thrown from the top of a car clear over the fence, a distance of from 30 to 40 feet. He fell on a pile of sand, and was only badly shaken up.

Another Engine Off Rails.

Engine 1100 was run over the temporary track around the wreck. The tracks turned over with the weight, and the wheels of the heavy engine sank into the soft soil. Passengers are being transferred from the trains.

The passengers from Toronto going West will be taken to Detroit on the train which has just come from that city, while the train which left Toronto this morning will return with the Detroit passengers.

A Narrow Escape.

Fred Woodward, fireman of engine 641, had a very narrow escape. He was suffering from a headache early in the morning, and going out on the running board, seated himself on the pilot of his engine. He caught a glimpse of the approaching engine in time, and sprang from the pilot into the ditch at the side.

Stopped Train in Time.

He escaped with a bad shaking up, and going back to the wreck, secured a flag, and succeeded in stopping No. 79, a passenger train from Toronto, which was in danger of crashing into the wreckage.

Railwaymen on the scene say that the signal lamps on the switch are easily seen in the darkest night, but that they were completely blotted out by the dense fog.

Former Wreck Recalled.

There is a peculiar coincidence in connection with the accident. It is just five years ago that a similar crash occurred on the same spot. It, too, being caused by the fog. In this case, also, one man was killed.

Albert Eaton, engineer of 641, was taken to his home on Willoughby avenue, West Toronto.

September 26
1908

FIRELESS ENGINES FOR SHUNTING ON C.P.R.

They are Charged With Steam at a Central Plant and Will Last From
Three to Four Hours With One Charging.

Two fine new sample freight cars have arrived at the Union Station, for the C. P. R.. They are of Canadian build, and the framework is entirely constructed of steel, being exceedingly strong. The cars themselves are very little heavier than those of ordinary build, but have an increased capacity of nearly 20,000 pounds. They are very handsome and serviceable cars. There is also talk of some new fireless engines which may be used for shunting in the yards, the use of which would help to do away with the smoke nuisance. These engines are of light construction, and are only serviceable for short runs, as they secure their motive power from a central stationary plant. It is said that they can be operated for from three to four hours with one charging of steam. They are in use on European railways, proving a success, and it is rumored that Toronto may soon see some of them operated on the lines in the city.

TORONTO STAR

September 26, 1908

DELAYED THE EXPRESS

Toronto, Dec. 20, 1909.—The third slight derailment the C.P.R. has suffered from in the past few days in its main line west occurred yesterday morning just west of Chatham. The engine of a freight train jumped the track at the diamond and held up the express for about four hours. The delay was caused by the necessity of waiting for another engine to pull the freight engine back. The through passengers on the express, who missed their connections for the east, were quartered at the Walker house, as the guests of the C.P.R.

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December 20 1909
Spectator

C.P.R. EXPRESS WAS DITCHED

Whole Train Ran Off Near Ayr
and Rolled On to Its
Side.

NO ONE BADLY INJURED

Pullman Conductor and Two Pas-
sengers Were Slightly
Hurt.

Special to The Star.

London, Ont., Jan. 5.—The Canadian Pacific's morning express for Toronto was wrecked at Ayr this morning, where the engine and five cars were ditched.

Ayr is in Waterloo County, 14 miles south of Berlin.

It is understood about a hundred persons were on board. No one was badly hurt, but the conductor of the Pullman was slightly injured, as were also a male passenger, who had a cut over the eye, and a woman whose arm was hurt.

The accident happened about three miles to the west of Ayr, the whole train running off and rolling on to its side in the snow. Everybody was severely shaken.

The passengers are now being fed at Ayr. The train was due here at six o'clock.

Four Hundred Passengers on Board.

Between four and five hundred passengers on the Canadian Pacific train from Chicago got a bad shaking up a few minutes before 8 o'clock this morning, two miles west of Ayr station, about 51 miles west of Toronto, on the main line of the C. P. R.

As far as could be learned no one was seriously hurt, though a large number sustained bruises more or less severe.

So far the local officials of the C. P. R. have not learned what caused the accident, but it is supposed that a spread rail was responsible.

The train was made up of five coaches, all heavily laden with passengers, bound mainly for Toronto. The engine was the first to leave the rails, and then the five coaches followed. Luckily the train was pretty well in hand, or else more serious results would have happened. All of the train remained upright, though the bumping along the rails made the passengers imagine that it would be all over with them in a few moments.

As soon as word was received here of the run-off, Superintendent Osborne had a special train made up to take him to the scene.

The wrecking train was only five or six miles away from the affair, having been sent up on Monday to clear the track from a wreck that happened at Blandford, a few miles away. It was soon on the scene.

The train was in charge of Conductor A. Swinerton and Engineer George Johnston, both of this city. They reported to Toronto that no one was seriously hurt.

The wreck-bound train left Toronto, as usual this morning, the passengers being train-shipped at Ayr.

The wrecked train was due to arrive in Toronto at 2:50, but at noon there was no word of when the passengers would come in had been secured at the head office of the C. P. R.

Toronto Star

JANUARY 5, 1910

JAN. 13, 1910

\$1 Per Annum

Still Seek Cause of Ran-off

Referring to the recent accident on the C. P. R. near Ayr the Toronto Globe says;

General Superintendent James Osborne of the C. P. R. confesses himself completely baffled in regard to the cause of derailment of the Chicago express at Ayr Wednesday morning. The most searching scrutiny of rolling stock and road-bed failed to disclose any reason why the coaches should have left the rails at that point. The investigation will still go on, however, and Mr. Osborne is hopeful that something may be learned to throw light on the cause of the peculiar mishap. That no injury to passengers followed the derailment was due, Mr. Osborne thought, to the solid construction of the coaches.

"That piece of roadbed is as perfect as mechanical skill can make it," said he. "It is straight for miles, and there was so little vibration on the engine when the cars left the rails that the engineer said he could have written a letter in his cab. The rails were all tie-plated, an added precaution, making a spreading of the steel an almost impossible occurrence, and all of these plates were in their proper places."

JANUARY 13, 1910

FORTUNATE COLLISION

Passengers Had a Narrow Escape on C. P. R. Near Tilbury

Chatham, Ont., June 8, 1910.—A smash-up occurred on the C. P. R., at Tilbury this afternoon about half past three o'clock, in which the passengers on the east-bound express had a very narrow escape from injury and a catastrophe was only averted by the presence of mind of the engineer of the express.

A freight train was shunting at Tilbury when the express approached at a high rate of speed. The freight conductor saw the approaching train and most of the train being on the main line, he saw that he would be unable to get off the main track in time to prevent a collision. His engine and a couple of cars were on the siding and he attempted to get them off to make the siding clear, so that he could switch the express on the siding. The express was coming too fast, however, and in turning off on to the siding struck one of the freight cars. In the smash-up which followed, one freight car and a sand-loading apparatus were completely demolished. The passengers of the express were badly shaken up, and some of them were thrown from their seats.

The engineer of the express luckily saw the danger in time and applied the emergency brakes, otherwise there would have been a rear-end collision with the main part of the freight. As it was, traffic was delayed only a few minutes and the tracks were soon cleared.

Hamilton Spectator

JUNE 9, 1910

ENGINEER WAS GAME

Presence of Mind Saved a Serious Accident at Tilbury Yesterday

Passenger Train Runs into box Car which was left on the Siding

Through the presence of mind of the engineer on the express which arrives in this city from the west at three thirty, a serious accident was narrowly averted on the C.P.R. at Tilbury yesterday afternoon.

A freight train was doing some shunting at Tilbury when the express came in sight on her east bound trip. The main portion of the freight train was on the main line, and a few cars were on the siding. The conductor saw that he would be unable to get the main line clear for the passenger train and tried to get the cars off the siding in time to make way for the express. The latter, however, was coming at a high rate of speed, and was on top of the freight cars before they could be got clear of the siding. The conductor of the freight, however, was thoughtful enough to switch the express on to the siding, and she ran into one of the box cars, demolishing it, and also destroying a sand loading apparatus which was attached to the freight train.

When the crash came the passengers on the express were badly frightened and some of them were thrown from their seats. In the diner, the dishes and tables were one mass of confusion. The passenger train was not injured and after a few minutes delay she was able to continue her journey. The track was soon cleared of the wreckage.

When the engineer of the express saw that a collision of some kind was unavoidable, he put on the emergency brakes, and stuck to his post in the engine cab. If he had not done this the passenger would have rammed into the rear end of the freight on the main line, and serious damage would undoubtedly have resulted, as the freight conductor would not have had time to switch the passenger off on to the siding.

ES
JUNE 9, 1910

Chatham.

Roundhouse at London, Ont.—When Sir Thos. Shaughnessy visited London, Ont., recently, he was reported to have said that seven new stalls would be added to the roundhouse in the yards there, and that a number of other improvements would be made. It is now reported that plans are in preparation for the erection of a new roundhouse of much larger dimensions than the present one, and that the latter will be taken down in the spring.

We are officially advised that Sir Thomas did not make any announcement respecting the London roundhouse and that no proposition was submitted to him.

January 1910
p 27

London Roundhouse Improvements.—

We are advised that the company has under consideration two or three schemes for roundhouse improvement at London, Ont., but that no decision has been reached. No proposition was made to Sir Thos. G. Shaughnessy on the matter on the occasion of his recent visit there, and consequently he did not make any statement, as reported in the daily press.

February 1910
P127

London, Ont., Improvements.—Considerable property in the vicinity of the C.P.R. yards has been sold lately, and it is stated that the company is the purchaser. The report states that the land acquired is to be used for shops, round-house, station, office buildings, etc. General Superintendent Osborne and other officials of the company were in London May 14, looking over the yards and adjoining properties.

June 1910
p 479

London Improvements.—In an interview at London, Ont., recently D. McNicoll, Vice President, said the company would have an interesting and important announcement to make shortly, so far as London was concerned. Plans had been prepared for improvements there, but nothing would be made public about them until the company was ready to go ahead with the work.

THE LONDON TRADING CO.

July 1910
p 533

London Improvements.—In an interview at London, Sept. 14, Superintendent McNeillie, stated that he expected to receive orders to go ahead with the improvements at the station and terminals any day. The roundhouse would be the first building to be erected.

A London press dispatch, Sept. 7, stated that plans had been received in the city showing a new station at Quebec road, a 26-stall roundhouse, machine shops, office buildings, and a considerable re-arrangement of the yards.

October 1910
p 859

London Improvements.---Nothing definite has been announced as to the work to be undertaken at London, Ont., but we understand that the company has acquired the necessary property and proposes in the near future to erect a roundhouse, shops, stores, coal chutes, the necessary tracks for the same, some additional sidings, a yard office, and probably a local station in the vicinity of Quebec St.

November 1910
p 935

THURSDAY AUGUST 25 1910

C.P.R. ENGINEER KILLED AT GALT

Tie Used As a Buffer Snapped
and Struck Him

Cobalt Painter Electrocuted
By 11,000 Volts

Man Killed By Elevator—
Deaf Man Struck on Track

Galt, Aug. 24.—C. P. R. Engineer J. Hurlbutt, of West Toronto, met death here to-night as the result of a peculiar accident. He was running east on freight train No. 54, which stopped at Galt for orders about 8 o'clock. When Hurlbutt endeavored to start the train, he was unable to do so, the engine having stopped on centre, which rendered it impossible to move the locomotive either forward or backward. A yard engine was brought up to give the necessary impetus to start the engine, and as the two locomotives could not be coupled on account of their projecting pilots, a big tie was placed as a horizontal buffer between them.

When the yard engine was started, the pressure exerted broke the tie in two, and one of the flying pieces struck Hurlbutt on the jaw, killing him almost instantly. The body was removed to an undertaking establishment, and Coroner Vardon ordered an inquest. The body will be sent to West Toronto as soon as it has been viewed by the jury.

Mr. Hurlbutt was aged 30 years, and lived at 52 Mulock avenue, Toronto, with his wife and two small children. He had been an engineer for about three years and before coming to West Toronto a year ago he ran out of Teeswater.

Hamilton
Spectator

August 25
1910

Guelph Station.—Work was started Oct. 28 on the foundations of the new station at Guelph, Ont. The plans show a building 125 by 33 ft., with roof projections at each end. The foundations are being carried down to the rock, about 12 ft. below ground level. The cost of the building is put at \$20,000, and the contract for the structure, which is to be of brick with slate roof, has been let to Wells and Gray.

The plans show a brick building with slate roof, having a frontage to the tracks of 122 ft., and a depth of 35 ft. at the office section, with covered areas at each end 30 by 22 ft. over all. The layout shows a general waiting room 75 by 32 ft., off which there is an office 16 by 20 ft., lavatories for men and women, each 10 by 20 ft. There are four entrances to this room. At one end is accommodation for baggage and express, the baggage room being 18 by 28 ft., and the express room 30 by 28 ft. The building will be lighted by electricity, and the heating apparatus will be installed in a basement under the baggage and express rooms.

C. R & M W

December 1910

P 1025

BRAKEMAN ROBT. LANE'S AWFUL DEATH BURNED IN WRECK AT THAMESFORD

One Freight Piled Into Another at the Depot, the Wreck Caught Fire and Brakeman Lane Perished in the Flames—Station Was Saved by the Villagers, but Two Cars Were Burned Up.

(Special from our own correspondent)

Thamesford, Jan. 31.—A cry of fire summoned Thamesford people to the C.P.R. station at 4 p.m. on Monday. Down town it was supposed that the station and freight shed were in flames, but the loss sustained was of a more serious nature. The crowd found two freight trains, or more correctly speaking two sections of the way freight on the main line, and cars on section I., No. 87, blazing furiously with contents strewn over the yard. The fire was a result of section II., No. 645, running into No. 87 that was stopped at the freight shed while a consignment of goods was being unloaded.

Both trains were west-bound. The engine of No. 11, crashed into the van of the train standing at the station. The van telescoped the rear car and that in turn was thrown ahead on the next car. The train was heavily loaded. The cars took fire and when the crowd arrived, it seemed that all must be destroyed. The train crews uncoupled the burning cars, and both trains were shunted away from the burning section.

The village people took the responsibility of preserving the station, though the outlook seemed hopeless. Snow and buckets of water steadily drenched the platform and roof. The contents of the station agent's (Mr. M. McPhee) rooms were carried out. The contents of the freight shed were also removed to safety.

At this point the absence of Brakeman Robert Lane, Stratford, who belonged to No. 87 freight, was noted. The train crew and willing helpers could only think the worst, that he had met death in the burning van. As soon as possible a search was made and the blackened body of the man was located in the flames. The remains were expeditiously removed, and Dr. McGowan, who was at the scene, telephoned Coroner Neff of Ingersoll.

The news of this tragedy of the fire cast a gloom over the crowd of fire fighters as they worked valiantly to conquer the flames. The auxiliary was summoned and reached the scene at about 5.30. The superintendent and other officials came down from London and they with the auxiliary crew took charge of the property.

On the arrival of Coroner Neff, the remains of Brakeman Lane were removed to the hall. The crews of both trains were sworn and a jury of local men empaneled.

Conductor Atkinson of Toronto was in charge of the second section and Conductor Fitzpatrick, London, was on train No. 87.

The jury men are as follows: Alex. Wallace, Robert McFarlane, Alex. Hosack, Geo. Reavely, Jas. Henderson, W. J. Smith, N. Empey, J. Clark, H. Golding, E. Webb, T. Webb, J. Robins.

Lane, the dead man, was formerly a Grand Trunk trainman running out of Stratford, and after the Grand Trunk strike went to the C.P.R. He boarded with Mrs. Kinsella, 556 Adelaide St., London, and is survived by a wife and three children in Stratford.

Eastbound train No. 6 due to leave London at 5.35 p.m., was diverted by the interswitching to the Grand Trunk main line, where it was taken to Woodstock and diverted back to the C.P.R.

The fact that one of the damaged cars was heavily loaded with granite necessitated transshipment, and meant a loss of time to the wrecking crew.

Assistant Superintendent McNeikle, who personally investigated the wreck, said that so far as he was aware the wreck had been caused by the neglect of the dead man to protect the rear of his train.

"We found the charred remains of a man in the wreckage" said Mr. McNeikle, "but at the coroner's inquest, held by Dr. Neff last night, there was no direct evidence given that the remains were those of Lane. He is missing, however, and we are sure that he was the unfortunate man who lost his life. The accident happened right at the station, and that caught fire, but good work by the trainmen and the townspeople saved the station and the agent's household goods."

LONDON AND TORONTO MEN.

While Engineer Kennedy and Engineer McNamara, are both West Toronto men, the remainder of the crews, with the exception of the dead man, Lane, came from London. Conductor Orencoff, of the extra freight, Conductor Fitzpatrick of the way freight and Brakemen Atkinson and Kelly, Lane's running mates, all being Londoners.

The damage to the rolling stock of the company by the wreck was comparatively light, the loss of the pilot of 645, the caboose of the way freight and two way freight cars being the only damage so far as rolling stock was concerned, that the company sustained.

Engines
645
685

Woodstock
Review

JANUARY 31, 1911

FREIGHT CAR OFF THE TRACK

Caused Delay of Passenger
Trains on the C. P. R. and
Referee Was Late.

A freight car off the track at Maloney's siding near Schaw station was the cause of the evening's trains from the east being delayed on the C. P. R. last night. The wreck was not of a serious nature but the derailed car lay across the right of way and completely blocked traffic until it was removed by the auxiliary from Toronto.

The train due in Galt at 5.37 did not reach here until nearly ten o'clock and the 9.18 followed about three-quarters of an hour later.

The most serious feature of the tie-up, as far as Galt was concerned, was the fact that Herb Clark, of Toronto, who was to referee the professional game here last night, was a passenger on the 5.37 and was unable to arrive in time for the game. A local referee and a Waterloo man were used to fill his position, but the real man got to Galt in time to handle the play in the exciting seventeen minutes' overtime.

Galt.

February 14, 1911

WRECK NEAR AYR THIS MORNING

Four Freight Cars off the Track and Traffic Was Delayed for Three Hours.

There was a small wreck near Ayr about three o'clock this morning when four freight cars skipped the track. The train was not going at a very fast speed at the time and was brought to a standstill before the cars overturned. The services of the auxiliary from London were necessary to put the train again on the rails and traffic was delayed for about three hours. There was little damage to the rolling stock, although the track was torn up for a considerable length.

and queen and duly crowned amid the congratulations of the rest of the company. The fortunate pair were Mr. Frank Knowles and Mrs. George Fletcher. Several new and novel games were indulged in, and to some was attached a small fee, which added to the proceeds of the evening. Music, vocal and instrumental, also contributed to the pleasure of the guests.

Shortly after eleven o'clock a sumptuous supper was served on a table which was literally a bower of beauty. A host of good things were provided and in the midst of such charming surroundings it was little wonder that they quickly disappeared.

After supper, games were resumed and it was not until the early morning hours that the happy gathering dispersed, each receiving a pretty souvenir as a memento of the occasion. The amount realized for the building fund was thirty dollars.

WRECK AT GUELPH JUNCTION.

Gilbert Jones and Harry Wine-mark, sectionmen, were struck by a train and killed at Guelph Junction on the C.P.R. during a blinding snowstorm last night. The accident occurred at 7.30 o'clock. The officials decline to say a word about it.

Galt Daily Reporter

February 15, 1911

TWO WRECKS AT GALT

Traffic Was Delayed and Rolling
Stock Was Damaged

¹⁹¹¹
Galt, July 28.—Traffic on the main line of the C.P.R. between Chicago and Toronto was delayed this morning by a couple of wrecks in the yards at Galt. Considerable damage was done to rolling stock, but no person was hurt.

The second section of the through beef train going east ran into an open switch at 2 a.m. and collided with five empty cars on the siding. The wheels of the engine were buried to the axle on one side and the track torn up for a considerable distance. A call was sent to London for the auxiliary, and while on its way to Galt the flat car on a train entering the station buckled and was thrown off the track. The wrecking crew had to replace the broken flat car on the rails before it could proceed to the scene of the first accident.

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July 29, 1911 Spectator

AUGUST 25, 1911.

EAST LONDON

RUSHING WORK ON THE C. P. R. ROUNDHOUSE

Contractors Hope to Have Most of Improvements Ready by October
—Cost at \$250,000.

With the steel beams and columns of the new roundhouse and machine shop being built by the Canadian Pacific Railway near the Quebec street crossing, the contractors expect to have the work finished by the early part of October. The roundhouse is being built in a semi-circle of twenty-two stalls for the present, the balance to be put in as soon as they are needed. Sixty men are rushing the work, and the yards are the scene of great activity. The machine shop has measurements of 50 by 125 feet, and will be entirely of concrete. A new rolling plant is being built, and the new roller pit is a complete change over the old style pit. It will be no longer necessary for the men to crawl under the engine, for the rollers will be worked from under the cars by machinery. New trackings is being laid to the roundhouse and also in the yards. All in all, many improvements being made at the plant and by the C. P. R. will approximate about \$250,000. It is said that the creation of the new machine shop and roundhouse will mean the addition of but a few men to the present force.

August 25, 1911

TWO HIGHLANDERS KILLED IN WRECK; MANY RECEIVE SERIOUS INJURIES

Head-on Collision Between Military Train and Express

SEVERAL INJURED MAY DIE

Streetsville Junction Scene of a Tragic Close to the Thanksgiving Day Manoeuvres—Special Train With Doctors and Nurses Rushed to the Scene.

The Thanksgiving Day army manoeuvres had a fatal termination when two C.P.R. trains collided at Streetsville Junction at 8.01 last evening, killing two persons and injuring about thirty others.

The Chicago express leaving Toronto at five o'clock, heavily laden with holiday travellers, had orders to pass troop special number two at Streetsville Junction. The troop special had likewise orders to pass the river at this point but instead of taking the switch at the west end of the station yard the engineer overtook his limit and struck the regular when it had just got under way. The result is to blame the C.P.R. officials were unable to state last night, and the truth will not be known until an investigation is had by Superintendent Clouston this morning.

Fortunately both trains were travelling at slow speed on the casualties

said that Hannatyne's back was broken. Car of Old Type.

The fact that the baggage car was of an old type, lightly constructed, may account for the demolition. While the impact was not severe on the other coaches of the train towards the rear, the two coaches most affected were splintered into fragments. The confusion was great, lights went out and general chaos prevailed. Orders were shouted on every hand, but nobody knew where to turn. As soon as the seriousness of the situation dawned upon those in command the men turned to with a will. There was no chance to take the killed or injured out of the doors, and the sides of the passenger coach had to be cut away with axes. Emergency calls were sent to Toronto for medical assistance and a corps of doctors and nurses was quickly despatched from the Western Hospital. The station platform and freight sheds were turned into an impromptu hospital.

VICTIMS OF THE WRECK

DEAD.

PRIVATE M. MURDOCK, 11 Bloor street east. Has an uncle at Milton.

PRIVATE J. HANNATYNE, 110 Aldine avenue, aged 20, single. Parents in the old country. Identified by a brother.

AT WESTERN HOSPITAL.

ALBERT HENDERSON, aged 16 years, 28 Macpherson avenue, badly injured.

SERGEANT ARTHUR GREEN, aged 29 years, cuts, bruises and minor injuries.

HARRY RUNNACLES, aged 29 years, 144 Dovercourt road, face severely cut and severely crushed.

GEORGE A. CROSBY, aged 21 years, 189 Crawford street, badly cut.

JOHN FIRMAN, married, aged 22, 126 Harrison street, cuts and bruises.

WILLIAM CHESSELL, aged 19, 15 Smith street, face terribly cut, and bruised about body.

ANDREW CHADWICK, aged 22, 77 Spruce avenue, cuts, bruises and possible internal injuries.

HENDERSON, aged 43, 28 Macpherson avenue, badly injured.

ALEXANDER SINCLAIR, aged 23, 18 Brant street, very seriously injured; recovery doubtful.

JOHN HEFFREY, aged 16, 263 Holland avenue, cuts and bruises.

RODERICK MACKENZIE, aged 21, 162 Bathurst street, very seriously injured.

CORPORAL W. T. WELLS, 110 McCaul street, head and face cut.

MELVIN MALCOLM, aged 22, 78 Givens street, legs badly smashed and severe cuts on head.

ROBERT BOAG, aged 20, 15 Maple Grove, seriously injured.

GEORGE W. OLIVER, aged 21, 1,654 Dovercourt road, cuts and bruises.

PRIVATE SOUTER, minor injuries; was able to go home.

D. O. LEWIS, aged 22, 216 Richmond street, face and head terribly cut.

Streetsville Junction Wreck.

October 29, 1912

...had a fatal termination when two C.P.R. trains collided at Streetsville Junction at 8:31 last evening, killing two persons and injuring about thirty others.

The Chicago express leaving Toronto at five o'clock, heavily laden with holiday travellers, had orders to pass troop special number two at Streetsville Junction. The troop special had previous orders to pass the flyer at this point, but instead of taking the switch at the west end of the station yard the engineer overtook his limit and struck the regular train as it had just got under way. Who is really to blame the C.P.R. men were unable to state last night, and the truth will not be known until an investigation is had by Superintendent Coulter this morning.

Fortunately both trains were travelling at slow speed or the casualties would have been more numerous and more severe. While the locomotives were damaged to but a slight extent, a colonial sleeper on the troop train was telescoped to more than half its length by the baggage car. The crews of both trains escaped injury. It was suggested last night that the engineer of the troop train as he approached the switch at the west end of the yard found that his brakes refused to work, while the brakeman, who understood the orders, stood on the steps of the first car ready to jump on and open the switch, which would have sidetracked the special and enabled the regular to pass through on the main line, according to the regulations.

Through Sleeper

The immediate effect of the accident was appalling. The baggage car, No. 1987, literally ploughed through the colonial sleeper, which was filled with millions, breaking through berths and demolishing seats as if they had been made of pasteboard. The shock was terrific. The men of the Company of the 4th Highlanders occupied the front seats and scarcely one escaped without more or less injury. It was fortunate that the floor of the baggage car did not penetrate the passenger coach at a high level, or the loss of life would have been greater. Both the dead men were badly cut about the head and it is

said that Hannaford's back was broken.

Car of Old Type

The fact that the baggage car was of an old type, lightly constructed, may account for the demolition. While the impact was not severe on the other coaches of the train towards the rear, the two coaches most affected were splintered into fragments. The confusion was great, lights went out and general chaos prevailed. Orders were shouted on every hand, but nobody knew where to turn. As soon as the seriousness of the situation dawned upon those in command the men turned to with a will. There was no chance to take the killed or injured out of the doors, and the sides of the passenger coach had to be cut away with axes. Emergency calls were sent to Toronto for medical assistance and a corps of doctors and nurses was quickly despatched from the Western Hospital. The station platform and freight sheds were turned into an improvised hospital, and everything possible was done to alleviate the suffering of those injured.

Debris Set on Fire

Meanwhile the rush of holiday traffic was bearing down upon the junction. In addition to the two trains involved in the accident, a long freight train, the flyer from the west was due, the Trowwater local nosed down and two relief trains came out from Toronto bearing General Superintendent Arundel and the wrecking crew, with doctors and nurses. As the side of the coach was chopped out to reach the injured, the debris was fired and, as the flames climbed high, the report was flashed to Toronto that the wreck was in flames and over fifty lives had been lost. Intense excitement prevailed, and at every point along Dundas street exaggerated stories were flung from house to house, forecasting one of the worst railway disasters in Canada.

Conflict of Authority

As soon as the news of the accident spread around Streetsville, Coroner R. H. Smith issued a warrant for an inquest impaneled a jury and viewed the remains of Private Murdoch. Some conflict of authority arose at this point, and for a while the Coroner refused to release the bodies. This held the relief train back for

(Continued on Page 2.)

WILLIAM CHESSELL, aged 19, 15 Smith street, face terribly cut, and bruised about body.

ANDREW CHADWICK, aged 22, 77 Spruce avenue, cuts, bruises and possible internal injuries.

HENDERSON, aged 42, 26 Macpherson avenue, badly injured.

ALEXANDER SINCLAIR, aged 23, 12 Brant street, very seriously injured; recovery doubtful.

JOHN HEFFREY, aged 19, 209 Holland avenue, cuts and bruises.

RODERICK MACKENZIE, aged 22, 142 Bathurst street, very seriously injured.

CORPORAL W. F. WELLS, 119 McCaul street, head and face cut.

MELVIN MALCOLM, aged 32, 78 Givens street, legs badly smashed and severe cuts on head.

ROBERT HOAG, aged 20, 28 Maple Grove, seriously injured.

GEORGE W. OLIVER, aged 21, 1,054 Dovercourt road, cuts and bruises.

PRIVATE SOUTER, minor injuries; was able to go home.

D. O. LEWIS, aged 23, 210 Richmond street, face and head terribly cut.

E. L. VOKES, aged 19, 246 Bathurst street, badly cut and bruised.

WILLIE WATSON, aged 12, son of Corporal William E. Watson, 20 DeGraw street, terribly cut and bruised.

OECIL WILLIS, aged 19, 112 Beach avenue, badly injured.

A. MCNOBLE, aged 19, 24 Markham street, very seriously injured.

JAMES PHILLIPS, aged 45, 725 Manning avenue, badly cut and bruised.

PRIVATE VAGE, very seriously injured.

AT GRACE HOSPITAL

CORPORAL W. E. FOOTE, 93 Dagwall avenue, fractured thigh.

PRIVATE THOMAS THOMAS, dislocated wrist.

PRIVATE ROY WILKINS, crushed foot.

W. H. SHEARD, unconscious, suspected fracture of the base of skull; taken to hospital wrapped in Col. Mitchell's greatcoat.

Streetsville Junction Wreck.

October 29, 1912.

The emergency was a very man-
counted had a fatal termination
when two C.P.R. trains collided at
Streetsville Junction at 8.01 last
evening, killing two persons and in-
juring about thirty others.

The Chicago express leaving Tor-
onto at five o'clock, heavily laden
with holiday travellers, had orders to
pass troop special number two at
Streetsville Junction. The troop
special had orders to pass the
flyer at this point, but instead of
taking the switch at the west end of
the station and the engineer over-
took his limit and struck the regular
train it had just got under way. Who
is really to blame the C.P.R. en-
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Fortunately both trains were travel-
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would have been more numerous and
more severe. While the locomotives
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a coalier sleeper on the troop train
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length by the baggage car. The crews
of both trains escaped injury. It
was suggested last night that the en-
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of the station found that his brakes re-
fused to work, while the brakeman,
who understood the orders, stood on
the steps of the first car ready to
jump off and open the switch, which
would have sidetracked the special and
enabled the regular to pass through
on the main line, according to in-
structions.

Through Sleeper.

The immediate effect of the acci-
dent was appalling. The baggage car,
No. 1,007, literally ploughed through
the coalier sleeper, which was filled
with millmen, breaking through
berths and demolishing seats as if they
had been made of pasteboard. The
shock was terrific. The men of "A"
Company of the 14th Highlanders oc-
cupied the front seats and scarcely
one escaped without more or less in-
jury. It was fortunate that the floor
of the baggage car did not penetrate
the passenger coach at a high level,
or the loss of life would have been
greater. Both the dead men were
badly cut about the head and it is

said that Hannafin's back was broken.

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sistance and a corps of doctors and
nurses was quickly despatched from
the Western Hospital. The station
platform and freight sheds were
turned into an improvised hospital,
and everything possible was done to
alleviate the suffering of these in-
jured.

Debris Set on Fire.

Meanwhile the rush of holiday traf-
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freight drew in; the flyer from the
west was due; the Toronto local nosed
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oner refused to release the bodies.
This held the relief train back for

(Continued on Page 2.)

WILLIAM CHESSELL, aged 19, 15 Smith street, face
terribly cut, and bruised about body.

ANDREW CHADWICK, aged 22, 77 Spruce avenue,
cuts, bruises and possible internal injuries.

HENDERSON, aged 43, 28 Macpherson avenue, badly
injured.

ALEXANDER SINCLAIR, aged 31, 13 Brant street,
very seriously injured; recovery doubtful.

JOHN HEFFREY, aged 18, 260 Holland avenue, cuts
and bruises.

RODERICK MACKENZIE, aged 22, 163 Bathurst street,
very seriously injured.

CORPORAL W. F. WELLS, 110 McCaul street, head
and face cut.

MELVIN MALCOLM, aged 32, 78 Givens street, legs
badly smashed and severe cuts on head.

ROBERT BOAG, aged 20, 28 Maple Grove, seriously in-
jured.

GEORGE W. OLIVER, aged 21, 1,054 Dovercourt road,
cuts and bruises.

PRIVATE SOUTER, minor injuries; was able to go
home.

D. O. LEWIS, aged 23, 310 Richmond street, face and
head terribly cut.

E. L. VOKES, aged 19, 546 Bathurst street, badly cut
and bruised.

WILLIE WATSON, aged 12, son of Corporal William
E. Watson, 20 DeGrami street, terribly cut and
bruised.

CECIL WILLIS, aged 19, 122 Beach avenue, badly in-
jured.

A. MENOBLE, aged 19, 28 Markham street, very seri-
ously injured.

JAMES PHILLIPS, aged 42, 725 Manning avenue, badly
cut and bruised.

PRIVATE VAGE, very seriously injured.

AT GRAVE HOSPITAL.

CORPORAL W. E. FOOTE, 21 Dagwell avenue, frac-
tured thigh.

PRIVATE THOMAS THOMAS, dislocated wrist.

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W. H. SHEARD, unconscious, suspected fracture of
the base of skull; taken to hospital wrapped in
Col. Mitchell's greatcoat.

Streetsville Junction Wreck.

October 29, 1912

TWO HIGHLANDERS KILLED IN WRECK

(Continued from Page 1.)

half an hour, and there were loud protests from the officers because the injured were prevented from securing the necessary treatment at the hospitals in the city. The situation became strained and for a time it looked as if the sham warfare of the holiday would take on a more beligerent aspect. "Imagine a Coroner who knew of the nature of the accident," said an officer to The Globe, "raising the point that Murdock might have met his death by poisoning. He raised technical questions and quibbled until we were well nigh exasperated. It is a wonder we did not come to blows. The men felt that after the jury had viewed the remains of Murdock the body might have been released to be subject to the usual post-mortem at the examining doctor's convenience."

Thirty Driven From Car.

One member of the Highlanders' regiment told The Globe that many members of that regiment would surely have been killed had it not been for the fact that, although about thirty of them had crowded into the baggage car a few minutes before the accident, they were chased out of it by the train crew.

A special train of four cars was rushed to the scene from Toronto by the C.P.R., and at eleven o'clock it returned to the head of Bathurst street, where twelve ambulances were in readiness, and the dead and injured were removed to the hospitals and undertaking parlors.

Thrown in a Heap.

There were thirty-four members of "A" Company of the 4th Highlanders in the passenger car and the baggage car, according to Corporal D. Collins, 41 Cooper Avenue, and every one of them was pinned when the impact came.

"The first sensation we had," said Corporal Collins to The Globe, "was that of everything at the front of our coach being ripped up. The platform

were settling down for a jolly ride back to the city. The crash which came suddenly did not appear serious to those at the rear of the train, some of whom thought it was merely the application of the emergency brake.

To those at the front, however, it was a disaster followed by a scene of the most appalling misery and chaos. The baggage car, with its heavy contents, telescoped the first passenger coach and its floor went through the thickly-peopled car like a great knife, backed by a momentum of hundreds of tons. The outside walls of the baggage car slipped over the walls of the passenger coach, while its floor, entering the passenger coach first above the bottom of the car, rose at a slight incline toward the ceiling of the passenger coach at its rear end.

Thus the passengers at the front of this car were caught by the feet and legs, while those toward the end were injured higher up.

To the fact that the floor did not enter the passenger coach at a higher level may be attributed the comparatively small number of deaths. The massive floor, however, mowing its way through the passenger coach, tore down everything in front of it, until struggling men were buried in the debris of seats in an inextricable confusion.

Chopped Way to Injured.

As soon as the accident had occurred efforts at rescue were begun by officers and men from the remaining coaches. It was now quite dark, and conditions for rescue could not have been much worse. The ambulance corps from Toronto was on the train ahead and quite beyond reach. The Hamilton Ambulance Corps had gone their own way home, leaving almost nothing but the usual equipment of saws and axes with which the rescue brigade could operate. Torches were procured at once, and with these the lighting problem was solved. Efforts to rescue the men pinned down in the baggage coach began at once. Volunteers swung axes and pushed saws with almost superhuman vigor. At such a pace did they work that each axeman had to be replaced every few minutes by a fresh worker. A great hole was cut in the side of the car, and the dead and wounded and the debris removed to the side. Other workers made a pile of the debris, which was soon a blazing bonfire, making an uncanny sight under most distressing circumstances.

Shoving Cars for Hospital.

At first the rescuers did not know what to do with the victims. Medical aid was scant, and there was no

Streetsville Junction Wreck

October 29, 1912

The train was nicely under way on its return journey. The soldiers were laughing and joking over the events of the day, as members of the city government always do when out for a brief respite. The transport officers had counted heads and all

Coroner Winneth, Captain in the Queen's Own, who was on the ill-fated train, in an interview with The Globe last night attributed the cause of deaths and injuries to the wretchedly constructed cars in which the soldiers were packed together.

Superintendent, and they did everything in their power to make the unfortunate accident as harmless as possible. Every course and convenience was provided for the patients, and every kindness shown in all inquiries.

THE OTHER SIDE OF THE DAY

October 29, 1912

MANY LIVES IN GREAT DANGER WHEN TRAIN RAN INTO ENGINE

Express From Detroit Smashed Into Light Engine at Strachan Avenue.
—Mr. Frank Oliver Badly Cut by Glass and Several
Others Were Bruised and Shaken Up—Eight
in All Required Medical Aid.

WAS MOVING SLOWLY, OR RESULTS
WOULD HAVE BEEN MUCH WORSE.

Death in terrible form was narrowly averted from scores of passengers on C.P.R. express number 634 from Detroit to Toronto yesterday afternoon when the train left the main line just at the Strachan avenue crossing and smashed into a stationary light engine and box car which was standing on a siding.

As the result of the accident, Mr. Frank Oliver, son of ex-Mayor Joseph Oliver, is in bed at his father's home, 588 Sherbourne street, with serious cuts and bruises. Eight other passengers required medical attendance, and a large number of others, more or less cut and shaken up, left the train without giving their names or addresses.

Railway Finding the Cause.

The cause of the accident is not yet known, but W. Coulter, terminal superintendent, opened an investigation this morning in an endeavor to place the responsibility.

The accident happened just as the Detroit train was slowing up for the short run into the Union Station. Many of the passengers were standing in the aisles preparatory to getting out, which served to make the shock all the more severe. Had the train been running at anything like its usual speed there would have been a long death list in all probability.

An open switch in front of the stationary engine threw the heavy train on to the same line with it, and before

(Continued On Page Two.)

LIVES IN DANGER. TRAIN RAN INTO ENGINE

Continued from Page One.

the engineer in charge of the express could throw on his emergency brakes the two engines came together. The greater weight of the express told at once, and the light stationary engine was thrown back on to the box car behind. The end of the tender went completely through it, reducing it to splinters. Strangely enough, neither of the two locomotives were seriously damaged, the pilots alone being smashed in.

Confusion Was Great.

There was a scene of great confusion on the express. The violence of the shock threw passengers out of their seats with much force, those who were standing up getting the worst falls. Several women became hysterical. The railway officials at once sent word to Dr. A. H. Beatty, chief surgeon for the C.P.R., who hurried to the spot. Most of the passengers who were not badly hurt left the train at once, and their names and addresses were not obtained.

List of Injured.

Those who were the worst hurt were:

Frank Oliver, 588 Sherbourne street, face and hands badly cut and badly shaken up.
Mrs. Edith Jones, 54 Beverley street, head cut and severely shaken up.
R. Weir, Leam, Eng., near London, nose bruised and suffering from shock.
Mrs. Brock, Chicago, severely shaken up, and suffering from shock.
Mrs. Baird, Detroit, slightly bruised and shaken up.
Mrs. J. J. Howe, Preston, mouth cut and slightly bruised.
Mrs. H. J. Howe, Detroit, suffering from shock and slightly bruised.
Mrs. Joseph Robinson, Woodstock, head badly bruised.
Ralph Yeomans, Detroit, leg badly bruised and severely shaken up.

Escape Was Narrow One.

There was, of course, considerable delay before the express could complete its run to the Union Station. The auxiliary train was sent to the spot with all possible speed, but was needed only to clear away the wreckage of the box car. The express locomotive was able to back away from the light engine and finish the run to the station under its own steam. The main line was blocked for only a short time.

Mr. Oliver's escape from death was a narrow one. He was standing up in the smoking compartment of one of the forward cars when the shock came. Taken completely off his guard, he was thrown head first into one of the heavy plate glass mirrors at the end of the compartment, and this broke under the shock. For a moment Mr. Oliver was deluged about the head and hands with falling pieces of jagged glass, and was badly, if not seriously, cut. One of the cuts on his head would probably have been fatal had the glass been deflected only a trifle from the direction it took. Mr. Oliver is under the care of a nurse and doctor, and is not considered to be in any danger to-day.

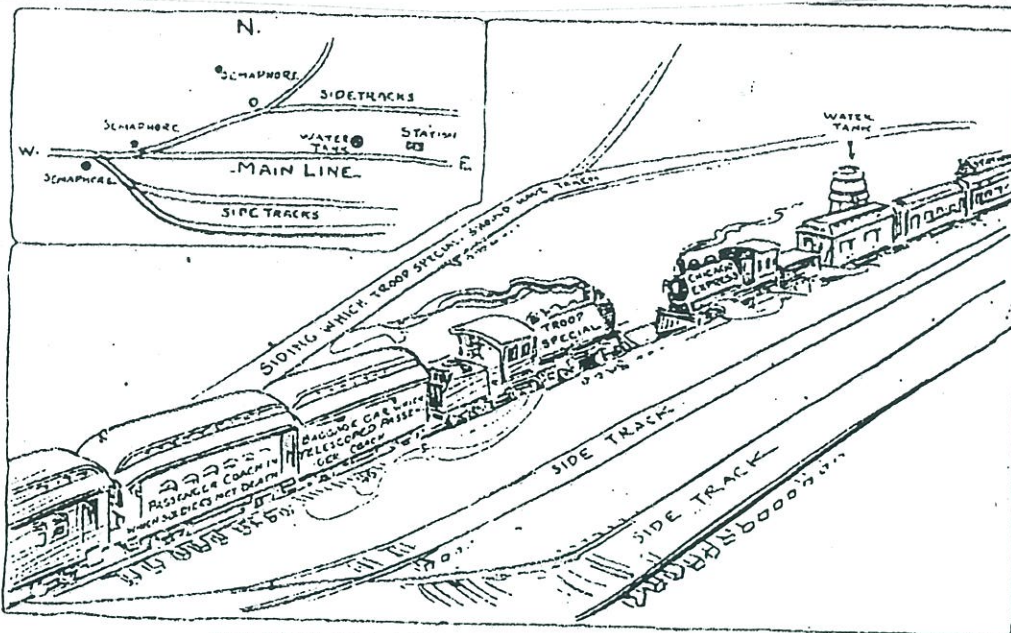
To reach home workers, use The Star Wants.

TORONTO

Toronto Star

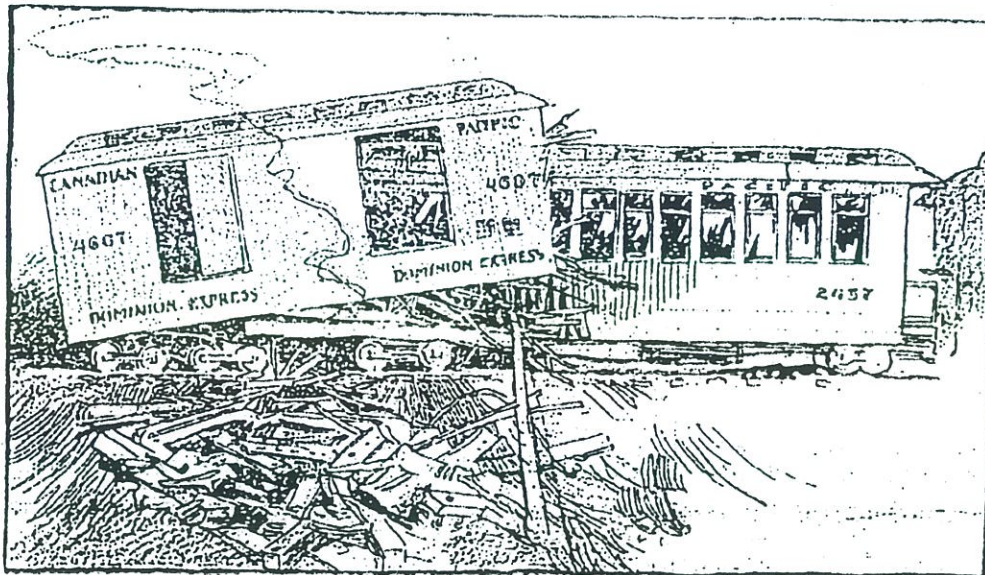
October 26, 1912.

October 29, 1912



THE SCENE OF WRECK AND THE SWITCHES THAT WERE MISSED.

The above diagram shows the position of the trains as they came together in head-on collision. The Detroit express had just started to move west from Streetsville station. The troop special, which should have taken a siding, came crashing along on the main line and the engineer was unable to stop it. The diagram in the upper left hand corner shows the disposition of the switches approaching Streetsville station from the west as the troop train did. There were switches on both sides, but the troop train stayed on the main line.



HOW THE PASSENGER CAR TELESKOPED.

The above sketch of the two wrecked cars at Streetsville shows how the first passenger coach telescoped itself against the rear of the baggage coach ahead. The baggage coach rose from its rear trucks and the oncoming passenger coach was shivered to splinters. "A" Company, 18th Highlanders, occupied the coach. Only six men escaped injury, and it is a marvel that the deaths were not more numerous.

October 30
1912

Searching Investigation of Streetsville Wreck Promised Aftermath of Tragic

HAVE DECIDED TO HOLD TWO INQUESTS ON HOLIDAY WRECK

The Attorney-General Authorized Coroner Johnson to Make a Full Enquiry.

INJURED DOING WELL

Sheard, However, Is Still Unconscious—Queen's Own Show Sympathy.

There is to be the fullest of investigations into the Streetsville railway wreck of Monday night. One inquest will be held in Streetsville on the body of Corporal F. H. Smith and another in Toronto on the same day on the body of John Hannaford. Besides the two inquests there is a possibility that the Dominion Railway Board will be asked to conduct an investigation to supplement that which is being conducted in Toronto and London by the C. P. R. The decision to hold an inquest in Toronto, as well as one on the scene of the wreck, is not without precedent. The same thing was done at the time of the Caledonia wreck about six years ago. Attorney-General Roy decided to hold the second inquest after the coroner, at this inquest Dr. Johnson will examine the condition of the bodies of the injured and will be given the preliminary inquest in Toronto will be held at the morgue this afternoon. The Attorney-General was not prepared to discuss the alleged difference of opinion between Dr. Smith of Streetsville and the military authorities on Monday night.

Will the Board Do Anything? The Dominion Railway Board takes any part in the investigation it will be to examine the condition of the railroad track used to transport the troops on the day of the accident. Military men declare that the cars in which the 48th were traveling were so old and flimsy as to be unsafe. The board may be asked to make orders governing the class of rolling stock to be used in future on similar occasions. Military men about town feel very strongly on this point, declaring that two lives might have been spared and much suffering avoided had the railroad authorities been of stronger and more modern construction. The city may modernize the efforts of the military men and the military authorities on Monday night.

Injured Are Improving. Encouraging reports on the condition of the injured at the hospitals were given out this morning. Private W. H. Sheard, who is the most seriously injured of all and is at Grace Hospital, is still unconscious from a fracture of the skull. The doctors expect a slight improvement this morning and there is some hope of his recovery.

All the injured at the Western Hospital are reported to be doing well. Samuel Chiswell, of 15 Smith street, was able to go home last night. The general impression now seems to be that the wreck was due to the failure of the air brakes on the troop train. The train was, of course, a very heavy one, and there is a down grade near the Streetsville station.

Sympathy from Q. O. R. Going to the accident, and out of respect to the officers, non-commissioned officers, and men of the 48th Highlanders, the presentation of prizes of the Q. O. R., which was to have taken place this evening, is postponed until the following week. The prizes are all social functions by the officers, non-commissioned officers, and men of the regiment. The weekly parade, however, will be held as usual.

Over at the Armoury, a heap of broken rifles and torn and blood-stained uniforms show the terrible force of the shock with which the train met. Many of the heavy rifles are broken in pieces; in others the steel barrels are bent and twisted. The loss to the Government, and to the regiment, will be worth \$35 apiece, and Highland uniforms worth \$15. There is not a white jacket left in A Company of the 48th, and many of the "porters lost or destroyed contained money, watches, and valuables.



WM. CORBETT, of the C. P. R., passenger department, who was pinned to the floor of the baggage car, but escaped serious injury.

DR. SMITH SAYS HIS WRECK INQUIRY IS TO BE COMPLETE ONE

Coroner at Streetsville Cannot Understand Need of Second One in Toronto.

SUBPOENAS ARE OUT

There is some pretty clear-cut difference of opinion over the holding of two distinct inquests on the Streetsville wreck, one by Coroner Smith in Streetsville on Tuesday night, and another in Toronto by Chief Coroner Johnson.

Over the long distance telephone this morning Dr. Smith expressed considerable surprise at the news that an inquest would be held here also. "It's a mystery to me," he said, "I certainly intend to make my investigation as full and wide as possible. I intend to subpoena the C. P. R. officials, the chief dispatcher at London, the engineer from Toronto, Mr. A. J. Hertzberg, chief member of the C. P. R. for the Toronto division, and the military authorities. There is no reason that I can see why the Toronto investigation should be any fuller. I suppose it is the action of the military men that will explain this. You must rest assured that the investigation here will be just as complete as it can be made. Some four subpoenas are already issued."

Dr. Smith was perfectly right in the action he took over the inquest, said a Toronto doctor this morning. "There are a lot of lunatic ideas in Toronto, who seem to think they are the whole thing. Of course, the Chief Coroner is justified in holding another investigation if he wants to, but all this criticism of Dr. Smith is perfectly wrong. It will be a little inconvenient for some of these Toronto gentlemen to go out there and give evidence, but I fancy that Dr. Smith will see to it that they do."

There seems to be a tendency on the part of some people to suppress the County Coroner and to get all the inquests brought into the city, and also to have a great deal of fuss over these investigations. The inquest on the body of John Hannaford, killed in the Streetsville wreck, was opened this afternoon at the morgue by Chief Coroner A. J. Johnson. Hannaford's body was taken over to the morgue from the undertaker's this morning and was viewed by the jury.

WRECK VICTIMS STILL CONTINUE TO IMPROVE

Doctors Have Hopes of Saving Life of W. H. Sheard—How They Are.

The condition of the injured at the Western and Grace Hospitals was very favorable at two o'clock this afternoon.

W. H. Sheard, the most seriously injured, who is at Grace Hospital, shows slight improvement. The doctors now expect him to recover. W. E. Poole, Thomas Thomas, and Roy Wilkins, the other three at Grace Hospital, are all rallying.

At the Western Hospital, all the victims are doing nicely.

SYMPATHY OF THE WEST.

Highlanders at Vancouver Wire Condolences to the 48th.

The following telegram from the Seaforth Highlanders of Vancouver, B. C., was received by Lieut.-Colonel Hendrie of the 48th this morning:

"Lieutenant-Colonel and all ranks of the Seaforth Highlanders send you and your regiment their sincere condolence in the unfortunate loss you have sustained through the accident at Streetsville Junction. (Signed) Major John A. Tait."

WERE CARS ON WRECKED TRAIN TOO OLD TO BE USED SAFELY?

Considerable Criticism Heard as to Age and Condition of Coaches Used for Transporting Soldiers on Thanksgiving Day—C.P.R. Officials Refuse to Discuss the Matter.

SOMETHING FOR CORONERS TO LET LIGHT INTO

Were the cars of the troop train involved in the Streetsville wreck on Monday night so old and in such a state of disrepair as to render them unsafe for the purpose to which they were put?

Such discussion is going on around this point, and it is most probable that an investigation into it will be held. The C.P.R. officials refuse to discuss it and any information they may have to give will have to be obtained by the coroner.

"It is unnecessary to say that cars built ten or twenty years ago are not so well calculated to stand up in times of accident as do the more modern ones," said the superintendent of a big out-of-town car building firm. "I would be very loath to say that the C.P.R. would send out cars that are unsafe, however. I have worked with them and I know that their inspectors are competent and vigorous. You never can tell what causes an accident. In the case of the terrible wreck at the Spanish River two of three years ago no one ever found out that caused it. Lightness of construction is, of course, a bad feature in all cars and if a car is lightly built it does not matter how heavily it is loaded with passengers. When a heavy train is in collision it is the lighter cars in it which give way first, and that was apparently what happened here."

The Baggage Car. "From what I am told the baggage car in this wreck was what is known as a box baggage," a railroad man told The Star this morning. "Very few of these are built in this country, and none in the United States except for use on milk trains. They have come into use in this country mainly for handling immigrants' baggage. It is simply a case of freight versus passenger construction."

"But when creeping occurs in an accident, it does not matter what sort of car it is, it is the way it is used, when the axle of one car runs down the next and slides along the floor. This happened at Streetsville. The heavy, modern construction to be found here would have afforded no protection against this. A quarter-inch steel plate, which is the heaviest used, will not stop the advance of a car pushed by the whole weight of a train behind them."

The object is to prevent creeping. If the axle of one car strikes those of another squarely on the end and they hold up under the strain, provided they are heavily enough built. To ensure this, the New York Railway have an arrangement at the ends of their cars somewhat like fingers, which lock into corresponding ones in the next car.

Protection Against Creeping. "There is not very much protection against creeping in the case of the ends of a car, and there necessarily cannot be because of excessive weight. Modern cars are built with massive corners and steel reinforcement. Certainly, the old type of box baggage car does not stand much chance when two big trains of heavy, modern cars come together. There is always danger with them in an accident. They can not be provided with spring buffers which lessen shock, or steel plating, which have the same effect. We do not consider it advisable to use them at all."

Tremendous Shock. "That the shock must have been tremendous when the train struck, is shown by an estimate of the pressure furnished The Star this morning by a railroad engineer at the School of Practical Science."

There were fourteen coaches, the estimated weight of which was thirty tons apiece, and a locomotive and tender weighing 45 tons. Traveling at five miles an hour, this weight would exert a pressure of 150 tons. If five feet of space were given for the stoppage, the pressure would be 75 tons, and if the train was allowed to run ten feet before stopping, the pressure would be dropped to 37 tons.

NEAT LITTLE INCOME FOR TRAFFIC EXPERT

\$250 a Day and \$1 Per Day for Each Dollar Paid to Employes.

How would you like to make \$250 a day?

How would you like to receive in addition one dollar for every dollar you pay your office staff?

This is the interesting position of Mr. Allen J. Arnold, one of the two traffic experts. He receives \$250 per day, or \$14,250 per year, and all traveling expenses. For every dollar he pays his engineers and clerks the city pay him two dollars.

An account from him, which has been presented for \$137 for staff expenses, means \$134 for Mr. Arnold. His salary is therefore greater than some of the highest railroad men in the country.

An employee of Mr. Arnold working in Toronto draws \$50 per day; but this salary is not duplicated by the city for Mr. Arnold's benefit.

A THOUSAND SOLDIERS AT FUNERAL TO-MORROW

Representatives Coming From Corps in Other Places—Pipers to Play Dirge.

The funeral of Privates Murdock and Hannaford to-morrow afternoon will probably be the most impressive ever witnessed in Toronto. The soldiers will be buried with full military honors, and will be the first to rest in the regimental plot at Mount Pleasant Cemetery. It is expected that at least a thousand soldiers in full uniform will attend, the service and take part in the sad procession. The 48th Highlanders will turn out in full strength, with Lieut.-Col. Hendrie at their head.

Representative officers from the brigade headquarters and the local regiments will march at the head of the procession. Representative officers and men of the outside regiments which took part in Monday's tactical exercises will also be present. The men of the other Toronto corps are also expected to parade in large numbers. The bodies will be taken to the Armoury from the undertaking parlors at noon to-morrow. After the funeral service, which is to be conducted by Rev. T. Crawford Brown, chaplain of the regiment, the bodies will be conveyed to their last resting place on gun carriages. Pall-bearers from A company have been selected. At the grave, after the brief committal service, the firing party of 60 men drawn from each company of the regiment, will fire the last volley, and the last post will be sounded by the buglers. The officers of the regiment will also play a funeral dirge.

October 30
1912

TRUCK UNDER ENGINE TENDER BROKE AWAY CAUSING WRECK

**Story in Circulation Tells of the
Mishap At Newbury, But There
is Nothing Official — Injured
Persons Leave Hospital.**

Mr. F. J. Hugitt, of Bala, Muskoka, a passenger on the C. P. R. train wrecked at North Newbury early on Saturday morning, and J. Morrison, porter, both of whom were taken to St. Joseph's Hospital here for treatment, were able to leave the city on Saturday evening for the east.

Engineer John Connors and Fireman Joseph Shortill, both of London, were in the cab of 1023, hauling No. 18. It was at first reported that Engineer George Dowling, of London, was on duty, but he had one eye injured by a bell cord the previous day, and remained in Windsor on Saturday for treatment.

The Scene of the Accident.

The train did not leave the rails at

North Newbury switch, but, well to the west of it. The derailment was on a clear stretch of straight track. Engineer Hertzberg, of Toronto, and Resident Engineer Tapley, of London, told a Free Press reporter at the scene of the wreck that the cause had not been determined.

Rumored Cause of Wreck.

It was reported to-day that a truck became detached from under the tender of the locomotive causing the entire train to go into the ditch. While the source of the information is believed to be authoritative, no confirmation was given by local officials.

Both the London and Windsor auxiliaries are still at work picking the scattered coaches out of the ditches on either side of the track where they were strawn about for a couple of hundred yards.

The line was opened on Saturday afternoon at 3 o'clock by rolling those that were on the tracks off the right-of-way. This was done in order to expedite the handling of through traffic, but it has since been found possible to proceed with the actual work of recovery.

London

February 2, 1913

Twelve People Slightly Injured When C.P.R. Train Jumped Rails At Newbury This Morning

Splendid Construction of Modern Coaches Saved the Lives of the Passengers and Crew—Two Coaches Rushed From London at Early Hour With Auxiliary—Track is Not Yet Cleared—London People Were in the Wreck, But Escaped Practically Unhurt—Express Messenger Barry Most Seriously Injured.

THE INJURED:

Michael Barry, Dominion Express messenger, formerly of London, now of Toronto, head badly cut, especially about left eye; shoulder injured.
F. J. Huggitt, of Bala Muskoka, a passenger, thrown through window of day coach and injured about head and shoulders.
R. J. Riddle, of Nashville, Tenn., wrist hurt.
C. L. White, of Medicine Hat, elbow hurt.
F. F. Morrow, of Toronto, shaken up.
William Drysdale, of 210 Antone street, Peterboro, elbow hurt.
R. Robertson, of Galt, breast bruised.
J. Miller, 908 Majestic Building, Detroit, Mich., shaken up.
Mrs. E. Crawley, of Overland, Kansas, slightly hurt.
Miss Mitchke, of Highford, Que., side hurt.
Charles Mitchke, of Highford, Que., suffering from a blow on the head.
J. Morrison, C. P. R. colored porter, hurt about the head and wrist dislocated. Morrison is being treated at St. Joseph's Hospital here.

Modern coaches and steel construction probably saved the lives of a score of people, crew and passengers, of Canadian Pacific express, No. 18, at North Newbury, 37 miles west of London, this morning, when the entire train was hurled into the ditch while traveling 50 miles an hour.

F. J. Huggitt, of Bala, Muskoka, the most seriously injured, is now at St. Joseph's Hospital, suffering from cuts about the head and face, and shock, sustained when he was catapulted through a window in the day coach by the impact.

He recovered consciousness in the ditch shortly afterward and was given temporary assistance by passengers pending the arrival of Drs. H. A. Stevenson and S. Thompson, who proceeded to the scene from this city with the auxiliary crew within a few minutes after the wreck was reported.

The cause of the accident is an after-which was sent down from this city and which returned shortly after 3 o'clock.
life mystery and Division Engineer A. I. Hertzberg, of Toronto; Resident Engineer F. D. Tappley, of this city, and Superintendent King, of London, who are at the scene, have thus far been unable to locate the responsibility.

Arrangements had been made for the accommodation of Huggitt and Barry at St. Joseph's Hospital, but Mr. Barry concluded to continue to his home at Toronto after receiving treatment from Drs. Stevenson and Thompson. Porter Morrison's wrists became more painful, however, and he decided to take hospital treatment.
The train, which runs daily from Chicago to London, Toronto and Montreal, left the London at 4:20 p. m. The coaches, according to North Newbury at about 5:00. Conductor P. Baker and brakeman J. A. Beattie, of Toronto, and Engineer George Dowling, of London, were in charge of the express, and all escaped unhurt.

Members of the crew and passengers, numbering in all about 25 persons, were brought to London on a special train

"A TRIBUTE TO CONSTRUCTION"
The position of the wrecked train this morning is a tribute to modern railway construction.
Continued on Page Eighteen.

LONDON Free Press.

North Newbury
ONTARIO

February 8

1913

GUELPH

MARCH 4, 1913

Luckily the airbrakes on engine 2345* worked out right. On this morning Engineer Sam Anderson was at the throttle taking a heavy freight through the local Guelph yards when suddenly out of storm, the yard engine loomed up before the freight train. The collision came just east of the Hefferman Street bridge and so that when the engines did pitch into each other they did it at a much reduced speed.

- Toronto Globe

21st YEAR.

TORONTO, THURSDAY, MAY

LIGHT ENGINE CRASHED INTO COBALT TRAIN

And It Was Almost by a Miracle
That Many Passengers
Escaped Unhurt.

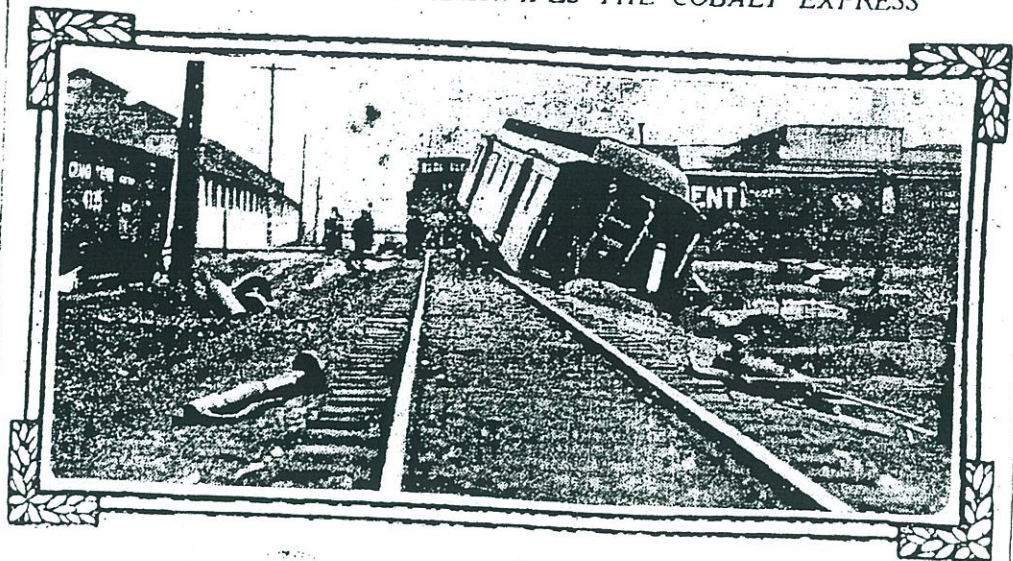
BAGGAGEMAN WAS
LUCKY TO ESCAPE

Lifted Himself by Iron Girder
and Avoided the Whirl-
ing Baggage.

COACHES WERE DERAILED

But Not a Soul Injured in Wreck
at a Railway Diamond
Near Davenport.

LIGHT C.P.R. ENGINE SIDESWIPES THE COBALT EXPRESS



The G.T.R. Cobalt special, running about 10 miles an hour was made the target of a C.P.R. light engine, traveling east at eight o'clock this morning. The collision occurred at the junction of the two roads north of Royce avenue and south of the Davenport station, with the result of knocking the trucks from two of the baggage coaches on the special and canting them at an angle of 45 degrees alongside the bank. The fact that the collision occurred at the baggage coach instead of a passenger coach two car lengths back prevented what might have been a serious accident, in which many passengers might have been killed or seriously injured.

The responsibility for the accident has not yet been determined. The right of way on both tracks is shown by semaphore used to direct the engineers on both trains. That either engineer continued on his way with the "board" set against him appears to be the only solution.

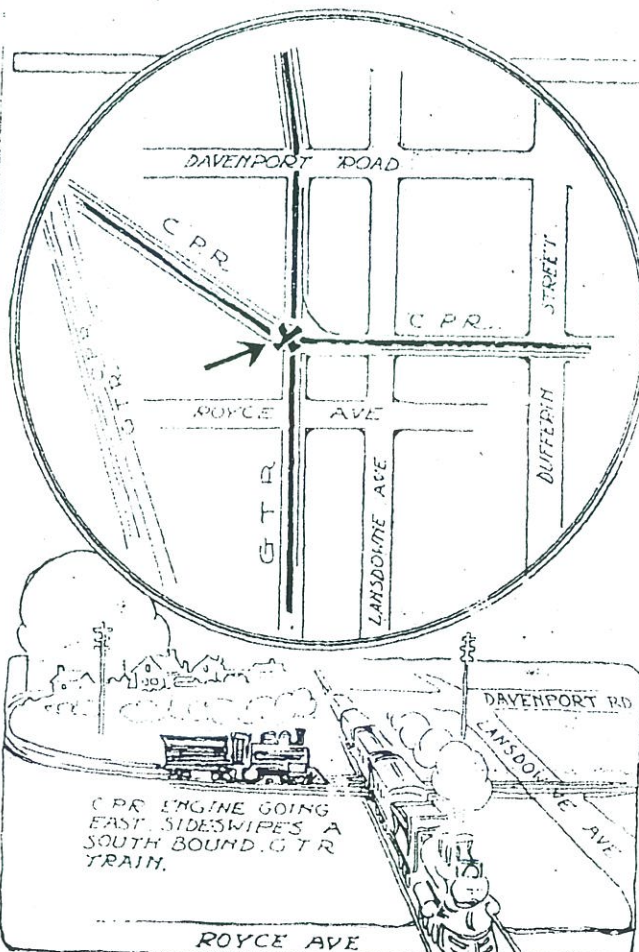
Act of Providence.

The two baggage coaches were torn from the rails, the vestibules crumpled up, and the trucks hurled a distance of 15 feet to the west of the track. The Cobalt train was well filled with passengers, and it would appear a special act of a merciful Providence which dictated that the accident should occur while the baggage coaches were passing over the C.P.R. tracks, and not at the time when the passenger coaches were in a direct line with the light engine.

The C.P.R. engine escaped with but slight damage. It was jerked from the rails by the force of the collision, but with the exception of the two driving wheels and the pony trucks was not damaged. It was jacked up and able to get away under its own steam.

A Lucky Escape.

Mr. James McDonagh, baggageman, of 57 Northcote avenue, is one of the luckiest men alive this morning. He was in the baggage car, among a jumble of heavy trunks when the crash came, but he had the presence of mind to grasp one of the iron girders above his head, and so pulled himself above the avalanche of baggage which whirl-



The scene and result of this morning's railroad accident, when a C.P.R. east-bound freight sideswiped the Grand Trunk Toronto-bound Cobalt Express. The Grand Trunk train had right-of-way, but how the C.P.R. train got on to the diamond will be determined at a joint investigation of both roads. It is stated that both trains got the right-of-way.

Continued on Page Nineteen.

MAY 13, 1913

ENGINE JOY-RIDERS LET OFF

Milton, June 10, 1913.—The case of Hugh Craig and J. Worth, the C. P. R. "joy riders," was disposed to here to-day. They were released on suspended sentence. They were committed for trial more than a month ago. Their offense was taking a light engine at Guelph Junction on Sunday, April 20, for a ride to Guelph and back. When returning, and near the Junction, they ran into another engine, and considerable damage was done, principally to the light engine. At the time of their offense Craig was station agent at Guelph Junction and Worth was train despatcher at London.

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June 11, 1913
Spectator

C.P.R. FREIGHT TRAIN WRECKED AT LEASIDE

Fireman Williams Seriously In-
jured—Taken to West-
ern Hospital.

MAIN LINE BLOCKED

The main line of the C.P.R. at Leaside was badly tied up this morning when a freight engine followed by two freight cars left the tracks, turned over on their sides just east of the station, and blocked general traffic for about five hours. The only person injured was Fireman William Williams, of Hooke avenue, West Toronto, who is now in the Western Hospital with a serious flesh wound in the leg.

C.P.R. officials state that the engine only left the track a few inches, but those who passed the scene of the accident later saw the engine lying upon its side, part of the way down a steep embankment, with the two freight cars badly broken up. The train originally consisted of ten freight cars, but only the two left the track. The direct result of the accident was the holding back of the regular Ottawa train, which was due at the Union Station early this morning. It did not arrive until after ten o'clock. This carried the Ottawa rugby team.

Williams was taken to the head of Bathurst street, where the police ambulance met him, and carried him to the hospital. His injuries are serious, the flesh having been stripped from the calf of one of his legs. The peculiar part of the accident to Williams is that he was not on the engine which left the tracks, but was standing on the running board of another engine on a switch so close to the main line that when the one engine left the tracks it scraped his leg against the iron work of his own cab.

TORONTO STAR

October 18, 1913

GALT GLIMPSES

New Down Town Yards of the C.P.R. Are Nearing Completion

1913 From Our Own Correspondent.

Galt, Nov. 7.—The new down-town yards of the Canadian Pacific railway, situated on Main street, where the pond was on the north side, are rapidly nearing completion, and this week will see the grading completed. For the past summer the gravel train has been engaged in filling in the yard and a great amount of material was used. There will be eight tracks altogether, six on the east side of the freight sheds and two on the west side. The tracks have been laid in pairs, and between them there is 30 feet space, which provides plenty of rooms for wagons to load and unload from the cars and then turn around. The new freight sheds and offices are also about completed. They are built of brick and timber and the roof is now being put on. The sheds are modern in every respect. On the east side there are several large double doors, from which drays will be loaded, and the west side is nothing but doors, with the two tracks close by, and making it possible to unload cars at any place along the sheds. A loose stone wall is being built along the west side of the creek running through the property to protect the embankment.

A pretty wedding took place yes-

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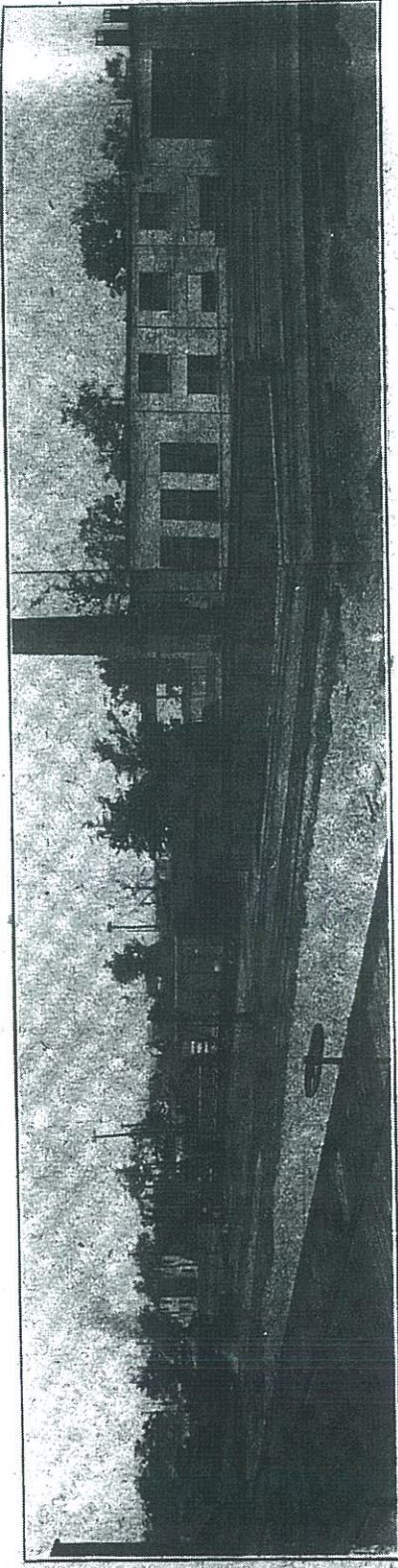
Lambton Freight and Mechanical Yards, Canadian Pacific Railway.

The C.P.R.'s terminal facilities at West Toronto having become overtaxed recently, it was decided, as mentioned in these columns at the time, to build new facilities to the west of those then in use. The site selected is on the north side of the main line to Detroit, near Lambton, just beyond the city limits, which are at Runnymede Road, as shown in the accompanying plan. The terminals extend from Runnymede Road on the east to Chadwick Ave. on the west, which is near the approach of the high

ing a car capacity of 22, with the outside tracks accommodating only three or four. Between every other pair of tracks there is a 2 ft. service track, connecting at the east end by turntables to a track running along behind the earth bumpers. The wheel storage tracks are at the north end of this track, in the open space opposite Rydins Ave., where four sets of storage tracks are being installed. At the south end of the locomotive house there is a pneumatic jib crane over the service track for unloading

struction, with large window area in the outer wall. The roof is of 2 by 4 in. planking, laid on edge, and covered with fireproof sheeting. It is supported on the walls and two intermediate circular rows of concrete columns. Over the forward end of each track there is a Johns-Manville asbestos smoke jack.

Each locomotive house track has a 65 ft. concrete pit, with convex bottom, sloping to the inner edge for drainage, a pit for this purpose and for the piping being located at the forward end of the pits, passing around the building just inside the inner wall. The



Panoramic View, Lambton Freight and Mechanical Yards, C.P.R., West End.

level bridge across the Humber River. The site for the terminals is in many ways ideal, as from Runnymede Road westerly for 2,200 ft. there are no highway crossings, Jane St. being the first, this street passing under the narrow western end of the terminal yards in a 30 ft. subway, with double approaches on the St. Clair Ave. end. Scarlett Road, further west, also passes under the line in a 44 ft. subway. At the eastern end of the terminals, the layout has been hampered to a certain degree by the presence of Runnymede Road, which made it impossible to make the yards double ended. This street is carried under the tracks at that end of the yards in a 56 ft. subway, which has at present a 6 track crossing, but the abutments are built for an additional 6 when traffic conditions warrant.

The main line from Toronto, and beyond these new terminals, is double tracked. The westerly entry to the terminals leaves the main line at Chadwick Ave., from which point into the yard ladders there are two leads 2,000 ft. long for arriving and departing trains. These will accommodate 55 car trains. The main part of the yard is double

the wheels from cars on the northerly of the car repair tracks on the track leading into the storage yard. This track is arranged for both standard and narrow gauge. On the track behind the bumpers there is a narrow gauge car, with a carriage top, on which the wheels are run for distribution throughout the yard. The car foreman's office is in the building to the east of the repair track yard, and in the same building are housed the car stores and a small blacksmith shop of one forge. The front of the building is planked, and against the building are material bins for rough car stores. The car stores in the building are contained in 4 tiers of double bins. The building also contains an oil room, lunch room for the men, lavatory and tool room. This yard is not intended for the handling of very heavy repairs, these being handled for the most part in the main shops at West Toronto. The average capacity is 100 pairs of wheels and 100 long sills per month. The yard is in charge of J. J. Bannon, Car Foreman.

The new locomotive house and motive power handling facilities form the main part

sides of each pit are planked with heavy planking for a width of 2 ft., the balance of the floor being of cinder construction, with the exception of the central section of 10 stalls, which is paved with concrete. The three pits at the shop end are drop pits, the first one for front truck wheels, and the next two for driving wheels. The intervening space between these pits at the shop end is floored with heavy planking, on which the wheels can be run from the wheeling tracks, and then into the machine shop.

Alongside each smoke jack, at about 8 ft. centres, there is suspended a light trolley with a 6 ft. rod attached thereto, the tracks being about 36 ft. long. This length covers the locomotive forward of the cab, and is found most useful in the handling of the exterior locomotive fittings such as the bell stand, etc., without the necessity of slinging a block and tackle over a beam. A block and tackle is attached to the trolley to be used, and can be moved along the length of the locomotive at will. The trolley capacity is about 1,000 lbs., which is ample for the handling of such light fittings as would come under running repairs. Only light repairs

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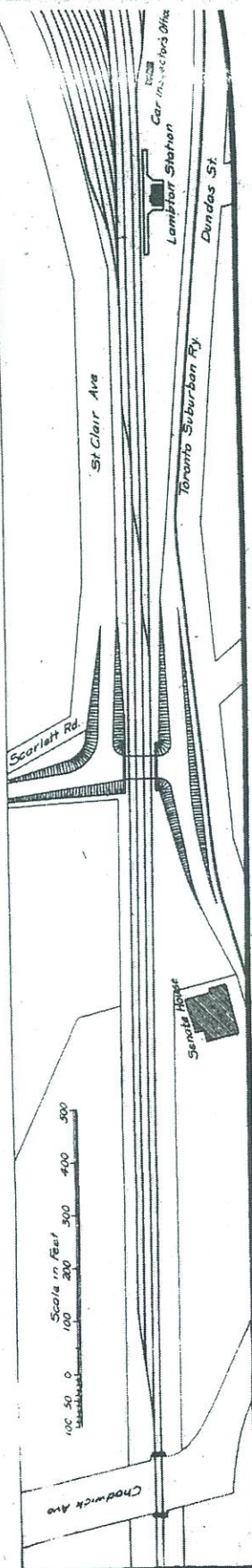
The main line from Toronto, and beyond these new terminals, is double tracked. The westerly entry to the terminals leaves the main line at Chadwick Ave., from which point into the yard ladders there are two leads 2,000 ft. long for arriving and departing trains. These will accommodate 55 cars. The main part of the yard is double

arranged for both standard and narrow gauge. On the track behind the bumpers there is a narrow gauge car, with a carriage top, on which the wheels are run for distribution throughout the yard. The car foreman's office is in the building to the east of the repair track yard, and in the same building are housed the car stores and a small blacksmith shop of one forge. The front of the building is planked, and against the building are material bins for rough car stores. The car stores in the building are contained in 4 tiers of double bins. The building also contains an oil room, lunch room for the men, lavatory and tool room. This yard is not intended for the handling of very heavy repairs, these being handled for the most part in the main shops at West Toronto. The average capacity is 100 pairs of wheels and 100 long sills per month. The yard is in charge of J. J. Bannon, Car Foreman.

The new locomotive house and motive power handling facilities form the main part

the exception of the concrete. The stalls, which is paved with concrete. The three pits at the shop end are drop pits, the first one for front truck wheels, and the next two for driving wheels. The intervening space between these pits at the shop end is floored with heavy planking, on which the wheels can be run from the wheeling tracks, and then into the machine shop.

Alongside each smoke jack, at about 8 ft. centres, there is suspended a light trolley with a 6 ft. rod attached thereto, the tracks being about 36 ft. long. This length covers the locomotive forward of the cab, and is found most useful in the handling of the exterior locomotive fittings such as the bell stand, etc., without the necessity of slinging a block and tackle over a beam. A block and tackle is attached to the trolley to be used, and can be moved along the length of the locomotive at will. The trolley capacity is about 1,000 lbs., which is ample for the handling of such light fittings as would come under running repairs. Only light repairs



Plan Lambton Freight and Mechanical Yards, C.P.R., West End.

ended, and is divided into two sections—for arriving and departing trains, each with a capacity of 500 cars. The arriving yard is the southerly of the two, and extends from Jane St. to the easterly end. The outgoing yard extends the full length of the yards, from the Lambton Station. The combined yards have 20 tracks, located at 13 ft. centres.

To the north of the east end of the yards there is a 12 track freight car repair yard with capacity for about 150 cars. It is arranged with two leads from the north side of the main yards, the central tracks hav-

are handled here, the heavy ones being sent to the nearby locomotive shop in West Toronto.

The general lighting of the locomotive house is by clusters of three 32 c.p. incandescent lamps suspended from the roof near each of the columns. These lights are controlled from a central switchboard panel in groups of 3 pits. In addition to this general lighting, there are incandescent lamp sockets around the walls, and in each pit there are two lamp cord connections.

The indirect system of heating is employed throughout the locomotive house by

means of batteries of pipes in the pits and along the walls. In the pits along each wall there are four lengths of pipe, with similar units along the outer wall. Exhaust steam is employed, supplied through a pipe in the circular pit. The pit also contains a 2 in. steam main, 3 in. water main, and a 1½ in. air main. These all have connections to the columns between the pits.

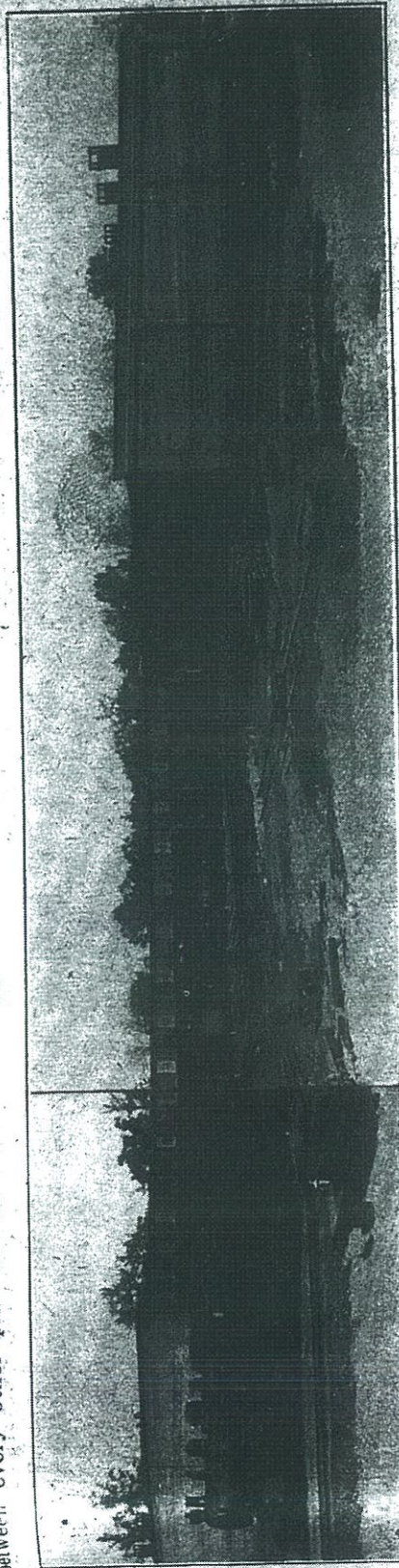
Near the entrance from the locomotive house into the machine shop there is a Miller washout plant which is found very useful. Three sets of piping run from this plant, suspended from the roof, to a column between every other pit. All the column

register trips. This section of the machine shop building is only half the height of the shop, and over the offices, open to the machine shop, there is an air brake testing department, and accommodation for the electricians.

The machine shop contains the following equipment: 16 in. double punch and shear, small press, large press, 2 in. bolt machine, heavy drilling machine, small drilling machine, 26 in. shaper, 18 and 36 in. lathes, grindstone and double emery. The tool room for the shop is in the V corner, adjoining the door into the locomotive house. In the opposite corner is the power equipment,

these rooms are in the charge of an attendant. This man's duties also consist in recording departures, detentions, etc., a system that has been found valuable in locating the cause of delays. Along the west wall in this building there is a small room for the ashpit men, and in the northwest corner of the building there is a room used as a general storing room by the locomotive department, in which are kept winter stores out of season, patterns of buffer beam and other parts, curtains, and such material.

Charcoal is employed for lighting fires, and is contained in a frame building to the



Panoramic View, Lambton Freight and Mechanical Yards, C.P.R., East End.

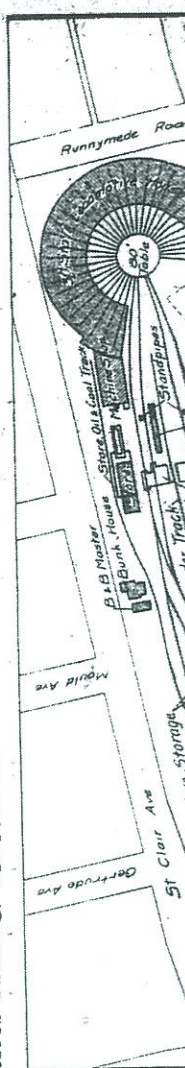
connections are 2 in., branching from 4 in. mains. Through these connections, the blow off water can be drawn off to the washout plant, where it is held in one compartment of the large tank, and is used over again for washout purposes, one line being provided for this purpose. The third line is for filling the locomotive boiler with clear water at about 200 degrees. The temperature of the washout water is automatically regulated to 125 degrees for convenience of the men in handling.

On every water column there is an air connection for blowing purposes, this connection coming up through the floor between every other pit from the front pipe pit, with a connection at the column where it comes up, the connection continuing on up to the roof and across to the next water column. On every other water column there is a 2 in. fire connection, with a 50 ft. length of hose carried in a glass fronted box on the

consisting of a small vertical high speed engine for shop drive, and a 16 by 16 by 9 in. air compressor. The westerly section of the shop is divided off for the boiler room, containing three 120 h.p. locomotive boilers carrying 120 lbs. of steam. Outside the boiler room there is a 95 by 10 ft. stack. Adjoining the stack there is a standard C.P.R. air storage tank, with a similar one at the opposite end of the locomotive house for supplying air to the freight car repair yards, which are piped for air. The pressure carried is 100 lbs.

To the west of the machine shop is the stores building, equipped in the usual man-

southeast of the stores building. The east end of this building is a window sash storing room, in which all the double windows of the locomotive house are stored in summer, all the windows in the plant being provided with double storm sashes. The charcoal house portion, which comprises the westerly three quarters, is divided into two equal rooms, both of which have a storage capacity of about one carload of charcoal. The practice followed is to draw from the one room at a time, completely emptying it before commencing on the second. In this manner, better check is kept on the material, and the charcoal is kept in a better

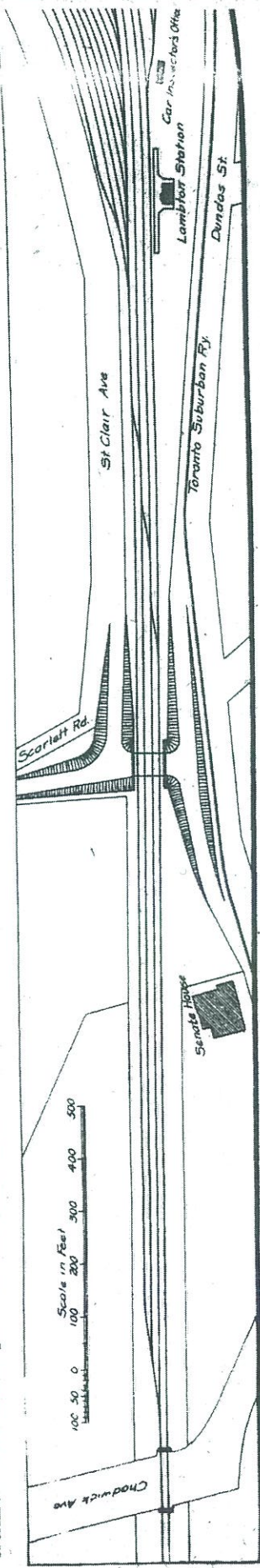


STANDARD. BLUE. WITHOUT. THE. LAMBTON. STATION. OF. THE. C.P.R.

THIS. MAP. IS. THE. PROPERTY. OF. THE. C.P.R. AND. IS. NOT. TO. BE. REPRODUCED. OR. USED. IN. ANY. MANNER. WITHOUT. THE. WRITTEN. PERMISSION. OF. THE. C.P.R.

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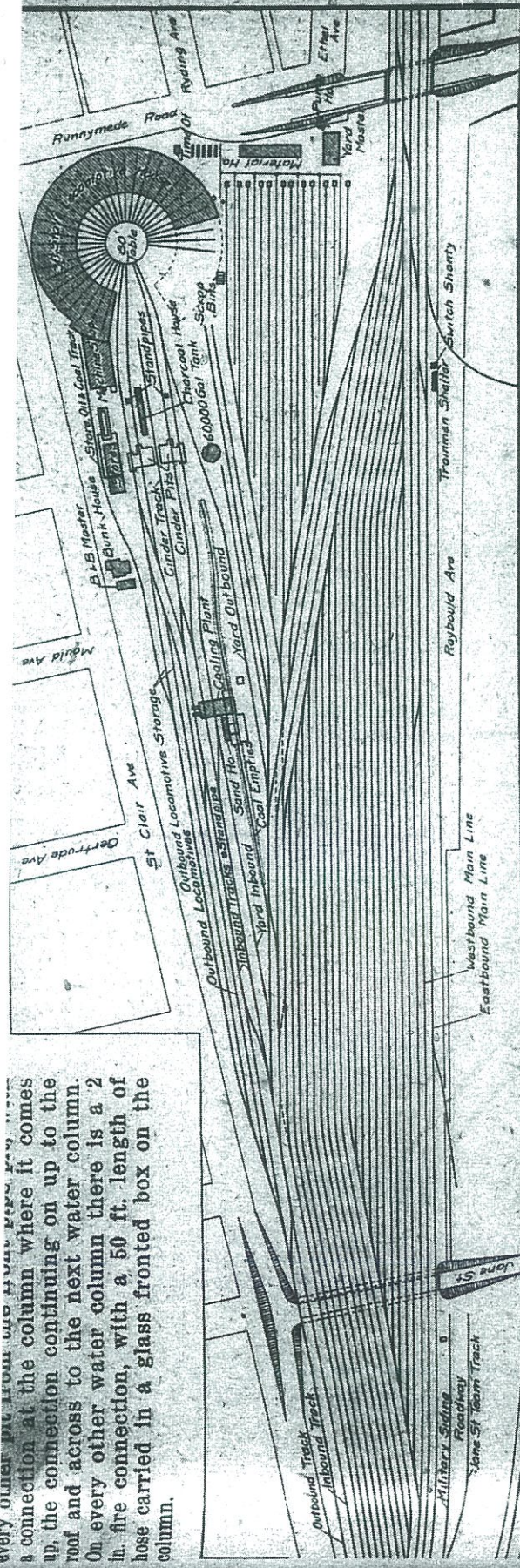
trains. The main part of the yard is used for the storage of freight cars.



Plan Lambton Freight and Mechanical Yards, C.P.R., West End.

are handled here, the heavy ones being sent West.

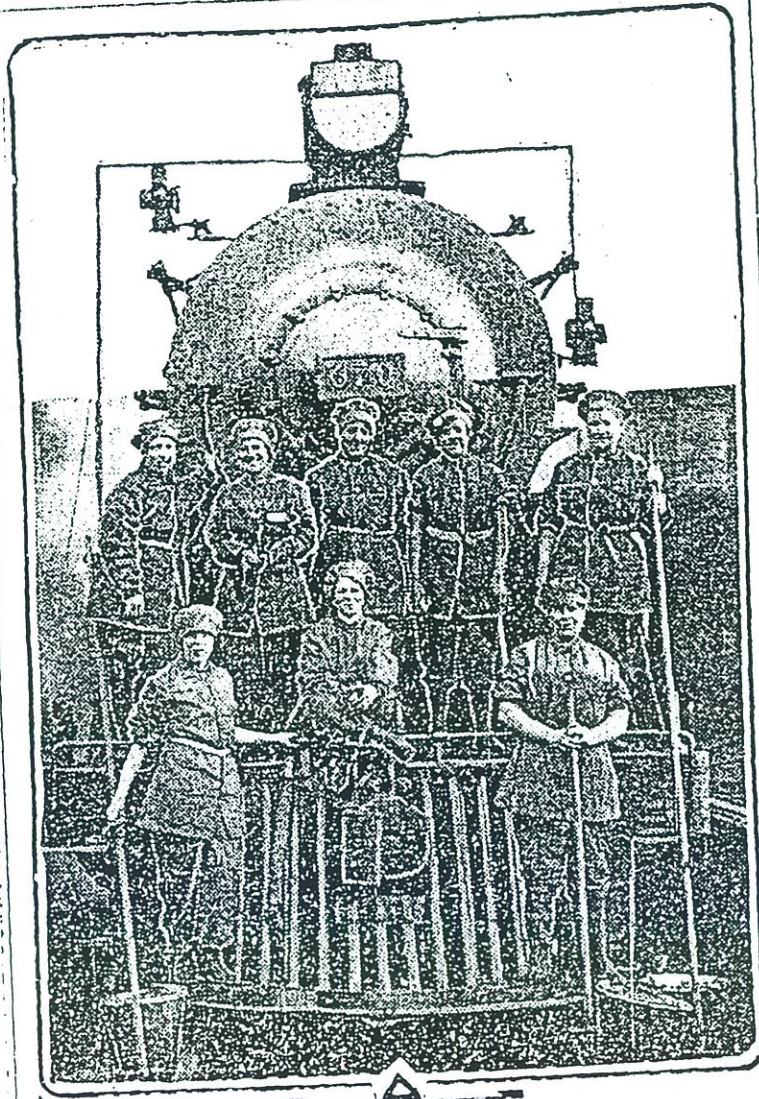
very outer pit from the main fire, it comes a connection at the column where it comes up, the connection continuing on up to the roof and across to the next water column. On every other water column there is a 2 in. fire connection, with a 50 ft. length of hose carried in a glass fronted box on the column.



Plan Lambton Freight and Mechanical Yards, C.P.R., East End.

R, TUESDAY, OCTOBER 23, 1917.

FROM GREATER TORONTO



WOMEN ENGINE CLEANERS IN WEST TORONTO.

A group of nine women have replaced the male engine cleaners in the West Toronto C.P.R. roundhouse. Here are shown some of the workers. The party of women who have taken up this work includes: Mrs. Mabel Hopson, Mrs. Daisy Taylor, and Mrs. Pearl Sharp, all of 237 Gerrard street east; Mrs. Beatrice Bird, Mrs. A. Rymill, and Mrs. A. Rolf, of 14 and 18 Bradd street and 1 Black Creek (Mount Dennis), and Miss Veda Boughton Hack, Miss Olive Boughton Hack, and Mrs. Boughton Hack, (forewoman), from St. Germain ave., North Toronto.

Toronto Star

October 23
1917

STREET CAR IS HIT BY ENGINE

Four Injured, One Seriously, at
C. P. R. Crossing.

NURSE IS IN HOSPITAL

Miraculous Escape for Many at
Richmond Street Crossing.

THE INJURED.

Miss Mary Webb (seriously).
C. Foster, 222 Grosvenor street.
C. Durkin, Christie street.
Capt. Mino, Toronto.

Miss Mary Webb, a nurse in training at St. Joseph's Hospital, was quite seriously injured, three others were slightly injured, and 14 others, including the conductor and motorman, were taken up as the result of an accident at the Richmond street C. P. R. crossing at 7.30 o'clock last night, when a railway engine crashed into a street car.

The street car, a southbound Richmond No. 64, which was crossing the tracks at the time, was struck by engine No. 2308, of passenger train No. 613, which had just come in from Toronto.

Miss Webb suffered a fractured leg and was otherwise injured. Her injuries are not expected to prove dangerous, however. It was stated at St. Joseph's Hospital where she was taken that her condition was satisfactory.

OTHERS INJURED.

The other three injured, all of whom received minor cuts or bruises, and did not require hospital treatment, were C. Foster, 222 Grosvenor street; C. Durkin, of Christie street, and Capt. Mino, a Toronto man. The 14 others in the car at the time were all more or less shaken up by the impact.

Conductor H. Howard and Motorman William Patten, of the London Street Railway, were in charge of the car. The motorman had a narrow escape from being seriously hurt or worse.

The street car was hurled from the tracks as a result of the crash and moved a short distance from the curb, but did not tip over. The engine which struck the street car was not going at a fast rate of speed, which was responsible for the accident not being more serious.

HOW IT HAPPENED.

Passenger train No. 613 reached London about 7 o'clock and the watchmen lowered the gates at the crossing as the train approached the station. When the train was brought to a stop, the man in charge of the locomotive lifted them. Motorman Patten then started across the north track. The engine was disconnected from the train and the crew evidently did not see the street car coming until it was too late to stop the locomotive. The engine crashed into the car and lifted it some distance from the tracks.

The search for the car ceased as the crash came and Miss Webb, who was badly injured, was carried to the hospital and the police ambulance was sent to remove her to St. Joseph's Hospital. Two other nurses from the hospital had been on the same car with Miss Webb, but they got off at Richmond street, just half a block from the scene of the accident.

The railway company sent to the C. P. R. tracks to see if it was possible for an engine to stop a street car coming from the right up to it.

AN INVESTIGATION ORDERED.

An investigation will be opened by the C. P. R. and the railroad employees will submit reports of the accident. The master of train No. 613, which was in charge of the street car, was in charge of the train, engineer, and Fireman Bang.

Last night's accident, involving as it did great danger to the lives of many, has pointed out the need of improved safety measures at level crossings in the city. It was pointed out that the street car are not so reliable as they are supposed to be, and that the railway company should take more care at level crossings in the city.

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LONDON Free Press

July 31, 1920

LONDON

WINDSOR

AUGUST 1, 1926

Canadian Pacific train No. 21 the Montreal to Chicago flyer that was due at Windsor at two o'clock on August the First, 1926, plunged off the track a quarter of a mile west of the Dougal Street crossing. G-2 Pacific 2212 and Dominion Express car 4313 were derailed. There were no major injuries.

LONDON FREE PRESS

August 2, 1926

Canadian Pacific Railway engine number 2212 was thrown into the ditch one mile outside of Windsor.

November 13, 1926

The Canadian Pacific Railway station at Speedwell was destroyed by fire. Speedwell is two miles outside of Guelph and was used as a station for the Guelph Reformatory. It had been erected in 1914.

THREE TRAINMEN ARE KILLED TWO ARE SERIOUSLY INJURED IN C.P.R. HEAD-ON TRAIN CRASH

Freight Trains Collide. With
Fatal Results to Three
Near Kent Bridge

TWO KILLED ON ONE

London, Ont., Sept. 18 (CP).--Three trainmen were killed and two seriously injured in a head-on collision between two freight trains on the Canadian Pacific Railway near Kent Bridge, to-day.

The dead are:

David Brown, 50, London, Ont.

G. B. Stewart, 30, London, Ont.

E. S. Willsie, 44, London, Ont.

Brown and Stewart were engineer and fireman, respectively, of the west-bound train. Willsie was fireman of the eastbound freight.

Brakeman Robertson and Engineer Ed. Routledge, also of London, were badly hurt.

Over twenty cars were smashed to kindling wood and wreckage was piled thirty feet high.

No explanation of the accident has been given by division officials, but it is believed the morning was foggy.

The collision occurred at 6.30 a.m. at mileage 53.

Toronto Star

September 18, 1926

PROBE WRECK W FAILURE OF ORDERS TO TRAINS IS BELIEVED CAUSE OF COLLISION

Railway Officials In Secret Session To-Day Endeavor To Place Blame For Fatal Wreck

FOG PLAYED PART IN TRAGEDY AT KENT BRIDGE

With Clear Weather Trains Could Have Been Seen Several Miles Apart

Investigation into the C. P. R. freight crash near Chatham, which took four lives on Saturday, started this morning. Official statement is withheld. Probably no authentic cause of the wreck will be divulged until after the inquest on Friday. H. C. Grant, general superintendent, admitted, behind closed doors, with P. M. Rutter, superintendent of the London division of the C. P. R.



THAMESVILLE

Sept. 25.—Speculation is rife here as to where the blame will be placed upon the freight train, the deaths of the four London men, who were killed in the C. P. R. wreck early on Saturday morning, is held.

Fog, it is considered, played its part in the tragedy, but in addition to that, it is certain that orders failed somewhere. Rail-

road officials are silent when this question of orders comes up. The blame is placed on the train, who arrived, so the company with break only thing left for an leg and injuries the people to do is conjecture. And this is the way they do it.

The eastbound freight, driven by Engineer Ed. Routledge, and the westbound freight, with David Brown at the throttle, were to meet originally at either Arkwood, Kent Bridge or North Thamesville. This original order, it is believed, was cancelled and another substituted, which called for a meet at Arkwood or Kent Bridge. One train crew got the new order and the other did not.

There is no question of doubt that either of the freight crews overran an order. These men had too long experience in railroad work to do anything like that. Therefore, it is argued, one train was working on an original order and the other on a substitute order.

Had their been no fog the head-on crash would not have happened. The C. P. R. single track from Arkwood to Caradoc is about perfectly straight. In clear weather it is possible for the train crews to see from one town to the next, because the rails are so straight.

Morley Best, son of Mr. and Mrs. William E. Best of this town, along with J. C. Wood, was one of the first to reach the scene of the collision. At 6.46 a. m. the eastbound freight passed through Kent Bridge, some six miles west of here. By about 7.15 Mr. Best was at the wreck assisting in getting the injured and dead men out of the debris. He made the trip from here to Kent Bridge in less than six minutes.

"I never saw anything like it before," he told your correspondent, "and I never want to see anything like it again. You may read in the paper a description of what happened and how the wreck looked, but unless you actually saw it as I saw it you cannot begin to appreciate the horror of it."

Failure of

(Continued From Page One)

"When we arrived at the station at Kent Bridge I saw a man sitting on the platform there with his legs crossed. I asked him where the accident was."

"What accident?" he asked. "I have not heard anything of an accident."

GASOLINE DOES NOT IGNITE

"Well, there is an accident along here somewhere," I said.

"Is that so? I just got off our freight train a little way down the line with instructions to come back here and flag any approaching trains. We stopped with great suddenness. I was in the cabs. The dishes came tumbling down over our heads and crashed upon us. That's all I know."

It was apparent, Mr. Best said, that the trainman must have thought some trouble had been occasioned to the air brakes and that the trip could not continue until these were fixed.

The lad, who is but 13 years of age, made his way in his car back to a farm just opposite the wreck, from whence had come the telephone calls for help.

The sight that greeted his eyes was one of great confusion. The two locomotives were telescoped into one another, yet still standing on the rails. Smoke was belching forth from the stacks of the iron horses and around them lay the tangled mass of freight cars and their contents.

Two big tank cars of gasoline were piled in the debris and in one section the gasoline was running through or near great piles of matches.

Some of these matches were smoking. It was a marvel to me that no fire ensued.

TERRIBLE SIGHT

"But the poor fellows who were caught in the wreck. My, it was terrible to hear the men in the agony of their pain. One fellow was still alive when we got him out and preparations were made to take him to Chatham hospital. But before we got him to the motor car he had died."

"Mr. Robinson, who died later in Chatham, was terribly hurt."

"I was talking to Williams, the brakeman who was on top of the train when the crash came. He told me he was making his way to the rear when suddenly his lantern was thrown high in the air from his hand and he followed it. I came down on the back of my neck," he said. "It is pretty sore yet, but other than that, I feel all right."

"And then he saw one of his mates bring them. I've driven with you a long time," he said in reverence, and then blithely saluted the form that had a few minutes before housed the spirit of a real four-square man."

London Free Press

September 19, 1926

ENGINEER SCALDED WHEN LOCOMOTIVE LEAVES TRACK AND TURNS OVER IN DITCH

**Unusual Accident To C. P. R.
Train At Pottersburg; Fire-
man Jumps To Safety; No
Passengers Hurt**

Several hundred passengers had a narrow escape from injury this morning when the Canadian Pacific flyer, en route from Montreal to Chicago, went through a derail just east of the Canadian National Railway diamond cross-over at Pottersburg, in the eastern suburbs of the city. Owing, it is believed, to the fact that the engine

was running at a speed of about 60 miles per hour, which accounts for none of the passengers being injured, only the locomotive left the tracks, turning completely upside down in the ditch. Fireman George Caruthers, of Toronto, jumped just as the engine left the rails, but according to reports, John Cochrane, the engineer, also of Toronto, remained at the throttle and as a consequence he was badly scalded by escaping steam.

Cochrane was removed to Victoria Hospital in the police ambulance and his injuries attended to by Dr. G. W. A. Aitken, and at press time this afternoon his condition was declared to be serious, although his life is not in danger. According to his physician, he was terribly scalded about the legs from his hips down. His hands were also very severely scalded, while his face is slightly affected. No bones were broken, however, although officials investigating the accident cannot understand how he escaped being crushed when the huge locomotive turned over.

EXPRESS TRAIN.

The train is the regular passenger No. 21, which is due at the Richmond street depot of the C. P. R. at 11.15 a.m. It is a fast train and generally travels over the spot where the accident happened at a speed of close to 60 miles per hour. About the same time that it reaches the diamond crossover at Pottersburg, a Canadian National passenger crosses on the Stratford line.

As far as can be learned there was only one eyewitness of the accident in the person of A. Beaman, of the Coleman Packing Company's plant, which is situated not far distant. Mr. Beaman states that the semaphore close to the scene of the derailment gave clearance to the Canadian National train and the engineer of the Canadian Pacific flyer, apparently seeing this, applied his brakes and brought his train down to a very low speed. Why he did not stop entirely Mr. Beaman could not say, but he was surprised a moment or so later to see the huge locomotive slowly topple over and land upside down in the ditch.

The accident happened about 11.30 and in a few moments officials of the local division were on hand preparing for transshipment of baggage and passengers to another train made up in the local yards and dispatched to the scene in record time. A portable

(Continued On Page Five.)

Engineer Scalded

(Continued from Page One.)

telephone set was attached to the railway telephone wires alongside the tracks within 15 minutes after the accident happened and all points east of the city were notified.

NO OFFICIAL STATEMENT.

No official statement could be obtained from officials of the road here other than an announcement that a thorough investigation would be held. In the meantime, it was pointed out, no one is able to determine just how the accident happened or whether blame could be attached to anyone.

The locomotive is of the 2200 type, used extensively in passenger service on the Canadian Pacific Railway System generally. It weighs 110 tons.

The derrick and wrecking crew from the local yards were hurried out to the scene as soon as passengers and baggage had been transferred. Their

efforts for the time being will be confined entirely to clearing up the tracks, however, and the locomotive will for the present be allowed to remain in the ditch alongside the right-of-way.

Not one of the passengers suffered injury of any sort. The train consisted of nine coaches, including two baggage and mail cars. Incidentally, there were several youngsters aboard and but for a few minor scratches sustained by a couple of youngsters who were thrown from their seat in the rear coach of the train, no one was hurt.

PASSENGERS JOLTED.

The passengers were unaware of what was happening until they left the train. C. H. Wolfe, of St. Louis, who was on his way from Toronto to his home, stated that he occupied a seat in the extreme rear coach. He noticed the train suddenly slacken speed and in a moment it stopped dead with a suddenness that almost threw many people from their seats. All were surprised when they emerged from the train to find the locomotive upside down in the ditch.

The track was badly bulged at the scene of the derailment and the ties for some distance were badly broken. The embankment was plowed away where the engine left the rails and the piping that carries the connecting lines between the signal tower and the various semaphores and switches was twisted like wire.

Thousands of citizens flocked to the scene and the services of city, county, provincial and railway police were required to keep them back from the

Pottersburg, ONTARIO

LONDON Free Press.

AUGUST 10

1928

AUGUST 13, 1928

DITCHED TRAIN ENGINE LIFTED

C. P. R. and C. N. R. Wrecking,
Cranes Both Required

AN ARDUOUS TASK

220-Type Locomotive Placed In Position Without Difficulty

It was nearly noon on Saturday before the huge Canadian Pacific 2200 type locomotive, which toppled over into the ditch near Pottersburg last Friday, was replaced on the rails and towed to the local roundhouse for repairs. The services of both the C. P. R. and C. N. R. wrecking cranes were required to hoist the \$40,000 wreck back on to the right of way. The occasion gave officials of the C. N. R. a rare opportunity to test the new derrick which was only placed on the local division a few weeks ago, and it measured up to standard in every respect.

This crane, which is the largest that has ever been in service on any local railway division, is capable of hoisting the largest locomotive on the Canadian National system. The C. P. R. engine which was lying in the ditch east of Pottersburg was raised completely and placed in position without the slightest difficulty.

AN ARDUOUS TASK.

Two large locomotives were also on the job to assist in the arduous task and in an hour or so the crippled engine was placed with its tender in the repair shop. It will require a complete overhauling and it will be some weeks before it will be put in condition again.

The locomotive was attached to Canadian Pacific passenger train No. 21 en route from Montreal to Chicago. It was approaching the C. N. R. cross-over diamond just east of Pottersburg on Friday morning just as the semaphore was raised giving clearance to the C. N. R. Stratford train which crosses at about this time. The Montreal-Chicago flyer as a consequence went through the open derail and the locomotive and tender turned over in the ditch.

The entire train of eight or nine coaches remained upright, however, and none of the passengers were injured.

The engineer, John Cochrane, of Toronto, was badly scalded and completion of an investigation into the accident awaits his release from Victoria Hospital.

LONDON Free Press

AUGUST 13, 1928

[illegible]

(Continued from Page One)

passenger, R. J. Patterson, 65, Wilket
avenue, Toronto, suffered severe
broken ribs when the cars were thrown
against telegraph poles in the crush.
The passengers were taken by motor
to the Canadian National station at
Gloucester and sent on their way via a
special C.N.P. train operated over the
National route.

Three other C. P. R. passenger trains, No. 12, Montreal to Chicago; No. 22, Chicago to Montreal; and No. 24, Toronto to Detroit, were operated over the Canadian National line under the charge of C. N. R. pilots, while all other traffic was suspended until the track was cleared to-day.

Two auxiliary engines, the London over with Superintendent E. W. Crabbe and Chief Engineer Welford, and the Windsor over with Assistant Superintendent E. M. Walley, were rushed to the scene and remained at Glenora all night and all day to-day. The four express and passenger cars and four freight cars which blocked the trains were righted, while three cars and the caboose which were completely demolished were cleared to one side. The engine which rolled clear of the tracks was left as it stopped.

None of the freight crew, Conductor L. R. Vanderford, Engineer S. Reid and Trainman J. L. Adams and T. Campbell, all of London, were injured. The rear end freight crew were in the caboose at the time of the accident, but managed to jump clear just before the crash.

Over 100 yards of track were torn up by the accident and no trains were operated past the scene of the accident until 10:35 a.m. to-day, when the freight trains which were waiting at each side of the scene started to move again.

There are no automatic block signals west of London, although provision for the installation of these was considered in the budget for 1960. The automatic block signals were installed east of London five years ago. This accident is the worst on the Kent coast since the head-on collision at Dover Bridge in 1934 in which two passenger trains were killed. The Kent coast accident also happened in a dense fog, such as hung over the district for days.

The only official report on the accident thus far issued by the railway was made at Superintendent S. W. Crabbe's office last night. It reads:

"At 8:05 p.m., passenger train No. 621, en route from Toronto to Detroit, came in contact with the rear of a westbound freight train that was pulling into the passing track at Chatham station, resulting in the engine and four forward cars of train No. 621 being derailed, as well as the four rear cars of the freight being derailed. Engineer H. Davis, who was injured, and Fireman R. McFarlane, who suffered from shock, were being conveyed by Motor Ambulance to Victoria Hospital, London. No passengers were injured. The cause of the accident was not yet determined. Approximately 50 passengers were on the train."

No investigation was held to-day although the officials of the road were at the scene all night and in the faith the officials and the crews who worked steadily made the accident occurred in order to restore traffic will need down. Hence a preliminary investigation will not be held to-day.

JANUARY
29
1930

100 ARE IN PERIL AS AXLE BREAKS

**C. P. R. Crack Passenger Flyer
Derailed Near Komoka Early
In the Morning**

**AUTO COLLIDES WITH
C.N. TRAIN AT BRIGDEN**

**Car Thrown Back Into Path of
Limited, Which Is Delayed
Forty Minutes**

Two serious railway accidents occurred on the London divisions of the Canadian Pacific and Canadian National Railways early today, but no one was injured.

Canadian Pacific crack passenger flyer, No. 20, Chicago to Montreal, due here at 5 a.m., carrying nearly 100 passengers, was derailed at Komoka, 11 miles west of here, at 4.40 a.m.

Canadian National crack passenger train, No. 15, "The International Limited," Montreal to Chicago, leaving here at 11.15 p.m., crashed into and demolished a light passenger car at the Brigden sideland crossing on the Sarnia line at 1 a.m., immediately after the car had been driven into the side of a freight train going in the opposite direction.

The Canadian Pacific railway accident occurred when an axle on the leading truck of the engine tender broke and the express coach and engine tender immediately behind the engine were thrown off the tracks. One truck on the express coach was also derailed, but none of the cars turned over on their sides and not a single person was injured, although all received a severe shock and shaking up.

SPECIAL SENT OUT.

The auxiliary was ordered out and a special train was made up at London and dispatched to the scene, one mile west of Komoka, to carry the passengers from the nine-car limited train, to Toronto and Montreal. The auxiliary arrived on the scene at 5.30 and the track was cleared shortly after noon.

Canadian Pacific train No. 20, Chicago to Montreal, due here at 10.40 a.m., was routed over Canadian National tracks from Chatham to London and arrived at the Canadian National station here at 11.30 a.m., just one hour and 20 minutes late.

Arrangements were also made to re-route C. P. R. train No. 21, due from here east at 11.15 a.m., over the Canadian National route between here and Chatham, but it was allowed to pass through over the C. P. R. track.

Conductor George Cruickshanks, of Toronto, and Engineer W. Procter, 575 Mill street, London, were in charge of the train. The cause of the derail-

100 Are In Peril

(Continued From Page One.)

axle on the leading truck of the engine tender breaking, due to a flaw in the metal not visible to external inspection.

It was stated that the accident took place in a cut and that this prevented any possibility of the coaches toppling over and down any embankment.

DRIVER ESCAPES.

In the Canadian National Railways accident, Gordon Parks, of Mandaamin, was driving a light car south on the Brigden sideland and crashed into the rear of an extra freight train at the crossing, fourth east of Sarnia. The freight train was eastbound and was not damaged, the crew not learning of the accident until they reached London.

However, the impact threw the car over on the westbound track and directly in the path of the International Limited passenger train, westbound between Montreal and Chicago. Parks and a companion, whose identity was not divulged, managed to jump clear before the limited crashed into the car and smashed it to pieces.

The crack passenger train was delayed at the scene for 40 minutes and workmen were called from Sarnia to clear the debris from the tracks.

Conductor F. Widner and Engineer J. Davidson, both of Toronto, were in charge of the passenger train.

December 18
1930

London

FIVE ARE HURT IN JUMP TO TRACKS

Switch "Not Properly Set"
Blamed For Crash At
Hyde Park

BOX CAR SMASHED AND
CANDIES ARE SPILLED

Engine, Derailed, But Saved
From 20-Foot Tumble
By Tender

Five London railwaymen received injuries, an engine, tender and two cars were derailed and one of them smashed to matchwood when Canadian Pacific freight train No. 904 crashed head-on into train No. 903 in a passing siding along the main line at the Hyde Park station, six miles west of here, at 3.30 a. m. today.

Engineer W. Vars, 1042 Dundas street, engineer of train No. 904, suffered injuries to his left side; J. A. Moffatt, 72 Barker street, trainman, No. 904, injured his left hand; J. J. Russell, 217 Central avenue, fireman, No. 904 suffered injuries to his right leg; H. Stevens, 12 Sterling street, engineer, No. 903, injured his right knee, and S. Fulcher, 330 Prin-

street, engineer, No. 903, injured his right knee, and S. Fulcher, 330 Princeton avenue, fireman, No. 903, injured his right shoulder. All were injured as they jumped from the engine cars when they saw the crash could not be avoided.

SWITCH NOT SET

S. W. Crabbe, division superintendent, told The Free Press, on the scene of the accident, that the switch for train No. 904, manifest freight, Windsor to London, had not been properly set and thus allowed her to plow into train No. 903, manifest freight, bound for Windsor.

The injured men were given first aid and then went to their homes. The London auxiliary train was dispatched at 4.15 a.m., but passenger train No. 20, Chicago to Montreal, was delayed one hour and 50 minutes, and train No. 635, Toronto to Detroit, was delayed three hours and 15 minutes, while the main line was being cleared.

Telegraph service was completely cut off when the force of the collision buckled up the box car immediately to the rear of the engine in the siding and sent a second car hurtling into the air to crash down a 20-foot embankment and cut all the telegraph wires along the main line.

ENGINE DERAILED

No damage was done to train No. 904, but the cow-catcher and bumper of engine No. 311, on train No. 903, was completely smashed and the engine derailed. But for the fact that the tender was thrown to the left side of the engine, so as to bind it in place, the engine would have toppled down the 20-foot embankment about 200 yards east of the Hyde Park sideroad.

The first box car contained about five tons of candy and toys and these were strewn along the track, while the car was smashed to matchwood and rolled down the south embankment. The second freight car was hurled down the same embankment, crashed the telegraph wires and broke down a fence along the farm of Mrs. George Watson.

The westbound freight was waiting in a passing siding for the eastbound freight to pass along the main line when the latter train, running at about 20 miles an hour, ran into the open switch.

Conductor L. P. Johnston, 418 Central avenue, was conductor in charge of train No. 904 and J. K. McPherson, 512 Dorinda, conductor in charge of train No. 903. The engine was righted and the wreckage cleared up late this afternoon.

MARCH 10, 1931

LONDON FREE PRESS

Hyde Park.

Canadian Railway and Marine World

February, 1932

Bridge Reconstruction on London Division, Canadian Pacific Railway.

The Canadian Pacific Ry., in order to provide for operation of heavier locomotives than had been used previously, has rebuilt a number of bridges on its London Division, Ontario District. The bridges which were rebuilt on the Galt Subdivision, which extends from Toronto to London, 114.6 miles, were as follows, the mileage from Toronto being given first, then the opening spanned by the bridge, and then the type of steel structure and length of span:—mile 8.6, over Mimico Creek, replacement of two 33 ft. and one 78 ft. deck plate girder spans; mile 14.9, over Cooksville Creek, replacement of two 33 ft. and one 45 ft. d.p.g. spans; mile 19.9, over Credit River, replacement of two 40 ft. and one 60 ft. d.p.g. spans, and one 126 ft. deck truss span; mile 36.6, replacement of two 33 ft. and one 66 ft. d.p.g. spans; mile 56.4, over Mill Creek, replacement of one 30

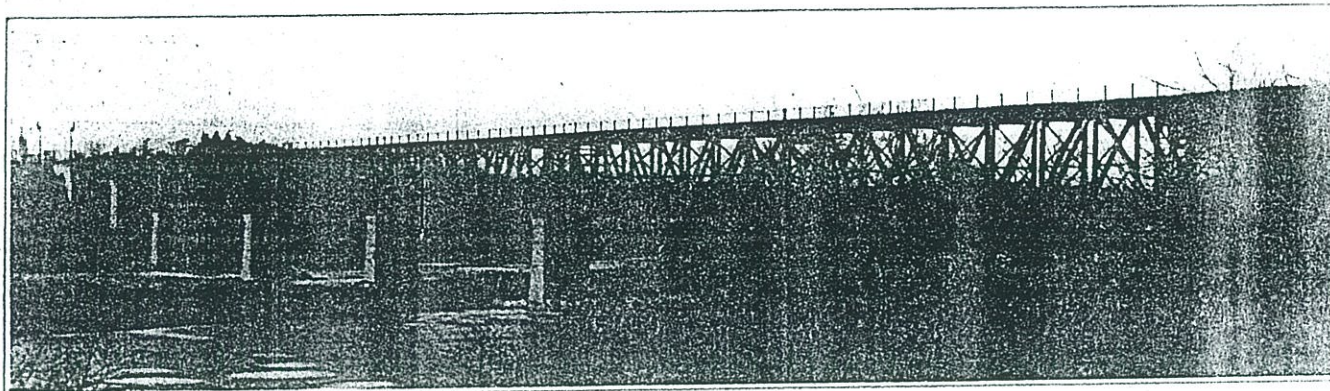
ft. d.p.g. span; mile 56.5, over Elgin St., Galt, replacement of one 30 ft. d.p.g. span; mile 56.6, Beverley St., Galt, replacement of one 30 ft. d.p.g. span; mile 56.8, over Canadian National Rys. and Grand River Ry. tracks, Galt, replacement of three 40 ft. half deck girder spans; mile 57.3, North Water St., Galt, reinforcement of floor beams and stringers of an 85 ft. through plate girder span; mile 57.4, over Grand River, Galt, replacement of five deck truss spans each 150 ft. long, and of three plate girder spans each 90 ft. long; mile 58.1, over Blair Road, replacement of one 32 ft. d.p.g. span; mile 68.0, over Nith River, replacement of two 30 ft. d.p.g. spans; mile 81.4, over Thames River, replacement of one 85 ft. d.p.g. span; mile 84.6, replacement of one 85 ft. d.p.g. span; mile 107.2, over Doty's Creek, replacement of two 42 ft. d.p.g. spans. Except in the case of bridge 57.4, over the Grand River at Galt, no substructure changes were necessary; heavier steel was substituted for that in the previously existing superstructures, the substructures not having been altered in any way.

The bridge replacements on the Windsor Subdivision, which extends from London to Windsor, 112.2 miles, like those on the Galt Subdivision with the exception of the bridge at mile 57.4 on

that subdivision, involved only the substitution of heavier steel in the superstructures, the piers, abutments, etc., not being changed in any way. The bridges which were rebuilt were as follows, the mileages given being from London:—mile 0.3, over Talbot St., London, replacement of one 40 ft. d.p.g. span; mile 0.5, over River Thames, in London, replacement of one 30 ft. and two 40 ft. d.p.g. spans and reinforcement of one steel tower; mile 0.6, over Gunn St., London, replacement of one 35 ft. d.p.g. span; mile 0.7, over Wharncliffe Road, London, replacement of one 45 ft. d.p.g. span; mile 3.9, over Hyde Park Road, London, replacement of one 35 ft. d.p.g. span; mile 4.1, over Canadian National, London and Wingham line, replacement of stringers and laterals and reinforcement of floor beams in one 105 ft. through plate girder span; mile 9.9, Ox-

work, the piers were lowered about 12 ft., and the masonry was removed to a level permitting the provision of concrete copings for the pier tops or bridge seats, the total thickness of the coping of each pier being 4 ft.

The outstanding feature of the providing of new steel for this bridge at Galt was that the disassembling and removal of the old steel, and replacement of it by the new, was done under traffic, no delay to trains having been caused. This was no new departure in the annals of Canadian Pacific Ry., Ontario District, bridge renewal work, as in 1928 five bridges east of Toronto, including a very large one carrying the line over the Don River Valley, on the northeastern outskirts of Toronto, were renewed under traffic, a complete illustrated description of the renewal of the Don Valley bridge having been given in



Bridge over Grand River, on Galt Subdivision, Ontario District, Canadian Pacific Railway, as reconstructed recently.

ft. d.p.g. span; mile 56.5, over Elgin St., Galt, replacement of one 30 ft. d.p.g. span; mile 56.6, Beverley St., Galt, replacement of one 30 ft. d.p.g. span; mile 56.8, over Canadian National Rys. and Grand River Ry. tracks, Galt, replacement of three 40 ft. half deck girder spans; mile 57.3, North Water St., Galt, reinforcement of floor beams and stringers of an 85 ft. through plate girder span; mile 57.4, over Grand River, Galt, replacement of five deck truss spans each 150 ft. long, and of three plate girder spans each 90 ft. long; mile 58.1, over Blair Road, replacement of one 32 ft. d.p.g. span; mile 68.0, over Nith River, replacement of two 30 ft. d.p.g. spans; mile 81.4, over Thames River, replacement of one 85 ft. d.p.g. span; mile 84.6, replacement of one 85 ft. d.p.g. span; mile 107.2, over Doty's Creek, replacement of two 42 ft. d.p.g. spans. Except in the case of bridge 57.4, over the Grand River at Galt, no substructure changes were necessary; heavier steel was substituted for that in the previously existing superstructures, the substructures not having been altered in any way.

The bridge replacements on the Windsor Subdivision, which extends from London to Windsor, 112.2 miles, like those on the Galt Subdivision with the exception of the bridge at mile 57.4 on

bow Creek, replacement of one 50 ft. d.p.g. span; mile 64.0, McGregor's St., Chatham, reinforcement of floor beams in one 105 ft. through plate girder span; mile 72.6, replacement of a 23 ft. I beam span; mile 80.8, Trembley Creek, replacement of one 30 ft. t.p.g. span.

The most important and most difficult of the bridge replacements was that of the bridge at mile 57.4 on Galt Subdivision, over the Grand River, at Galt, consisting of five 150 ft. deck truss spans, with a 90 ft. plate girder span at the east end and two 90 ft. plate girder spans at the west end. The bridge was built in 1883 by Ontario and Quebec Ry., with steel spans and timber approaches. It was rebuilt in 1898 for the Canadian Pacific Ry. by Hamilton Bridge Co., when the height of the substructure piers was increased some 8 or 9 ft. When the heavier steel was substituted in 1931, the piers had to be cut down in height, the new spans being considerably deeper than those erected in 1898, which were replaced. In the 1931 work, the piers were reduced to less than the original height in the 1883 structure. The quality of the masonry work done on the piers in 1883 is shown by the fact that the original piers are now, to all intents and purposes, in as good condition as they were immediately following their construction. In the 1931

our Nov., 1928, issue, pg. 656. The bridge at Galt, however, presented difficulties in comparison with which those in the renewal of the Don Valley bridge were very small, considerable ingenuity and originality having been required to carry the work to a successful conclusion.

Prior to beginning the actual changing of the steel, it was necessary to provide falsework, that being included in the bridge company's contract, and, as it was necessary that the falsework support not only the old and new steel, but also traffic, its construction required considerable care and thoroughness. The erection of the falsework was begun at the east end of the bridge, and carried along the easterly plate girder span and the three easterly deck truss spans; when the steel in those spans was changed, the falsework was taken down and re-erected to permit going ahead with the rebuilding of the westerly part of the bridge. By this method, a considerable saving of falsework material was effected. In replacing the plate girder spans, alongside which the falsework was carried out a considerable distance at each side of the bridge, the new girders were placed on the falsework close to the bridge; the original girders were swung out over the new ones, and placed

(Continued on page 70)

LOSS OF \$75,000 IN C. N. WRECK

Freight Train Derailed At the
Komoka Diamond

TOWER WATCHMAN HURT

Line. Blocked For 12 Hours, Is
Finally Cleared

Working at a feverish pace all day, three Canadian National Railway wrecking crews, supplemented by district sectionmen last night succeeded in clearing C. N. R. tracks at Komoka after a blockage of about 12 hours. The eastbound track was cleared shortly before 6 p.m., while the crews worked until shortly after 9 p.m. to clear the westbound track.

The tracks were blocked by a \$75,000 wreck at the C. N. R.-C. P. R. cross-over diamond about a mile west of Komoka when 19 cars of C. N. R. train No. 485 jumped the rails, tore up a large portion of the track, wrecked the interlocking plant and demolished the signal tower. One man was injured and the C. P. R. line was also blocked for three hours.

William Thorne, 48, of Woodstock, the watchman in the tower at the time, who was injured when his tower was rammed and torn apart, was reported as resting well.

RETURNS TO SARNIA

The Sarnia wrecking train was sent back to the Sarnia yards last night after both C. N. R. lines had been cleared, while the Hamilton and London auxiliaries returned to London and tied up for the night. They are to return to the scene of the wreck at 6 a.m. today to clean up the wreckage.

C. N. R. passenger schedules were returned to normal late in the night and three special trains, carrying 3,000 excursionists home from Chicago passed safely through during the night in addition to regular passenger trains.

Officials are inclined to suspect that a broken wheel on the fourth car behind the engine on train 485 was the cause of the accident, although this has not yet been definitely ascertained. An early estimate placed the damage between \$50,000 to \$75,000 but an official estimate could not be obtained.

The work of the wrecking crews was made more difficult by pouring rain during the afternoon and by the fact that new track had to be laid, eight rail lengths being torn up and completely wrecked, while the derailed cars formed a mass of wreckage criss-crossing the tracks. Superintendent W. J. Piggott arrived from Southampton during the afternoon to take charge of the wrecking operations.

Visitors to the scene continued to marvel at the escape of William Thorne, the signalman in the C. P. R.-C. N. R. tower plant. Although one of the derailed cars plowed into the tower, completely demolishing it and carrying a portion 100 yards down the track, he escaped with injuries of a comparatively minor nature. He suffered badly from shock, burned hands and a bruised knee.

All traffic is limited to a 10-mile-an-hour speed at this point until the entire wreck is cleared and repairs completed. A nightwatchman is also stationed at the scene. The interlocking plant is operated by C. P. R. employees and controls signals for both C. P. R. and C. N. R. trains approaching the crossover diamond.

CROSSING DIAMOND

The accident happened just as the C.N.R. through manifest freight, No. 485, New York to Chicago, was passing over the C.P.R.-C.N.R. cross-over diamond. The train was under the charge of Conductor Fulcher and Engineer Woodcock, both of Sarnia, but

were completely disrupted, the Chicago, Port Huron and Chicago trains being routed via St. Marys and all running late. A shuttle service was operated from the city to the scene of the wreck and up the Huron & Bruce to connect with Toronto trains at Lucan Crossing.

The injured man, William Thorne, of Woodstock, who is a married man with six children, suffered serious burns when he grabbed the coal stove while crawling out of the demolished signal tower. His hands were also burned from acid from the signal batteries.

He was given first aid, treated by the Canadian Pacific doctor here and taken to his home in Woodstock. He was the third "trick" man working from 11 p.m. to 7 a.m., and an hour later would have been off duty.

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The fourth car from the engine left the tracks as it passed over the diamond and 10 cars followed. They were thrown criss-cross across the tracks, one plowing into the corner of the signal tower, completely wrecking it and carrying a portion for 100 yards down the tracks. Both east and westbound C.N.R. tracks were torn up for a distance of eight rail lengths and the interlocking plant and signal system was completely demolished.

The accident happened a few minutes before 6 a.m., the clock in the signal tower (which in some manner was not broken although the tower crashed to the ground) stopping at five minutes to 6 o'clock.

Three C.N.R. auxiliary trains were dispatched to the scene, one from the London yard under the direction of Car Foreman Frank Smithers, the second from Hamilton and a third from Sarnia. George Flahe, of this city, district car foreman, superintended operations with Assistant Superintendent A. F. Sharpe. In the neighborhood of 100 section men were rallied and by 9 o'clock the Canadian Pacific track was cleared for slow traffic.

Of the 11 cars derailed five were empty. Two were loaded with coal, part of which was spilled, one with chrome ore, one with steel, another with copper and an oil tank with crude oil. The oil tank rolled to the ditch but did not burst.

Schedules on the Canadian National

Komoka

October 10, 1933

TEARS UP LINE FOR MORE THAN MILE AS CRANK PIN SNAPS

Complete Derailment of No. 21
on Way to Detroit While
Approaching Thaumoville
Stop

TWO LONDONERS ARE AMONG THOSE HURLED

Three persons were known to have suffered injuries, one of them Londoners, when No. 21, C.P.R. train, was hurled off the left track, near Thaumoville, early this afternoon. The passengers were hurled off the train, and the train itself was wrecked. The train was carrying passengers from Toronto to Detroit. The train was carrying passengers from Toronto to Detroit. The train was carrying passengers from Toronto to Detroit.

Every car of C.P.R. passenger train No. 21 was thrown from the tracks in a wreck near North Thaumoville early this afternoon. The main line right-of-way was torn up for more than a mile and was blocked for several hours. Official statements here said no passengers suffered serious injuries.

The passenger train, which leaves here for Detroit shortly after noon, was slowing down for the Thaumoville stop when a broken track and the engine resulted in the complete derailment of the train. Every car with the exception of the rear truck on the dining car in the rear of the train jumped the tracks.

Rail and tracks were torn up and twisted for more than a mile, and according to a statement from officials at the divisional office here there were no serious injuries to either the passenger list or the crew.

The train was made up of five cars and the train was carrying passengers from Toronto to Detroit. The train was carrying passengers from Toronto to Detroit. The train was carrying passengers from Toronto to Detroit.

Two local passengers boarded the train as it stopped last at this point. One of them bound for Windsor and the other for Detroit. Their identity is unknown. The train runs from Toronto to Windsor, passing the C.P.R. Montreal to Chicago service and is the most important westbound day train.

The train was on time as it left here and could not have been expected to make up time, according to local officials.

It is believed that the train was going about 25 to 30 miles an hour when the train left the rails. The train was slowing down for a stop at North Thaumoville.

August 22
1934

COOL ENGINEER SAVES 60 AS FLYER RIPS UP TRACK

Brakes Hold for Instant Be-
fore Air Lines Smashed
in Wreck

TORONTO BOY HURT

Special to The Star
Thamesville, Aug. 23. — Prompt
application of the brakes by Engineer
Bill Prodger of London, even though
the wheels gripped the rails only
for a moment before the entire brak-
ing mechanism was smashed, is
believed to have been the important
factor in saving his 60 passengers
from death or serious injury when
the C.P.R. crack express, No. 21,
left the rails a quarter of a mile east
of North Thamesville yesterday.

Five coaches and the engine were
derailed, twisting the rails and ties
under them. The coaches came to
rest at various angles from the
vertical, but with none flat on its
side. Some of their trucks had
buried themselves almost out of
sight in the gravel of the roadbed.
The derailment was caused by the

(Continued on Page 3, Col. 6)

COOL ENGINEER SAVES 60 IN TRAIN WRECK

(Continued from Page One)

main crank pin on the right side of
the locomotive breaking.

The driving rod smashed both air
lines to the brakes and some of the
steam lines of the engine. Without
air pressure the brakes were again
free and the train dashed onward
under its own momentum for 600
or 700 feet. The broken rods had
set the locomotive swaying sharply.

According to A. W. Byers of New-
port, Vermont, who with his wife
and their small son, Howard, were
on their way to the World's Fair in
Chicago, Conductor Bob McDougall
of Toronto undoubtedly saved one
woman's life. The woman was
standing on the platform between
the day coach and the next car
when the swaying and grinding com-
menced. The conductor grabbed her
and practically dragged her into the
car and closed the door a split sec-
ond before the derailment occurred
and the platform on which she had
been standing was wrenched apart.

"Those few seconds when we knew
something was going to happen
seemed to be as long as minutes,"
said Byers. "The whole train was
shaking."

Henri Chalifour of Ste. Therese,
Quebec, heard a woman screaming.

He rushed into the day coach and
saw the woman with a baby in her
arms. He took the baby from her
and as the car came to rest he said
he smashed a window with his heel
and carried the baby out. Three
women climbed out through the win-
dow afterward, he said.

Bobby Emmett, six, of 503 Durie
St., Toronto, got a nasty bump and
some abrasions on the head, and
was treated by first aid men.

Mrs. E. H. Reid, of Los Angeles,
going from Toronto to Detroit, said
she was temporarily stunned when
a suit case fell from a rack on her
head. Her five-year-old son, Ernest,
escaped without injury.

In the diner the kitchen crew be-
lieve they saved themselves from in-
jury by running out from the cramped
quarters of the kitchen into the
diner.

"I guess it's our last run," the
engineer is said to have shouted to
Fireman Hansen, Toronto. He in-
structed the fireman to come to the
centre of the cab with him and hang
on to an iron bar. Both were un-
injured.

Toronto Star

August 23, 1934

EXPRESS HITS FREIGHT TRAIN TEN PERSONS ARE INJURED

Passengers Thrown Length of
Car—Engineer MacTaggart Hurt in Jump

NO BLOCK SIGNALS

Special to The Star

London, Ont., March 14—All concerned in last night's railway crash at Caradoc are before S. W. Crabbe, superintendent of London division of the C.P.R., here to-day in an investigation to discover why westbound passenger express No. 37 came into a head-on collision with an eastbound freight, No. 74, when ten persons were injured.

There are no block signals on the single track main line route between London and Windsor. The signals were extended some years ago from the east, as far west as Komoka. That meant that the express, in the last five miles before the crash occurred, was running without such a protection. A company official said that the reason there are no such signals is simply money. The cost is great and the company, with its available funds,

(Continued on Page 2, Col. 2)

EXPRESS HITS FREIGHT IN SMOTHERING STORM

(Continued from Page One)

has been doing its best for years to add the signals along the main routes. A large part of the territory has already been covered. The official said that he had not seen any provision for an extension of signals on the west route in this year's estimates.

"The freight was running on No. 37's time." That was the first conclusion reached by Supt. Crabbe at the scene last night.

To-day's continuing investigation appears to have cleared Engineer MacTaggart and the crew of the passenger train of any responsibility in that connection.

MacTaggart is suffering much pain in Victoria hospital to-day and Dr. J. L. Huffman, company physician, has arranged to have his back X-rayed this afternoon.

The wreckage was cleared and the line opened for traffic at 5.30 this morning. During the night trains had been detoured over the C. N. R. between London and Chatham. Little damage was done to the roadbed and operating conditions approximate normal to-day.

Six Sent to Hospital

The jinx of March 13 hurled the C.P.R. Toronto-to-Detroit Express, No. 37, into a head-on collision at Caradoc village, 21 miles west of London last night and sent six of a list of ten casualties to London hospitals with varying injuries. The victims and their injuries are:

In Victoria hospital:
Engineer Malcolm MacTaggart, 65 Becher St., London, back injuries and abrasions.

Mrs. Martin Simmons, of 432 Sherbrooke St. W., Montreal, en route to Cincinnati, ankle fractured.

R. A. Sloan, accountant, for Canadian Freight Association, 150 Garfield St., Winnipeg, en route to Chicago, nose fractured.

In St. Joseph's hospital:
Richard Barrow, 46, 330 Seventh Ave., New York, en route to Windsor, fractured left ankle.

Mrs. S. J. Smith, 16,500 Burwood Ave., Detroit, wife of manager of Canada Fertilizer Company, Chatham, injury to right shoulder.

Mrs. C. P. Suelah, 29, Guelph, en route to Columbus, Ohio, left leg injured below knee.

Treated by physicians rushed to the scene in a railway special.

David S. Maimin, 571 Eighth Ave., New York, left ankle skinned and bruised.

H. C. Seeley, 4017 Oxford St., Winnipeg, injury to knee cap.

E. J. Smith, 45, Main St. E., North Bay, injury to right shoulder, abrasions of ankle and shock.

Mrs. Albert Tremble, Laurel, Ont., treated for injury to face at the scene.

Crews Jumped

Crews of both the passenger locomotive and eastbound freight No. 47 had jumped before the impact. All except Engineer MacTaggart escaped virtually unhurt. MacTaggart, most seriously injured of all, had his back badly wrenched as he leapt from his cab and hurtled down a steep embankment just before his train, still doing a speed estimated at above 25 miles an hour, smashed against the engine of No. 74, which had been brought to a halt.

S. W. Crabbe, superintendent of London Division of the C.P.R., was a passenger aboard the westbound express and escaping with nothing more than a shaking, took immediate charge. He called Dr. Woods from Mount Brydges, Dr. Percy Banghart and Dr. J. L. Huffman from London, and an ambulance from Mount Brydges, three miles south.

The eastbound freight in charge of Engineer G. Blanchard of London and Conductor W. Allison, was under orders to halt at Caradoc and enter the passing switch to the north of the main line. The passenger train was running on time, Mr. Crabbe said, and was proceeding at a moderate rate approaching Caradoc. The express does not make the Caradoc stop except on flag. Had there been passengers for that point the crash would probably have been averted. Instead the express had a right of way. Heavy snow squalls broke over the London district during the evening and as every motorist could attest, banked up in a blinding sheet in strong headlights. Engineer MacTaggart was having the same difficulty. The line in that section is not equipped with block signals.

As the passenger train sped west towards Caradoc the freight was making its laborious way eastward. The train had slowed up to make a stop in order that its own trainmen could turn the switch for it to enter the siding.

Saw Express Lights

When still about 600 feet from the switch Engineer Blanchard recognized the halo made in the blinding snow by the approaching express. Knowing he was hard pressed, he strove for the siding. Realizing that it would be futile to attempt to stop, open the switch and draw his long train clear of the main line he did the next best thing. Stopped dead to lessen the impact and with his fireman jumped, ran clear and saw the crash.

Engineer MacTaggart's first realization that the freight was in his path came when he was passing Caradoc station, about 1,000 feet east of where the locomotives hit. Passengers said they felt the emergency brakes grab, and knew it was no routine stop. They braced themselves while MacTaggart and his fireman, S. Coomb, of London, swung out on the steps of their cab, held to the grab irons and waited till the last moment to get the advantage of slackening speed.

Both dropped off a car length from the point where the engines met. Coomb to make a fairly safe landing but MacTaggart to hurtle and roll over the treacherous snow-swept embankment.

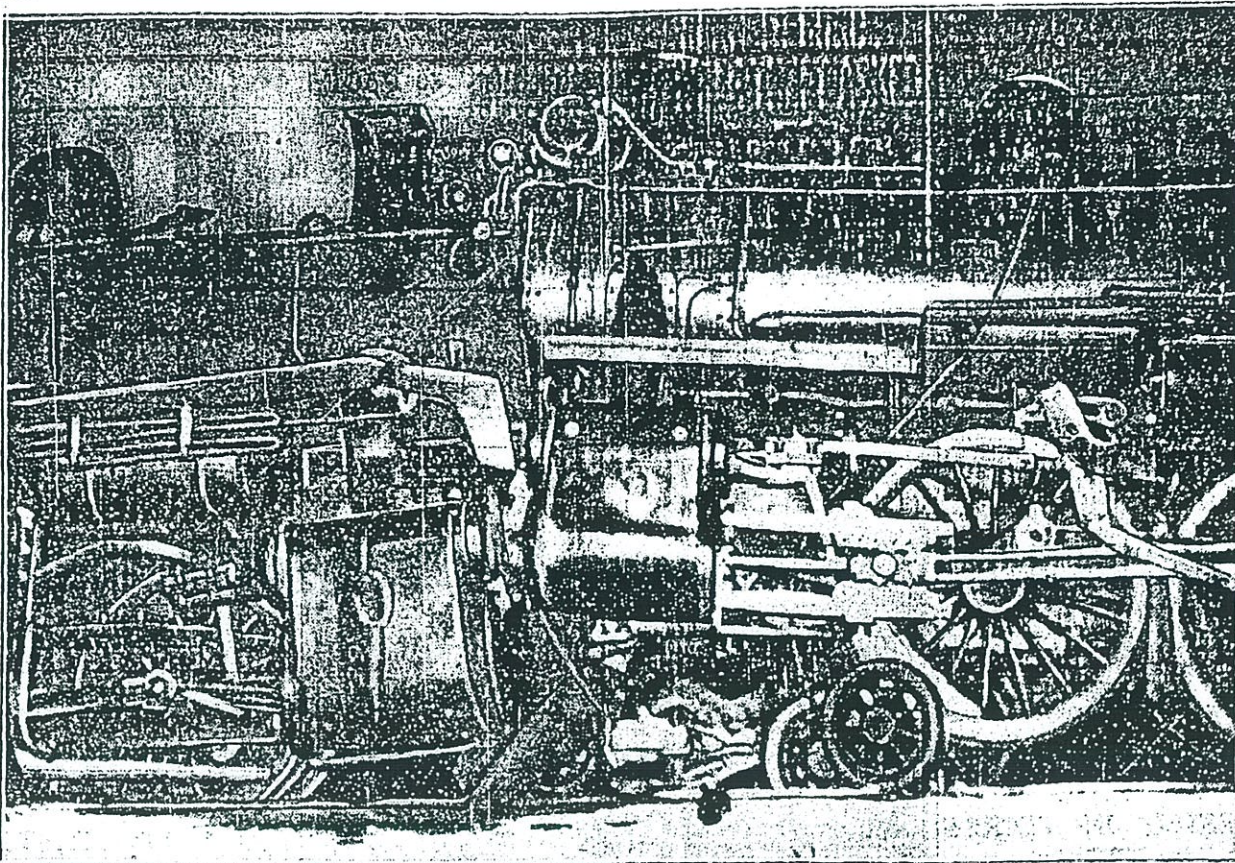
Passengers in the day coaches fared better than those in the parlor car where most of the casualties occurred, and where nearly all the injured had hurts to feet and legs. One of the passengers told The Star chairs in the parlor car were wrenched from their heavy steel supports, while the men and women who occupied them were tossed half the length of the car. In the baggage and express cars, boxes, luggage and parcels bargained workers, one of whom claimed he was thrown the length of his car, and that bouncing back to the opposite end, "he passed his mate downbound on the first lap."

Caboose Not Jolted

Members of the freight crew in the caboose say they scarcely felt the impact.

Toronto Star.

MARCH 14, 1935



C.P.R. LOCOMOTIVES AT GRIPS AFTER HEAD-ON CRASH

When two Canadian Pacific Railway trains, a passenger and a freight interlocked, as shown ABOVE in a head-on collision during a snowstorm near London, Ont., last night, 11 persons were hurt. Most of the passengers injured were in the third car of the westbound train,

a local running between Toronto and Detroit. The freight was bound from Windsor to Toronto. The passenger engine is shown on the RIGHT. Both reared up and climbed over their own pony trucks, leaving a problem for London and Windsor auxiliaries. The cause of the wreck is the subject of investigation.

reared so high the huge driving wheels climbed over the smaller pony trucks beneath their pilots. Damage to the cars was not excessive, the roadbed was scarcely disturbed but both locomotives were badly damaged. One is said to have been the same that figured in a collision a year ago at Thamesville.

The London auxiliary was first on the scene and began the work of clearing the line, while the 40 passengers, including those injured, were placed aboard a parlor car and taken back to London on a special. The special was met by police and private ambulances, while the operating rooms in both Victoria and St. Joseph's hospitals had been prepared and staffed with extra surgeons and nurses. Trains No. 19 and 21 were detoured over the C.N.R. between Chatham and London during the night. The locomotives were pulled apart with difficulty by the London auxiliary before the arrival of a second wrecking crew from Windsor.

Engineer MacTaggart's daughter, Miss Jessie MacTaggart, Toronto newspaper writer, received first word of the injury to her father when a news bulletin flashed the first vague report of the wreck and gave MacTaggart's name as the only one then known to have been injured.

Chief problem for the wrecking crews during the night was the work of lifting the disabled locomotives off their own pony truck so that they could be moved on their own wheels to London.

The objective set by Superintendent Crabbe was to clear the line for to-day and was accomplished.

TORONTO Star · MARCH 14, 1935

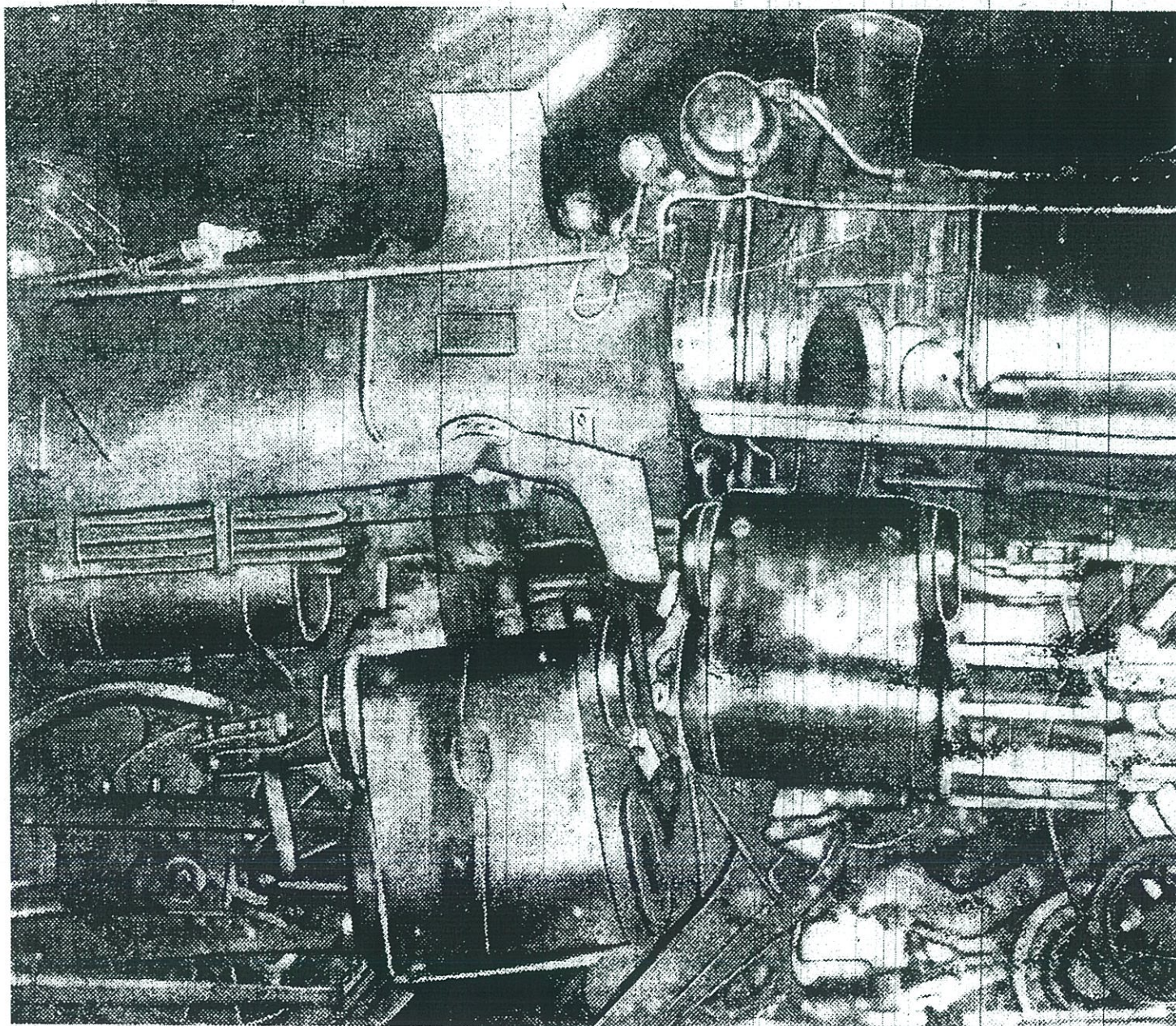
London City,
Financial
Standard

The London Evening

THURSDAY, MARCH 14, 1935

ON LABOR ON NEW

Nine Injured When C.P.R. Passenger Train Crashes Into Freight



Nine persons were injured when a C. P. R. passenger train No. 37, Toronto to Detroit, crashed head-on in a blinding snow storm just west of the Caradoc station last night. The crash occurred when the freight, running behind schedule, was unable to make the Caradoc passing switch in time to avoid the flyer. Engineer Malcolm Mc-

Taggart, in charge of the passenger train, set his brakes and jumped when he saw the collision could not be avoided. He suffered injuries of a serious nature and, with nine of his passengers is in hospital in this city. The Free Press photographer visited the scene of the crash to catch the above picture of the engines. This picture shows the

passenger train on the left. That the brakes would have

MARCH 14, 1935

REXALL
TRAIN
VISITS
LONDON
VIA
CANADIAN
PACIFIC
AUGUST 14, 1936

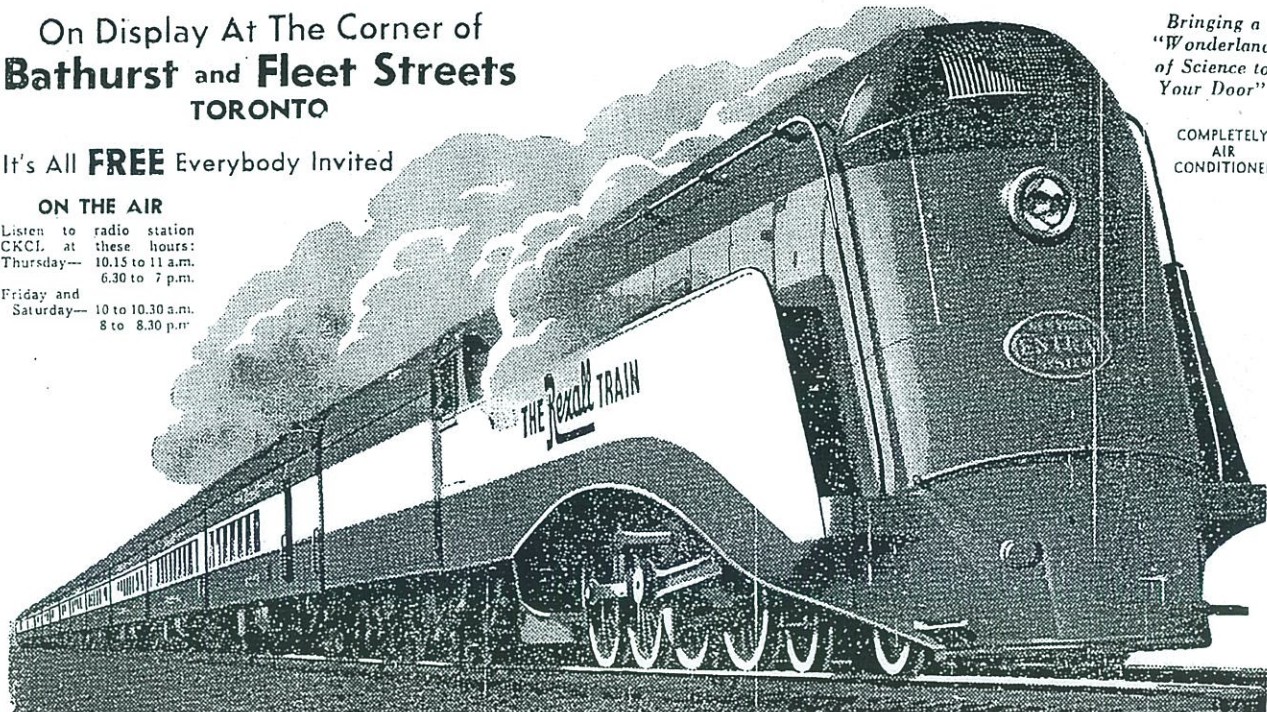
SEE THE FINEST TRAIN IN THE WORLD ... *The* Million Dollar Streamlined **REXALL TRAIN**

On Display At The Corner of
Bathurst and Fleet Streets
TORONTO

It's All **FREE** Everybody Invited

ON THE AIR

Listen to radio station
CKCL at these hours:
Thursday— 10.15 to 11 a.m.
6.30 to 7 p.m.
Friday and
Saturday— 10 to 10.30 a.m.
8 to 8.30 p.m.



Bringing a
"Wonderland
of Science to
Your Door"

COMPLETELY
AIR
CONDITIONED

See It... **Thursday-Friday-Saturday-Sunday**

Inspection Hours

AUGUST 13th.
10.30 A.M. to 12.15 P.M.
2.30 P.M. to 9.00 P.M.

AUGUST 14th.
10.30 A.M. to 12.15 P.M.
2.30 P.M. to 9.00 P.M.

AUGUST 15th.
10.00 A.M. to 6 P.M.

AUGUST 16th.
10.00 A.M. to 6 P.M.



LOUIS K. LIGGETT

This spectacular train is the only one of its kind in the world. Streamlined in its exterior and appointed with the latest innovations of transportation, with one car as a model drug store; one with a model research laboratory in which the public will be shown interesting research experiments; various interesting and modern displays of drugs and beauty aids, and other educational and fascinating features. **TWO BLOCKS OF EDUCATIONAL EXHIBITS!**

IT'S THE LONGEST STREAMLINED TRAIN IN THE WORLD—SEE THE MIGHTY LOCOMOTIVE—350 TONS

GET YOUR ADMISSION TICKETS—FREE—FROM ALL

Rexall

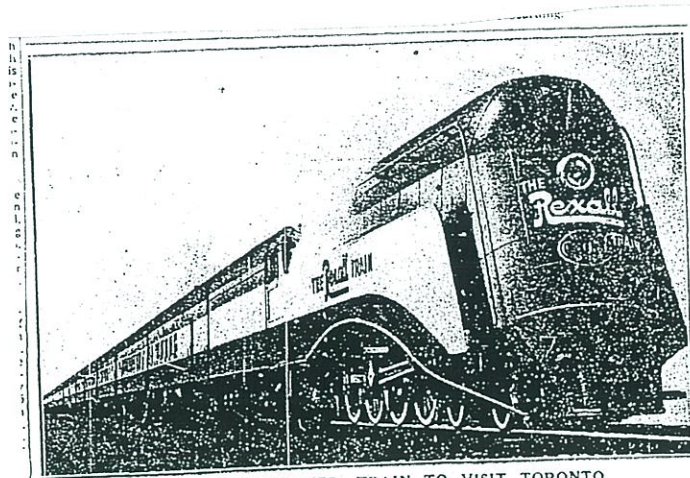
DRUG STORES

LIGGETT DRUG STORES are REXALL STORES

If the Supply of Tickets is Exhausted—COME ANYWAY—You Will All be Welcome

THE REXALLITES OF CANADA ARE DELIGHTED TO WELCOME
MR. LOUIS K. LIGGETT—Chief REXALLITE OF THE WORLD

TORONTO STAR August 12, 1936



REXALL STREAMLINED TRAIN TO VISIT TORONTO

Last word in streamlining and air conditioning, the United Drug Co.'s million-dollar Rexall train will reach Toronto and be open to the public August 13-14-15 and 16. The train is specially constructed for transportation, one of the cars being fitted as a model drug store. A second is a research laboratory. In the latter the public will be able to view experts at research work. The train will be stationed at Bathurst and Fleet Sts.

TORONTO STAR

August 1, 1936

The STORY of **THE Rexall TRAIN of 1936**

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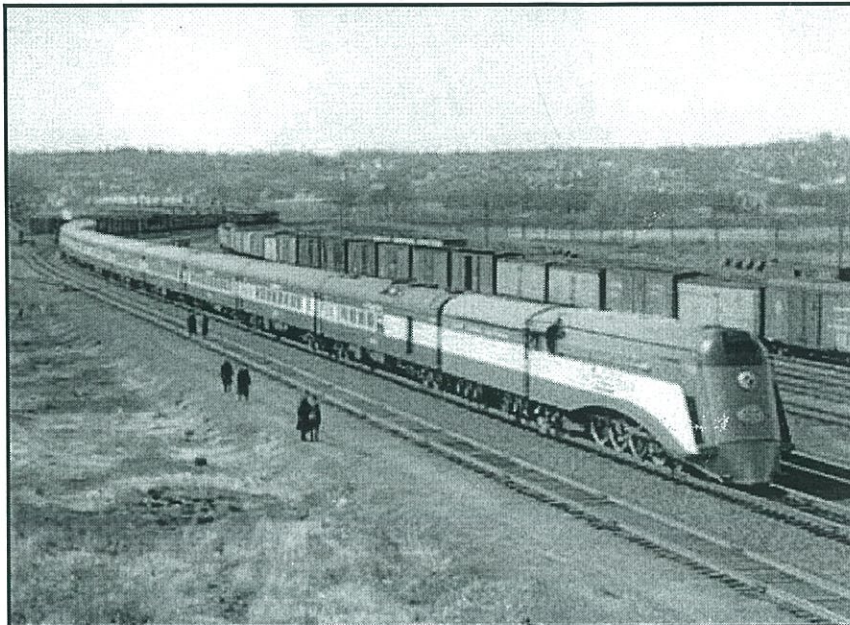
TOUR SCHEDULE

EQUIPMENT ROSTER

The 1936 Million Dollar Rexall Streamlined Train

"The Depression is over!", declared Louis Liggett. And with that, he put the most fantastic promotional train ever conceived on the rails to the four corners of the Nation.

From March to November 1936, the 12-car streamlined, air-conditioned billboard-on-wheels toured the length and breadth of the United States.



In 1935, it occurred to Louis Liggett, founder of the United Drug Company (Rexall), that rather than asking thousands of cash-strapped Rexall druggists to come to a national convention -- he could simply take the national convention to them!

From that, the Rexall Train was born.

With the US economy far from recovered, finding surplus railroad equipment was a snap. Twelve heavyweight Pullman cars were found that could quickly be converted to exhibition cars, lecture cars, and support cars. Each car received a new roof and diaphragms that made the train the longest 'streamlined' train yet fielded. The locomotive was leased from the New York Central. Their decidedly UN-streamlined locomotive was given a thorough makeover based on the styling of the railroad's own Commodore Vanderbilt, the first streamlined steam locomotive in America. The entire train was painted Rexall blue and white (orange didn't come into the corporate palette until years later) with black roofs.

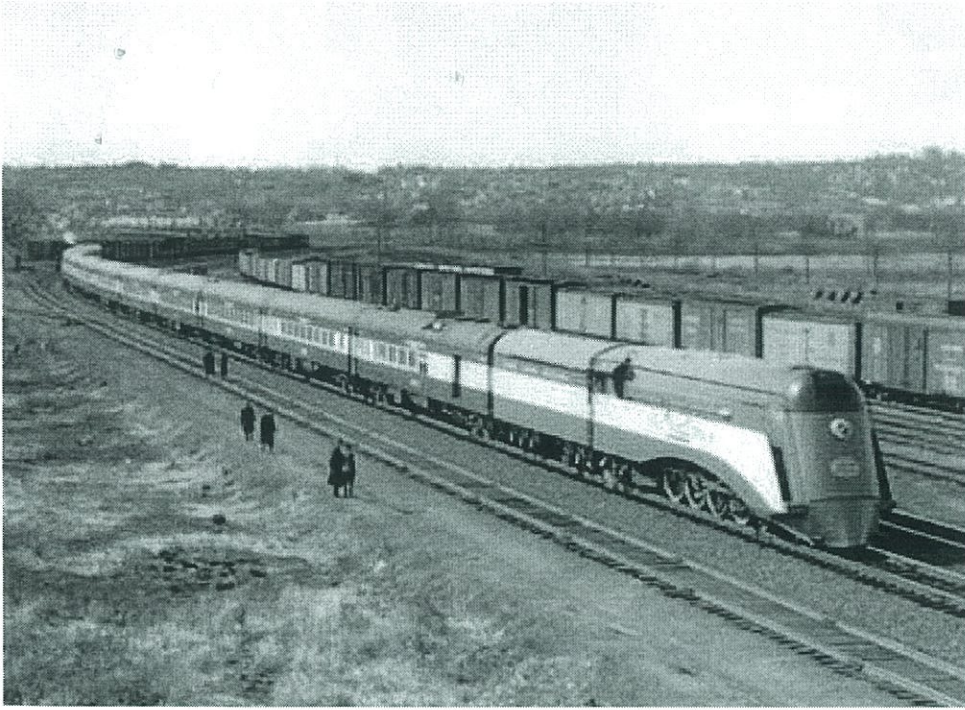
The front half of the train was planned for public exhibition. To that end, four Pullman cars were outfitted with displays of virtually every product Rexall offered. The hottest products lent their names to the cars of the train. Kantleek, Firstaid, Ad-Vantages, Research, Bisma-Rex, Cara Nome, and six other star-product names adomed on the sides of the cars.

After three days of public display, the train left Boston on March 29, 1936. The staff soon settled into a routine.

To the public it looked like this:

When the Rexall Train came to town, people would stop by their local Rexall store to get free tickets before heading down to the station. When the train arrived, a big 'Rexall Drug' sign was hoisted on the side of the Ad-Vantages -- and the entrance doors flung open on the Research. Some display cities saw over 2500 people per hour pass through the four exhibit cars! Good thing the entire train had the newest of luxuries -- air conditioning.

In 109 cities the train was scheduled to host druggists' conventions. This is where the next four Pullmans came in handy. The Klenzo, Symphony, Adrienne, and Mi-31 were all converted to the standards of a topnotch convention hotel. Klenzo and Adrienne were lecture cars connected by a PA system. Between them was the dining car Symphony -- suited for serving hundreds of conventioners a mouthwatering buffet lunch or dinner anytime, anywhere. (Pullman had provided three master chefs.) After a day of seminars, the Mi-31 offered two bars and a

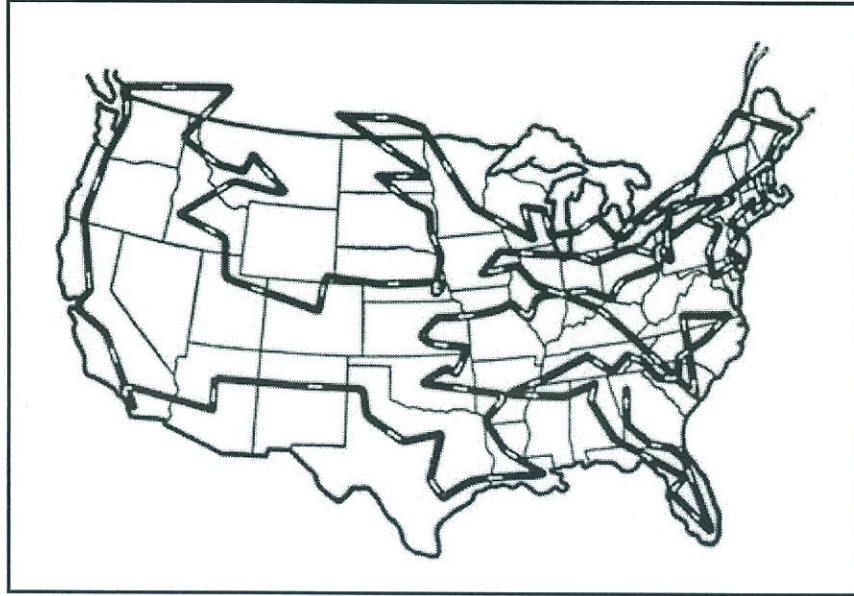


lounge area for relaxation. Taking the folding chairs out of the lecture cars, conventioners had room to mingle and dance the night away -- to the tunes of the train's 4-piece orchestra.

Bringing up the rear of the train were the cars Joan Manning (staff sleeper) and Puretest -- Mr. Liggett's private Pullman observation car. (You didn't think he was going to stay back at headquarters, did you?)

As the train made its way from east to west, its popularity with the public grew. Large newspaper ads announcing the train's visit became the norm. What started out as mostly a convention train became a PR tour de force. As the train moved into its third month, Rexall druggists along the train's path began to angle of attention. With enough pull, Liggett could be persuaded to stop the train for a morning or afternoon display in the hometown of an impassioned Rexallite (as they were called).

Liggett could also be persuaded to stop the train in a town where a local druggist was on the verge of "going Rexall". Contract in hand, Liggett would show the prospect the wonders of Rexall -- as thousands of potential customers surged toward the exhibit cars. For many, it was an irresistible proposition.



The tour made its way from Boston through the Midwest, Southwest, and north up the Pacific coast. Zigzagging across Canada and the US Northwest, the train descended into Chicago for a 3-week refurbishment half way through its tour. Back to the east coast it went before heading south, west, southeast, and north again -- finishing up on November 24, 1936 in Atlanta, GA. In the end, the train visited every state except Nevada.

Final tally: 29,000 miles, 47 states and Canada, 2.3 million visitors for the Million Dollar Rexall Streamlined Train.

It was the United Drug Company's finest hour.

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THE *Rexall* TRAIN of 1936

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The STORY of THE Rexall TRAIN of 1936

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Timeline for the 1936 Million-Dollar Rexall Streamlined Train

This timeline is very much a work-in-progress. Much of what appears here was gleaned from Larry Thomas' fine and exhaustive article on the Rexall Train appearing in the TRRA of St. Louis' magazine, summer 2000. Other newspaper accounts of the day have added considerable depth to the timeline since then, though the schedule is far from being fully reconstructed. Please email with any additions, corrections, confirmations or photos. Where a question mark appears, there is likely a newspaper that mentions the train is headed to or from a certain city, without saying whether it was an actual display city. For example, there is a newspaper account of the train leaving Portland, ME for Wheeling WV. But was Wheeling a display city, or simply where the train would be serviced? Also, it appears that as the train became quite famous, more Rexall druggists would lobby to have the train stop in their town – which it often did, if only for a morning or afternoon display before moving on. So the list of display cities will likely go well over the 147 that were planned when the train left Boston. **Finally, one nagging question** is whether the train ever passed through Nevada. Reno? Las Vegas? If it did, that would make the Rexall Train the first trainset to operate in every state in the Union (48 at the time). Otherwise, it appears the 1947 Freedom Train holds that distinction... Any additions or corrections, please [email](#).

*	*	*	*
#	STOP	DATES	NOTES
1	Boston, MA	March 26-29, 1936	Boston North Station. The locomotive was christened by Miss Edith Minard, one of the 14 original employees of United Drug Co. Departed Boston March 29, 1936 on an eight-month 29,000 mile tour with 147 planned display stops in the US and Canada, 109 of those in conjunction with druggists' conventions held on the train. Louis Liggett, president of the United Drug Company, declares "The depression is over and confidence, the basic factor of recovery, is here." Boy, we could use some of that 73 years later.
2	Portland, ME	March 30, 1936	Portland Union Station.
*	Wheeling, WV ?	*	*
3	Cincinnati, OH	*	15,000 visit train.
4	Indianapolis, IN	April 6-7, 1936	Displayed at Union Station, Track 1.
5	Decatur, IL	April 8, 1936	Spotted between Union and N. Water streets. 2500 visit the train during its short morning visit.
6	Springfield, IL	April 8-9, 1936	Afternoon arrival.
7	St. Louis, MO	April 10-12, 1936	Parked on track "I" at the west end of the midway at Union Station.
8	Moberly, MO	April 13, 1936	Displayed at the Wabash Station. 8,265 people visited the train. Mr. W. W. Greenland of the Moberly Division of the Wabash noted the locomotive made history as the first ever to pass through without a number on it. The local newspaper called this the 7th stop after leaving Boston. We'll consider Boston stop #1.
9	Kansas City, MO	April 14, 1936	Displayed at Union Station, Track 1.
10	Topeka, KS	April 15, 1936	Displayed at Union Pacific Station. Displayed until noon. Afternoon departure.
11	Manhattan, KS	April 16, 1936	*
		April 17,	

12	Hays, KS	1936	More than 5,000 visited the train.
13	Hutchinson, KS	April 18, 1936	Displayed at the Missouri Pacific Depot. Morning display only before pressing on to Wichita to open there in the afternoon. Still, 4500 people managed to tour the train!
14	Wichita, KS	April 18-20, 1936	Encountered a blinding sandstorm on the road to Wichita Union Station. 10,000 visited the train.
15	Pittsburg, KS	April 21, 1936	*
16	Muskogee, OK	April 22, 1936	Displayed on MKT tracks in downtown near Broadway.
17	Tulsa, OK	April 23, 1936	2 hour display.
18	Oklahoma City, OK	April 24-26, 1936	*
*	Little Rock, AR?	*	Ft. Smith stop canceled due to timekeeping issues.
*	Texarkana, AR?	*	*
*	Baton Rouge, LA?	*	*
*	Houston, TX	May 1, 1936	Displayed at Southern Pacific Grand Central Station. 12,000 people visited the train.
*	San Antonio, TX	May 2-4, 1936	Downtown MKT station on Flores St.
*	Austin, TX	*	*
*	Dallas, TX?	*	*
*	Ft. Worth, TX?	*	*
*	Abilene, TX	May 8, 1936	Parked between Cedar and Drupe streets.
*	Lubbock, TX?	*	*
23	Amarillo, TX	May 9-11, 1936	Afternoon arrival at the Santa Fe depot. The local newspaper called this the 23rd stop. Doubtful.
*	Albuquerque, NM	May 12-13, 1936	15,000 visited the train.
*	Phoenix, AZ?	*	*
*	Los Angeles, CA	May 16-20, 1936	Spotted on the Pacific Electric tracks at Exposition Park next to the University of Southern California. The 1947 Freedom Train would display on the same tracks.
*	San Diego, CA	May 21, 1936	One-day round trip from LA to San Diego. Displayed at Santa Fe Station downtown.
*	Fresno, CA	May 22, 1936	Displayed at the Southern Pacific Depot.
*	San Francisco, CA	May 23-26, 1936	Between Los Angeles and San Francisco the Goodyear blimp Volunteer took aerial photos. In San Francisco the train displayed at Southern Pacific's Third and Townsend St. Station. At San Francisco (or shortly before) the words "The Rexall Train" were stenciled on the locomotive's nose. The stenciling remained that way for the rest of the tour.
*	Sacramento, CA	*	*
*	Portland, OR	*	*
*	Centralia, WA	May 30, 1936	On display at the Union Depot from 8 to 10:45 AM.

*	Spokane, WA?	*	*
*	Yakima, WA?	*	*
*	Puyallup, WA?	*	*
*	Seattle, WA	*	*
*	Vancouver, BC	*	*
*	Helena, MT	June 4, 1936	Open from 3 PM.
*	Calgary, AB	June 5, 1936	*
*	Great Falls, ID?	*	*
*	Billings, MT?	*	*
*	Butte, MT?	*	*
*	Boise, ID?	*	*
*	Salt Lake City, UT	*	*
*	Denver, CO	June 14-15, 1936	*
*	Cheyenne, WY?	*	*
*	Omaha, NE?	*	*
*	Lincoln, NE?	*	*
*	Sioux City, IA	June 21, 1936	*
*	Bismarck, ND?	*	*
*	Regina?	*	*
*	Winnipeg?	*	*
*	Minneapolis/St. Paul, MN?	*	*
*	Wausau, WI?	*	*
*	Green Bay, WI	July 3, 1936	*
*	Oshkosh, WI	July 4, 1936	On display at the North Side Chicago & Northwestern Depot from 9 to 11:45AM.
*	Milwaukee, WI	July 5-6, 1936	*
*	Madison, WI	July 7, 1936	Displayed at the Northwestern Depot all day.
*	Chicago, IL	Mid-July until the first of August	Three weeks of refurbishing –the cars at Pullman's Calumet shops and the locomotive at the NYC's Englewood roundhouse.
*	Chicago, IL	August 2-4, 1936	Displayed at Union Station.
*	Grand Rapids, MI	*	*
*	Saginaw, MI	*	*
*	Detroit, MI	*	*
*	Toronto, ON	August 14, 1936	Per <u>R. L. Kennedy</u> : The train displayed at "Fez-City" a small yard near the waterfront. "This odd name was acquired when a number of Shriner special trains were parked there during the great Shriner convention held in the city in the summer of 1930."
*	Ottawa	*	*

*	Montreal	*	*
*	Quebec?	*	*
*	Bangor, ME	*	*
*	Augusta, ME	*	*
*	Providence, RI	*	*
*	Hartford, CT	*	*
*	New Haven, CT	August 27, 1936	*
*	Kingston, NY	August 27, 1936	Open 7 PM to 10 PM.
*	Middletown, NY	August 28, 1936	Open 10:30AM to 12:15PM and 2:30PM to 9PM (Standard Railroad Time)
*	Newark, NJ	August 31 - September 2, 1936	Displayed at the Pennsylvania Railroad's South Broad Street Yard.
*	Jersey City, NJ?	September 3, 1936?	*
*	Philadelphia, PA	September 3-4, 1936	North Philadelphia Station, under catenary.
*	Baltimore, MD	September 6, 1936	*
*	Washington, DC	September 7, 1936	19,464 people visited the train.
*	Harrisburg, PA	September 9, 1936	*
*	Scranton, PA	*	*
*	Syracuse, NY	September 16, 1936	New York Central Station tracks on Erie Blvd, between West and Geddes Streets.
*	Buffalo, NY	September 18, 1936	*
*	East Liberty, PA	September 22, 1936	*
*	Pittsburgh, PA	September 23, 1936	Displayed at the B&O Railroad Station.
*	Elyria, OH	September 27, 1936	On display from 9AM to 2PM at the New York Central Freight Station. 10,878 toured the train in five hours. 2000 others were turned away.
*	Cleveland, OH	*	*
*	Ft. Wayne, IN	September 29, 1936	*
*	Chicago, IL	*	*
*	Rock Island, IL	*	*
*	Davenport, IA	October 3-5, 1936	Displayed at Union Depot at Front and Harrison Streets. 30,000 visited.
*	Dubuque, IA	October 6, 1936	*
*	Waterloo, IA	October 6, 1936	13,600 visited the train from the afternoon 'til 9:30PM at the Illinois Central Depot.
*	Des Moines, IA	October 7, 1936	*
*	Ottumwa, IA	October 8, 1936	On display 9 to 11 AM.
		October 9,	

*	Peoria, IL	1936	Displayed at Union Station.
*	Bloomington, IL	October 10, 1936	Displayed at the Big Four Depot.
*	Louisville, KY	October 11, 1936	*
*	Lexington, KY	*	*
*	Charleston, WV	October 13, 1936	Displayed on New York Central tracks at Morris St.
*	Roanoke, VA	October 14, 1936	*
*	Charlotte, NC	October 20, 1936	*
*	Norfolk, VA?	*	*
*	Knoxville, TN	*	*
*	Chattanooga, TN	*	*
*	Nashville, TN	*	*
*	Memphis, TN	October 30, 1936	Displayed at Memphis Union Station.
*	Mississippi?	*	*
*	Dothan, AL	*	According to John Allen, the train came in on the Atlantic Coast Line.
*	Tallahassee, FL	*	*
*	Orlando, FL	November 12, 1936	*
*	Tampa, FL	November 13, 1936	*
*	Miami, FL	November 14-16, 1936	*
*	Jacksonville, FL	November 17, 1936	*
*	Valdosta	November 18, 1936	*
*	Columbus, GA	November 19, 1936	*
*	Atlanta, GA	November 22-24, 1936	The end of the line – Atlanta's Terminal Station. 25,504 people visited the train on the last day. Over 2.3 million people visited during the tour.
*	*	December, 1936	After the tour ended, the train returned to St. Louis where the exhibit cars were stripped of any displays that could be used for future promotions. The locomotive and cars then went back to service with the NYC and Pullman, respectively.
*	*	*	*

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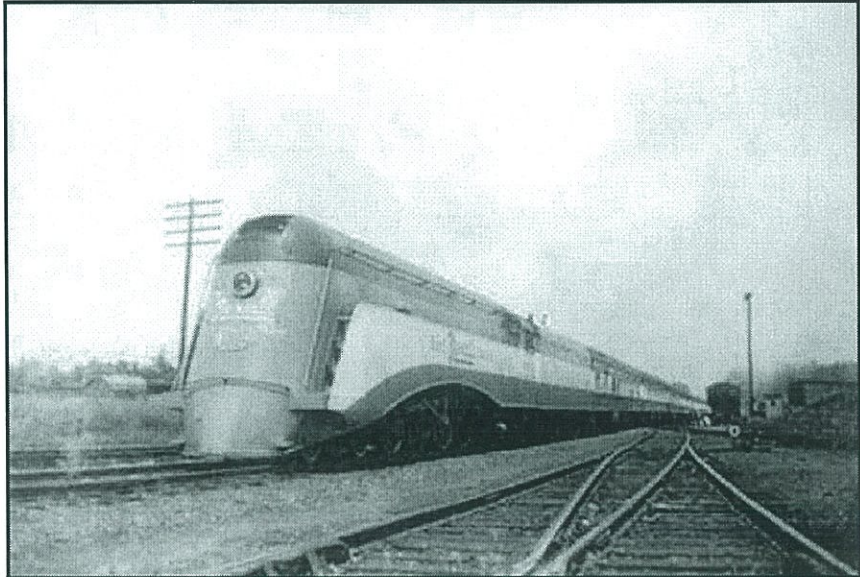
THE *Rexall* TRAIN of 1936

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The Rexall Locomotive: New York Central #2873

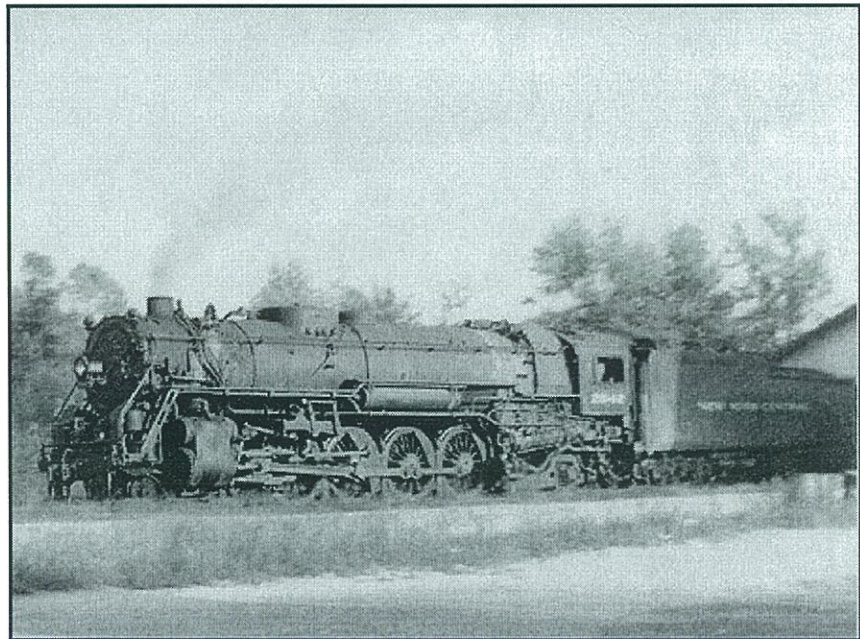
NYC 2873, an L-2c 4-8-2 "Mohawk" was streamlined to mimic NYC 5344 – the Commodore Vanderbilt – which only a few months earlier was America's first streamlined steam locomotive. The engine was converted to burn oil for the national tour of the Rexall Train. (Coal was scarce out west.)



Under that ton of streamlining metal was a locomotive much like this one – a workaday New York Central L-2c Mohawk.

The Rexall tour ended in November and by Christmas the locomotive had lost its streamline cowling – and was back to work lugging freight.

Image: H.C. Settlemoir, courtesy Bruce Hensley's [Railroads of Madison County - Indiana](#).

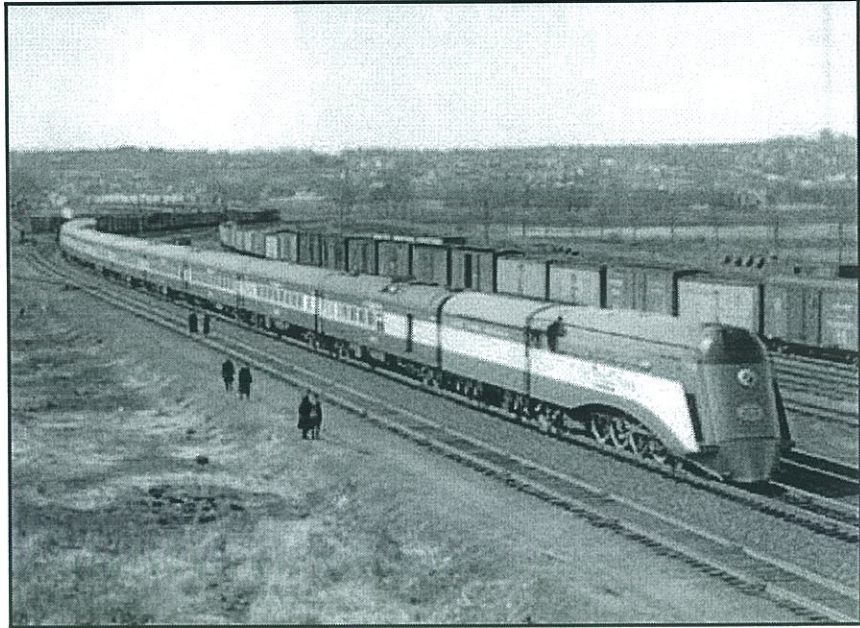


The locomotive was christened at Boston's North Station by Miss Edith Minard, one of the 14 original employees of United Drug Co. President Louis K. Liggett is at far

right.



The locomotive initially had a plain nose with just the headlight and New York Central crest, as seen here.



That changed in San Francisco (or slightly before) when the words "The Rexall Train" were stenciled on the nose.

Seen here at San Francisco.

Image: John Signor collection, via David Perata



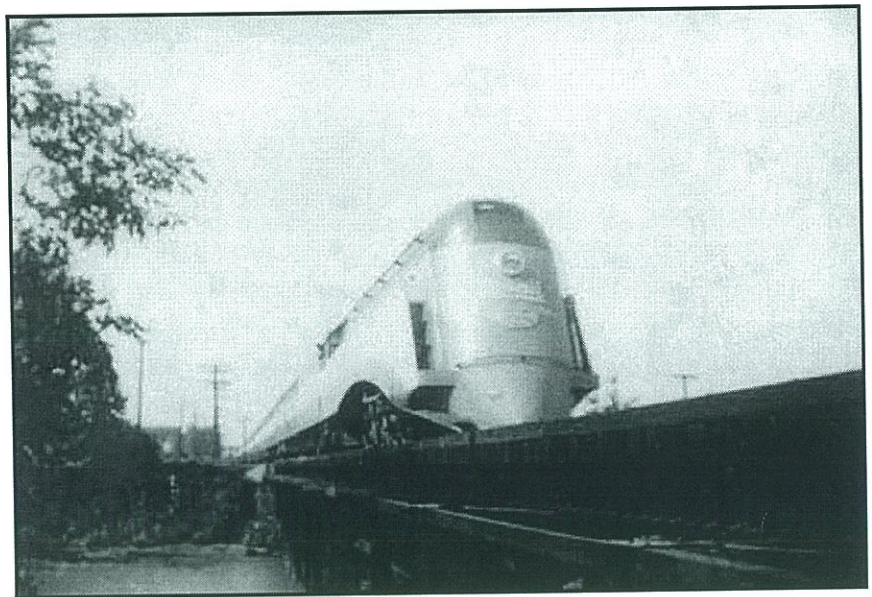
Near the 3rd & Townsend station,
San Francisco.

Image: John Signor collection, via
David Perata

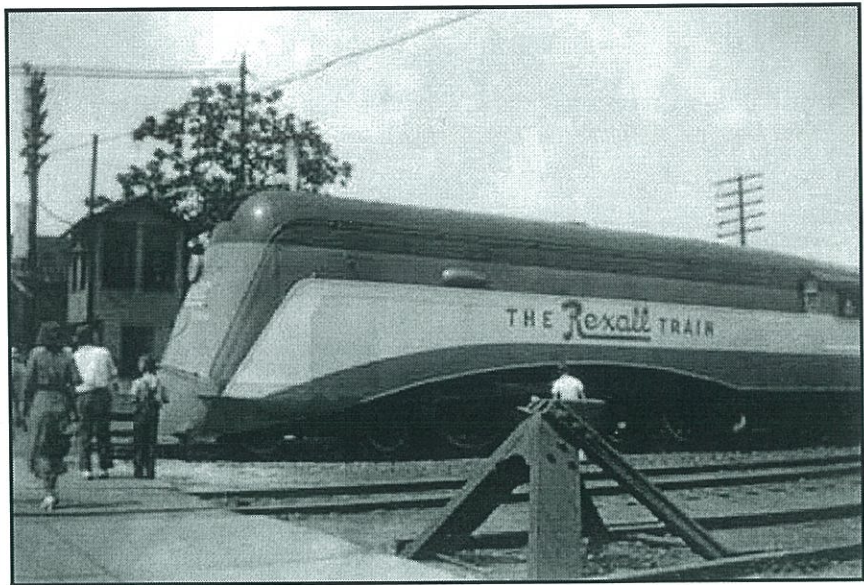




The train was painted royal blue and white with black roofs. Car names and "Pullman" lettering were in white.

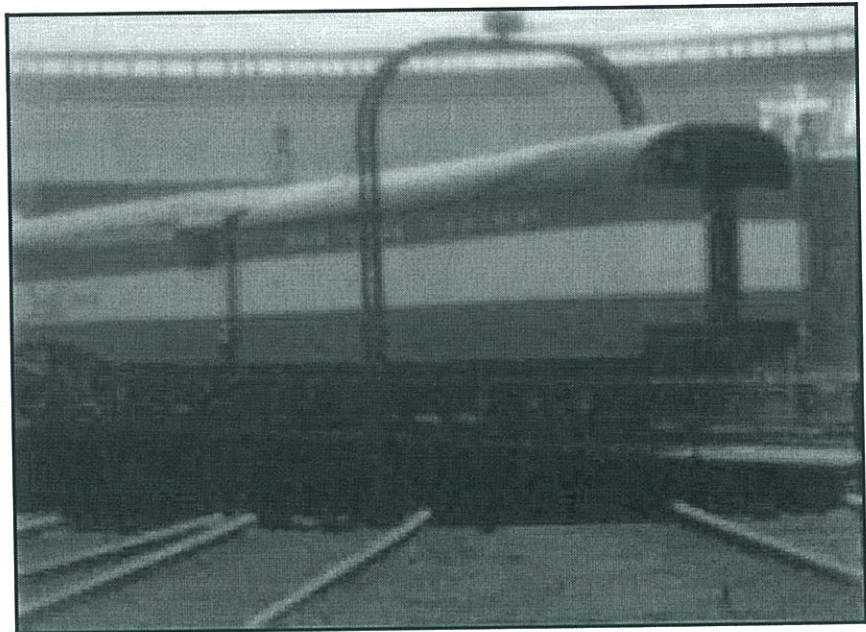


Lettering in the side of the loco was in blue. Rexall didn't add orange to their logo palette until years later.



Not sure what color the NYC emblem background was. E-Mail if you know.





A rare view of the tender's end.

[Return to Roster...](#)

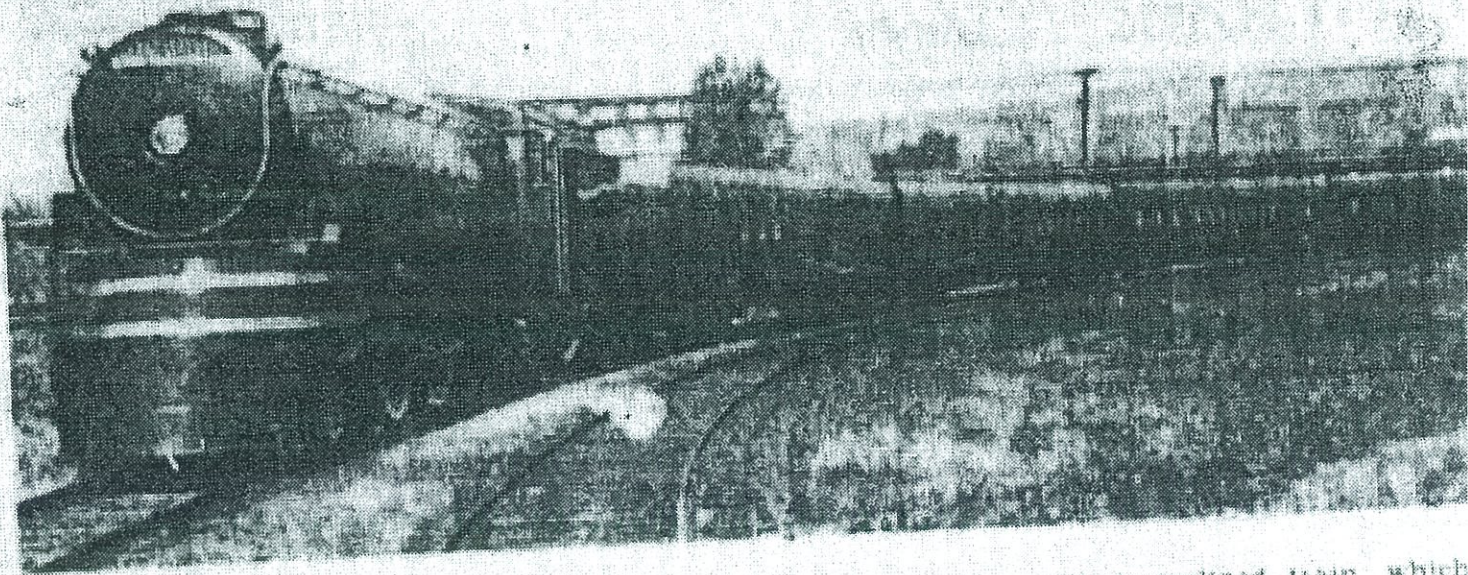
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THE GLOBE, TORONTO

The Iron Horse Goes Streamlined



The Jubilee engine No. 3000 and the new Canadian Pacific semi-streamlined train, which on view at Pez City, at Bathurst and Fleet Streets, Aug. 26 and 27, from 9 a.m. until 10.30 p.m. to haul the new light-weight train, the engine can attain a speed of 110 miles an hour, and stops up speed very quickly. A private view of the train will be held today for officials, members of Council, and the press.

TORONTO GLOBE
August 25, 1936



Jubilee (4-4-4) Locomotive with Train, Canadian Pacific Railway.

with these locomotives to form four complete trains of semi-streamlined form. It was specified that while the National Steel Car Corporation would build the four mail and express cars complete, it would build only the frames for the four baggage and buffet cars and eight first class cars. This programme was adhered to, and the baggage and buffet cars and first class cars were finished at the Angus shops in Montreal.

The first of the five locomotives to be completed was delivered to the Canadian Pacific by Montreal Locomotive Works on July 27, and the occasion was marked by appropriate ceremony, held at the Montreal Locomotive Works plant. Quite appropriately, the locomotives, said to be the first with the 4-4-4 wheel arrangement to operate in Canada, have been designated the Jubilee type, to mark the fact that the first lot began operation in the Jubilee year of the Canadian Pacific transcontinental railway service, it having been in 1886, fifty years ago, that the first transcontinental train proceeded from Montreal to the Pacific coast. At the proceedings on July 27, when hundreds attended, addresses

transcontinental train in 1886, had been arranged, and following the conclusion of the addresses, locomotive 2000, the first of the new Jubilee type to be completed, forced its way through it to the accompaniment of the enthusiastic cheers of the spectators.

Mayor Houde, in his address, pointed out that for half a century the railways have constituted the main link holding the Dominion together, and he complimented the Canadian Pacific management on the new step being taken to improve communication between east and west. He congratulated the Montreal Locomotive Works upon the excellence of the new locomotives, and said that they are a symbol of what Canada can do and will do in the reconstruction years ahead. Mr. Dickerman, after explaining that the Jubilee type locomotives were designed particularly for ultra-high speeds, hauling a de luxe light-weight train, spoke of the many advantages of steam operation in good railroading, and said that all the speed which any railway management will ever dare use can be secured with the greatest facility by the use of steam. He recalled that, in the 34 years of its ex-

new locomotives is placed. Following the placing of such an order, subsidiary orders are placed from one end of the country to the other, for materials; freight movement is stimulated, and new money is placed in circulation. He said:

"This stimulation means that Canada is progressing, and not accepting defeat, and is a further evidence of the substantial part the Canadian Pacific Railway is steadily taking in the up-building of Canada. These engines, I feel, sound an especially appropriate note in this, the Jubilee year of the company's transcontinental train service."

Sir Edward Beatty, in accepting the locomotive on behalf of the Canadian Pacific, mentioned that it is unusual for a celebration to be held to mark the delivery of a locomotive, but explained that the proceedings were very appropriate in view of the fact that the occasion marked the opening of a new era in the Canadian transportation field. He said in part: "The event is notable because it marks the completion of the first order for locomotives given by the Canadian Pacific Ry. in a period of five years. At no time in the past 50 years has there been such a full in locomotive

"The Jubilee type marks a reversal of the use of lighter locomotives for passenger service. For use with these locomotives our company is constructing light-weight cars. These light-weight trains will provide a greater degree of comfort, without any sacrifice in safety for passengers, than at any time in the past. While we are not the pioneers in reverting to the use of lighter and faster trains, we are pioneers in Canada, a country not so well suited to their use as are other countries with densely populated areas. We feel that we are taking a step which will work out to the mutual benefit of our passengers and ourselves."

In concluding his remarks Sir Edward paid tribute to the engineers and draftsmen who drew up the specifications for the locomotives, decided on the materials to be used, and prepared the drawings. They carried the responsibility of design, he pointed out, and he offered his heartiest congratulations to those thus responsible, in both the Canadian Pacific and Montreal Locomotive Works organizations.

On Aug. 1, a complete train, made up of locomotive 3000, one of the new mail and express cars, one of the baggage and buffet cars and of the first class cars, was placed on exhibit at the Canadian Pacific Windsor Station, at Montreal, and remained there until the evening of Aug. 4. It was inspected by about 60,000 people, and general expressions of praise and of astonishment at the luxurious interiors of the cars were heard on all sides.

In the first part of August we were advised that delivery of all five locomotives and of all the cars ordered was expected to be completed prior to Aug. 31, and at the time of writing arrangements have been completed for exhibit of a complete train at Toronto on Aug. 26 and 27; at London, Ont., on Aug. 29, and at Windsor, Ont., on Aug. 31. Plans

Publicity Department is that the trains will finally be placed in operation on day runs between Toronto and Detroit, between Montreal and Quebec and between Edmonton and Calgary.

The Locomotives Described

The 4-4-4 locomotives acquired recently have chief dimensions, etc., as follows:

Height to top of stack	14 ft. 11 1/4 in.
Height to center of boiler	9 ft. 10 in.
Width over all	123 1/4 in.
Cylinder centers	77 in.
Weights in working order:	
On drivers	120,000 lb.
On leading truck	55,000 lb.
On trailing truck	75,000 lb.
Total loco.	250,000 lb.
Tender, loaded	198,500 lb.
Wheelbases:	
Driving truck	7 ft. 8 in.
Leading truck	7 ft. 2 in.
Trailing truck	5 ft. 4 in.
Loco. total	37 ft. 8 in.
Loco. and tender, total	70 ft. 8 1/2 in.
Diameter of driving wheels	30 in.
Diameter of leading truck wheels	22 in.
Diameter of trailing truck wheels	39 1/4 and 45 in.
Cylinders, diameter and stroke	11 1/4 x 28 in.
Boiler pressure	300 lb. per sq. in.
Boiler diameter at first ring, outside	69-7/16 in.
Boiler diameter at largest course, outside	75 in.
Firebox length and width	114-1/16 x 70-3/16 in.
Tubes, number and diameter	47-2 1/2 in.
Flues, number and diameter	130-5/8 in.
Length over tube sheets	19 ft.
Gross area	55.8 sq. ft.
Heating surfaces:	
Firebox	198 sq. ft.
Arch tubes	24 sq. ft.
Firebox, total	222 sq. ft.
Tubes and flues	2491 sq. ft.
Evaporative, total	2613 sq. ft.
Superheating	1180 sq. ft.
Com. evaporative and superheat	3693 sq. ft.
Rated tractive effort	24,500 lb.

These locomotives are notable for the fact that, despite the adoption of the semi-streamlined form, every safety requirement of the Board of Railway Commissioners for Canada has been complied with fully. They are also notable for the fact that they employ boiler working pressure of 300 lb. per sq. in., this being the highest pressure, so far as we

of the end and coal hopper, is the stack and the shroud over it, this shroud being placed over the stack to provide a streamlined effect, and at the same time to furnish a location for the number lamps, set in the two front sections of the shroud. In the boiler shell and courses, nickel steel rivets have been used for the first time. These were employed to obtain increased shearing value, and a better balanced seam when using high tensile steel.

The main frames are of high tensile, one-piece nickel cast steel, supplied by Canadian Car and Foundry Co. The cylinders are made of nickel cast iron and are very thoroughly lagged with asbestos mortar with Johns-Manville sponge felt blocks. The driving wheels are of the Boxpok type, of General Steel Castings Corporation design, furnished by Canadian Car and Foundry Co. Both driving wheels are cross-counterbalanced. The amount of cross-counterbalancing required is greatly reduced by the tandem rods employed and because of the fact that the main connection is on the leading driving wheels. By bringing in the center line of the cylinders in this way, the loads applying on the crank pins, wheel centers, axles and main frames are greatly reduced on account of the lower bending moment. Contrary to general practice in cross-counterbalancing, the Canadian Pacific does not use an offset balance weight, preferring to employ a supplementary weight set at an angle of 90 degrees to the main balance weight. In this way, adjustment can readily be made to obtain the balance required in the event of having to use larger rods or crank pins, which would offset the angle of the main counterbalance weight if the cross-counterbalancing was done by offsetting the main counterbalance weight from the line of the crankpin. The running

boards are supported from the main frame, with no attachment to the boiler, except at the firebox at the right and left sides, where a special bracket has been made with a sliding arrangement which allows the boiler to move freely without putting any strain on the running board which would tend to cause it to buckle.

As stated, there is no steam dome; a manhole with a cast steel cover, on which the safety valves are mounted, is applied in its place, to allow entry to the boiler for making of inspections, etc.

The cab is of the standard vestibule type as employed on the Canadian Pacific, but there has been a return to the use of rounded corners at the front, to give a smoother appearance. The roof ventilators have been depressed, making them invisible from the ground. The cab lining is Johns-Manville fireproof flexboard.

To support the air and water pumps, a combined frame cross-tie and pump support was designed, so arranged as to carry the air pump on the right side of the locomotive and the water pump on the left side. Not only does this give a better balance to the locomotive, but it has also removed the pumps from the boiler and thus relieves the boiler from strain. In addition, the pumps are easily accessible for repair work.

The general arrangement of the parts of the locomotive does not vary to any great extent from that employed heretofore on the Canadian Pacific. The feed water heater, smoke stack, sand boxes, top check, safety valves, whistle and steam turret are in their usual locations. The bell has been placed on the left back steam chest cover, just below the running board scarf. The dynamo has been placed on the back deck casting, under the floor of the cab, the exhaust being piped up through the cab to the roof. The whistle is studded to the boiler shell immediately back of the safety valves, and a combination cowl has been built around the safety valves and whistle; the whistle is supplied with superheated steam, which is piped to the side of the base. The pipe runs from the superheated turret in the side of the

duct to carry air from the grating in the smokebox front to the deck of the stack, and also to provide a location for the number lamps. This outer shroud is so arranged as to allow the boiler to move freely, and no expansion and contraction strains are thrown into the frame work. Handrail posts are of the blunt type, allowing for ease in lining up the handrails and for quick removal or replacement. The locomotive front end is so designed that the coupler can be folded up when not in use, and covered by a light removable panel. The pilot is of plate construction, heavily reinforced.

In the construction of the ashpan, Canadian Pacific standard practice has been followed. Drop doors are provided at the side to facilitate inspection and cleaning, and the usual deflector plates are applied at the mud ring, under the side carriers, to prevent access of cold air to the side sheets; the side carriers are bolted closely to the side sheets. This practice has prevented trouble with firebox side sheets cracking. The ashpan body is of plate construction, with the ashpan hopper and door of cast steel. The grate bars are of the Rosebud type; they and the bearers are made from Chromite heat-resisting steel furnished by Hull Iron and Steel Foundry Co. During recent years, the Canadian Pacific has been experimenting with considerable success with the use of an oval shaped section of netting placed vertically in the smoke box, which fits in grooved castings at top and bottom and can be readily removed or replaced. This arrangement is employed on the F2a locomotives.

The electric classification lamps at the front of the locomotive are of a streamlined design, developed by the railway.

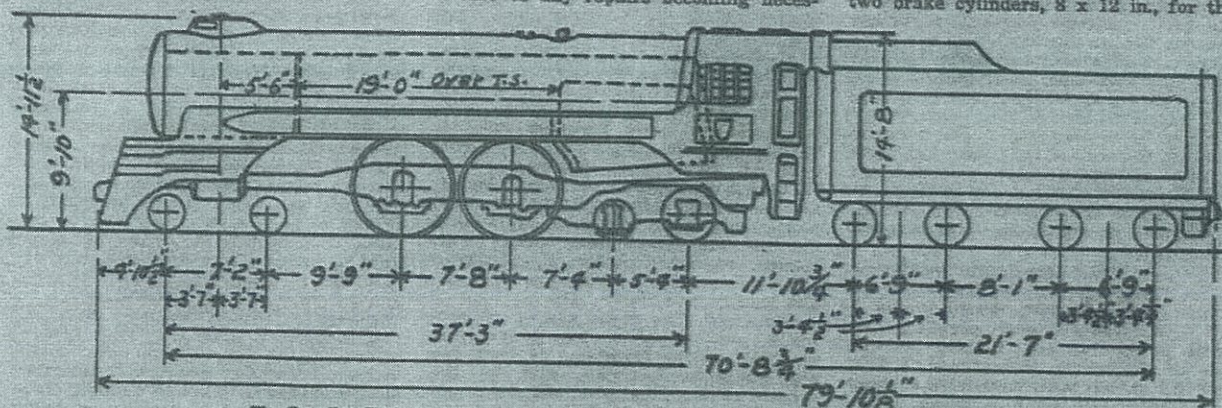
On a previous locomotive, considerable trouble was experienced with the exhaust steam pipe from the cylinders to the feed water heater bundle breaking because of expansion and contraction strains. This difficulty was overcome on that locomotive by the use of a packed slip joint arrangement at the cylinder. This eradicated the trouble entirely, and it allows for quick removal of the pipe in case of any repairs becoming neces-

Franklin no. 8 firedoor is applied. The boiler shell and firebox steel, to C.P.R. specification no. 121, has nickel content. Everlasting boiler blow-off cocks, model W, are fitted. Boiler evaporation (Coke's ratio) is 37.681. Equivalent evaporation per sq. ft. of evaporative heating surface per hour is 13.3. Firebox heating surface is 5.89% of combined heating surface; tube and flue heating surface is 66.18% of combined heating surface. Following are leading ratios:—Firebox heating surface: grate area, 4.17; tube and flue heating surface: grate area, 46.78; superheating surface: grate area, 19.78; combined heating surface: grate area, 70.73; tube and flue gas area: grate area, 0.1082; evaporation: grate area, 677.82; tractive force: grate area, 478.61; tractive force: evaporation, 0.708.

The 9 in. piston valves, fitted with Hunt-Spiller bronze rings, are driven by Walschaert gear. Maximum travel is 6½ in.; steam lap is 1½ in.; exhaust clearance is ¼ in.; lead is ¼ in.; cut-off in full gear is 84%.

The driving boxes are plain brass bearing type, fitted with Alco grease cellars. The leading, trailer and tender trucks are fitted with SKF roller bearings; the leading truck has inside bearings and the trailing truck outside ones. Driving box wedges are adjustable by hand. The crosshead is of the single bar, alligator type.

The air brakes are Westinghouse 8-E.T. schedule with 8½ in. cross-compound compressor, the latter being mounted as described in the foregoing. The brake valve has the feed valves combined. The locomotive and tender are equipped with clasp brakes throughout, with the exception of the leading wheels of the trailing truck, on which single shoes apply. The Westinghouse air compressor throttle valve is fitted, preventing compressor racing. All brake cylinders are mounted on the trucks. The braking power on the drivers is 80%, on leading truck wheels and leading wheels of trailing truck, 45%, and on the trailing wheels of the trailing truck, 73%. On the tender truck wheels, it is 100% light weight and approximately 50% when loaded. There are two brake cylinders, 8 x 12 in., for the



The Canadian Pacific's Jubilee (4-4-4), Class F2a, Semi-streamlined Locomotive in Elevation.

boiler; there is a valve in the whistle also, so that the steam supply can be cut off for making of repairs.

The boiler barrel is lagged in the usual way, but, over the whole of the boiler, from the running boards up, there has been placed an outer casing built up of angle construction and covered with a planished steel jacket. This encloses everything with the exception of the stack, which was purposely left high to provide more room for an air

sary. A similar design has been employed on the F2a locomotives.

The boiler is of the conical type, and, as stated, steam working pressure is 300 lb. per sq. in. The outside diameter at the first ring is 69-7/16 in., and at the largest course 75 in., height from mud ring to crown sheet at back is 68½ in., and at front 73 in. The firebox has four arch tubes, carrying American arch brick. The net gas area through the tubes and flues is 0.03 sq. ft. The

trailing truck wheels; one, 10 x 10 in., for the leading truck wheels, and two, 12 x 10 in., for the tender truck wheels. The locomotive is equipped with three main air reservoirs, one supported by the front deck casting in front of the cylinders and the other two slung from the right and left sides of the boiler. The main crankpins are made of low carbon steel (0.20 to 0.27% C) with nickel content of 2.50%, double heat treated. All the axles are of carbon steel. The

rods are 2.50% nickel steel forgings, heat treated.

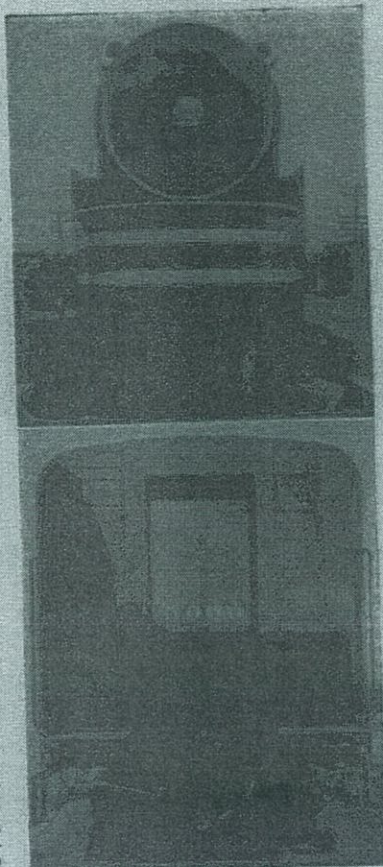
Loading weight ratios are:—Weight on drivers: weight of locomotive, 45.0%; weight on drivers: tractive force, 4.52; weight of locomotive: evaporation, 6.97; weight of locomotive: combined heating surface, 66.87.

In the way of lubrication, no hydrostatic lubricator is applied. For lubrication of valves and cylinders, a Nathan, force-feed, model DV-4 mechanical lubricator is fitted; it is driven from the valve gear combination lever. It is an 8-feed one, with four-way fitting for lubrication of the guide bars. For lubrication of the spring rigging, motion work and brake equipment, the Alemite soft grease system is employed, and the Spec-D system is used for the main and side rods.

A McAvity flange lubricator operates on the main drivers. King metallic packing is applied at piston rods, valve stems, air compressor and steam end of feed water pump. The feed water heater is of the Elesco type, and the boiler is fed also, at the right side, by a Hancock type W, non-lifting injector. McAvity injector checks are applied. The superheater is the Superheater Co.'s type E, and that company's multiple type throttle is fitted. The locomotive is stoker fired, the Standard Stoker Co. BK-1 stoker being applied. As concerns steam supply to the auxiliaries, superheated steam is taken to a special turret on the left in front of the cab, to supply the blower, stoker engine, air compressor, feed water pump, dynamo and whistle; steam for the injector and for steam heat is saturated and is taken from a turret in the cab. Neverlog sanders are fitted, the sandbox being beneath the shroud, with access through doors, and sand is delivered in front of both the main and no. 2 drivers. Following are a few figures applying to the two engines (right and left) of the locomotive:—Locomotive speed at piston speed of 1,000 ft. per minute, 51 m.p.h.; piston speed at 10 miles an hour, 196.1 ft. per minute; engine revolutions per minute at 10 m.p.h., 42.

The tender is of the rectangular type, with water bottom underframe of General Steel Castings Corporation design. It is carried on General Steel Castings Corporation 4-wheel trucks, the journals being 6.2992 in. diam., and operating, as stated above, in SKF roller bearings. Fuel capacity is 12 tons and water capacity 7,000 imp. gall. The manner in which the rear of the tender has been given a vestibuled effect, to match up with the end of the first car in the train and preserve the continuity of outline, is exhibited in one of the accompanying illustrations.

Equipment not specifically mentioned in the foregoing includes Taynold type B bell ringer, McAvity world B and C cab light; Barco flexible couplings between locomotive and tender, and at rear of tender for steam line; A.A.R. type E, swivel butt, bottom operating rear coupler with 6 x 8 in. shank; light-weight M.C.B. type pilot coupler; Hancock cylinder cock operating device; Robert Mitchell Co. classification lamps (referred to above as of Canadian Pacific design and as being of streamlined form); World automatic cylinder exhaust passage drain valves; Miner ABB tender draft gear; Franklin unit safety type drawbars of forged nickel steel; Stone-Franklin electric headlight generator on two locomotives and Pyle-National electric headlight generator on the other three, both makes being of alternating current type; Pyle-National



Above, Front View of Jubilee (4-4-4), class F7a Locomotive. Below, a View Showing the Vestibule Arrangement at the Rear of the Tender.

flush type electric headlight, 14 in. diam.; Sydney Smith boiler, stoker and feed water heater gauges and Morrison steam heat, signal and air brake gauges; Hunt-Spiller piston rings; Franklin type E-1 radial buffer; Barco B-4 power reverse gear; World safety valves with bolted dangle base; Flannery tell-tale flexible staybolts, copper coated; Leslie type AK steam heat reducing valve; T2 tank hose coupling; Gravity condensate hosebag coupling; Huron washout plugs; cab front windows of Robert Mitchell Co. Thermosash fitted with Duolite glass; McAvity miscellaneous valves; General Steel Castings Corporation leading and trailing trucks.

The Cars—The three classes of cars which combine with the locomotives described in the foregoing, to form the semi-streamlined trains, will be the subject of an illustrated article in an early issue.

Canadian National Rys. Express Department agency at Shilo camp, Man., was closed Aug. 15.—Official advice received at the middle of August mentioned the opening, Sept. 1, of a temporary agency at Saunders, Alta.

Toronto Railway Club will resume monthly meetings Sept. 23, when H. F. Clarke, Superintendent of Maintenance, Delaware and Hudson Rd., will speak on track maintenance.

Railway Accidents Report

April Accidents

The Board of Railway Commissioners for Canada reports that there were 165 accidents on Canadian railways, seven persons being killed and 170 injured, and 15 accidents at highway grade crossings, five persons being killed and 19 injured, a total of 180 accidents, 12 persons being killed and 189 injured, in April. Of those killed, all were people other than passengers and employees, and of those injured, 15 were passengers, 136 employees and 35 others.

The highway crossing accidents by provinces were:—Prince Edward Island, one, an automobile, through driver's carelessness in approaching at high speed and running on to crossing in front of train.—New Brunswick, one, an automobile, through driver's carelessness in running into pilot locomotive.—Quebec, one, a pedestrian, who ran across track into side of locomotive.—Ontario, nine; in seven, automobiles through drivers' carelessness in driving on to crossings in front of trains in five cases, in failing to see or hear train in one and in running into side of train in one; a truck, through driver's carelessness in failing to see locomotive in time to avoid being struck, and a pedestrian, who failed to observe approaching train, were involved in the other two accidents.—Manitoba, two, an automobile, through driver's carelessness in driving on to crossing in front of train, and a pedestrian, who ran into side of locomotive, committing suicide.—Alberta, one, a truck, through driver's carelessness in driving on to crossing in front of train.

Of the 15 accidents at highway crossings, two took place at protected and 13 at unprotected crossings, 10 occurring during the day and five at night.

May Accidents

The Board reports that there were 177 accidents on Canadian railways, 15 persons being killed and 176 injured, and 18 accidents at highway grade crossings, eight persons being killed and 23 injured, a total of 195 accidents, 23 persons being killed and 199 injured, in May. Of those killed, one was an employee and 22 were others, and of those injured, 31 were passengers, 128 employees and 40 others.

The highway crossing accidents by provinces were:—New Brunswick, one, an automobile, through driver's carelessness in travelling at excessive speed.—Quebec, four, automobiles in two and trucks in two, all through drivers' carelessness in failing to stop for crossings.—Ontario, 10; automobiles in four, through drivers' carelessness in stalling on track and being struck by train, in failing to heed wigwag warning, in colliding with railway motor inspection car and in running into side of train, respectively; trucks in three, through drivers' carelessness, in running on to crossings in front of trains in two cases and in driver's attention being focused on train in one direction and being struck by train from other direction in the other case; pedestrians, through walking on to crossings in front of trains and being struck, were concerned in the other three accidents.—Manitoba, two, an automobile, through driver's carelessness in failing to observe stop sign and to stop before attempting to cross tracks, and a pedestrian, who attempted to board train at crossing.—Alberta, one, a truck, the occupants failing to observe approaching train.

Of the 18 accidents at highway crossings, five took place at protected and 13 at unprotected crossings, 13 occurring during the day and five at night.

Canadian Railway AND Marine World

Cars of Canadian Pacific Semi-Streamlined Trains

The Jubilee (1-4-4) type locomotives built by Montreal Locomotive Works for the Canadian Pacific, with semi-streamlined external form, and designed to haul semi-streamlined cars, were described in great detail in Canadian Railway and Marine World for September, beginning on page 397, and illustrations, including an elevation drawing, were given. The three classes of cars composing these trains are described and illustrated in the following.

For its four semi-streamlined trains, the Canadian Pacific purchased a total of 18 cars. There are four mail and express cars, four baggage and buffet cars and eight first class cars, and all are now in service. As described in the September issue article, the four mail and express cars were built complete by National Steel Car Corporation, Hamilton, Ont., that builder having built also the frames for the four baggage and buffet cars and eight first class cars, these twelve cars having been finished at the Canadian Pacific Angus shops in Montreal. Each of the four semi-streamlined trains consists of locomotive, one mail and express car, one baggage and buffet car and two first class cars. The purchase of five locomotives gives the railway management a spare locomotive for use in connection with the trains.

The interior arrangement of all three classes of cars is exhibited by the accompanying floor plan drawing. All three classes are mounted on 4-wheel trucks, all with 4 ft. 6 in. wheel base, and in all classes the journals operate in roller bearings, each class of car employing a different make of the latter.

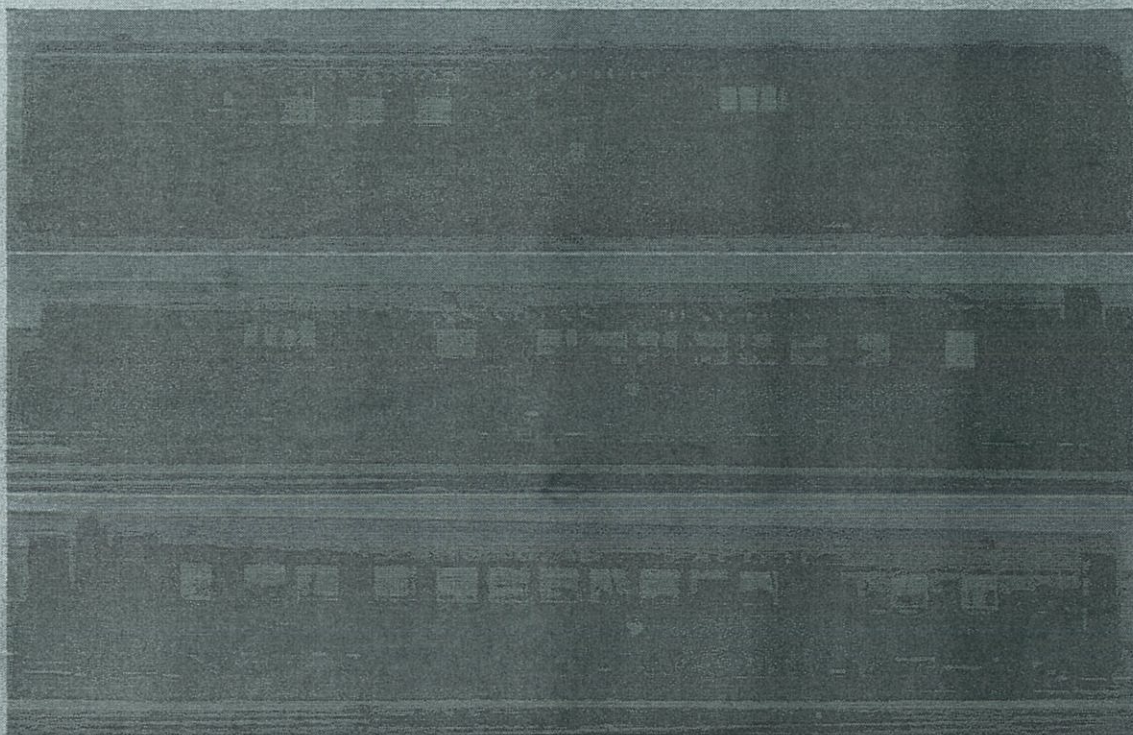
Each train made up as above stated weighs approximately half as much as a standard train of the same capacity; the economy in operation is at once evident, and it is readily apparent that these trains mark a distinct forward step in railway passenger transportation; recognition of this fact is hastened upon consideration of the fact that the baggage and buffet cars and first class cars are air-conditioned throughout, ensuring that their interiors will be comfortably warm in winter and pleasantly cool in summer. In the design, the clerestory type roof has been departed from, and the round top or turtle-back type has been adopted. Height from rail to roof in all three classes of cars is 12 ft. 11 in. Width of car at windows is a little greater than with the standard equipment, and the car sides are built with a bow extending from roof edge to window line and from the bottom line of windows to the lower extremities of the side sills.

Mail and Express Cars

These cars have the following chief dimensions:—

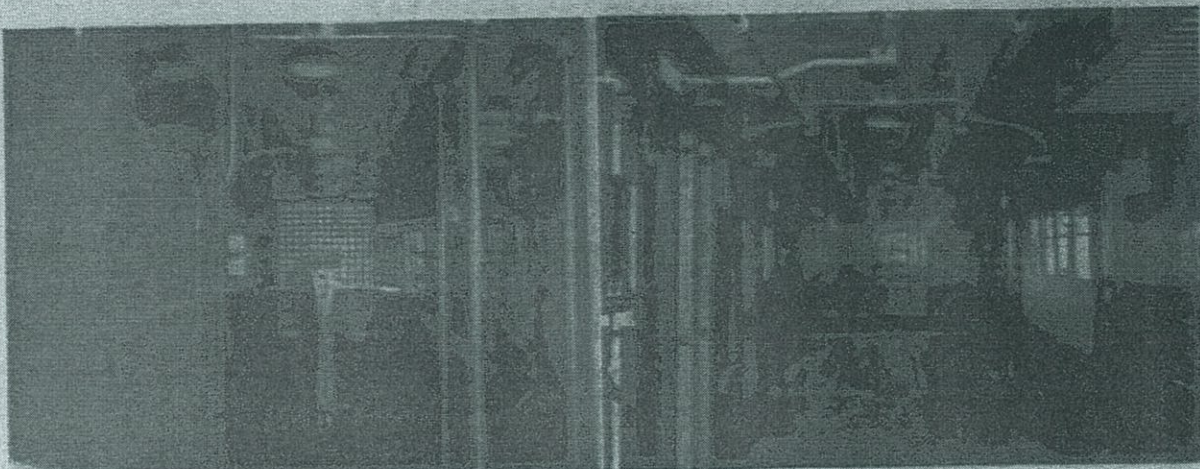
Length over end frames	70 ft. 7 in.
Length inside coupler knuckles	73 ft. 10 1/2 in.
Distance between truck centers	40 ft. 6 in.
Height, rail to top of roof	12 ft. 11 in.
Height, rail to top of door	9 ft. 10 1/2 in.
Height to roof edge	11 ft. 6 1/2 in.
Height, extreme	13 ft. 4 in.
Width over steps	9 ft. 8 in.
Width, extreme	10 ft. 1 1/2 in.
Weight	100,000 lb.

These cars, of all steel construction, have standard 30 ft. mail compartments, while the express compartments are 30 ft. 9 in. long. In the under frame, the center sills are 13 1/2 in. 36.1 lb. Z bars welded together along the top flanges, continuous from end to end of car. The side sills are 5 x 3 1/2 x 5/16 in. Z bars and the floor beams are 5 in. 5.7 lb. channels. The body bolsters, of welded construction, are of 5/16 in. webs with 12 x 9/16 in. top and bottom cover plates. At each end of the cars are end or platform castings furnished by Canadian Steel Foundries, Ltd., the casting at each end being secured to the center sills by rivetting and welding, and forming a housing for the buffer. In the side framing, the posts are 4 in. channel type pressings. The bottom chord angle is 3/16 x 2 x 2 1/4 in. material, and the side



The Cars Composing the Semi-Streamlined Train.

Upper, mail and express car; center, baggage and buffet car; lower, first-class car.



Left, Mail End, Mail and Express Car; Right, Express End, Mail and Express Car.

plates are 4 in. 5.4 lb. channels, back to back. The outside sheathing is $\frac{1}{4}$ in. copper bearing steel, welded to the posts, side sills and side plates. A feature of these cars is the large amount of welding employed in their construction, the rivets in the side framing being confined to three horizontal rows. The roof is of the round or turtle-back type, of $\frac{1}{4}$ in. plate, with the carlines, of the same section as the posts, extending across the car. The hoods are not rounded off in the conventional manner, but are practically square with the car end. The vestibule end posts are 8 in. 21.4 lb. ship channel, of Man-Ten steel. Holco one-fold, open-top diaphragms are applied.

The trucks are of the Commonwealth 4-wheel type, fitted with Timken roller bearings. The journals are $5\frac{1}{2}$ x 10 in. and the wheels are of the rolled steel type, A.A.R. standard, 36 in. diam. The air brakes are the Westinghouse UC-4 schedule, with 8 x 8 in. cylinders, truck-mounted, two cylinders per truck, and Simplex clasp brakes are fitted, with Dominion Brake Shoe Co.'s C-50-X shoes.

In the interior, the car is finished in 16 gauge steel to 7 ft. above the floor, and above in 20 gauge steel, and the walls are painted in buff color. The floor is of hardwood. By way of insulation, in the floor there is one layer of $\frac{3}{4}$ in. and one layer of $\frac{1}{2}$ in. Salamander, and in the sides there is one layer of 1 in. Salamander, the roof being insulated similarly. Around the entire interior there is one layer of no. 65 J-M deadening felt, adhering to the inside of the exterior sheathing.

A feature of these cars is that they are electrically lighted; heretofore gas illumination has been the rule in cars in mail and express service. The cars are heated by thermostatically-controlled Vapor Car Heating Co. apparatus, employing fin tube radiation.

Equipment in the mail and express cars, not specifically mentioned in the foregoing, includes the following:—16 cells of Exide Ironclad MV. MH. type battery, 29 plates in single cell units; Peacock hand brakes; Miner special spring buffing gear; Fabreka buffer stem guides; C.P.R. standard buffer upper springs; Safety Car Heating and Lighting Co. no. 282 candle brackets; De Witt cinder guards; A.A.R. type E, swivel butt couplers; C.P.R. standard coupler centering device; Vapor Car Heating Co. no. 313 steam heat couplers; Cardwell PFS draft gear; Safety Car Heating and Lighting Co. fans; Pyrene

fire extinguishers; Safety Car Heating and Lighting Co. letter bag rack, storage fixtures, letter case and door fixtures; Safety Car Heating and Lighting Co. gas equipment with one tank and 2-burner gas plate; Safety Car Heating and Lighting Co. 4 kw. electric generator complete with control switch; Pitt type generator drive; Duner double pan gravity type hopper; Rex pouch racks; Westinghouse Air Brake Co. schedule K signal equipment; Kendal sorting table; Barco 2 in. steam heat connectors; Vapor Car Heating thermostats and heating valves; C.P.R. standard ventilators; folding type wash basins; water coolers as per C.P.R. drawing; Stucki type A-5010 side bearings; Commonwealth cast steel truck bolsters; A.A.R. $5\frac{1}{2}$ x 10 in. axles; Commonwealth cast steel truck frames; Fabreka truck friction plate pads; alloy steel elliptical and helical springs.

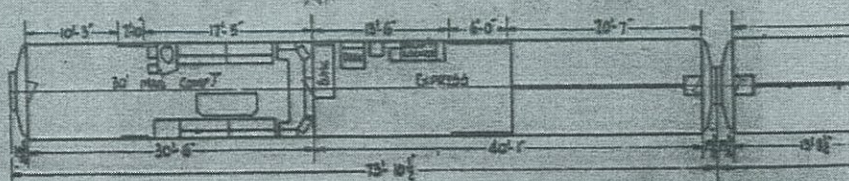
The Baggage and Buffet Cars

The baggage and buffet cars, one of which occupies a position behind the mail and express car in each of the four trains, are, like the mail and express cars, 73 ft. 10 $\frac{1}{2}$ in. long inside coupler knuckles, and have the same distance between truck centers, viz., 49 ft. 8 in. The length over end frames, however, is a little less than in the mail and express cars, being 67 ft. 9 $\frac{1}{2}$ in. Height from rail to top of roof is the same, at 12 ft. 11 in., but extreme height, 13 ft. 2 in., is 2 in. less than that of the mail and express cars. The width dimensions are the same in both classes of cars.

In the baggage and buffet car interior arrangement, the baggage section is 25 ft. 4 $\frac{1}{4}$ in. long. The buffet space is 7 ft. 6 in. long, and is so arranged that there is aisle space around it at one side of the car. The main room, with seating capacity of 28, occupies 28 ft. of the car length, and at the end of the car are arranged the men's and women's toilet facilities, occupying 6 ft. 3 in. of the car length. These cars, like the mail and

express cars, are of all-steel construction, and the bodies are mounted on 4-wheel cast steel trucks.

The bottom, side and end framing details as given above for the mail and express cars are generally applicable to the baggage and buffet cars. In the baggage and buffet cars, the window sills are continuous from one end of the car to the other, and the windows are set flush; the window arrangement includes Thermosash with aluminum frames and dehydrated air space, the sash being of Robert Mitchell Co. manufacture. The car insulation is generally the same as that applied to the mail and express cars, but there is an extra layer of $\frac{1}{2}$ in. Salamander throughout. The interior finish of the baggage compartment of the baggage and buffet cars is the same as that of the express end of the mail and express cars, there being hardwood floor, and interior steel sheathing painted the same buff color. The baggage compartment is fitted with fish racks. The buffet section is lined with Masonite, painted green, and the floor is covered with linoleum. A great deal of Monel metal is used in the buffet section. In the main section, the sides are in Masonite; below the windows the surface is painted a dark green; from the windows to the frieze the finish is in a lighter green, and the green used on the ceiling shades into a cream color, this color scheme being a very attractive one. The baggage racks in the car are of cast aluminum, of Robert Mitchell Co. manufacture, and the lighting fixtures are integral with the baggage racks. There is an individual switch for each lighting fixture. The seats, of the Heywood-Wakefield reversible bucket type and with cushions in Dunlopillo cushioning material and with spring backs, are upholstered in green frieze. The floor is covered with linoleum. The blinds are of silk-faced Pantasote, in green. An arrangement of small tables at the seats is provided, with the table support aided



Interior Layout of the Three Classes of Cars
Left, mail and express car; center, baggage

by wall brackets. Sixteen persons may be accommodated at table at one time. The buffet counter is 7 ft. 6 in. long and opens into the coach; the arrangement is ideal for the serving of light meals and refreshments, which are provided at moderate rates. The buffet equipment includes all necessary culinary appliances, and, as indicated above, Monel metal fittings are the general rule.

The baggage and buffet cars and the first class cars are air-conditioned throughout, the Sturtevant water-sprayed ice system being employed, and the air conditioning unit in the baggage and buffet cars is located over the buffet section. Ice is carried under the car body; air is brought in through a central diffusing duct, and expelled via ventilators in the roof, at the four corners of the car body. Heating is by Vapor Car Heating Co. equipment, with fin tube radiation, employing thermostatic control. The pressure ventilation system of air conditioning ensures maximum comfort in summer travelling. The air supplied the car interior is not only clean and fresh, but in hot weather is cooled to desirable temperature.

The baggage and buffet car trucks, with Commonwealth cast steel frames and bolsters, have A.A.R. 5 x 9 in. axles operating in Sheppard no. 514-A roller bearings. Side bearings are the Stucki A-5010 type. The air brake equipment is the same as that on the mail and express cars; also, as on the mail and express cars, the trucks include Fabreka friction plate pads, alloy steel elliptical and helical springs, and rolled steel wheels.

The equipment on the baggage and buffet cars, not specifically referred to in the foregoing, includes Peacock no. 320 hand brakes; Miner special spring buffing gear; Fabreka buffer stem guides; C.P.R. standard buffer upper springs; A.A.R. type E, swivel butt, bottom-operating couplers; C.P.R. standard coupler centering device; cast steel, swivel butt coupler yokes; Cardwell PF-6 draft gear; Westinghouse Air Brake Co. schedule K signal equipment; Canadian Car and Foundry Co. steam train line anchors.

The First-Class Cars

The first-class cars, of which eight were acquired, and two of which operate as the last two cars in each of the complete semi-streamlined trains, have the same dimensions as the mail and express cars as concerns length inside coupler knuckles (73 ft. 10½ in.) and distance between truck centers (49 ft. 8 in.), but they are only 65 ft. long over end frames, compared with 70 ft. 7 in. for the mail and express cars and 67 ft. 9½ in. for the baggage and buffet cars. These cars, like the other two classes, are of all-steel construction. Light weight is 112,000 lb., the baggage and buffet car weight being the same; this compares with 109,000 lb. for the mail and express cars. Extreme width of the first-class cars and width over steps is the same as for the mail and express cars.

From one end to the other, the total

car length is occupied as follows:—Man's toilet facilities at one side of the aisle, 3 ft. 9½ in.; men's lounge, with seating capacity of 10 (with aisle at one side), 12 ft.; main room, with seating capacity of 36, and with central aisle, 36 ft. 10 in.; women's lounge, with five seats (with aisle at side of car opposite to that which it occupies at opposite end), 8 ft. 6½ in.; women's toilet facilities, at one side of aisle, 3 ft. 9½ in. Total seating capacity of car is 51. The layout is shown on the accompanying floor plan.

As concerns underframe, side and end framing, etc., the construction is generally the same as in the mail and express cars and baggage and buffet cars, and the same bowed sides and rounded roof are in evidence. As in the other cars, much welding has been employed. As in the baggage and buffet cars, the heating is by Vapor Car Heating Co. equipment, with fin tube radiation and thermostatic control, and the cars are air-conditioned throughout by the Sturtevant water-sprayed ice system, the conditioning unit being at the end of the car containing the men's lounge. As in the baggage and buffet cars, the baggage racks and lighting fixtures are integral, the fixture over each seat being controlled by individual switch. The seats, particularly comfortable and attractive, are of the individual, self-adjustable, reclining and rotating type, spaced much farther apart than usual and providing maximum of comfort for the passengers. The occupants can arrange the seats at any angle or facing any direction desired. The seat cushions are of Dunlopillo cushioning material, and the seats (excluding those in the men's lounge, which are upholstered in leather) are upholstered in brown frieze. In the men's and women's lounges, sofas are provided.

The car floor is covered with linoleum. The hoppers and basins throughout are of porcelain. The car interior, as in the baggage and buffet cars, is painted, but the color arrangement is a series of browns, with the upper portions of the walls and the ceiling in a lighter shade than that employed below the window line. The window blinds throughout the car are in silk-faced Pantasote.

The bodies of the first-class cars are mounted on Commonwealth cast steel trucks, with 5 x 9 in. axles; they have rolled steel wheels, clasp brakes, and roller bearings for the journals. However, whereas the mail and express cars are fitted with Timken roller bearings, and the baggage and buffet cars with Sheppard no. 514-A roller bearings, the roller bearings for the first-class cars are of Fafnir manufacture. The truck side bearings, as in the other two classes of cars, are the Stucki A-5010 type; the brake shoes are the Dominion Brake Shoe Co.'s C-50-X type, and Fabreka friction plate pads and alloy steel elliptical and helical springs are employed. The cars are equipped with the Westinghouse schedule UC-4 air brake equipment, with 3 x 8 in. cylinders; Peacock no. 302 hand brakes; Miner special spring buffing gear; A.A.R. type E,

swivel butt, bottom-operated couplers; cast steel swivel butt coupler yokes; Miner A-4-X B draft gear; Westinghouse schedule K signal equipment and Canadian Car and Foundry Co. steam train line anchors.

The car exteriors are finished in Tuscan red, with black striping and gold lettering, and at each side the Canadian Pacific emblem is prominently displayed.

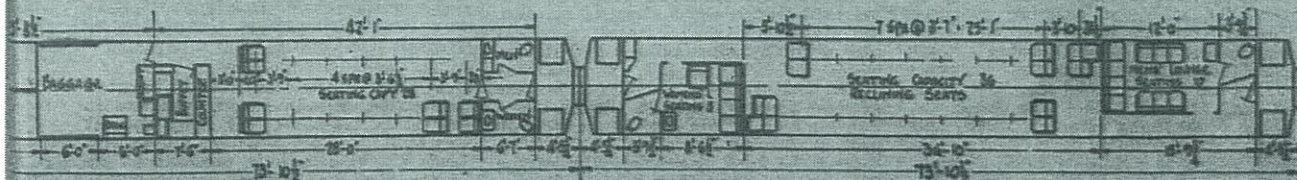
As stated, the seating capacity in the main room of the baggage and buffet car is 36, while the total seating capacity in the first-class car is 51 (36 in main room plus 10 in men's lounge plus five in women's lounge). As there are two first-class cars in each train, the total passenger seating capacity per train is 28 plus 102, or 130.

Operation.—Advice from the Canadian Pacific management near the end of August was that the trains were scheduled for operation as follows:—Between Montreal and Quebec, between Toronto and Windsor and between Calgary and Edmonton. Our advice stated that schedules had not been finally determined upon, pending actual road trials of the trains' capabilities, and that the initial operation would be in local service.

Inspection by public.—As stated in our September issue, in connection with the description of the locomotive, the first of the complete trains to be acquired was placed on display at the Windsor Street Station, Montreal, at the beginning of August, and during the few days it remained there it was inspected by some 80,000 people. A train was exhibited at Toronto on Aug. 26 and 27 and was viewed by many thousands of citizens; it was shown in London, Ont., on Aug. 29, and in Windsor, Ont., on Aug. 31, and attracted large crowds of people.

Another train left Montreal on the afternoon of Aug. 21, bound for Western Canada. It was exhibited at North Bay, Ont., on Aug. 24, and at Sudbury, Ont., on the following day. It was then displayed at Port Arthur and Fort William, after which it continued to various western Canadian points, where it attracted as much attention and was the cause of as much favorable comment as in Eastern Canada. This train, the one to operate between Calgary and Edmonton, has been named "Chinook", according to announcement by W. M. Neal, Vice President, Canadian Pacific Lines West of Port Arthur, made in Winnipeg on Sept. 11. To that date the train had been exhibited at many Prairie Provinces points, and was en route to British Columbia lines. By actual count more than 180,000 people passed through the train while it was on exhibit in the various towns and cities on the prairies.

The public acceptance of the trains has been remarkably favorable. During the last two or three years, the streamlined trains operated on U.S.A. railways have received a great deal of publicity in the daily press, and it was only natural that Canadian citizens should avail themselves of the opportunity to see the first light-weight high-speed train built for service in Canada. The many thousands



In Canadian Pacific Semi-Streamlined Trains.
Baggage and buffet car; right, first-class car.



Views of the interiors of the Baggage and Buffet Car and First-Class Car. Portion of the baggage and buffet car interior is shown in the view at the left, while the view at the right is of one end of the first-class car.

who inspected the Canadian Pacific's semi-streamlined equipment were impressed equally by the handsome lines of the 3000 class locomotives and by the attractive exterior appearance and the interior refinements of the cars. It is evident that the Canadian Pacific management, in designing and producing these trains, has not only contributed materially to progress in railway transportation in Canada, but has also produced in the public mind a realization of just what the railways have to offer in the way of fast and comfortable passenger transportation.

Board of Railway Commissioners' Western Trip

Dr. S. J. McLean, Assistant Chief Commissioner, F. N. Garceau, K.C., Deputy Chief Commissioner, and J. A. Stoneman, Commissioner, Board of Railway Commissioners for Canada, accompanied by W. E. Campbell, the Board's Chief Traffic Officer, left Ottawa, Sunday, Sept. 6, at 9.50 p.m., for western Canada, to hold hearings at a number of places.

The hearings scheduled were as follows:—At Brandon, Man., Sept. 8, on application by Canadian National Ry., under secs. 181 and 256 of the Railway Act, for an order authorizing construction of a spur to serve Central Refiners, Ltd., at Brandon, and also authorizing the crossing of specified streets; on application by town of Deloraine, Man., for an order to relieve the town of the cost of maintaining the Broadway Street crossing over the Canadian Pacific Ry.

At Saskatoon, Sask., Sept. 10, on application by city of Saskatoon for an order approving the straightening out of the crossing at 33rd Street and 3rd Avenue intersection, and entrance from Memorial Avenue to 33rd Street across Canadian National Ry. tracks.

At Edmonton, Alta., Sept. 11, on application by Alberta Public Works Department for an order covering proposed crossing over C.N.R. at Foothills, Alta., and dealing with apportionment of cost of building and maintaining the crossing; on application by Chisholm Saw Mills Co. and Edmonton Box and Shook Co. for an order fixing rates on lumber and other forest products from Central Alberta points to Eastern Canada destinations.

At Vancouver, B.C., Sept. 14, on application by Ladner Lumber Co. for recon-

sideration of abandonment of Colebrook-Ladner branch of Vancouver, Victoria and Eastern Ry. and Navigation Co., approved by Board's order no. 52,120, July 31, 1936; on application by Canadian Car Demurrage Bureau, Winnipeg, for ruling on interpretation of the car demurrage rules applying on bulk grain consigned to Midland Pacific Terminal, Ltd., Vancouver; on application by C. C. Moore Co., engineers, Vancouver, for ruling on classification ratings applicable under the Canadian Freight Classification on shipments of boiler parts from Galt, Ont., to Picture Butte, Alta.

At Fernie, B.C., Sept. 19, in the matter of the proposed discontinuance of train service on the Crow's Nest Southern Ry. (Great Northern Ry.) between Fernie and Newgate, B.C.

At Calgary, Alta., Sept. 21, on application by Canadian Pacific Ry. for an order directing that cost of maintenance of public crossing over the railway at Bow Valley be paid by the municipal district; on complaint by Central Alberta Dairy Pool, Ltd., and Sunny Alberta Creameries, Ltd., Alx, Alta., re rates on butter from Alx and Red Deer, Alta., to Vancouver.

At Swift Current, Sask., Sept. 23, on application by Canadian Pacific Ry. for an order directing that the cost of maintenance of public highway crossings over Canadian Pacific Ry. in S.W. ¼ sec. 30-15-13, W. 3 M., Sask., be borne and paid by the City of Swift Current or by the Saskatchewan Government.

At Winnipeg, Man., Sept. 24, on application by Fort William Elevator Co., Ltd., for free switching to and from its elevator at Fort William, Ont.

At the time of writing, Sept. 15, the party is scheduled to return to Ottawa, Sunday, Sept. 25, at 3.40 a.m.

Department of Transport Act Effective Nov. 2

The Department of Transport Act, passed by the Dominion Parliament at the 1936 session and designated as chap. 34, Dominion 1936 Statutes, was described in Canadian Railway and Marine World for July, pg. 313, where it was stated that the Act would not become effective until proclaimed, the final section stating:—"This Act, in whole or in part, shall come into effect on a date or dates to be fixed by proclamation of the Governor in Council published in the Canada Gazette".

A Canada Gazette extra, issued Sept.

10, was devoted wholly to the publication of a proclamation having the effect of bringing the Act into operation on Nov. 2 next.

The preamble of the proclamation states in part:—"Whereas it is expedient that the said Act should come into force and have effect upon, from and after the second day of November in the year of our Lord 1936 . . .", and the operative portion states in part:—"Now know ye that we by and with advice of our Privy Council for Canada do by this our proclamation declare and direct that the said Act shall come into force and have effect upon, from and after the second day of November . . ."

Mr. Howe to be Minister and Mr. Smart to be Deputy Minister

Readers of this journal may have noticed that during recent months, while many newspapers have referred to Hon. C. D. Howe as Minister of Transport, we have, in the interests of accuracy, continued to refer to him as Minister of Railways and Canals, and of Marine. However, after Nov. 2 next, it will be proper to refer to him as Minister of Transport, as the list of appointments issued by the Department of the Dominion Secretary of State, on Sept. 11, contained one appointing Hon. Mr. Howe as Minister of Transport, effective upon the coming into force of the Department of Transport Act. The exact language in which the appointment was announced appears elsewhere in this issue under the heading "Transportation Appointments throughout Canada".—V. I. Smart, Deputy Minister, Railways and Canals Department, has been appointed Deputy Minister of Transport, effective with the coming into force of the Act, viz., on Nov. 2 next. The exact language in which Mr. Smart's appointment was announced also appears under "Transportation Appointments throughout Canada", elsewhere in this issue.

Biographical information in regard to Hon. Mr. Howe and Mr. Smart appears under the heading "Mainly about Railway People throughout Canada", elsewhere in this issue.

A Diesel-electric car, with baggage and mail compartments, was placed in service by Seaboard Air Line Ry. It was built by Electro-Motive Co. and St. Louis Car Co., and is powered by an Electro-Motive Co. 8-cyl. Diesel engine with cylinders 8 in. bore by 10 in. stroke, developing 600 h.p. at 750 r.p.m.

C. P. R. STREAMLINE TRAIN IN GALT

Hundreds at Depot Today to Inspect it—To Oper- ate Through Here

A hundred or so particularly fortunate residents of Galt and district were given the thrill of a lifetime when they went for a short but much enjoyed ride on the new Canadian Pacific semi-streamlined light weight train which was on exhibition at the C. P. R. station early this afternoon.

When Canada's newest train, consisting of Jubilee engine No. 3000, mail and express car, baggage and buffet car and two first-class coaches, pulled into Galt it was greeted by hundreds of citizens. It was placed on a siding well up from the station proper, but after the regular train to Toronto had passed through, was moved back to the main line in front of the station platform. It was during this moving process that those who happened to be inspecting the train at the time, were taken for a ride. The coaches were not cleared and the train was backed some 200 yards to the platform. It was an unexpected pleasure for many, even though the train did go backward.

The train pulled into Galt strictly on schedule and was immediately thrown open to the general public for inspection. There was a continuous line-up of district residents from just after 1 p.m. until 3 p.m. when the regular train crew climbed aboard and the pride of the C.P.R. pulled away. The train came to Galt from Woodstock where it had been on exhibit from 11.10 to 12.10.

To Operate Through Here

The train is scheduled to operate daily between Toronto and Detroit over the C.P.R. lines through here with the fall change in time tables. It is capable of 110 miles an hour and is more than 33 per cent. lighter than standard steel steam trains. It is understood that it is planned to have the train leave Detroit in the morning, and return from Toronto in the evening, allowing a stop-over in Toronto of three hours or more.

It is completely modern, inside and out and attracted much favorable comment from those who inspected it here today. The entire train is air conditioned with the air conditioning being of the ice-activated type, the air ducts running along the top of the car, and each car carrying its own ice unit underneath.

The engine attracted primary attention among the male spectators. It has a length of 80 feet five inches and the driving wheels are 80 inches across, the cylinders 17½ by 78 and the fire box 114 inches by 79 inches. It carries 300 pounds of steam, 25 pounds more than the most modern standard locomotives in the C.P.R. service and it has a tractive effort of 28,500. The height to top of the smokestack is 14 feet 11½ inches and it carries 12 tons of coal, 7,000 gallons of water and mechanical stoker.

The engine is officially described as a new 4-4-4 type highspeed, semi-streamlined jubilee passenger locomotive.

GALT

September 1
1936

TRUCK AND STEAM ENGINE COLLIDE

Pinnell's Bakery Truck is Total Wreck as Result of Crash

One of Pinnell's bakery delivery trucks driven by Abner Bauman was totally wrecked last night when it collided with a steam engine owned by the New Dundee syndicate in Ayr gravel pit. The light bread truck turned over in the ditch but the driver escaped with a severe shaking up and cuts and bruises. The steam engine, part of a silo filling outfit, was considerably damaged.

The accident occurred around eight o'clock and Bauman was proceeding west through the pit towards the Ayr road.

Ayr, ONTARIO

September 29
1936

FIVE ARE HURT IN JUMP TO TRACKS

Switch "Not Properly Set"
Blamed For Crash At
Hyde Park

BOX CAR SMASHED AND
CANDIES ARE SPILLED

Engine, Derailed, But Saved
From 20-Foot Tumble
By Tender

Five London railwaymen received injuries, an engine, tender and two cars were derailed and one of them smashed to matchwood when Canadian Pacific freight train No. 904 crashed head-on into train No. 903 in a passing siding along the main line at the Hyde Park station, six miles west of here, at 3.30 a. m. today.

Engineer W. Vars, 1012 Dundas street, engineer of train No. 904, suffered injuries to his left side; J. A. Moffatt, 72 Barker street, trainman, No. 901, injured his left hand; J. J. Russell, 717 Central avenue, fireman, No. 904 suffered injuries to his right leg; H. Stevens, 31 Sterling street, engineer, No. 903, injured his right knee, and S. Kulcher, 336 Prince avenue, fireman, No. 903, injured his right shoulder. All were injured as they jumped from the engine cars when they saw the train could not be avoided.

SWITCH NOT SET

S. W. Crabbe, division superintendent, told The Free Press, on the scene of the accident, that the switch for train No. 904, manifest freight, Windsor to London, had not been properly set and thus allowed her to plow into train No. 903, manifest freight, bound for Windsor.

The injured men were given first aid and then sent to their homes. The London auxiliary train was dispatched at 4.15 a. m., but passenger train No. 70, Chicago to Montreal, was delayed one hour and 50 minutes, and train No. 635, Toronto to Detroit, was delayed three hours and 15 minutes, while the main line was being cleared.

Telegraph service was completely cut off when the force of the collision buckled up the box car immediately to the rear of the engine in the siding and sent a second car hurtling into the air to crash down a 20-foot embankment and cut all the telegraph wires along the main line.

ENGINE DERAILED

No damage was done to train No. 904, but the cow-catcher and bumper of engine No. 511, on train No. 903, was completely smashed and the engine derailed. But for the fact that the tender was thrown to the left side of the engine, so as to bind it in place, the engine would have toppled down the 20-foot embankment about 200 yards east of the Hyde Park sidetrack.

The first box car contained about five tons of candy and toys and these were strewn along the track, while the car was smashed to matchwood and rolled down the south embankment. The second freight car was hurled down the same embankment, crashed the telegraph wires and broke down a fence along the farm of Mrs. George Watson.

The westbound freight was waiting in a passing siding for the eastbound freight to pass along the main line when the latter train, running at about 20 miles an hour, ran into the open switch.

Conductor L. P. Johnston, 318 Central avenue, was conductor in charge of train No. 904 and J. K. McPherson, of 512 Dorinda, conductor in charge of train No. 903. The engine was righted and the wreckage cleared up late this afternoon.

TRAIN, TRUCK CRASH ONE MAN IS KILLED

Level-Crossing Collision Also Injures Driver of Truck

Special to The Star
Chatham, Oct. 11.—An eastbound C.P.R. freight train collided with a truck at a level crossing near Chatham today killing an unidentified man and seriously injuring another. The injured man is Alvir Elliott, 21, of Comber, driver of the truck. He is in St. Joseph's hospital with a broken jaw and multiple head injuries.

Provincial police have not as yet been able to identify the other occupant of the truck. Article found in his clothing bore the name of William P. Elliott, of Comber.

The freight, in charge of Conductor Thomas McPherson, and Engineer Ed. Parry, both of London, was slowing down coming into the city when it struck the truck squarely in the centre.

The machine, a mass of wreckage, was carried along by the engine for a distance of 120 feet before it dropped off. Both men were extricated from the cab.

Toronto Star

October 11, 1939

THAMESVILLE

AUGUST 22, 1934

Canadian Pacific passenger train No. 21 was derailed on its approach to the Thamesville station on August 22nd, 1934. CPR engine No. 2238 was pulling the five car passenger train on its way to Detroit. The crankpin on the locomotive's valve gear broke and was the cause of all five cars being thrown from the track.

CARADOC SIDING

MARCH 14, 1935

Eleven people were injured nine o'clock on the evening of March 14th, 1935 when Canadian Pacific Railway west-bound passenger local No. 37, running from Toronto to Windsor, plowed into an overdue east-bound freight train in the middle of a blinding snow storm at Caradoc Siding. The freight was labouring to go into the siding and clear the mainline. Engineer G. Blanchard saw that he could not make his train go into Caradoc passing siding in time so he climbed down from his cab and attempted to signal the oncoming passenger train but in the snow the his red signal could not be seen in time. Canadian Pacific G-2 class Pacific No. 2238 was on the passenger, and N class 2-8-0 3738 was on the freight train.

CHATHAM

OCTOBER 7, 1939

In a dense fog October 7th, 1939 two miles east of Chatham, west-bound freight No. 903 plowed into the rear of another west-bound freight No. 915 which had stopped for water. The locomotive pulling train No. 903 was a CPR G-2 Pacific 2646. The engineer Harry Brache was killed and two others were injured.

EIGHTY HURT AS C.P.R. TRAIN DERAILED NEAR INGERSOLL

Two Sleeping Coaches Roll Down 15-Foot Embankment; Passengers Taken Out Through Smashed Windows of Damaged Cars; Many In District Hospitals

At least 80 passengers were injured, 51 seriously enough to require hospitalization, when a Montreal to Chicago C.P.R. train left the tracks at Zorra station, five miles north of Ingersoll half an hour after midnight this morning, and scattered eight cars along 500 yards of right of way. The train carried about 250 persons, many of them bound for London, but about 170 escaped with a shaking up.

Two sleeping cars rolled down a 15-foot embankment, ending up on their sides in a gully, with the end of one in

More Train Wreck Pictures On Page 8

two feet of water. A chair car twisted sideways, one end in a farmer's field. The remaining five cars, all day coaches, held to the right of way, though the heavy steel rails of the track were torn up and tossed aside like playthings.

Carried Through Windows

Rescuers worked two hours to get all of the injured away from the scene. Some were carried through broken windows. Buses, service and civilian ambulances, trucks and taxis, called from cities and towns as far away as London, were pressed into service to take the injured to hospitals at Woodstock, Ingersoll, London and St. Thomas. Farmers' homes and the Zorra station were turned into emergency dressing stations.

In addition to the 51 admitted to seven hospitals, 16 others were treated and allowed to leave. C.P.R. trainmen compiled a list of 15 additional who complained of injuries not serious enough to require attention at hospitals, and 10 others, several of whom had slight injuries and one or two of whom were complaining only of loss of belongings. Which of the 10 were not complaining of hurts, the railway was not immediately certain.

A rail which snapped neatly off like a dried stick under the pounding of the train, was blamed for the pile-up, the second at exactly the same spot in 25 years. W. E. McGill, London division superintendent, said a "transverse fissure" (a flaw in the rail which could not be detected beforehand, caused the break after the two locomotives of the double-header train and a baggage car had passed.

Remarkably Calm

With the coaches suddenly blacked out, and lurching wildly, passengers were remarkably calm, eyewitnesses said. Servicemen returning from week-end furlough constituted the greatest part of the passengers, and they helped organize first aid and stop panic.

One airman shouted in the darkness of a coach: "Keep cool, everybody! Take your time, take your time."

Others remembered women and babies that had been riding in the coaches, and went first to their aid.

"Most of the injured were in the sleeping coaches," said Edward Warner, R.R. 4, Embro, whose home is 200 yards from the scene. "I called doctors and then helped get the first three out. There was an airman. He was badly hurt. I didn't see anyone trapped in the wreckage. But it was hard to get them back to the road. That was a 'bad carry.' We had to carry them up the embankment, then down again into a gully, then up onto the embankment again, and that was hard to do with the badly hurt."

**Eight Cars Scattered
Along Right of Way**

*London Evening
Free Press*

MONDAY

MARCH 5, 1945

Two Sleeping Coaches Roll Down 15-Foot Embankment; Passengers Taken Out Through Smashed Windows of Damaged Cars; Many In District Hospitals

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One airman shouted in the darkness of a coach: "Keep cool, everybody! Take your time, take your time."

Others remembered women and babies that had been riding in the coaches, and went first to their aid.

"Most of the injured were in the sleeping coaches," said Edward Warner, R.R. 4, Embro, whose home is 200 yards from the scene. "I called doctors and then helped get the first three out. There was an airman. He was badly hurt. I didn't see anyone trapped in the wreckage. But it was hard to get them back to the road. That was a 'bad carry.' We had to carry them up the embankment, then down again into a gully, then up onto the embankment again, and that was hard to do with the badly hurt."

London Next Stop

The train was 10 minutes out of Woodstock, with its next

100 feet east of the Zorra level crossing. Then the first sleeping coach hit the rail and it

Eight Cars

(Continued from Page One)

With rails hurtling aside, and sparks flying so that one witness said they looked like a sheet of flame, the eight derailed coaches continued along the right of way for about 500 yards, to the point where the St. Marys line runs off the main line.

There, the two sleeping cars plunged 15 feet down an embankment and into a V-shaped gully between the two tracks. One car came to rest on its left side, the other on its right. Some passengers thought the leading sleeper rolled right over, but inspection of the scene afterwards made it doubtful that either car had done more than tip onto its side.

Leaps Ditch

Immediately behind the St. Marys switch, the chair car, third in line twisted to the opposite, or south side, leaped a ditch, and nosed down into a farmer's field. The rear end remained on across the tracks and stopped the remaining five coaches before they could run off the right of way and into one of the ditches.

The two engines, dragging the baggage car with some of its wheels off the rails, continued a considerable distance along the track.

Less serious injuries or fatalities were avoided, it was believed because the sleepers were steel, while the lighter wooden coaches at the rear were more easily stopped when the car twisted across the right of way.

Caused Accident

"A transverse fissure in the steel of one track caused the accident," said W. E. McGill, London divisional superintendent for the C.P.R.

"One baggage car and both engines (the train was a double-header) had already passed the point when the break occurred," he said.

A transverse fissure, he explained, is a fault that is not visible to the eye, but is confined to the interior section of the steel rail. It starts with a microscopical flaw of some sort in the rail when it is first rolled, then through the action of traffic over the point it spreads and grows.

Mr. McGill said that the rail was intact when the locomotives rolled over that point.

"Otherwise the block signal system would have stopped him (the engineer)."

London Free Press

MARCH 5, 1945

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(Continued from Page One)

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Pulls Into London

More than five hours late, a makeshift No. 19, made up at Zorra, pulled into London station at just after 5.30 a.m., carrying those passengers who had escaped injury or who had been injured but not taken to Ingersoll or Woodstock hospitals or brought to London by taxicabs and ambulances called to the scene.

Dr. Ivan Smith, of London, assisted by station officials, stopped every passenger alighting from the train, asking if each was injured in any way. If the answer was "No," they were allowed to go on to their London destinations or on to Windsor. If they had suffered any injury they were taken to the superintendent's office for examination by Dr. Smith, who sent them to Victoria, Westminster, or Trafalgar Hospitals if necessary, or allowed them to go on to Windsor and see a doctor there if their injuries were very slight.

"They've got a set-up at Victoria that would take care of a battalion—saline, blood, and everything," Dr. Smith declared. Twenty-five injured were dispatched to Victoria Hospital, some sent from the London depot after coming on the train, and others brought direct from the accident scene in ambulances, taxis, and private cars.

Real Brick

"There was one Owac there who was a real brick," Dr. Smith said after arriving in London. "I don't know her name, but she was the heroine of the whole thing. She was injured herself, but she worked right along helping the other injured people. When I saw her I told her she'd better take a rest, but she went right on helping the others. Next time I saw her she'd collapsed, just played herself out, that was all."

Having brought about 15 injured from the train after it arrived in

London, Dr. Smith detailed a young R.C.A.M.C. private to help him with the clerical work connected with his examinations. The private, Jack Higgins, of 303 Wolfe street, started right into his job, in spite of a wound on his forehead that had already made a large blood smear on the bandage around his head. The back of his tunic was spotted with blood.

"When we went over, my head went through the window, right into the mud and water in the ditch," Pte. Higgins explained. "I managed to keep my face twisted up, with the water half covering it. It's a good thing, too, because there were a lot of people and their baggage on top of me, and it was about 10 minutes before I could get free."

"Badly Banged Up"

"There was one fellow there who was awfully badly banged up. I lit a match to look at him, and the man next to me passed right out. He and another injured fellow were still in the coach some time later. There was no point in taking them out, as it was cold outside."

Pte. Higgins, like nearly everyone else there, lost almost everything except what he was wearing. "I went back into the coach with a flashlight looking for my greatcoat and a surgery book I'd had, but couldn't find them anywhere."

One woman, her hand injured, was detained in London for treatment only under persuasion, because she had been on her way to Windsor to see her son. He was seriously ill, she said, and the only one she had left in Canada.

She had a coat thrown over her shoulders, and was wearing bedroom slippers.

Borrowed Coat

"I borrowed this coat from a lady at the station. I lost mine and everything else," she explained. "I'd just taken off my shoes and rubbers and put on my slippers for the night."

Her clothes bore evidence of her statement that she had been "sitting right in the mud."

"There was a slight vibration; then a little more, and then, bang, we started rolling," was the description of the accident given by Lance Corporal J. M. Nell, of Petawawa, who was on his way home to Centralia. His head, hip and arm were injured.

"That lady over there and L.Cpl. Nell were on the other side of the coach to what I was," stated F. M. Campbell, of Windsor, who arrived at London with a rib injury. "They came right over on top of us—they and everything else. One woman was thrown right into the air."

Several inches of water that seeped into the overturned coaches had managed to soak more than a few of the passengers, even those not injured. "How deep was the water in the ditch?" a reporter asked Mr. Campbell.

"I don't know. I couldn't feel the bottom of it when I was trying to find a woman's purse for her in it."

"I'm not sure what all landed on top of me," said one Detroitier with an injured knee and ankle. "The lights went out, and everybody was groping around trying to find their baggage and get themselves free. People were lighting matches and cigarette lighters to see with. Everybody was soaking wet."

Nobody, not even those who'd been in it, seemed quite sure how many times the first coach had rolled over. Some said it just turned once on its side, and some thought it must have gone over twice. For most it was a dim memory. As one Aylmer airman, LAC J. G. Despres, whose home is in Niagara Falls, said, "the coach started to tip and I started to fall over on top of everything, and then everything suddenly became dark, and I don't remember anything after that." LAC. Despres' back was injured and he was taken to Westminster Hospital.

Dolly was the only "member" of one Windsor family who got out unscathed, and the little girl, her own cheek badly scratched, clutched her doll with concern when she jumped off the train at London. Relatives and friends of travelers telephoned C.P.R. officials continually during the early morning as the travelers did not arrive home. Even those coming on the next train, due in London at 8.30 a.m., caused much anxiety, as this train did not arrive here until about 8 o'clock. C.P.R. trains were being routed along the C.N.R. from Woodstock.

LONDON Free Press

MARCH 5

1945

MARCH 7, 1945

AL PROPO

Condition of One Injured In Wreck Is 'Most Serious'

**More Than 40 Patients Remain
In City and District
Hospitals**

Condition of Mrs. Elizabeth Hall, 50, of Toronto, who suffered a fractured skull when eight coaches of a C. P. R. Chicago-Montreal flyer left the tracks at Zorra, early Monday, was described as "most serious" today by attendants at Woodstock Hospital.

LAC. John Henry, Campbellville airman, also critically injured, and since the wreck a patient in Ingersoll Hospital, is reported to be in a "favorable" condition.

Meanwhile more than 40 patients continued to nurse their injuries in six military and civilian hospitals in London and the near-by area. Only Mrs. Hall and LAC. Henry are critically injured.

Following the accident, the injured were scattered among the following hospitals: Westminster, London Military, Victoria, St. Joseph's, Woodstock and Ingersoll. About 80 passengers were injured, but only 58 required hospitalization.

The accident occurred, when a main-line rail snapped after two engines and a baggage car had roared across it, just a few feet from Zorra station. About 250 passengers were involved, the majority merely shaken up.

LONDON Free Press

MARCH 7, 1945

MARCH 6, 1945

AFTER ZORRA WRECK

Two In Critical Condition; Railway Main Line Again Open

Only Six of 58 Passengers Who Went To Hospital Have Yet Been Discharged; C.P.R. Officials Satisfied They Know Cause and No Further Inquiry Planned

Fifty-two men, women and children still were under treatment in city and district hospitals today, nursing a variety of injuries suffered when eight cars of a crack C.P.R. Montreal-Chicago flier left main-line tracks at Zorra, north of Ingersoll, early yesterday.

More than 36 hours after the accident, only six of 58 passengers, originally hospitalized, had been discharged. In all, 89 persons were injured, some being treated at hospitals but not admitted and others not even requiring hospital attention.

Traffic on the line is now completely restored, local railway officials said. Until last night, all trains between London and Toronto, were re-routed over paralleling tracks of the C. N. R.

Still Critical

Both Mrs. Elizabeth Hall, 50, of Toronto, in Woodstock Hospital and LAC. John Henry, 23, R. C. A.F., of Campbellville, in Ingersoll Hospital, are still reported in "critical" condition. They were the most seriously injured.

Mrs. Hall suffered a fractured skull; LAC. Henry, severe injuries of the head and face. Authorities at Ingersoll and Woodstock hospitals said that they noted little change in the condition of either one of them.

Patients are under treatment at both those institutions and at Victoria and St. Joseph's hospitals here. Military personnel, injured in the accident, are under treatment at Trafalgar Military Hospital, at Westminster and at Technical Training School Hospital, St. Thomas.

The flyer, racing toward London, snapped a rail, a few feet from the station, then with eight cars completely derailed charged along the right of way.

Two coaches overturned and crashed about 15 feet into a ravine between the main-line and the St. Marys spur; a chair car slewed around at right angles to the track and ended with one end in a field, the other across the right-of-way. Five rear coaches, including a sleeper, after jolting and buckling along from the point of the break, stopped in an irregular line, still upright, but tilted drunkenly at odd angles.

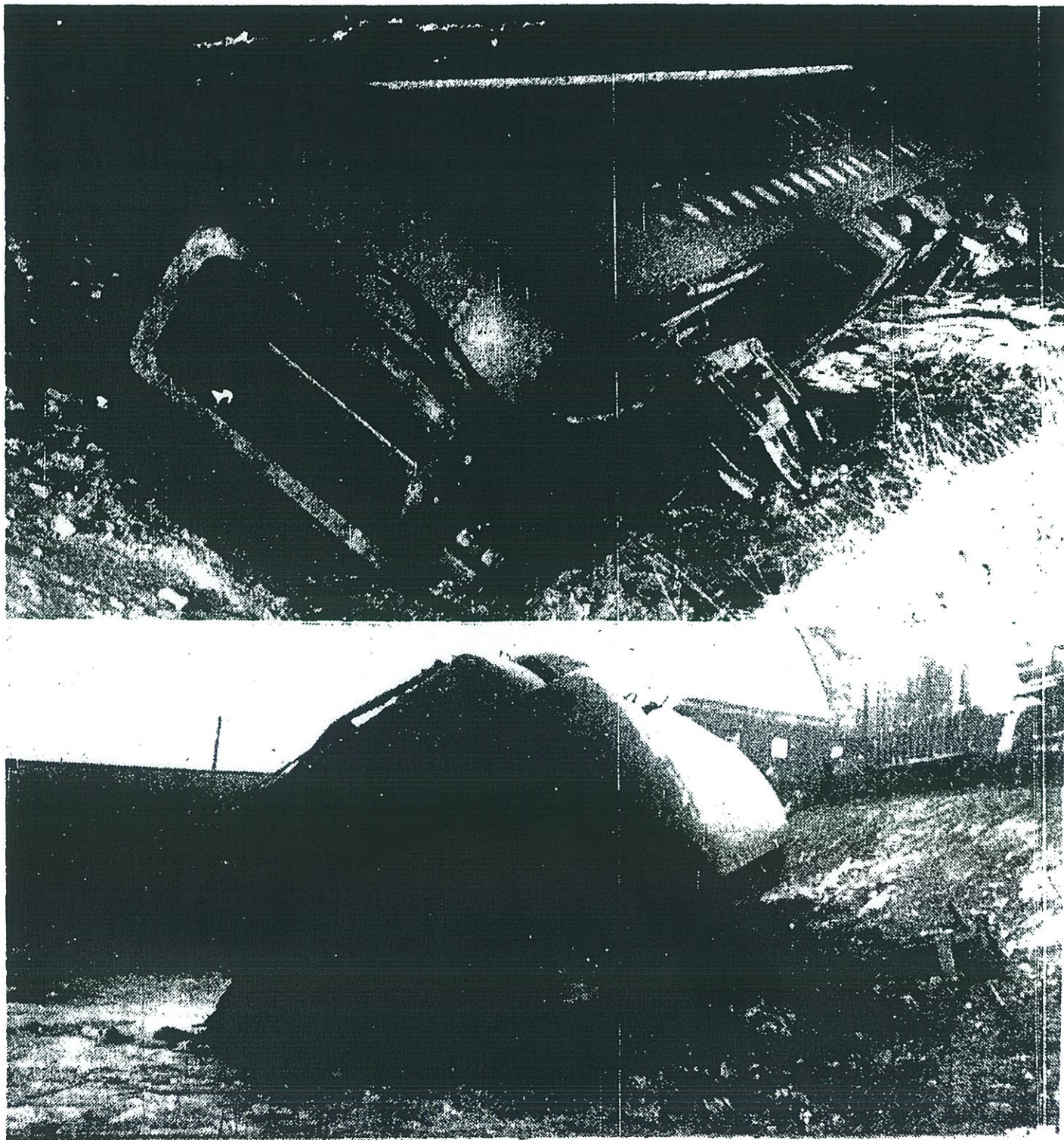
Two engines, at the front of the double header, and a partly derailed baggage car, broke loose from the rest of the train, and coasted about 2,000 yards along the track before stopping.

Railway officials said that the accident was caused by an invisible flaw in one rail, called a "transverse fissure." The track snapped, apparently under the baggage car after both engines had passed safely. Railway officials said there would be no further investigation since they are satisfied they know the cause of the mishap.

Officials estimated that there were about 250 passengers on the train. Most of them were merely shaken up.

MARCH 6, 1945

Cars Roll Down Embankment Into Water-Filled Gully



Taken at the CPR derailment at Zorra early this morning when more than 60 persons were injured, these pictures show two views of one of the cars which rolled down an embankment and landed in a water-filled gully. Most of the seriously injured were in this

car and the one which was in front of it in the train. Rolling over when a broken rail threw the train from the track these cars rolled down into the gully where people broke windows to reach freedom.

MARCH 5, 1945

Lack of Panic Praised By Passengers In Wreck

The quiet and lack of panic in connection with the train wreck at Zorra today was emphasized by passengers in all three coaches that left the tracks.

"It was very quiet," Mrs. W. I. Schenck, of 7303 Rosene St., Chicago, said. "No one cried out or got panicky." She had no injuries.

She was sleeping at the time sitting in the second coach from the locomotive, on the left side. "All I seemed to be able to see when I woke up was water. The lights were out and there seemed to be fumes of some kind that had a dulling effect. They bothered my nose and throat."

Norman McKenzie, of 168 Grand avenue south, Galt, who was sitting on the right side, about the centre of the first car, plunged his left hand through the window when he was thrown up against the side, and suffered lacerations to hand and arm.

Wiggles Out

"Some people landed on top of me," Mr. McKenzie said, "but I managed to wiggle out and we lighted matches and went to work helping people out of the car. The bumping of the coach along the ties, before it turned over, wakened me, then the lights went out."

Paul Sobish, of 15824 Saratoga avenue, Detroit, didn't realize where he was till he found himself walking around in the snow outside the train. "I suddenly wondered what I was doing out there walking around," Mr. Sobish said. "I didn't have my overcoat or hat. How I got out of that car I don't know."

He was in the first coach and suffered lacerations to face, head and arms. He was on his way home from attending the funeral of his mother, Mrs. Anna Sobish, of Sheffield, at Galt.

"It's a fine way to start a fur-lough," commented James Turner, of 868 Ellis street, Windsor, who was on his way from duties with the Royal Canadian Navy on the East Coast to his home. He was in the first coach and sustained minor head injuries.

Baby Didn't Cry

The two-year-old daughter of Mr. and Mrs. A. S. Mendell, of Windsor, didn't even cry, her parents said. Although hurt on the head, she rubbed her eyes sleepily when she went to Victoria Hospital with her mother and father, and busily admonished daddy to take the dirt off his face.

"She was asleep," Mr. Mendell said, "when the coach went off the track. My wife was thrown from the seat and hurt her head, but the little girl was all right."

Later it was found the child had also injured her skull slightly and suffered shock.

"It happened so fast that I didn't know what was coming, but I found myself buried beneath a couple of C.W.A.C.'s," C. W. Marchand of 56 Marmora street, said.

Mr. Marchand was in the first car which turned completely over. He was on the side on which it turned, but he escaped without injury. Both the army women who fell from the opposite side of the car were injured.

Broke Windows

"We had to break the windows of the coaches to get the people out," he said, as he told of working until 5 o'clock this morning when

the last of the injured was removed from the scene.

"A bunch of soldiers took charge and kept everything orderly. I saw only one hysterical woman. She was hurt in the arm and she couldn't find her kid. The kid was all right."

"The worst case I had anything to do with was an old lady. She was having head hemorrhages, and we couldn't move her. Both she and her daughter were pretty badly hurt."

"One soldier was doing first aid until he passed out himself. He had the ligaments all torn from his knee but he kept on working until he passed out."

Some of the injured were in too serious condition to be moved, Mr. Marchand stated. They had to leave them until ambulances arrived with stretchers.

Mr. Marchand, who is a trainman on the C. P. R. was heading back from Guelph Junction. He was discharged from the army in October for medical reasons.

FOOT ON FACE ROUSES STUNNED DETROITER

"Somebody stepped on my face. Then I knew that something was wrong."

Michael Englander, 29, of Knodell street, Detroit, lay injured after the C.P.R. de-railing at Zorra early today, in Woodstock General Hospital and told his story. He suffered cuts on the head and leg bruises.

"It was in the second coach from the front, sleeping in the seat. The wreck must have knocked me to the floor and stunned me because I didn't feel anything until someone stepped on my face," Englander said.

"Then I heard women and men screaming and a baby crying. It was dark and when I tried to get up more feet and arms and elbows pushed me back down. I just pushed and crawled and tried to feel a door or a broken window."

"Somebody lit some matches and a guy yelled 'put them out' to avoid a fire. Then it was dark again."

"Later, I'm not sure how long, there was a big red light coming in the end of the car. Maybe it was one of those big railway flares. I saw a woman of about 60 stretched out on the floor. She was knocked out."

"I got out through a broken window somehow. I got wet—there must have been water around. I stumbled and two soldiers grabbed me. They picked me up and carried me about 200 yards to the station. I couldn't walk."

"Just before I got out someone in a uniform lifted a baby through the window."

"At the station I lay on the floor with a lot of other people. The groaning was awful."

London Free Press

MARCH 5
1945

60 HURT IN FLYER WRECK NUMBER FROM TORONTO

Split Rail Puts Nine Coaches Off Track Near Zorra
—Two Upset in Water-filled Ditch—
Train Was Crowded

Special to The Star

Zorra, Ont., March 5—Sixty persons were injured, four seriously, the C.P.R. said, when the westbound Chicago flyer travelling 70 miles an hour, hit a broken rail at Zorra station, seven miles west of Woodstock, early today. All nine cars on the train were derailed. Two turned over in a water-filled ditch. The two locomotives pulling the train broke away from it with a baggage car and travelled about three-quarters of a mile west before stopping.

Coaches Were Crowded

Among the seriously injured is Mrs. Elizabeth Hall, Cadorna Ave., East York.

In Woodstock General hospital, where she was taken with her daughter, Margaret, Mrs. Hall's condition was described as "quite critical."

The coaches were crowded and scores were catapulted over the seats. It was hours before those in the upturned cars were extricated through doors and windows. A sleeping car which straddled the tracks, was said by rescue workers to have saved following coaches from taking to the ditch.

Ambulances and doctors, rushing from Woodstock and Ingersoll, were hampered by roads still heavy with snow. The mishap occurred at 12.15 a.m. Farmers took some of those least seriously injured to their homes. Zorra station was converted into an emergency hospital. Servicemen helped to organize first aid under the direction of Nursing Sister M. J. Eley, of Dresden, herself slightly hurt.

Altogether 90 were removed to hospitals at Woodstock, Ingersoll, London and St. Thomas for treatment or observation.

Army and R.C.A.F. ambulances, two buses from Woodstock and taxis from Ingersoll and other places were used.

Among those listed from Toronto as injured were F. J. Cromwell, C.P.R. porter, wrenched back; R. J. Ross, Woodbine Ave., injuries to right knee and left eye; Charles Cave, Dufferin St., customs officer, general shaking up; Pte. Robert McCartney, Winchester St., leg injuries; H. J. Foy, Dundas St., slight injuries; R. H. Wilson, Hollywood Cres., possible fractured ribs and chest injury, and Norman Mathewson, Bloor St. W., cut left thumb.

Mrs. Hall and her daughter took the night train to visit Mrs. Hall's brother, Gene Campbell, who recently returned to Chicago from the South Pacific where he served three and a half years with the U.S. army. Scheduled to go with them were Mrs. H. Palaez, also of Cadorna Ave., and her daughter, Maria, 6.

"At the last minute we decided not to go because I didn't want Maria to miss any of her school work," said Mrs. Palaez. "Recently Mrs. Hall's son, Cpl. Sam Hall, who landed on D-Day with the Canadian army, was killed in action."

Others treated at Woodstock hospital were Anthony Cancelli, Port Hope; Miss Laura Bass, Toledo, O.; Miss Betty Simon, Detroit; F.O. Ray Jackson, Windsor, and Michael

ZORRA WRECK

Toronto Star

MARCH 5, 1945

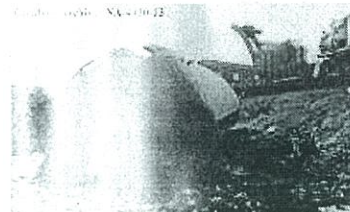
ZORRA
WRECK

MARCH 6, 1945

Glenbow Museum

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Derailment Uproots C.P.R. Main Line



Canadian Pacific Railway's main line east of London was torn up or damaged for a quarter of a mile when a broken gravel truck on an eastbound gravel train derailed 12

cars. Workmen are shown unloading one smashed car, and in the foreground are wheel trucks buried in the ground by the impact.

Crews Work All Night To Repair C.P.R. Lines In Crumlin Derailment

Two wrecking crews worked today to clear and rebuild a quarter mile of the main C.P.R. track east of London, torn up when 12 cars loaded with gravel left the rails last night.

Collapse of a wheel truck on the 10th car of the eastbound train was given as the cause of the accident which blocked rail traffic for nine hours.

Side Track Clear

The derailment occurred 1/2 mile west of the Crumlin sideroad at 9.30 p.m. and at 6.30 a.m. today wrecking crews from London and Toronto had a side track clear so that morning passenger trains could pass. Traffic is proceeding with some delay, C.P.R. officials said, by-passing the wreck over the new General Motors test track which parallels the main line.

Two huge cranes and about 150 men are working to unload the shattered cars, clear the tracks and lay new rail. The main line is expected to be ready for traffic

sometime early tomorrow morning.

All five members of the train crew escaped injury. They were: Engineer O. J. LeClaire, Fireman William Whitfield, Conductor J.

(Continued on Page 8, Col. 7)

Crews Clearing C.P.R. Main Line

Continued From Page One

Bradley, rear trainman Harold Bradford, and head end trainman George Moeller, all of London

Test Track

Salvage work was made easier because the Toronto crane working from the east on the wreck was able to use the test track constructed early this year for locomotives built at General Motors Diesel Ltd. Otherwise, only the single mainline would have been available, and no traffic would have been able to by-pass the wreck.

The open-top steel gravel cars were twisted and torn and coupling bars snapped by the whipping of the cars as they left the rails. Several were upside down, one on its side and most had the trucks carrying the wheels torn off.

Several trucks were buried two and three feet in the ground ties were splintered to matchwood and steel rail twisted or buried. For a space of 400 yards the track had disappeared.

Tons of gravel covered the area and men were kept busy shoveling clear the damaged cars and the right-of-way. As one worker remarked, "There's no need to truck in any fill for this wreck."

The conductor, Bradley, said the jolting collapse of the trucks on the one car, which caused the upheaval of those behind it, rocked his caboose nearly from the tracks but all members of the crew hung on and were hardly bruised.

'Crack The Whip'

Bradley himself was up in the cupola at the time but did not fall. The train traveled over a quarter of a mile before grinding to a halt after the accident.

When the trucks at the front of one car broke and collapsed under the load of gravel a crack-the-whip movement started down the length of the train which gathered momentum as it traveled further from its source.

The result was that the last four or five cars were torn apart, thrown sideways, shorn of their trucks in some cases, and practically turned upside down.

Track Torn Up

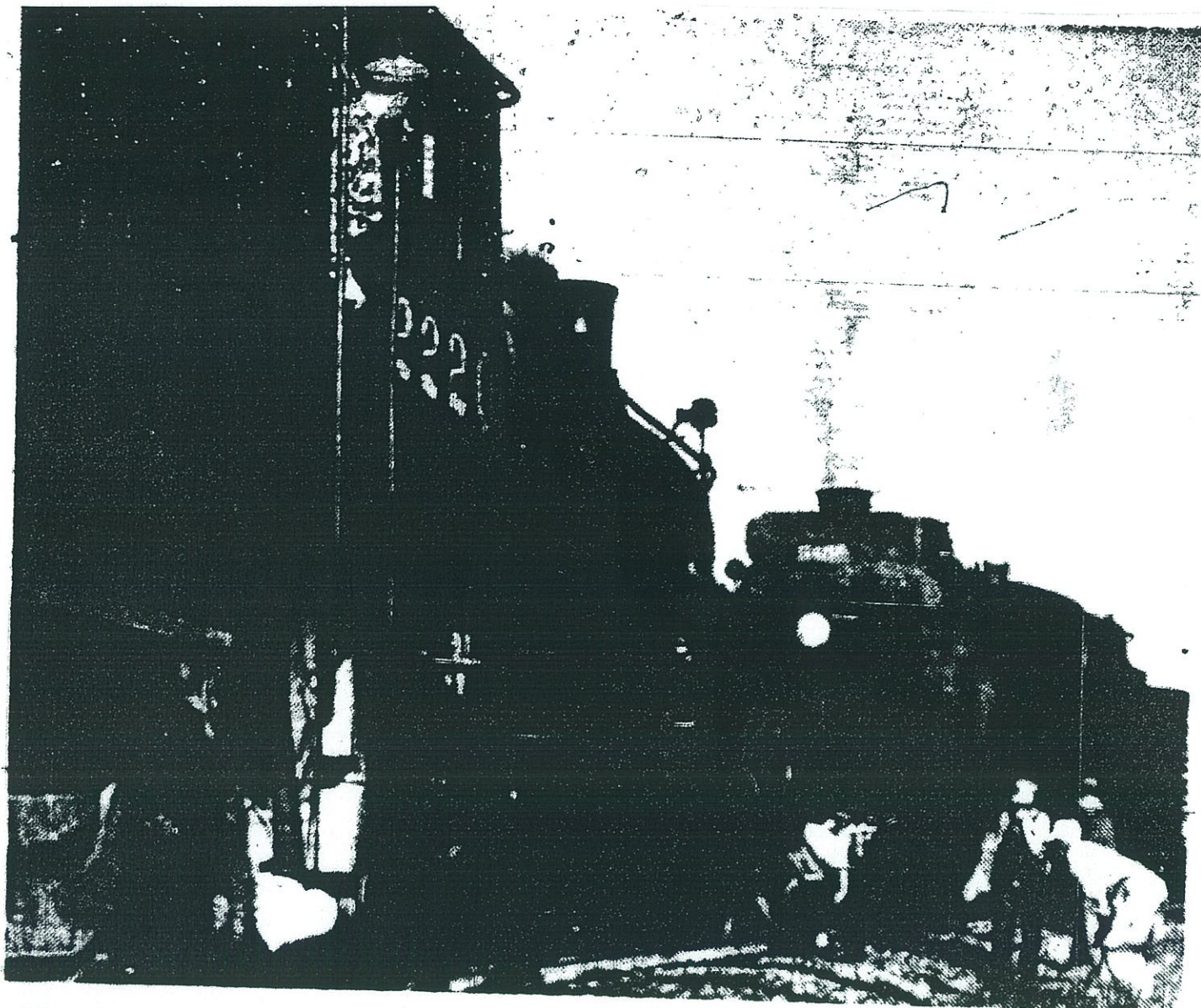
Gravel was spilled everywhere, several yards of track were torn up intact, almost every tie for a quarter of a mile was splintered or torn up, a few cars slid over the embankment on the one side and others ploughed into the spur line paralleling the train.

The accident occurred over half a mile west of Crumlin crossing. Work crews were on hand shortly afterward on the big job of straightening out the shambles.

LONDON Free Press

Thursday

NOVEMBER 23, 1950



REPAIRS GET UNDERWAY near the C.P.R. bridge, after a 52-car Toronto-bound freight train crashed into a switching engine at 5 o'clock this morning. Waiting for a train to pull out from the station at Galt, the switching engine was struck by the approaching freight. No one was hurt seriously, although a London brakeman

jumped from the freight cab down the embankment. One merchandise car of the freight was demolished and had to be removed from the tracks, before traffic could be resumed. Two carloads of cattle were uninjured. Repair men and train crews are seen examining the cow-catchers of the two engines, which were smashed.

- Reporter Photo

Galt ^{Evening} ~~Daily~~ Review

Wednesday
July 18, 1951

GALT, ONTARIO

C.P.R. Blocked Four Hours When Freight Engines In Collision

A head-on collision between a 52-car Windsor-Toronto freight train and a switching engine occurred early this morning about 100 yards west of the C.P.R. bridge. Both engines received damage to cow-catchers, but luckily, on one was seriously hurt. Main line traffic was held up for over four hours, while repairs were made.

Running into Galt before dawn at 5 a.m., the Windsor freight collided with the switching engine, which was stopped near the bridge waiting for another London freight to move on. Brakeman Fred Martin, of London, leaped from the cab of the Windsor freight before the impact. Running down the bank.

Apart from engine damages, one car of the freight was doubled up like an accordion, much of its load of mixed merchandise scattered along the embankment. Teetering precariously, it was balanced on the edge of the line. Strangely enough, two cars containing 40 cattle immediately behind the engine of the freight, were not damaged. It was the third car that was demolished.

An engine removed the freight cars, in two sections, to the Orr's Lake siding, with a passenger train and two freights waiting for the line to be re-opened. Another Toronto repair crew hoisted the smashed car from the tracks shortly after 9 a.m. With no damage to the tracks, normal runs were resumed.

"The fireman and I spotted the switcher just before the impact," said the freight's brakeman. "I jumped down the bank and then saw the cars behind me swaying, but none went over." Fireman Art Burrells crouched down to protect himself, while Engineer Jim Smith was almost flung out of the cab by the impact. Neither Engineer Ed Bunnette or Fireman Wilford Walsh, both of Toronto, knew of the approaching crash until it occurred. They were on the switching engine.

Only casualty of the crash was Walsh, who received a severe abrasion on his leg, when flung down in the cab of the switcher.

Immediately after the crash, the freight train conductor, Fred Nicholls, hurried the few hun-

(Turn to Page 7—No. 1)

C. P. R. President In Galt When Trains Collide

W. A. Mather, president of the Canadian Pacific Railway picked an unlucky day for a tour of local installations. His special car was parked in the C.P.R. yard this morning when a Toronto-bound freight train and a switching engine were in collision a few hundred yards from the station.

The distinguished railway man spent some of the day inspecting the yards and meeting people. He was the guest of Louis L. Lang during the night. Guelph and Fergus installations, were also to be looked over by the president. A visit to Hamilton was booked for this afternoon. The local visit is part of a tour of southern Ontario C.P.R. installations.

Evening
Galt Daily Review

GALT, ONTARIO

JUNE 18, 1951

ded yards to the local station to contact repair crews. A second brakeman, Art Hornick, another Londoner, went towards Orr's Lake to flag down approaching trains. Before the repairs were made, some 30 members of the Galt section crew removed much of the merchandise from the wrecked car and piled it in a nearby field.

Galt constables, Ed Guthrie and Joe McCabe, were at the scene not long after the crash and assisted in keeping the tracks cleared of onlookers. Ab Cunningham, of Preston, an employee of the Grand River Railway, appeared on the scene with an acetylene torch. He cut the heavy section of the freight's cowcatcher from the switcher and took a portion of the mangled metal from the freight, enabling it to continue.

Apart from some spilled paint and crushed boxes, most of the load of the wrecked car was salvaged. Damage to the cowcatchers will probably reach several hundreds of dollars, with the car a total loss. To bring a repair crew and crane from Toronto and London will cost in the neighborhood of \$2,000. Although no serious injuries resulted, expenses to the C.P.R. will be considerable.

An inquiry will later be held into the incident, it is reported.

London C.P.R. Superintendent A. Johnston and Assistant-Superintendent Sayers hurried to Galt, where the former took charge of the repair operations. This morning's collision was the first of that type in several years.

It was not until around 7 a.m. that citizens in the district were aware of the accident. At that time, a number of residents of the Dickson Park area were watching the repair operations. By the time the crane reached the scene, some 50 persons were on hand.

GALT Evening Reporter

July 18 1951

OLD TIME TRAINS

~ [Stories](#) ~

~ [Preservation](#) ~

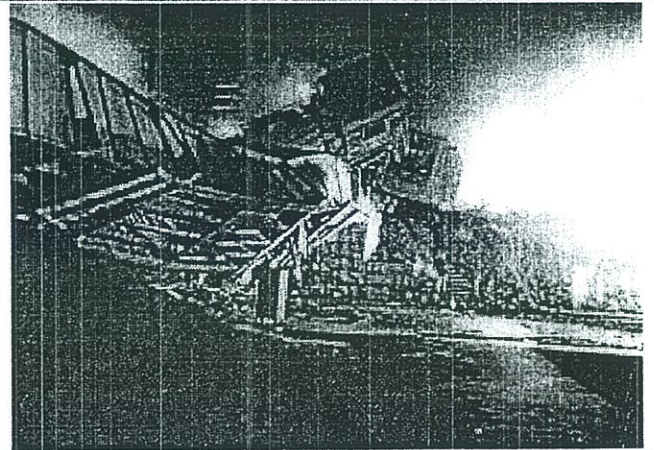
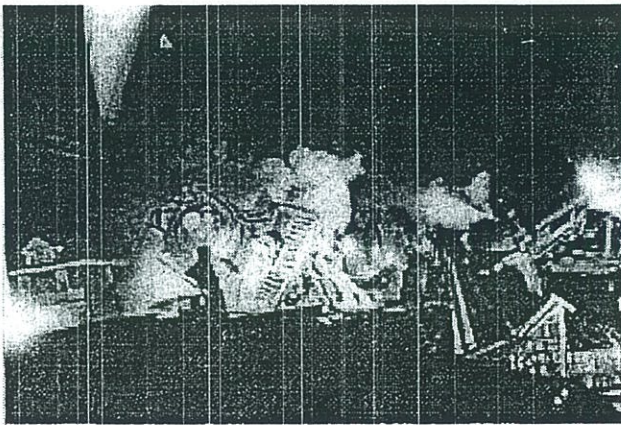
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The Galt Wreck

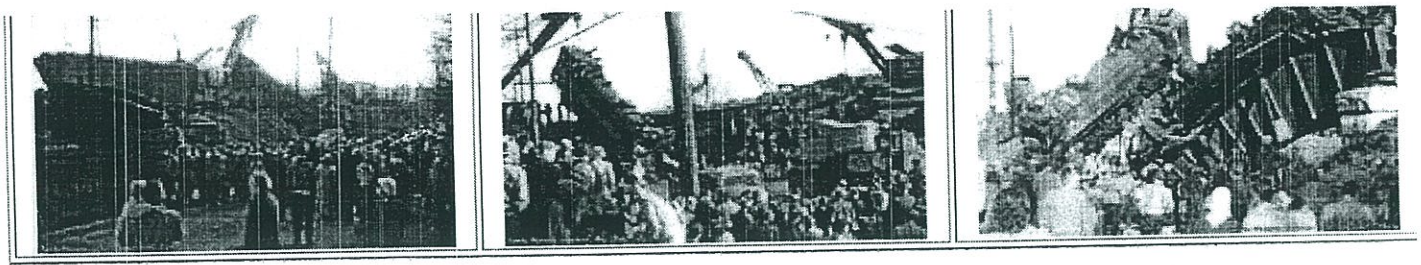
By R.L. Kennedy

The Galt wreck took place on the Canadian Pacific Railway in Galt, Ontario at 9.35 p.m. on May 2nd, 1956.

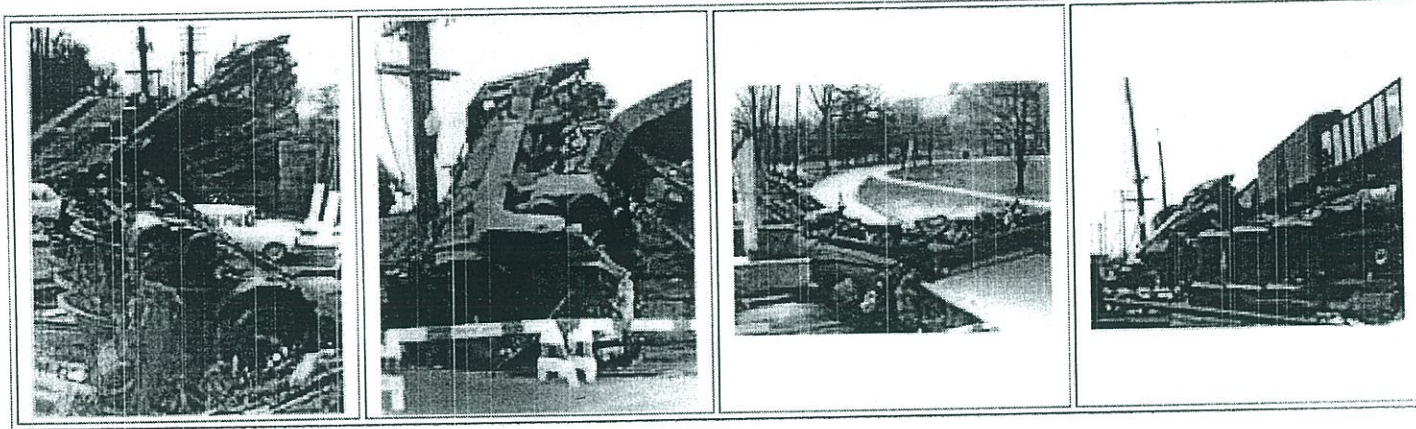
It was the last big wreck of the steam era on the C.P.R., occurring shortly before I began railroading. It was talked about for many years afterwards and although I knew several of the men involved, I never discussed it with any of them. This was written after a more recent lengthy discussion with one of the last known survivors, Ron Westworth, with further material from *Tragedy in Galt* by Paul Langan.



Scenes from the night of the wreck. *Tragedy in Galt* courtesy of Paul Langan.



Randy Masales photos used with permission of Brian Switzer, Brian's Rail Photography.



Dick George/Patterson-George Collection

Although it did not involve the biggest loss of life in Ontario train wrecks, (two employees but, no public), it was a spectacular wreck never-the-less due to where it occurred. The wreck took place right in front of the station in Galt on a bridge over Water Street, off of which two steam locomotives fell when the two freight trains collided.

The collision involved two trains, four steam locomotives and 14 crew men! A 15th person involved was the Agent-operator in the station. The wreck happened when one freight train that had been safely waiting in the passing track for a following train, came back out onto the mainline and was struck by the fast approaching train.

Extra 5186 West, assisted by 2607, was a drag freight (train 71) having work to do at Galt. Second Class train 903 was a westbound scheduled through freight, with 2205 assisting 5420. NOTE: To the uninitiated, these trains might both have been described as being "doubleheaders", since both had two locomotives. However, in fact they were correctly known as a "London and Assist" and "903 and Assist", and further in train orders as "Extra 5186 West" and "903 engine 5420".

The drag had a set-off of 14 cars to make at Galt. 903 had no work at Galt and being a Superior, (scheduled) train, had priority over the unscheduled Extra. It was the latter's responsibility to stay out of the way of a Superior train. That they did not do so, was a tragic error on the part of that crew, causing the death of two of their fellow railroaders who were entirely innocent of any wrong doing.

Such switching moves at Galt were a common occurrence and often were done haphazardly despite knowing another train was near. Crews always got away with it in the past, but not this time! The safety factor on this line was the Automatic Block Signal System (ABS) that gave a red signal to a following train, slowing or delaying it until the other train got out of the way. This time it was different. The move was made "in the face of" the fast approaching train, which had already passed the last signal when the switch was thrown to allow the waiting train to come out of the passing track where it had been safely sitting, back onto the main line. There was no warning for 903 until they saw, in the darkness, the drag right ahead of them!

2205 and 5420 struck the rear of the cut of 14 freight cars the Extra was pulling up the ladder track in front of the station. The collision was so violent it collapsed the bridge, causing both engines to fall down into the street.

emergency. Unfortunately, only the fireman managed to jump in time. Both the engineer of the assist engine (who was scalded by steam and cut in two), and the head-end brakeman of 903, who was riding the assist (a.k.a. push engine) and also scalded, were killed in the wreck. The engineer of 903 was seriously injured with a broken back and other broken bones, and while near death he eventually recovered after many months. He went on to become the Superintendent of the London Division.

There were 14 men in the two crews. Aside from the two conductors and two tail-end brakemen riding in the cabooses there was an engineer and fireman on each of the four steam locomotives and a head-end brakeman on the assist engines. (Today, there would be four men, and likely four times the size of train as well!)

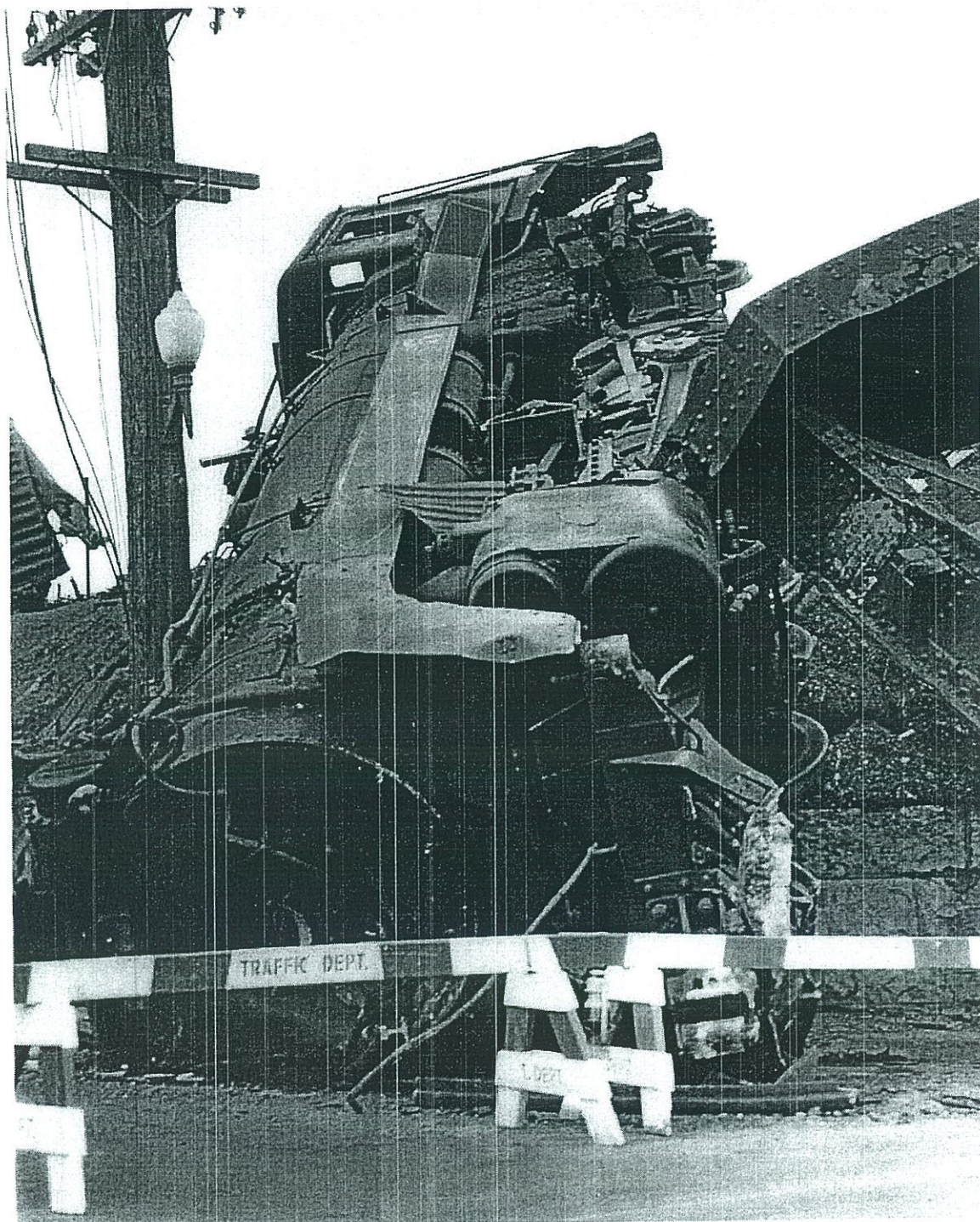
A 15th person directly involved was the Agent-operator working in the station. He had an annunciator device that indicated when the approaching 903 had passed Killan, the station immediately (5 miles) to the east of Galt. Upon ascertaining that 903 was approaching, he vainly attempted to flag down the Extra as it came out of the passing track but, his efforts were too little and too late!

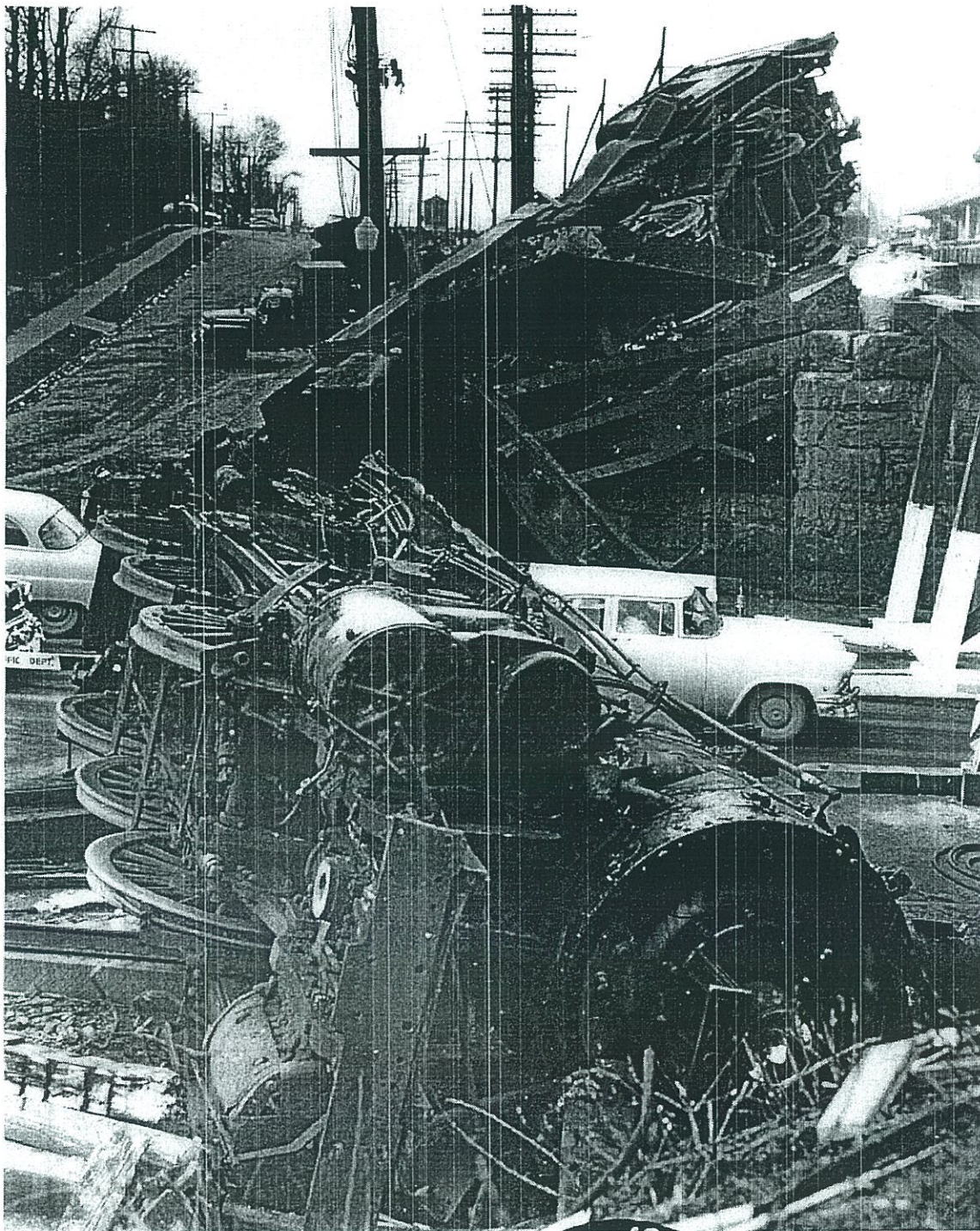
What caused the wreck was the fact that the Extra had been in the passing track with the switch behind it properly aligned for the main line thus giving the following 903 a green signal to proceed. Had this switch been left aligned for the passing track until the switch at the opposite end of the passing track was opened, a red signal would have been displayed. Nothing would have happened except for a delay to 903, a not-uncommon occurrence for freight trains. (Just don't do it to a passenger train!) There was no train radio in those days, nor any other easy way to communicate between the ends of the train, just the whistle and a hand lamp or fusee. There is conflicting information about the existence at that time of another safety factor, the block indicator connected to main line switches. This equipment had a miniature red semaphore that would, after 3 minutes of being activated, either give a "clear block" indication, or stay red, indicating something was approaching "in the block". In any event, the rule book (UCOR Rule 513) required a 3 minute wait after opening the switch before fouling the main track. The Coroner's Inquest jury did not mention this, at least not as published in Paul Langan's book, *Tragedy in Galt*. In talking to crew members involved, I was told the man throwing the switch was told to ignore the 3 minute wait so they could make a fast move before 903 got there. Whether or not the switch was equipped with an indicator really does not matter since the crew knew 903 was near them and should have stayed in the siding until it had safely passed. The man who threw the switch was not the brakeman whose duty was, rather it was the fireman of the Assist engine. The brakeman had gone to the station to talk to the operator about 903's location but, being a junior man was apparently confused by what he was told. He took the blame and was fired.

The other key culpable person was the lead engineer who brought them out onto the main line. After being dismissed, he pumped gas at a small gas station on St. Clair Ave. West just east of Lambton roundhouse. Protocol allowed his reinstatement after two years less a day, "on the street". He later went on to become the BLE General Chairman!

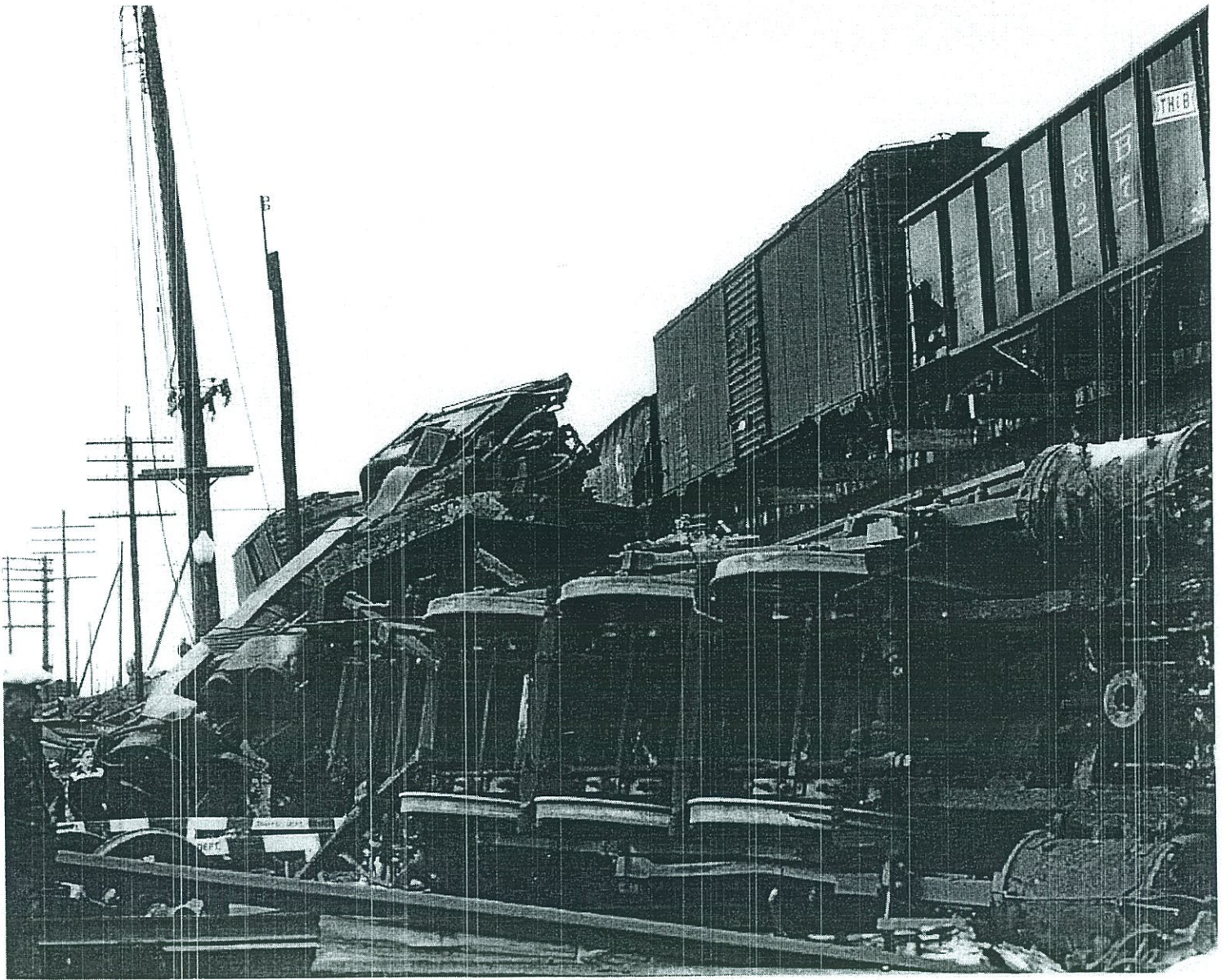
The men involved had a range of seniority and experience, and with so many involved someone should have prevented this tragedy. At least 6 of the 14 could have easily. Had the agent, a senior man of 30 years service, had a lit hand lamp handy, or had he lit a fusee to wave a "washout" signal instead of yelling at the passing engines it would likely have turned out differently. Although found blameless by the jury, he nevertheless took it to heart and was said to have suffered mentally for many years over it becoming nearly insane.

In an ironic turn of fate one man died and another lived. It was always standard practice to alternate the work load amongst the two brakemen. The junior man went to the shop to get the engine and was the head-end brakeman in one direction, he then became the tail-end brakeman returning home. The crews involved were divided between London Division men for the trains, and Toronto Division men for the Assists. The latter worked the Push Pool, a.k.a. "Cockney" Pool, so named for the abundance of Englishmen who once worked it









It was his first roundtrip and he wanted to wave his hand lamp at his father, a signal foreman, as the family home was within sight of the tracks just beyond the station at Galt. He didn't make it. He was killed instead. The other brakeman is one of the last survivors of the Galt Wreck, and he related this ironic story to me. The young brakeman's father, who waited beside the track in vain that night, took it badly and some years later he stepped in front a Budd Car (RDC) to end it all.

Engines 2205 and 5420 were both cut up for scrap, the wreck damage being so severe even though 5420 was relatively new engine being only 13 years old.

2205-5420 just two months before their doom.

For another look at 2205 prior to the wreck, along with a P2 identical to 5420, read Newt Rossiter's story about 2205. Use your browser BACK button to return here.

NOTE: Repeated attempts to secure a copy of the Board of Transport Commissioners investigation into this wreck have proven futile. The Archives of Canada claim not to have any such files, the Canadian Transportation Agency and the Transport Safety Board likewise deny having anything.

The above mentioned BTC investigation would clearly identify who was where and the names of each of the crew members; remember there were 14 crew involved! It would also answer other questions (including the number of the extra's assist engine, believed to be either 2206 or 2607). How long was the Extra in the clear before coming back out onto the main line? Although these questions are really of no matter since the careless disregard of the rules resulted in the death of two innocent railroaders. Unfortunately, such was the way of the times. Today, railways and railroading are much safer thanks to a stricter adherence to the rules and the "black box" event recorder on all diesel locomotives.

R.I.P.

CANADIAN PACIFIC RAILWAY

LONDON DIVISION

As reported in Railway and Shipping World and Canadian Railway and Marine World. 1898- 1936

August 1898 Woodstock p. 237

A new and handsome station has been completed at Woodstock.

August 1904 Parkdale Second Track p. 273

A second track was installed Parkdale to Toronto Junction.

October 1909 p.739

An extension to the machine shops at West Toronto. An enlargement of the eight stall roundhouse by the addition of three stalls each of which is eighty feet long made of concrete and wood.

January 1910 p. 37

London roundhouse seven stalls. Plan a new roundhouse.

September 1910 p.731

Plans for a second track from Lambton to the Humber.

December 1910 p. 1025

The Lambton station was moved closer to Dundas Street.

April 1911 p. 339

Plans for a twenty-two stall roundhouse at London.

September 1911 p. 845

West Toronto Station the work was nearly completed.

September 1911 London p.845

At London work had been started August 10, 1911 on a new bridge across the Thames River. Work had started on a new roundhouse and coal shed at London.

October 1911 London p. 945

London Improvements: A new bridge over the Thames river and the old link and pin bridge sent to Mattawa.

December 1911 London p. 1131

Work on the London Roundhouse was completed on Quebec Street.

December 1913 Galt p. 577

An eight track downtown yard laid on Main Street in Galt.

January 1915 Campbellville p.15

Canadian Pacific was planning a Bolton to Campbellville route.

August 1915 North York Station p. 298

Plan for a North York Station, Toronto.

September 1915

CPR plans a North York grade separation.

October 1915 p. 393

The cornerstone was laid September 9th, 1915 on the new North Toronto station.

July 1916 p. 287

The old CPR North Toronto station was leased to the City of Toronto for use as a market.

May 1917 p. 182

A second track at Toronto, Leaside to North Toronto.

December 1917 p. 465

A second double track Leaside to North Toronto.

March 1926

Fast Train to London

p. 135 B

A fast train was run on the Canadian Pacific Railway, Mr Leon of Carlings Brewery, Montreal, in order to reach the bedside of a sick relative in London, Ontario and was too late for the regular morning train chartered a special Canadian Pacific train of one locomotive and two cars for himself and two other relatives which left Montreal on February 19th (1926) at 12:03 P.M. and proceeded via Lake Ontario Shore Line, Leaside Junction and North Toronto station arrived at West Toronto station at 6:30 P.M. doing the 340 miles in six hours and 27 minutes or at an average speed of 52.27 miles per hour.

September 1926

p. 462

The new concrete forty-two foot subway over Hurontario Street was opened July 23rd, 1926.

January 1927

p. 3

The Canadian Pacific rebuild the bridge over Wyandotte Street in Windsor. The ferry slip at Windsor went from two tracks to three tracks.

April 1927

CPR plans to install electric light block signals from Streetsville Junction to Guelph Junction that would give continuous signals from Toronto to Woodsock. Other plans; a ninety foot turntable for Windsor, and a new turntable for St Marys. A four stall rectangular timber frame and Gunite locomotive house for Guelph Junction. There is not one there at the present.

October 1927

p. 581

Puslinch grade separation.

April, 1928

p. 183

Canadian Pacific plans for a new coaling plant at Windsor and a seventy foot turntable for Ingersoll North.

February 1932

p. 55 & 70

Galt Bridge reconstruction.

GUELPH AND GODERICH RAILWAY

July 1906

p. 391

Tenders were called for a branch line off the Guelph and Goderich line for fifteen miles Listowel to Linwood.

August 1906

p. 471

The first section of the line from Guelph to Elmira was opened for traffic.

September 1906

p. 547

A train service was put on the line as far as Millbank thirty miles.

October 1906

p. 577

Grading waqs completed to Blyth.

November 1906

p. 643

Trains had been operating between Guelph and Elmira sixteen miles for some time and it is expected that a regular train service will be put on a further thirty-five miles to Milverton. There was a legal fight on between the contractors and the Grand Trunk Railway respecting the right of way. The Grand Trunk in laying an additional track to the grain elevator scooped away a portion of a hill under which the Guelph and Goderich runs weakening the trestle-bank.

December 1906

p. 725

Nicoll made an inspection of the line as far as Milverton on November 8th, 1906; and the line opened for traffic on November 15th, 1906.

January 1907

p. 19

Track had been laid from Guelph to Blyth 63.5 miles. The branch to Listowel was under construction.

June 1907

p.411

Vice-president D. McNicoll went over the entire line by special train on May 11th, 1907.

July 1907

p. 481

Trouble with the bridge at Goderich.

August 1907

p. 587

The portion of the line from Milverton to Blyth was opened for traffic on July 8th, 1907. It was expected to open for traffic the addition mileage into Goderich in the fall.

September 1907

p. 659

Track had been laid on the line to the bank of the Maitland River at Goderich, Ontario and the line was opened for traffic on August 26th, 1907. At Goderich the Maitland river would be crossed by a large bridge, and a cement wall was built on the bank of the river which separated the high level tracks from the low level tracks of the Grand Trunk Railway.

October 1907

p. 749

The official celebration in connection with the opening of the Guelph and Goderich Railway took place in Goderich, September 12th 1907. The line is an extension of the Guelph Junction Railway and was opened August 26th, 1907. It had a total length of eighty miles. It was opened from Guelph to Elmira in August 1906 and subsequently to Milverton and Blyth, but owing to the heavy work which had to be undertaken at Goderich the opening of the last few miles from Blyth had to be delayed until August 26th. The first meeting called to secure a Canadian Pacific connection for Goderich was held at Brussels December 16th, 1884.

The branch from Linwood to Listowel was proceeding and the grading was nearly completed. Track laying was to start in September.

November 1907

p. 827

The Listowel station was a 30 by 77 foot brick structure.

January 1908

p. 25

Track was reported to have been laid on the Listowel branch as far as the Carthage Side Road, and the grading gang was working near the boundary of Elmer and Morninton Townships.

March 1908

p. 199

Track had been laid on the branch from Linwood to Listowel a distance of thirteen miles and it was expected to have the last 3.5 miles completed shortly.

June 1908

p. 399

Track-laying was completed into Listowel, Ontario on the branch line in early May 1908. Train service was expected soon.

August 1908

p. 549

The branch of this line from Linwood to Listowel, Ontario about fifteen miles was opened for traffic on July 1st, 1908.

SOUTH ONTARIO PACIFIC RAILWAY

GUELPH JUNCTION TO HAMILTON

October 1911

p. 945

The South Ontario Pacific railway good progress had been made Guelph Junction to Hamilton. A steam shovel was at work Milepost 15.7 to the junction with the Toronto Hamilton and Buffalo Railway at Milepost 16.28.

August 1920

p. 428

Interlocking plant installed at Hamilton Junction.

March 1932

p.120

Canadian Pacific Railway runs CPR gas-electric car No. 46 Hamilton to Goderich

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CANADIAN
PACIFIC
RAILWAY

TORONTO
TO
HAMILTON

C. H. RIFF

THE SPUR LINE CONSTRUCTION 1896

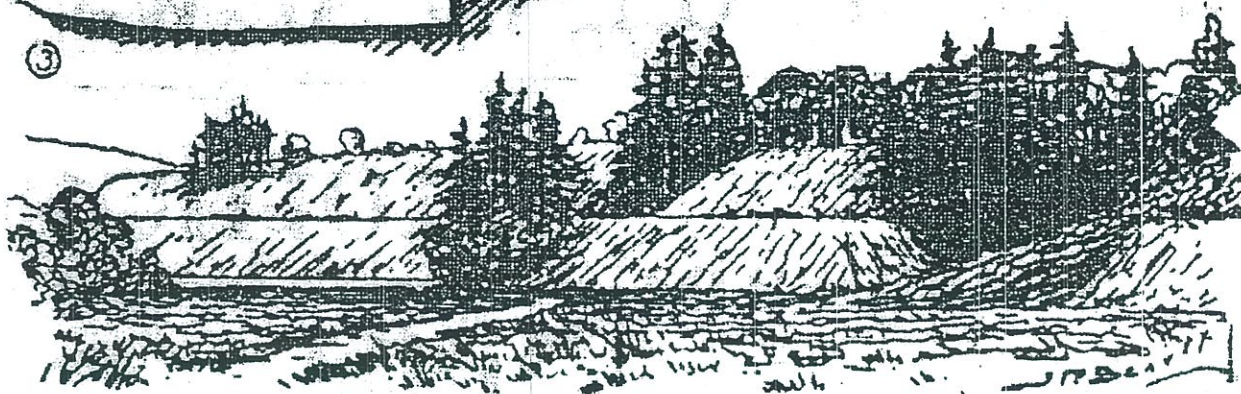
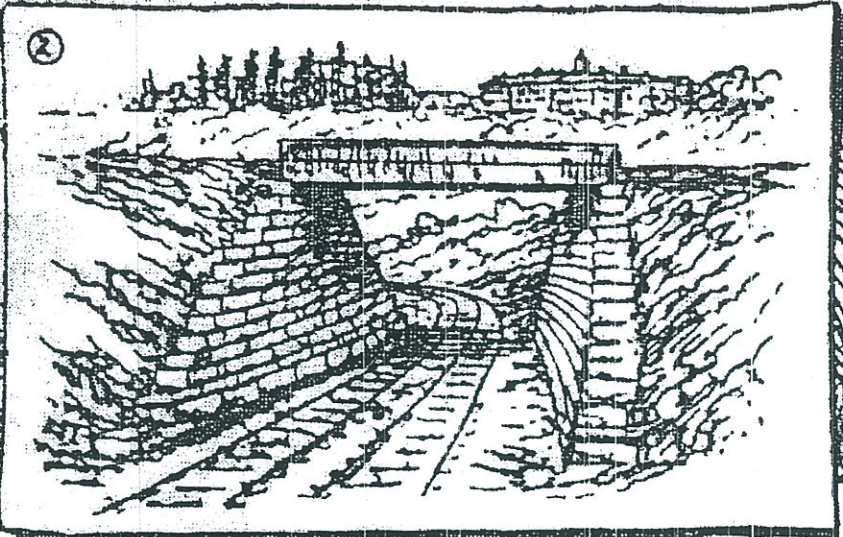
The stretch of land from the neighbourhood south of Dundurn street to the Desjardins Canal was never considered a picturesque site. There were hills and hollows - the biggest being Beasley's Hollow and marshland, lots of marsh. It was unimportant until the Canadian Pacific and the Toronto Hamilton and Buffalo Railways decided that through these lands was the only possible way that the two railways could connect with each other. The politics, the surveys, and the money were in place. Work just had to start.

Early on the morning of August 13th, 1896 a gang of men and their equipment started working on the railway on the north side of the canal. With teams of horses, a horse-derrick, stone and cement they arrived. The problem they blocked the Hamilton and Milton Toll Road. No one could pass. The roadway was blocked. F. R. Waddell of the Hamilton and Milton Road Company drove up shortly and ordered the construction foreman John Connors to move his men and material off the road. Connors replied that he didn't have orders from his head office, ignoring him, he went back and continued with his work. Waddell fumed and left, he went straight to the Courthouse and consulted with Acting Judge Walker, who agreed to issue an interim injunction against the foreman and the contractors preventing them from proceeding for eight days. The police patrol was sent to the canal to enforce the court order. Work stopped at the canal.

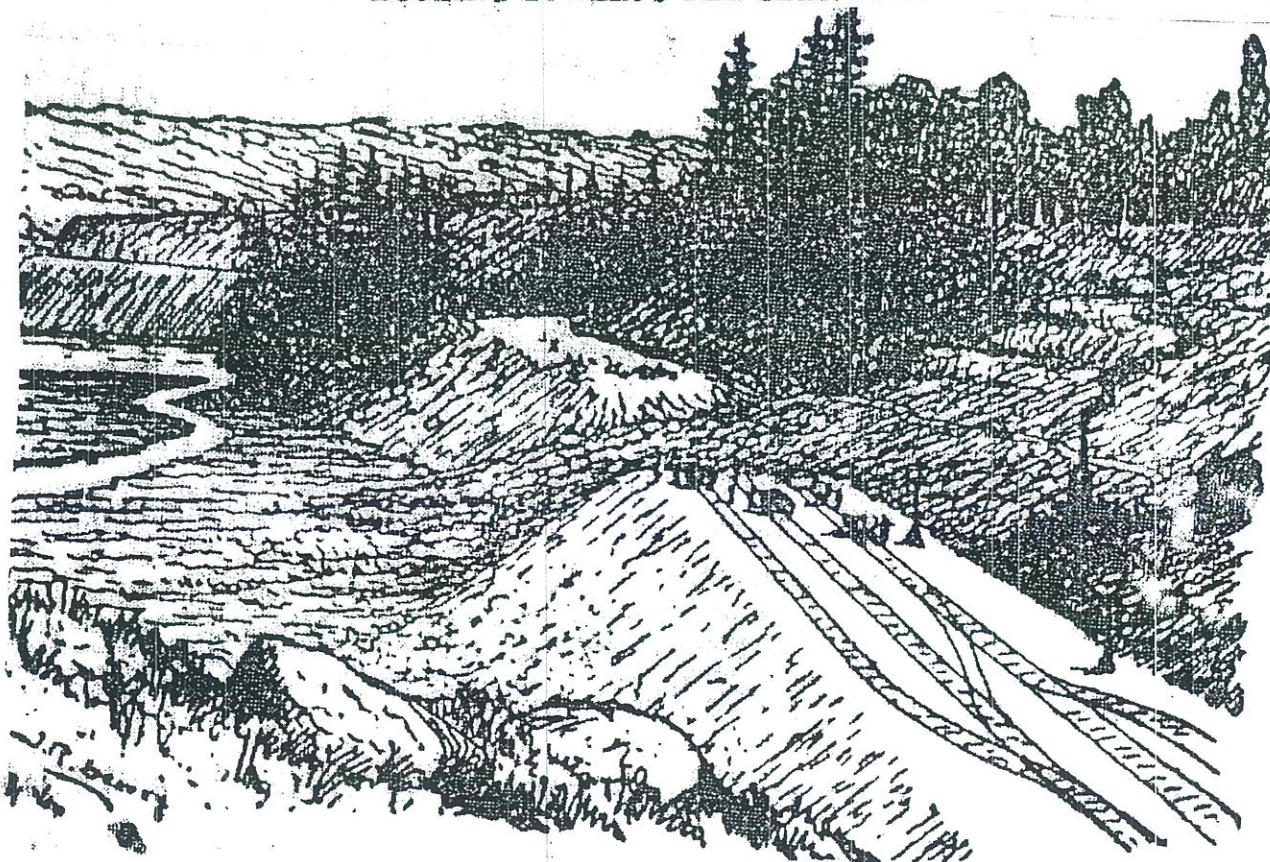
Two days later, Mayor Tuckett and city and legal notables went out to visit the site to understand the issues. The injunction motion was heard at Toronto on the first of September, 1896, to prevent the railway from interfering or crossing the Toll Road on the north side of the canal. Before Chief Justice Meredith, the railway company admitted that it did not have the right to cross the Toll road without the consent of the railway committee of the Privy Council, but the actual legal dispute was over the land where the bridge abutments were to be built, at the tiny intersection of the canal, railway and lower road bridge. The Chief Justice finally made an order that the present injunction be continued with the TH&B Ry. Company to compensate the road company for the use of the disputed strip if at trial it should prove it owns the land. Further the railway could not obstruct the toll road with equipment or material until the trial.

Work did proceed nearer to Hamilton, and it was difficult and hard work. The work first started at Poulette street in the Tunnel Cut. By the first week of September 1896 the area north of Main street, intersecting King street, and still further north through the marsh was a large beehive of activity. Men and boys were digging, drilling pounding and breaking rock. Teams of horses, derricks and steam shovels were all at work. Rock was blasted through and earth was toted out to the huge marsh for fill. It was a big job, the problem was that pesky marsh. behind the cemetery. Load after load of earth would be dumped into the marsh and it just seemed to disappear. A walk along the route from Poulette street was a diversity of surfaces levels, cut, fill, cut fill. It starts with a cut at Poulette street, and a bridge under Garth (Dundurn) street, then a forty foot cut and a iron bridge under Main street; followed by a small cut through earth. A difficult but small cut through solid rock at the King street iron bridge. north. A short reprieve, then there was a nine hundred foot cut through rock and earth. This was difficult and time consuming work. Steam shovel and dynamite had to work together. Now the contractors were standing looking at the massive swamp on the side of the cemetery. The fill is fifteen hundred feet. Massive amounts of fill were required, the marsh for a long time seemed bottomless. Once again there was a seven hundred foot cut behind the cemetery, followed by more fill, then a thousand foot side cut. Next was a seven hundred foot long, forty foot deep cut. 25,000 yards were excavated here, then a five hundred foot fill. One more light cut and the end of the line was the Desjardins Canal bridge and the intersection with the Grand Trunk. September pile drivers were employed at the foundations of the canal bridge. There, because of the injunction, work was stopped. That injunction stopped the delivery of bridge components and stone from the Grand Trunk.

The spur was to be two miles long, double tracked, ending in a wye at the south end. The contractors Pigott and Ingles employed five hundred men and one hundred teams. The men were divided into fifteen gangs. The equipment employed was one steam shovel, six steam hoisters, ten derricks, fifty wheelers, twenty-five drag scrappers and twenty wagons. The steam shovel was a massive piece of machinery requiring three men to operate it. The steam shovel loaded two yard dump cars with earth and rock fill.



1—A DUMP CAB; 2—HOW MAIN STREET BRIDGE LOOKS; 3—IN BEARLEY'S HOLLOW
LOOKING TOWARDS THE CEMETERY.



THE CEMETERY FILL LOOKING SOUTH.

These push cars ran on a temporary narrow gauge railway from cuts out to the marsh where they dumped the fill. There was so much rock blasting with dynamite and black powder to impress the local citizens, for the ground shook and trembled every day.

By the second of October the contractors were still hard at work, the cut north of King street seemed to take the longest time. The steam shovel was able to work at track level. The difficulty was the earth sinking at the cemetery fill, so a fourth filling of the site was required. Work had stopped on the King street bridge waiting for stone for the abutments, the delay caused by the injunction that did not allow it to be carted from the north end. Ties were on the site and rails were started to be laid the following week. Rails were laid by October 15th. October 26th the Grand Trunk laid a double track on behalf of the Canadian Pacific from Hamilton West Junction to the edge of the Canal.

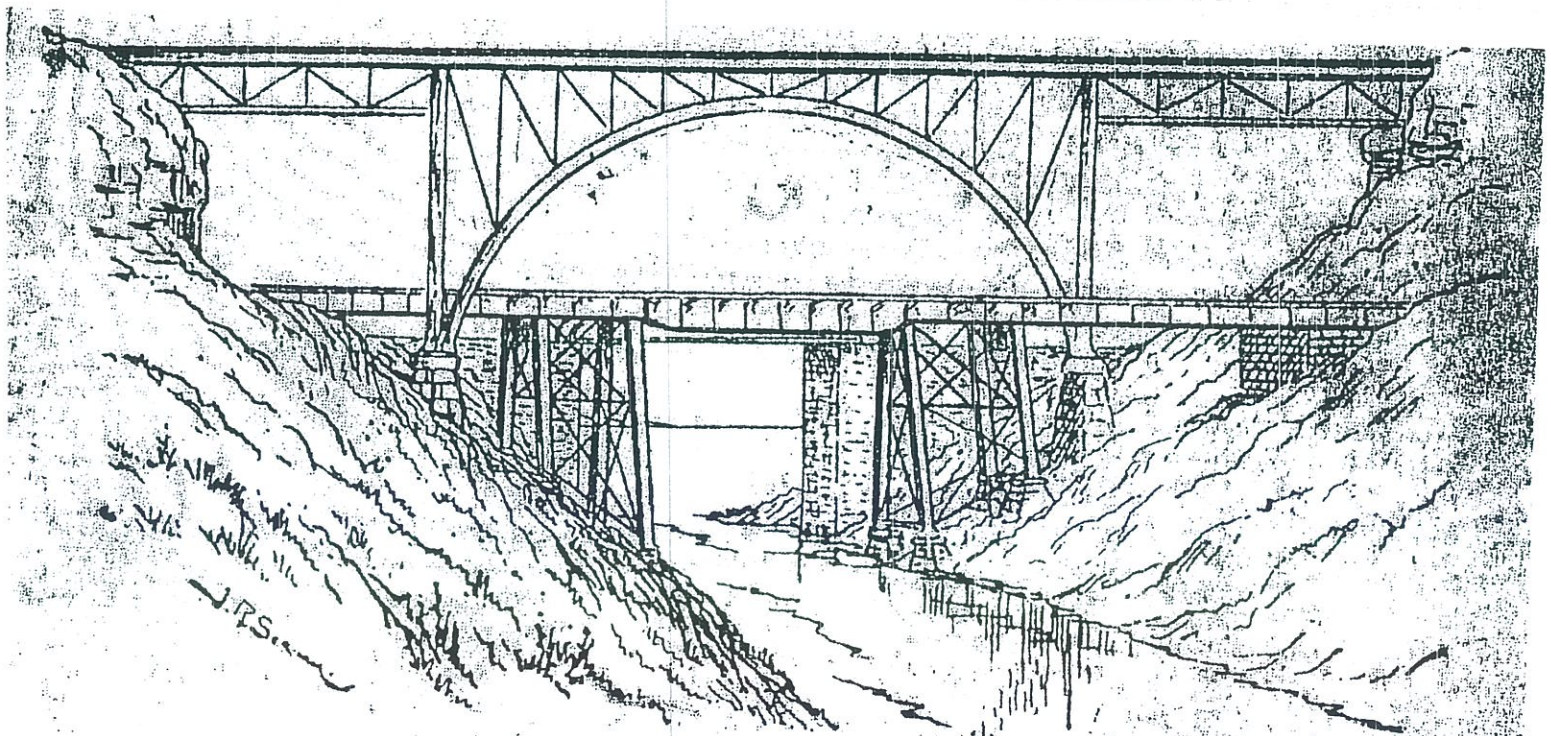
On the morning of October 24th the County Clerk received a letter from the secretary of the Railway Committee of the Privy Council that the work on the TH&B may go ahead as fast as the railway likes in completing the spur line across the canal and to the Grand Trunk tracks.

November 6th, 1896 saw the rails laid from Main street north to near the Canal. November saw continued work on iron bridge across the Desjardins Canal.

The dispute between the TH&B Ry, Company and The Hamilton and Milton Toll Road was solved by a agreement that a high level bridge be built way above the Canal. While this bridge was being built the railway would intersect the toll road in a cut five or six feet deep. Until the high level bridge was built a small drawbridge was over the cut to allow horses and teams to cross the tracks safely.

The November 25th edition of The Hamilton Spectator carried a rather complete description of the work.. Most of the iron work and the outer spans were in place. The center seventy-five foot spans, weighing fourteen tons each were a delicate engineering operation. The stone floor of the canal and the diagonal angle meant that normal false work to support the construction was not possible. The center span girders were run out the GTR junction with a large derrick. When the spans got out thirty feet a rope was attached and the span was pulled over the rest of

the way by another derrick on the south side of the bridge. The last girder was raised on December 21st, 1896, the rails were quickly laid. January 7th, 1897 Chief Engineer Wingate and J. N. Young went over the spur line to take possession from the contractors. The Toronto Hamilton and Buffalo Railway was now complete.



THE HIGH LEVEL BRIDGE—FROM THE ENGINEER'S DESIGN.

Although the railway committee has not yet made an order in reference to the crossing of the Desjardins canal by the T. H. & B. there is no doubt that the high level bridge will be built; in fact, work has been commenced on the foundation by Pigott & Ingles. The question to be settled is the compensation to be paid the Hamilton and Milton Road Company. The plans prepared by Chief Engineer Wingate show a handsome trussed arch bridge, similar in design to the bridge being built across the Niagara river. The arched span is 180 feet, with two end spans of riveted lattice, the northerly one being 115 feet and the southerly span 85 feet; the total length is 380 feet and the width of the driveway 24 feet. The bridge will be 57 ft. 5-10 above the railway bridge, with a clear headroom of 25 feet, and 105 ft. 5-10 above the water. The arch will rest on two stone abutments and the ends on stone abutments built on the high level. The cost will be \$20,000 or \$25,000.

Nov 28 1896 sketch



EW T., H. & B. BRIDGE OVER THE CANAL—THE PRESENT ROAD BRIDGE AND
G. T. R. BRIDGE IN THE BACKGROUND.

March 10th, 1897 Canadian Pacific Railway Vice-President Thomas Shaughessy arrived in Hamilton after inspecting the TH&B Spur. Michigan Central Railway Engineer Kinnear arrived on a tour of inspection. President Beckley of the TH&B arrived from Rochester that morning and welcomed the CPR officials. Altogether they made an inspection tour over the TH&B. The Canadian Pacific official position was very clear; that the company was not impressed with the terminal and freight yard facilities in Hamilton. They would have to be improved before the CPR started running through Hamilton. Shaughessey told reporters the railway would not only run through trains but also local service the same way that the Grand Trunk did at present.

April the first, 1897 the Michigan Central Railway took charge over the Toronto Hamilton and Buffalo Railway. After this day the railway would still be known as the TH&B but it will be operated by the Michigan Central, but from St Thomas. J. N. Beckley of Rochester, New York President; R. H. L'Hommedieu of Detroit general superintendent; J. B. Morford of St Thomas divisional superintendent; M. C. Coyle trainmaster, W. N. Warburton general passenger and freight agent; W. B. Swartout, assistant Engineer. The only officials that would be stationed at Hamilton would be Warbuton, Coyle and Swartout. All the officials of the Dominion Construction Company would leave; Mssrs. Woodward, Young, Upton and Wingate.

A week later it was reported that Michigan Central locomotives and coaches were being used on the TH&B Ry. The old TH&B coaches were being repainted. A month later, two of the new cars from the CPR Montreal shops, for the Toronto Hamilton and Buffalo Railway had arrived in Toronto. They were composite, half first-class and half smoker. Elegant Wagner sleeping cars would be used on the through trains and that the Parlour cars that would run between Toronto and Buffalo were those on exhibition at the World's Fair.



THE ARRIVAL OF THE FIRST C. P. R. TRAIN.

CANADIAN PACIFIC

Sunday May 30th, 1897 was the first day that a Canadian Pacific train entered Hamilton. The CPR now with its partners the TH&B and the Michigan Central could run through trains between Toronto, Ontario, Canada and Buffalo, New York, the United States. The Canadian Pacific had obtained running or trackage rights over the Grand Trunk's old Great Western Railway line between Toronto Union Station and the junction with the TH&B's spur line at Hamilton Junction on the outskirts of Hamilton. The CPR had made survey's and proposals to build to Hamilton from Cooksville a decade earlier.

That Sunday morning CPR engine 552, a 4-6-0 passenger engine stood at the glass arched roof Toronto Union Station with three baggage cars, five CPR day coaches and two CPR sleeping cars. The coaches were brand new built for the TH&B service. The train had a natural mahogany finish. The passengers besides a handful of Hamiltonians consisted of a rich blend of travellers; the Geisha and Madison Square Opera Company, the Bijou Company, the Toronto Baseball Team and CPR officials.

The train under the charge of Conductor Henshaw left Toronto at eight o'clock in the morning running fast and directly west over the GTR line through Port Credit, Oakville and Burlington. After passing through Junction Cut (later known in the 1920's as Bayview Junction) it switched off the GTR at Hamilton Junction onto the TH&B Spur Line. The train crossed the Desjardins Canal bridge. spectators started lining the track to see the first CPR train all along the Spur Line, until the train plunged into the western end of the Hunter Street Tunnel. At 9:02 the train exhaled out of the stone tunnel almost directly unto James Street and the imposing TH&B Hunter Street station. Two thousand people had thronged the station and surrounding streets for several blocks. The crowds swarmed the train. The train was to leave at 9:07 but it was 9:25 before it steamed out of the station. The CPR engine was taken off and replaced by a Michigan Central locomotive. A coach and sleeping car had been shunted out of the train at Hamilton. Under the arrangement the CPR locomotives and crews simply run on the Toronto Branch, but there was no change of cars at

Hamilton they ran through to Buffalo. The train upon leaving Hamilton travelled up the grade alongside the Niagara escarpment through Smithville to Welland. There the train ran over the Michigan Central Falls View line to Niagara Falls. At Falls View the train stopped for five minutes to allow the passengers to view the great Niagara Falls. The train left Canada over the great cantilever bridge over the Niagara Gorge. A quick trip from NYC Suspension Bridge station over the New York Central Railroad brought the premier train into the NYC Exchange Street Station in Buffalo. Connections were available for New York City. There were two routes available to the Michigan Central at Welland; one was via Niagara Falls-Falls View, and the other more direct line was to Fort Erie, then across the International bridge into Buffalo. Only the eight o'clock morning train went via Niagara Falls, three of the other trains crossed the border at Fort Erie. Engineer Vail and Conductor J. R. Bill ran the return train that day.

The TH&B CPR connection, the Spur Line built in 1896, had some anticipation in late March 1934. There had been a number of rock slides caused by a spring thaw along the huge retaining wall that borders the Hamilton Cemetery. When the rocks started to fall the east bound mainline was closed and all the trains were moved to the westbound track. A watchman was installed to inspect the retaining wall twenty minutes before the arrival of each train. Colder weather had returned and officials thought it was now safe. At six o'clock in the evening of April 2nd the huge center section of the eighty foot high retaining wall collapsed on to the track. The tracks were covered with 1000 tons of wet rock, rubble and debris.

Grand Trunk Canadian Pacific Race

London Free Press

June 29 1897

A rather laughable incident in railroading occurred on the Toronto to Hamilton branch of the Grand Trunk Railway on Sunday last. The Grand Trunk Express for Toronto was on one of the tracks, awaiting her time to leave east to Toronto. The Canadian Pacific Express also going east to Toronto was forging towards Burlington in order to secure the other track, as soon as the drawbridge had been passed. The Grand trunk dispatcher, unthinkingly, no doubt, gave the CPR permission to take the south track, and between the two trains a pretty race was witnessed. The Canadian Pacific train reached Toronto three minutes ahead of its rival. It won't be repeated.

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MIMICO

MAY 16, 1907

Canadian Pacific express left Toronto at 9:45, on the morning of May 16th, 1907 bound for Hamilton, over the Grand Trunk tracks. Engineer Shields was reported having his engine running at forty-five miles per hour between New Toronto and Mimico.

In Mimico signal cabin, towerman George was able to survey all the tracks below. He looked up the mainline and could see the CPR express approaching the yard from the west, then, he looked down, a Grand Trunk freight was suddenly moving, moving onto the mainline. He ran down, crossing tracks, he ran beside the freight engine and told them they were fouling the mainline and that the express was coming fast. The engineer threw the quadrant into reverse, but it was slow, the freight moved just a little, when the passenger smashed into the freight. Engineer Shields had stuck to his post, applying the air-brakes, he would perish.

BURLINGTON

NOVEMBER 20, 1907

A Grand Trunk engine ran into a standing CPR freight at the Burlington junction. Both were west-bound.

MIMICO

OCTOBER 1, 1908

October first, 1908 Canadian Pacific passenger train No. 811 was to leave Toronto Union Station at seven o'clock bound for Hamilton, but it was late fifteen minutes. Engineer William Quinn was putting on extra speed to make up time along the lakehore, past Sunnyside, over the Humber, Mimico ahead. The passenger took the first Mimico siding clear, but when it struck the second siding to the north it tore away the switch frog, cut the south rail in two. Quinn jammed the airbrake over. The CPR crashed into the tender of a standing Grand Trunk doubleheader. Quinn was thrown from the cab to his death. The first passenger car derailed and telescoped but the two Pullman cars were fine. Willis Jarvis and John Smith while crushed in the cab of the GTR engine, were alive.

Canadian Railway & Marine World.

ISLINGTON TO MIMICO LINE

May 1910, p. 371

Announcement of a Islington to Mimico line that would connect with the Grand trunk Railway about four miles long.

June 1910, p. 479

On the Islington to Mimico line construction was well advanced. A start was made at the Islington end but work stopped pending an made for a crossing of the power-line company, which was owned by Mackenzie and Mann (Canadian Northern Railway) interests. With the exception of this crossing the grading was nearly completed, and ties were laid. The completion of this line will allow Canadian Pacific Railway trains to run from the Toronto Hamilton and Buffalo Railway connection at Hamilton without having to go over the whole Grand Trunk Railway. And not having to un backward after reaching Bathurst Street then backing to the Parkdale and West Toronto Yards.

September 1910, p. 731

The Islington and Mimico line, track-laying was completed on this short branch by connecting the CPR Toronto to Windsor line with the Grand Trunk's Toronto to Hamilton line.

October 1910. P. 850

The Islington to Mimico branch line was ballasted and completed, connection made with the Grand Trunk Railway.

November 1910, p. 933

The new freight route had been completed. The Board of railway Commissionaires inspected the railway October 18th, 1910. There was a delay in completing the interlocking plant with the Grand Trunk Railway.

December 1910, p. 1025

The Board of Railway Commissionaires approves the opening of the Islington to Mimco line.

HAMILTON JUNCTION

MAY 23, 1927

Canadian Pacific, Dundurn Street Roundhouse Hamilton, the morning before Victoria Day, 1927. Two engines ; CPR 2029, a E class 4-6-0, and 3696, a N class 2-8-0 were given the assignment of running a freight north to Guelph. The doubleheader backed down to the Aberdeen yards and coupled on to ththeir freight. The freight lugged off through the TH&B wye, back of Dundurn Street, the slowing under the High Level Bridge they approached the CPR- CNR crossover at Hamilton Junction, This shouldn't be a problem for they were headed north. The green signal told them to proceed. While the signal was set for the CPR, the switches were set for the CNR. The doubleheader unexpectedly swung towards the CNR line and both engines overturned flat on their sides. It was 8:30 AM. The engines fell over onto the Canadian National double track line, between Hamilton Junction tower and the Desjardins Canal, thus tying up traffic of both major railways

PORT CREDIT

DECEMBER 2, 1927

Ernest Newman, Canadian Pacific engineer was on the eastbound CPR passenger train December 2nd, 1927 bound for Hamilton. He passed Port Credit station and as he looked ahead he could see the headlight of an approaching Canadian National freight. On double track, together they came, and then in the distance, Newman saw something wrong. The CNR was derailing, far back in the freight cars were coming off. His mainline would be fouled, air brakes applied, he slowed his train quickly enough that when impact came the damage was minimal.

ALDERSHOT

OCTOBER 4, 1928

A heavy fog laid over the land on the morning of October 4th, 1928. Canadian Pacific had assembled a freight train at the West Toronto yards. CPR locomotive 3643, a heavy N-4 class 2-8-0 pulled out. Engineer Reesor was in the cab and Conductor C. Curtis was in the caboose. The freight left the Lambton yard west to Islington where it switched south to Obico where the train switched on to the Canadian National mainline behind the Mimico yard. It travelled west over the CNR past Burlington through the orchards and farmlands approaching Aldershot station. Engineer Curtis looked out to see the small bridge ahead as Canadian National's fast train No. 14 The International Limited was steaming fast toward him on the double track. Suddenly there was a loud crash. One of the freight cars had derailed, followed by six more and they smashed or sideswipped the passing passenger train coaches. Brakes were applied. Engineer Wright on the CNR slammed on the brakes of his heavy locomotive stopping on the high embankment near the Dominion Sewer Pipe. A coach CNR 4861 had had its steel side ripped off and was laying on the ground. A quick check found that no one was killed, but there were many injured. The passenger train was still on the tracks and because of the very high embankment it was thought wise to pull the train to Burlington station where ambulances could reach the injured. Trains were detoured over the CNR's Burlington Beach cut-off.

CLOSELY WATCHED TRAINS

The World was at war. 1943; the railway lines were full of extra troop trains, but two Canadian Pacific extra trains deserve historical attention. The trains ran over the Oakville Subdivision and then over the TH&B to the border.

Between August 1st to the 9th, the President of the United States Franklin D. Roosevelt had a secret fishing vacation in northern Ontario. The train ran from Canpa, the CPR connection at Mimico over the CNR mainline to the TH&B connection at Hamilton West Junction.

Only less than a week later, security was at its peak, railway sectionmen were called out in the middle of the night to secure the switches along the railway. A Canadian Pacific passenger extra pulled into the CPR North Toronto station, in the middle of the night. The crews were changed under flood-lights and armed RCMP security. The train ran across the CPR North Toronto line through the West Toronto freight yards and down to the connection with the CNR. No one was told who was on the train. Once again this train left CNR rails at Hamilton West Junction for the TH&B route. The train travelled over the TH&B and New York Central Railroads to Niagara Falls. When the train pulled up to Victoria station, soon it became apparent that the passenger on board was no other than Prime Minister Winston Churchill. A quick tour of the Falls was made with his daughter Mary Churchill. The train left for the United States where Churchill met with President Roosevelt. The first Quebec Conference was then held.

Churchill

August 1943 British, American and Canadian armed forces were victors in Sicily and the Russian army was marching west out of Stalingrad. These were historic times. At the TH&B station on August 11th new instructions arrived over the telegraph, clear the tracks that the night. Railway employees were sent out early in the morning to guard the track and to spike the switches closed. Those called out had no idea the reason. Police arrived at the road crossings and just stood on guard.

In Toronto there were a flock of rumors, Police, R.C.M.P. and railway employees mingled on the platform of the closed North Toronto station of the Canadian Pacific Railway. At 5:30 AM. a six car Canadian Pacific train pulled into the station. Hordes of security stood at their posts, Yonge Street was closed. There was no waiting, the engines were quickly changed. Engineer E. J. Griffith and Fireman Earl Du Maresq climbed up into the cab of the steam engine. The train left on the CPR freight line across the top of Toronto through West Toronto, the Lambton yards, it took the switch at Islington headed a few miles south to the junction with the Canadian National at Mimico. Quickly the special ran over the CNR lines through Bayview, then it took the switch onto the TH&B at Hamilton Junction. The train would have paused for water briefly at the Hamilton Hunter Street station. No one in Hamilton were even aware except the officials of the Toronto Hamilton and Buffalo Railway. They were secret. The TH&B extra east left, stormed up the grade through Stoney Creek to Vinemount. The Canadian Pacific train rushed through the Niagara hamlets still in secrecy. The train slowed through the Welland station and took the NYC Niagara Falls branch. The train slowed and came to a stop at the NYC Victoria Park station at the top of Clifton Hill, Niagara Falls. Despite all the top secrecy, as a small man came out on to the observation car platform, the news broke quickly. It was the Winston Churchill. The Prime

Minister accompanied by his daughter Mary Churchill descended from the train. A special motorcade took the great visitors around the Niagara points of interest for nearly two hours. Churchill then returned to his train, boarded it and the train ran out over the Niagara bridge to enter the United States. The destination would be a meeting in Washington with US President Franklin Roosevelt. The following week the famous first Quebec Conference would take place. This war time conference would lay the plans for Operation Overlord, D-Day, the invasion of Europe.

OAKVILLE

OCTOBER 1, 1956

The days of the steam locomotive on both the Canadian National and the Canadian Pacific were coming to an end. On Saturday morning, October the first 1956, heavy CPR Mikado 5397 was pulling a 49 car freight train west towards Hamilton. One mile east of Oakville, near the 8th line crossing, it hit or side-swiped a Canadian National freight train of 18 cars.

OAKVILLE

FEBRUARY 27, 1957

A more serious accident occurred once again to one of those big CPR P-2 class Mikado engines, only five months later. For on February 27th, 1957 Engineer Harold Yeo 45 car freight was following a Canadian National freight on the mainline, The CNR took to the siding outside of Oakville as it was supposed to, Yeo was to have had the through track, the CPR passed the rear of the freight on the mainline, but then a surprise. The CNR didn't fully stop. so it split the switch and came rolling back out of the siding at the other end, on to the main-line. The CPR smashed into the freight cars. One of the freight cars contained naptha gas and it violently exploded around the Steam engine. Engineer Yeo was thrown from the cab as was fireman J. Wardell. The engineer survived the collision and explosion but fireman Wardell did not.

PORT CREDIT

NOVEMBER 11, 1965

On Remembrance Day, 1965, Canadian Pacific Railway Hamilton to Toronto freight with 105 cars plowed into the rear of a slow moving Canadian National way-freight right on the Highway 10 over-pass. Twenty cars derailed, one of the boxcars, on impact was thrown over the bridge railing and landed onto Highway 10. The CPR train had Alco-MLW units 8575, 8445, and 8426, 8575 was heavily damaged. CPR engineer Joseph A. Cassidy and CNR conductor John F. O'Donnell were killed.



P8821X



NBM / MNB

OXES

up must be nicely
and at different
or Gift Squares.



Gift Squares



Gift Squares



Gift Squares



Gift Squares



Gift Squares

SECOND
SECTION

30TH YEAR

BOX CAR TOPPLES
INTO TRAIN PATH
CAUSING WRECK

Passenger From Hamilton Side
Swipes Derailed Freight
Cars West-Bound

NEAR PORT CREDIT
Serious Tragedy Averted by
Quick Action on Part of
C.P. Engineer

Special to The Star by Staff Reporter
Port Credit, Dec. 3.—Four freight
cars were derailed today morning
as they piled up in the ditch and a
train of passenger cars on the Hamilton
side of the C.P.R. track was stopped
on the second railway crossing
about a mile west of Port Credit.
The derailed freight cars were
on a track which runs parallel to
the C.P.R. main line. The freight
cars were derailed after a freight
train of about a mile long of freight
cars was stopped on the track.
The freight cars were derailed
on a track which runs parallel to
the C.P.R. main line. The freight
cars were derailed after a freight
train of about a mile long of freight
cars was stopped on the track.

A tragedy such as that at Port Credit
was averted today morning by the
quick action of the C.P.R. engineer.
The freight train of about a mile
long of freight cars was stopped
on the track. The freight cars were
derailed on a track which runs
parallel to the C.P.R. main line.
The freight cars were derailed
after a freight train of about a
mile long of freight cars was
stopped on the track.

Considerable damage was done to the
passenger locomotive and the last
two passenger cars. The freight
train was stopped on the track.
The freight cars were derailed on
a track which runs parallel to the
C.P.R. main line. The freight cars
were derailed after a freight train
of about a mile long of freight cars
was stopped on the track.

Red the journal of the box car
taken a quarter of a mile after the
wreck. The freight train was stopped
on the track. The freight cars were
derailed on a track which runs
parallel to the C.P.R. main line.
The freight cars were derailed
after a freight train of about a
mile long of freight cars was
stopped on the track.

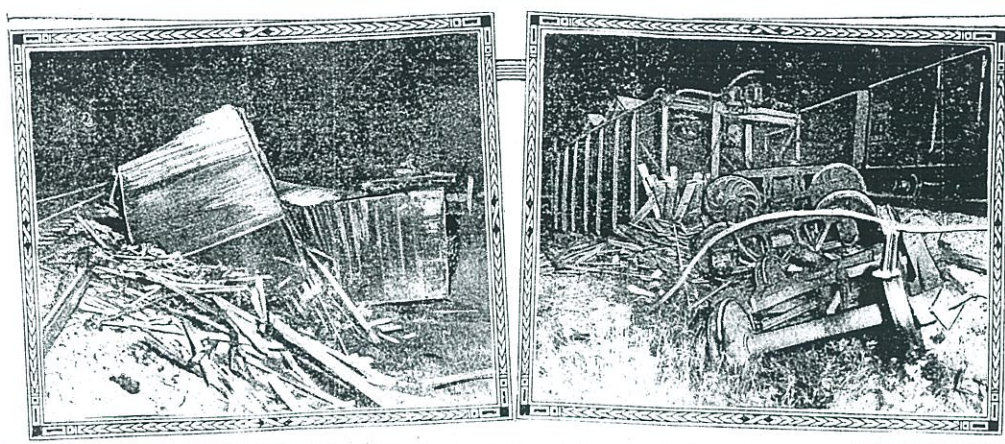
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TORONTO DAILY STAR

TORONTO, SATURDAY, DECEMBER 3, 1927

C.N.R. Freight Cars Smashed to Tinder in Crash Near Port Credit With C.P.R. Passenger Train



McDONALDS FACE
TRIAL TUESDAY
BY JURY FINDING

Grand Jury Sends Case On—
Doris Is Unconcerned as Ever

NO LAWYER YET

Judge Said to Object Strenuously
to "Newspaper Trials"

Special to The Star by Staff
Reporter
Valleyfield, Ont., Dec. 3.—The grand
jury today decided that the case of
George "Doc" McDonald, charged with
murder in connection with the
death of Adeline McDonald, last
week, should go to the jury.
The accused pair, brought back from
Ontario, have been inmates of the
Minto and Fallow street jails for
the past two months.

Mr. Justice J. C. Wray, of Montreal,
has been repeatedly requested to
grant the accused a writ of habeas
corpus on the ground that the grand
jury is not a judicial body.
The accused pair, brought back from
Ontario, have been inmates of the
Minto and Fallow street jails for
the past two months.

It was not until the freight train
was stopped on the track that the
wreck was discovered. The freight
cars were derailed on a track which
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mile long of freight cars was
stopped on the track.

MODERATOR CLAY
BARS COURT RULE
ON CHURCH NAME

Head of Continuing Presbyterian
Against Supreme Court
Reference

"IT IS OURS," HE SAYS

Ready, However, for Test of
Constitutionality of Act
Passed by Parliament

By H. H. KENNEDY
Victoria, B.C., Dec. 3.—Ray
Clay, moderator of the Canadian
Presbyterian church, declared today
that he would not support a
bill to give the church name
of the Presbyterian church in
Canada to the Supreme Court.
The bill, which was passed by
Parliament, would give the
church name of the Presbyterian
church in Canada to the Supreme
Court.

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was stopped on the track that the
wreck was discovered. The freight
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BEATTY DENIES
SPLIT IN ASSETS
PLANNED BY C.P.R.

Appreciation of Stock Value
Due to Greater Appreciation
of Canadian Securities

ONCE CONSIDERED IT

But Idea to Segregate Outside
Assets Now Definitely
Abandoned

Special to The Star
Montreal, P.Q., Dec. 3.—President
Beatty of the C.P.R. today denied
reports that the company had
planned to split its assets.
The company, which is a public
utility, has been the subject of
much speculation in recent
months.

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was stopped on the track that the
wreck was discovered. The freight
cars were derailed on a track which
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WHEN GRIM WINTER BECKONS
POVERTY-STRICKEN PREPARE
TO FACE OVERWHELMING ODDS

Joan Works Miracle, But
She Can't Make
Santy

PANIC-STRICKEN

In Ramshackle Houses, Hungry
Hundreds Depend on
Star Readers

One month's work will tell you that
the winter of 1927-28 is the
worst yet. The weather is
cruel, the food is scarce, and
the people are suffering.
The winter of 1927-28 is the
worst yet. The weather is
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Splendid Boost
By Social Club

The Star Social Club
gave a splendid boost to the
cause of the poor. The club
gave a splendid boost to the
cause of the poor.

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C.N.E. HIRING
FED 200 ONE WEEK
OBSERVERS SAY

Stewart's Questions Have
Shut Up Talk About
Dining Privileges

LONG WAITING LIST

Howell Denies Voters Rushed
to Look After Council

Special to The Star
Toronto, Dec. 3.—The Canadian
National Exhibition is now
open. The exhibition is
open to the public. The
exhibition is open to the public.

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wreck was discovered. The freight
cars were derailed on a track which
runs parallel to the C.P.R. main
line. The freight cars were derailed
after a freight train of about a
mile long of freight cars was
stopped on the track.

OPPORTUNITY COLUMN
STAR CLASSIFIED ADS

Dec 3, 1927

TWO CENTS

LL. GEORGE FOES
SEEK SHOWDOWN
ON FUND MYSTERY

Welshman Accused of Chican-
ery by Both Liberal and
Tory Papers

CITE CHRONICLE SALE

Say He Was Vendor of News-
paper in Which Funds
Were Invested

Special Cable to The Star by Staff
Reporter
London, Dec. 3.—Lord George
Foes, principal critic of the Westminster
Chronicle on the Liberal side and
leading Tory on the Conservative side,
is willing to admit that the West-
minster's latest statement disposes satis-
factorily of the question of his per-
sonal political fund of £200,000, per-
sonal in the sense that it is controlled
by Lord George and not by any party.
The Gazette says Lord George's
latest statement will cause more light
than light. It still wants to know
whether the control of the fund had
passed from Lord George to the con-
servative party. The fund had
been invested in the Westminster
Chronicle.

The Morning Post points out that
Lord George does not now speak of
trustees for the fund, but says it is
administered by a committee. This
committee is the Westminster Chroni-
cle. The fund was invested in the
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stopped on the track.

Fear Thugs o Holdup Spree With Stolen Guns

TORONTO DAILY STAR

MONDAY, MARCH 4, 1957 — 42 PAGES

THE WEATHER
Toronto and vicinity—Tuesday:
Mainly cloudy. Low tonight, 30; high
Thursday, 32.

METRO
EDITION

ISRAELI TROOPS FROM GAZA

BEN-GURION SHEDS TEARS ORDERS ISRAELI TROOPS QUIT GAZA IMMEDIATELY

Jerusalem, March 4.—(AP)—Ben-Gurion gave an emotional order for the immediate withdrawal of Israeli troops from Gaza today, as he shed tears and urged his cabinet to get maximum support for the move.

Ben-Gurion ordered the withdrawal even before he held a "final" meeting with his cabinet in an effort to get maximum support.

A cabinet spokesman announced that Ben-Gurion had ordered the Israeli troops to leave Gaza today, as he shed tears and urged his cabinet to get maximum support for the move.

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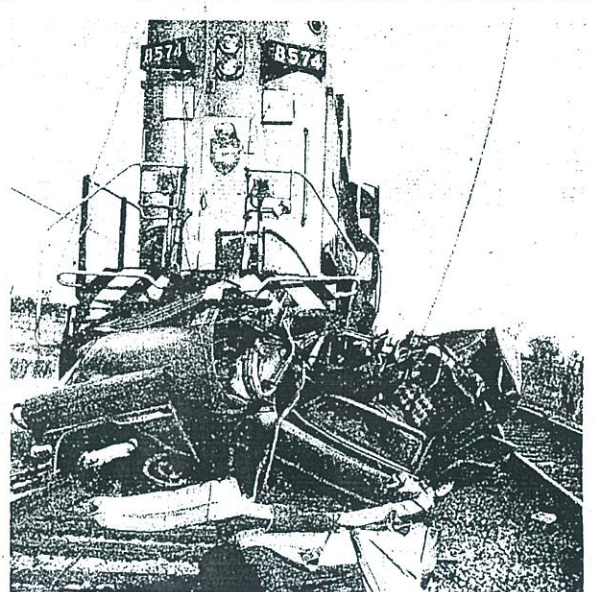
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Four Teenagers Instantly Killed as Car Collides With Train at Port Nelson



ONE of four teenagers killed in Port Nelson train crash was Jessie Chinnel.



SISTER of Jessie, Joanne Chinnel, 17, of Port Nelson, also died in the wreck.

KILLED in the accident, 12 miles east of Hamilton, was Henry Kulpa, seen here.

THE CAR IN WHICH FOUR DIED is shown here on the front of the CPR diesel passenger train which carried it about 1,800 feet down the track. The car had been out on a Sunday drive when they came to the Walker's Line crossing. One body was thrown 200 feet, another 200 feet by the impact of the collision.

CAR was owned by father of Robert Richardson, seen here, who was killed.

WILL GO AHEAD ON HOSPITAL INSURANCE NOW, OTTAWA SAYS

Ottawa, March 4.—(AP)—The federal government today announced that it will go ahead with its plan to introduce hospital insurance legislation in the coming session of Parliament.

The government's plan is to introduce a bill that would require employers to contribute to a hospital insurance fund for their employees.

The bill would also require employees to contribute to the fund.

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The bill would also require employees to contribute to the fund.

BELIEVE CAMERA ROBBERS USED STOLEN PISTOLS

Police said today they believed a camera store robbery in the St. Lawrence Market area was the work of a pair of men who used stolen pistols.

The robbery took place on Saturday night, and the police are looking for two men who were seen in the area at the time.

OPPOSE PHILLIPS AS LONE CHAMP OF TAXPAYERS

By LEE BELAND
Mayor Nathan Phillips today was the lone champion of taxpayers in the City Council, as he opposed a motion to increase the city's budget.

Phillips argued that the proposed budget was too high and that it would place a heavy burden on taxpayers.

4 TEENAGERS DIE AT UNMARKED CROSSING CAR PUSHED 1,800 FT.

Special to The Star
Port Nelson, N.S.—Four teenagers, aged 15, 16, 17 and 18, were killed today when their car was crushed by a CPR diesel passenger train at an unmarked crossing.

The car was pushed about 1,800 feet down the track by the impact of the train.

FIRST IN YEARS BOY, NINE, DIES OF DIPHTHERIA

The first diphtheria death in Toronto for several years took place today when a nine-year-old boy died of the disease.

The boy had been in the hospital for several days, and his condition had worsened.

GIRL, 13, SAVES BABY ITS CLOTHES AFLAME SIX LEFT HOMELESS

Special to The Star
Orillia, March 4.—A mother and her five children are homeless today after a fire broke out in their home, leaving six of them homeless.

The fire started in the kitchen, and it spread quickly, destroying the house.

Single Police Number 40,000 in East End Exchange Exchanges

Greater Toronto police will begin by serving some 40,000 telephone calls in the East End area, as the new single police number is introduced.

The new number is 462-0000, and it will be used for all police calls in the area.

PEARSON-PINEAU TALKS HALTED BY U.N. CRISIS

By BRUCE MACDONALD
Star Staff Correspondent
Ottawa, March 4.—Talks between Prime Minister John Diefenbaker and French Prime Minister Pierre Poincaré have been halted by the crisis in the United Nations.

The talks were scheduled to take place today, but they have been postponed until the crisis is resolved.

ATTACKED PRINCIPAL FOR SHRAPNEL \$60 OR 30 DAYS

Clear Lake, Calif., March 4.—A principal in a school was attacked today by a group of students, who threatened him with shrapnel.

The principal was injured, and the students were arrested.

SLUGS BURGLAR IN HOME, HOLDS HIM FOR POLICE

Hamilton, March 4.—(AP)—A Hamilton laborer, who was burgled in his home today, was held for police by a man who was caught with the stolen goods.

The laborer was injured, and the man was arrested.



JUDY DUNCAN, 18, Dies in Crash

ARAB GUNRUNNERS CAUGHT IN NEGEV ISRAELI CLAIM

Jerusalem, March 4.—(AP)—Israeli troops intercepted a group of Arab gunrunners in the Negev area today, claiming that they were carrying weapons.

The gunrunners were arrested, and their weapons were seized.

WORKMEN BURIED RECOVER 2 BODIES

Little Rock, Ark., March 4.—(AP)—An earth and rock slide at a highway construction site today buried two workers, and their bodies were recovered today.

The workers were buried under a large pile of earth and rock.

JOHN GOWAN GIRL PICKED OAC QUEEN

The new book "North Gowan Girl" has been picked as the OAC Queen of the year.

The book is a collection of stories about the life of a young girl in the North Gowan area.

BRIDE GASPS AT SWEATSHIRT Boxer Blushes at Trousseau

The groom-to-be of New York City today gasped at the sight of his bride's sweatshirt, while the bride herself blushed at the sight of the groom's boxers.

The couple were married today in a ceremony at the City Hall.

Lenten Series Starts Tomorrow

London, Ontario, March 4.—(AP)—The Lenten series of religious services at the University of London today began with a dramatic presentation of the life of Jesus Christ.

The series will continue throughout the month of March.

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BANK OF HAMILTON

HEAD OFFICE.....Hamilton.

Capital Paid Up.....\$2,500,000

Reserve Fund.....\$2,500,000

Total Assets\$29,000,000

J. TURNBULL, GEN. MANAGER.

H. M. WATSON, Asst. Gen. Mgr.

DIRECTORS

HON WM GIBSON, President.

JAMESTURNBULL, Vice President.

JOHN PROCTOR, Hon. JOHN S HEN-

DRIE, M L A. GEORGE BUTHERFORD,

CYBUS A BIRGE, C O DALTON.

Orangeville Agency.

A General Banking Business transacted. Farmers' Notes Discounted and advances made on security of Farmers' Sale Notes. Drafts on all parts of Canada, the United States, Great Britain and the Continent of Europe bought and sold. Collections made on all accessible points on most favorable terms.

SAVINGS DEPARTMENT

Deposits received of \$1 and upwards, and interest allowed thereon.

The attention of depositors is called to the security offered by this Bank, the Reserve Fund now being equal to the Paid up Capital.

H. F. DEWAR,

AGENT

THE BANK OF HAMILTON

ORANGEVILLE, DEC. 27, 1906.

LET GOOD MEN

IF a number of really capable men do not come out as candidates for the council this year we might just as well let things go clean to the dogs and say nothing. Every December we hear a great deal of talk of good men who are willing to serve the town, but when nomination night comes around the good men and talk vanish into thin air. There are a great many men in this town who should go into the council and do something for their fellow-citizens, but they pursue the selfish policy and stick in their shells like snails. It is a lamentable fact that Orangeville is without exception the poorest lot of public-spirited citizens to be found in Ontario. We refer especially to municipal politics when we make this statement. There must be some reason for it and undoubtedly one is that in the past poor dubs have defeated first-class men in the race for office and the good men got tired and quit. However that may be the time has arrived for our solid citizens to bestir themselves and take a more active interest in our civic affairs. It is high time to relieve the mediocre men who have been working on the

DEAD AT THROTTLE!

C.P.R. ENGINEER KILLED, BUT TRAIN RAN ON.

Fireman Did Not Know That His Mate Was Dead—Train Had a Close Call From Being Wrecked

With the engineer dead at his post and the fireman unaware of what had befallen his mate, the C.P.R. Hamilton express tore thru Parkdale station early on Saturday afternoon, to the amazement of the station agent and many waiting passengers. Not until the train had reached Mimico did the fireman realize that anything was wrong. He knew the train should have stopped at Parkdale and John Paul, the engineer, had not told him that he had instructions not to stop. No. 220 engine is a big mogul and the engineer sits away in the front, while the fireman works like a Trojan at the back.

After Parkdale was left behind the train increased speed at an alarming rate. Fireman Bertrand then decided to ask the engineer what was wrong. He made his way up into the little box in which the engineer sat and found a dead man's hand clasping the throttle. Promptly he removed the stiff fingers from the throttle and shut her down. The emergency brakes were applied, and the express came to a stop. The conductor found a dead man in the cab and a fireman with his nerves unstrung sitting on the footplate with a dazed look on his face.

John Paul, the engineer, was one of the most trustworthy men in the C.P.R. service, and has a good record. He was probably struck and instantly killed by a home semaphore at the end of the Union Station sheds whilst looking out to see if the distance semaphore was against him.

The run to Hamilton was new to him. He was just put on occasionally. He belonged to Toronto Junction, was 47 years of age, and leaves a widow and family of four children. He had been railroading for over 15 years.

Dr. Godfrey of Mimico will hold an inquest at Nurse's Hotel on Wednesday evening at 8 o'clock. The funeral will be held to-morrow at 3 p.m., under Masonic auspices.

"The hand of Providence was at the helm of that train," said an old railroad man. "To think that a train could run over the Bathurst-street neck without striking either a freight or a passenger train is marvellous."

There is hardly a minute of the day that a train is not passing over this converge of tracks. Every train from the west and the north passes over these two tracks, and it is rarely that a train does not have to pull up at the neck to let another train to pass. As it was, the express had barely crossed the neck when a train from Stratford came down along the eleventh district track.

James Bertrand, the fireman of the train, was a new hand. He had only been in the company's service three days and he displayed nerve and pre-

A FARMER KILLED

Horses Ran Away and His Skull Fractured.

On Wednesday of last week Wm. Moody of Terra Cotta, driving from Georgetown home, team was in some manner frightened and ran away, throwing him and fracturing his skull and other injuries. He lived until Sunday morning last, when he passed away. The deceased was a kind-hearted, jolly good fellow, and well missed in the neighborhood, as who knew him will regret to learn his sad and untimely death. He leaves behind to mourn his loss, a wife and five of a family, three sons and two daughters, the eldest being about fifteen years old. In politics he was a Conservative, and was also a respected member of the Orange order.

DROPPED DEAD!

Just as He Was Giving His Wife Christmas Gift.

Philadelphia, Pa., Dec. 25.—Just as he presented a Christmas gift to his wife, Thomas Cardin of this city dropped dead of heart disease.

There had been the usual Christmas gaiety at the Cardin home. Mr. Cardin produced from its hiding place a neatly wrapped parcel, which he had bought several days previously.

He handed it to his wife and kissed her.

"I wish you a merry Christmas, my dear," he said, "and—"

The sentence was not finished. He put his hand to his side, reeled and fell to the floor. In another moment he was a corpse, and his wife was sobbing over him, with the parcel lying unopened on the floor.

He was 62 years old.

FIND A GOOD FARMER HUSBAND

"What is best for the girl? Well, I should say the best thing for a girl is to be a good farmer's wife," says a writer in the Drovers' Journal. "It is all right to learn some trade to make a living before you are married, and if it should ever happen that you would be left to depend upon yourself you would know something that you could make a good living at. I know a woman in our neighborhood that was a poor woman's girl and her mother was left with two girls and they both learned to be school teachers, but the one I am talking about worked and studied until she got a license to teach and taught in a few schools. And there was a good farmer boy came along and they fell in love and married and live on a fine improved farm and she goes when she pleases and has everything heart could wish. They seem to be very happy. She, of course, works and always took her share of the work, as all women should do to make home happy and prosperous. Girls who put in lives at any of the work you mention except farmers' wives most generally have to expose

December
27
1906
Orangeville