

BRANTFORD

NOVEMBER 1, 1906.

THEY JUMPED

Two Grand Trunk Engine Crews in a Brantford Smash

Damage to Rolling Stock and Injuries to the Train Hands

Brantford, Nov. 1.—(Special.)—About 2:30 this morning a rear-end collision occurred on the Grand Trunk in the yards at Brantford, just by the Niagara street subway. Train No. 310, with stock for Port Erie, in charge of Conductor McKeough, was standing on the main line, ready to be pushed out by yard engine 535, in charge of Engineer Yapp, when special No. 422, from London, in charge of Conductor Wilson, with engine 791 and Engineer McGladdery and Fireman Picknell as crew, crashed into the yard engine. The force of the collision drove the yard engine right through the van and broke it into fragments. The yard engine was badly damaged, as was the engine on the London train. Several cars were rolled down the embankment and a car load of sheep killed.

Engineer McGladdery and Fireman Picknell, both jumped. The former received a bad scalp wound, and the latter had his shoulder hurt. Dr. Henwood was called and dressed their wounds. Yapp, the engineer in the yard engine, jumped, but was not injured. The wrecking crew from Hamilton came up and cleared the wreck.

WAS A WONDER

The Toronto morning paper for the Evening would be they have cal political only a writ will fore November tion will weeks be interfere pleasures. Toronto he will announce w

NOT

Old Hal

City People Too

Hallow be in the night—c youngsta false fa paraded cent cit was. T of legat serious police.

Geo. S reported took his rah it e aging

Hamilton

Spectator

TON CANADA THURSDAY NOVEMBER 1 1906

F GAS

of the Ontario morning that day that the reduced to 30 misleading. The ret been com- expected that ld this week. ural Gas Co. will be dated vember when een completed.

and
tinent

oll a heap of

in, Shelburne- right; but the ding.

t what it used were boys.

he wild waves sounding and a one thing.

THEY JUMPED

Two Grand Trunk Engine Crews in a Brantford Smash

Damage to Rolling Stock and Injuries to the Train Hands

Brantford, Nov. 1.—(Special.)—About 2:30 this morning a head-on collision occurred on the Grand Trunk in the yards at Brantford, just by the Niagara street subway. Train No. 310, with stock for Port Erie, in charge of Conductor McKeough, was standing on the main line, ready to be pushed out by yard engine 630, in charge of Engineer Yapp, when special No. 422, from London, in charge of Conductor Wilson, with engine 761 and Engineer McGladery and Fireman, Picknell as crew, crashed into the yard engine. The force of the collision drove the yard engine right through the van and broke it into fragments. The yard engine was

ONLY A GUESS

The Toronto Mail and Empire this morning made a guess that the writ for the East Hamilton by-election would be issued about Nov. 15. While they have no definite information, local politicians seem to think that it is only a guess. They expect that the writ will be issued several days before November 15, and that the election will be held at least a couple of weeks before Christmas, so as not to interfere with the holiday trade pleasures. Hon. Col. Hendrie is in Toronto to-day, and it is possible that he will have something definite to announce when he returns to the city.

NOT MUCH IN IT

Old Hallowe'en Times Cannot Repeated Nowadays

City People Are Becoming Altogether Too Eminently Respectable

Engine 630

November 1 1908

1 55
e of
an

yton
the
Al-
bout
fly-
itch.
She
here
ause
oken
the
cov-
ppo-
plied
and
bent
ired
oco-
avy
alls.
vard
and
fas-
le of
two
otive
its
over
ated
gled
the
tion.

So
eavy
and
rable
reck.
ach,
any-
the
jolt.
ucks
the
asant.
fol-
h to
dden

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

A MIRACULOUS ESCAPE

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

CLEARING THE WRECK

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

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

The
ing
ald
caus
vie,
Can
Co
outli
Can
men
raise
of d
floor
ther
McG
the
stop
pass
Gar
Don
vie
and
proc
in
star
McI
kick
him
ter
the
retu
suff
in
W
McI
pan
plick
wor
inch
affa
afte
C
Pot
the
ing
one
Jo
said
Don
the
his
foll
bet
Don
W

November 1
1908
Brantford-2

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

AT FAST SPEED

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

RIPPED UP THE FLOOR

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

November 1
1908
Bramford-3

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

HAMILTON PASSENGERS

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

November 1
1908

Brantford-4

THEY JUMPED

Two Grand Trunk Engine Crews in a Brantford Smash

Damage to Rolling Stock and Injuries to the Train Hands

Brantford, Nov. 1.—(Special.)—About 2:30 this morning a rear end collision occurred on the Grand Trunk in the Brantford yard just by the Ni-

Brantford, Nov. 1.—(Special.)—About 2:30 this morning a rear-end collision occurred on the Grand Trunk in the yards at Brantford, just by the Niagara street subway. Train No. 310, with stock for Fort Erie, in charge of Conductor McKeough, was standing on the main line, ready to be pushed out by yard engine 636, in charge of Engineer Yapp, when special No. 422, from London, in charge of Conductor Wilson, with engine 791 and Engineer McGladdery and Fireman Picknell as crew, crashed into the yard engine. The force of the collision drove the yard engine right through the van and broke it into fragments. The yard engine was badly damaged, as was the engine on the London train. Several cars were rolled down the embankment and a car load of sheep killed.

Engineer McGladdery and Fireman Picknell, both jumped. The former received a bad scalp wound, and the latter had his shoulder hurt. Dr. Henwood was called and dressed their wounds. Yapp, the engineer in the yard engine, jumped, but was not injured. The wrecking crew from Hamilton came up and cleared the wreckage.

CANADA THURSDAY NOVEMBER 1 1906

S

THEY JUMPED

Two Grand Trunk Engine Crews in a Brantford Smash

Damage to Rolling Stock and Injuries to the Train Hands

Brantford, Nov. 1.—(Special.)—About

ONLY A GUESS

The Toronto Mail and Empire morning made a guess that the for the East Hamilton by-election would be issued about Nov. 15. They have no definite information. Political politicians seem to think this only a guess. They expect the writ will be issued several days before November 15, and that the election will be held at least a couple of weeks before Christmas, so as not to interfere with the holiday preparations. Hon. Col. Hendrick is in Toronto to-day, and it is possible he will have something definite to announce when he returns to the

November 1 1908

Brantford.