

HAMILTON
TO
NIAGARA FALLS

ST DAVID'S

APRIL 25, 1872

A freight train of twenty cars loaded with hogs and grain going east climbing the long grade when at about six miles from Niagara Falls collided with a freight train coming east. The collision was terrific for the smashed engines were thrown quite a distance over the debris. Engineer Clarke and his fireman Jones were injured in the cab of the eastbound freight. The crew in the westbound saw the danger and jumped in time. The westbound had arrived. The cause was that the eastbound had left Niagara Falls before the east

STONEY CREEK

SEPTEMBER 17, 1873

In the early morning shortly after two o'clock September the 17th, 1873 an accident occurred just east of the Stoney Creek station. It was the rule for the Express from the east to pass the New York Express from Chicago. The first train to arrive the custom or the rule was it would go into the siding on the single track line, and wait for the other train. The Chicago Express arrived first the switch was thrown and into the siding it went. Conductor David Blount was responsible to have the brakeman close the switch. The crew that threw the switch had forgotten to close the switch after the train had gone into the siding. Soon after the No. 10 Express, which left Hamilton at 2:00 o'clock came along saw the train in the siding and continued past, but at the east end siding the engine hit the switch still set open and threw the engine off the rails in a moment. Engineer Samuel Jackson saw the open switch just in an instant and threw the engine into reverse. The engine was thrown from the rails and turned on its side. The derailed passenger cars soon caught fire, two baggage cars and one passenger car burned. The passengers all escaped uninjured. Engineer Jackson scalded and his leg pinned had to be cut out. His fireman William Carson was caught and pinned in the wreckage and did not escape as the fire engulfed the engine and tender.

WELLAND CANAL

AUGUST 21 1873

August 21st 1873, Great Western's The Midnight Exress, the through train to Rochester, was a long train two baggage cars and six coaches. The Conductor was James Hamilton, and in the cab of the engine was Engineer Coxe and his son the fireman.

It was early Tuesday morning, 3:30 AM, the train had just passed the St Catharines station on Western Hill and the next stop would be Merritton. At the Welland Canal, the lock tender set the lights and danger signal, then he opened the Lock and opened the bridge to allow the barge "Lester" out of the Lock. It would appear that Engineer Coxe wasn't paying enough attention for on came his train, then when he noticed the red danger signal, it was to late. He whistled Down Brakes quickly, brakemen only managed to set one or two brakes, The canal was coming fast and the train didn't stop. Coxe yelled to his son to jump. The engine and two baggage cars landed in the Welland Canal. The fireman had landed in the canal but he was safe. The engine did damage to the Lock. There the iron and wood debris lay, in the Canal, an official obstruction to navigation. The Canaql did not any equipment to lift the engfine and the Canal was tied up for nearly a week as different attempts were made to extract the engine. One week later the Canal was re-opened.

Sunday, November 24th, 1878 at Winona Ontario which is twelve miles east of Hamilton, there should have been the normal meet of The Chicago Express and The New York Express at 2:22 in the early morning. The eastbound New York Express engine 199 has the right of way, and pulled up to the station and stopped on the mainline. The westbound Chicago train was to pull up to the western switch, the brakeman would throw it, and the east bound would go into the hole or siding. In the darkness engineer John Irwin and his fireman John Clifton were surprised to see in their headlight The Chicago bound did not slow down, did not take the switch, and was coming right at them. A collision occurred, the baggage car telescoped the second class car full of German, French, and Italian immigrants. An Italian passenger Deo Chiarette was discovered dead in the coach.

Why had engineer John Holmes not stopped as was customary and taken the switch. At the subsequent inquest, his fireman John Collison, on engine 205 explained that the Chicago Express had left Suspension Bridge Niagara Falls at 1:14 AM and had passed Grimsby at 2:10 that night. There is a slight curve two miles east of Winona. The fireman was busy putting on the fire, when he closed the firebox door, the water glass guage suddenly burst and filled the cab with water and steam. The fireman couldn't see as the cab filled with steam, he tried to close the steam valves and he couldn't get it closed. Engineer Holmes left his side of the cab and came over on the other side of the cab to aid. They had passed the switch, engine 205 smashed into engine 199. The railway had removed a night switch tender and the inquest blamed the railway for this cost cutting move for causing the accident and not the faulty water-glass.

HAMILTON

JUNE 22, 1882

At the north end of Wellington Street the street crosses the Great Western Railway at a grade crossing. Located here, at the crossing, for many years were the Sawyer Engine Works, manufacturer of farm implements and steam tractors. On June 22nd 1882, the St Louis Express had come from the east. The train was composed of a Michigan central baggage car, a Great Western baggage car, a MCR coach a GWR coach and two Wagner Sleeping Cars the, "Gem" and the "Marshall." As this train crossed Wellington Street a switch had been left open, going to the Sawyer Works. The St Louis Express hit the switch verged and smashed into six standing empty freight cars on the siding. Engineer Broadley was killed in the wreck.

WELLAND CANAL

AUGUST 10, 1885

Merritton, Ontario in 1885 had seen many changes in recent years, the Welland Canal while it still had its original route in use one thousand yards to the west, but the Canadian Government had also opened the third Welland Canal much to the east. The Great Western had started construction of a stone tunnel under the new canal, but it was first used by the Grand Trunk in 1882. It would be known as the Grand Trunk Tunnel.

The westbound Pacific Express, New York to Chicago had been delivered to the Grand Trunk from its American connections across the Suspension Bridge into the Niagara Falls yard on August 10th, 1885. It was a long heavy train; two engines were assigned to haul the Express west, engines 16 and 745. In engine No. 16, the first engine was Engineer Thomas Hutchinson and fireman James Wallace, and in the second engine No. 745 Engineer Thomas Cox and fireman Henry Angles. The doubleheader left Niagara Falls and soon started the descent of the Niagara Escarpment at St Davids. The train rushed down hill fast through the curve and into the Welland Tunnel, it was then that the engine crews realized that the brakes were a problem, the air brakes didn't hold. The train came out of the Tunnel, ripped around the curve, the engineers held their whistles, screaming loudly "Down Brakes" as they passed the Merritton station.

Ahead the old Welland Canal, crossed on an iron swing bridge. The signals had been set to danger to allow the tug boat Bruce to pass through. The signals now meant nothing to the rolling Pacific Express. The bridge tenders could hear the approaching screaming whistles and understood that a problem was at hand. They worked quickly to close the bridge behind the tugboat, turning the wheels the bridge was closely aligned, but just, and the rail locks hadn't been thrown. The doubleheader hit the bridge, but without the rail locks the bridge slewed open eighteen inches. The engines fell off the rails and ran across the floor of the bridge on the wooden ties until the other side of the embankment was reached. Engine crews jumped, but not Thomas Cox, his hand was still on the throttle. The engines were

thrown off the track and plunged down a steep embankment and into a pond. The first engine was buried in the mud and water and the second engine was a complete wreck on top of the first. The baggage car and smoker were telescoped, smashed and thrown down the opposite embankment. Engineer Thomas Cox of London was found in the water, beside the dead boiler, his hand on the throttle. His legs were crushed under the tender, near death, when the fear of fire became an issue, the rescuers quickly cut his legs off to free the body. In the baggage car Express Messenger Jennings was also found dead. The same Engineer Thomas Cox had survived the August 1873 plunge at the very same canal.

WINONA

NOVEMBER 27, 1889

There was a sleet and rain storm on Wednesday, November 27th, 1889. About 10:30 freight train was going west from Niagara in charge of Conductor Butler. After passing Winona the van and several cars detached and stopped right on the single track mainline. The engine driver didn't notice the missing cars and proceeded onwards to Stoney Creek. Conductor Butler sent a flagman back up the track to flag any following trains. The brakeman hadn't gone too far when out of mists came another freight train. The engineer applied his brakes and slowly smashed into the standing van. The second train's Conductor Smith now sent a flagman back to protect the rear of the standing wrecked train. Suddenly another train's headlight came into view through the rain and mist, it was a heavy coal train. Now it was a terrible wreck, the third engine was twisted from its frame and the second van erupted into flames. The crew of the third train was engineer Pat Peckham, fireman McFadden and Conductor Gibson. No person was injured.

WELLAND CANAL TUNNEL MARCH 16, 1893

A freight train was going through the Welland Canal Tunnel March the sixteenth 1893 on the Grand Trunk mainline when an axle broke in the tunnel on a freight car. The GTR mainline was totally blocked for hours.

WINONA

JULY 18, 1894

The Morning Express had left St Catharines at 8:12 on the morning of July 18th, 1894 to run non-stop to Hamilton. There was a special order issued this day for the Grand Trunk was running four special excursion trains from Hamilton to Niagara Falls and the Express was to pass the specials at Winona. The rails spread right near the station, luckily the train was running slow when the engine and one car left the tracks and plowed along for a hundred feet tearing up the ties and track.

MERRITTON

DECEMBER 3, 1888

A Grand Trunk freight just after midnight December 3rd, 1888, stopped at Merritton station uncoupled its train and ran to the water tank to fill the tender with water. At this time a long GTR freight was running down the old Welland Railway line, through Thorold and down the incline when the engineer lost control and the coal train would not stop. The Welland hit the standing engine.

WELLAND CANAL TUNNEL

DECEMBER 6, 1889

December 6th, 1889, heavy December rains and cold days make for a slippery mix, the rains had washed down the clay on the sides of the deep cut to the tracks on the eastern entrance of the Welland Canal Tunnel. A construction gang were sent out this Tuesday to clear up the site. A gang of thirty-seven men worked at it all day, throwing with shovels the cold clay onto the deck of flatcars. The construction train slowly pulled the men and the clay back one and a half miles east of the Tunnel to a point known as Lampman's Crossing and started to unload the clay from the cars. All of a sudden a whistle was heard from the east, it was the heavily laden coal train No.33 from Niagara Falls, running down St Davids grade. The engineer of the construction train could see the coal train coming, so he tries to start the engine but it wouldn't move. The brakes on all the flatcars had been set and the train would not move. The coal train hit the work train throwing the eight flatcars about and some of the men on board. A young workman James Nixon was killed.

JORDAN

SEPTEMBER 5, 1892

The fast Express collided with a freight train that was going to slow. Fireman Roddin of London jumped.

STONEY CREEK

SEPTEMBER 16, 1891

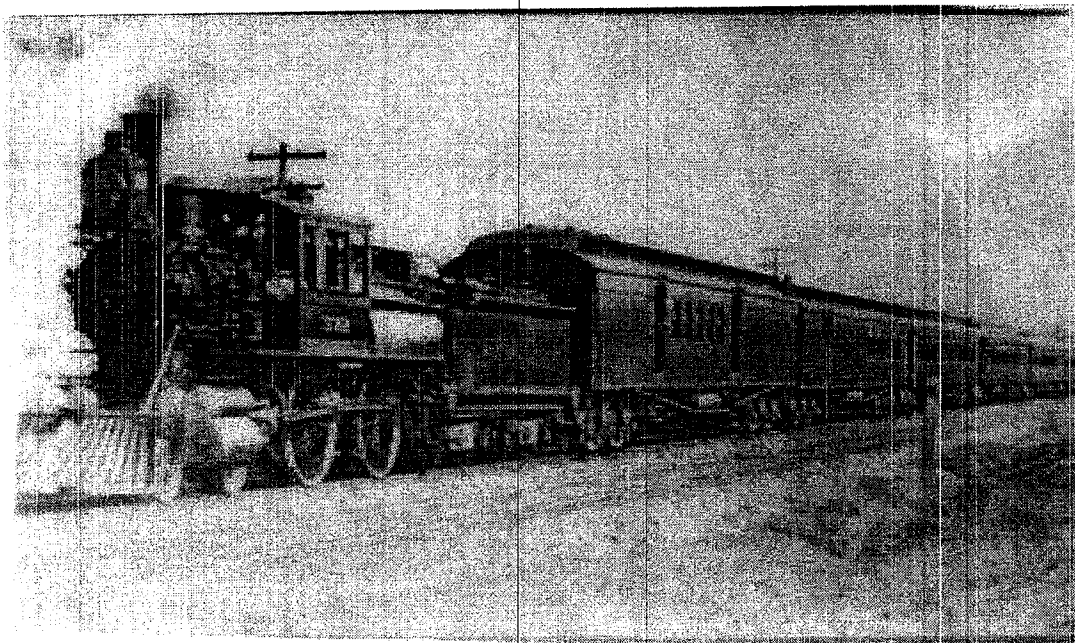
A regular freight train left Hamilton bound for Niagara Falls at 4:30 in the afternoon of September 16th, 1891. At the Stoney Creek station Conductor Smith failed to go into the station where he would have received a new order to meet an extra train at Stoney Creek coming in the opposite direction. Instead he had the engineer proceed. They cleared the east switch and in one mile the extra freight came up on the single track and at five o'clock the wreck occurred.

The Grand trunk engines involved were the 222 and the 227 both 2-6-0 Moguls E-4 class. The 222 would go on to be GTR 819, 639, 2428 and in 1923 CNR 564 and was scrapped in 1928. The 227 became GTR 824, 644, 466, 2411 and was sold to the Grand Trunk Pacific as No. 35 where it was scrapped before the CNR takeover.

NIAGARA FALLS

JUNE 22, 1898

Shortly after seven o'clock on the summer night of June 22, 1898, Erie Railroad engineer George Jack had brought a passenger train over the Steel Arch bridge at Niagara Falls for delivery to the Grand Trunk. Erie engine 397 was one of those unique 4-4-0 camelback engines that the Erie used on their fast passenger Limiteds. After the passenger cars were cut off while standing in the Grand Trunk Clifton yard the engineer climbed onto the tender, probably to check the engine's water or coal levels. Jack was standing on the tender when a freight train backed into the locomotive. The jar threw the throttle open and threw the engineer down and wedged him between the engine and the tender. He was trapped or crushed. He could not reach the throttle or the brake. The engine started picking up speed through the GTR yards then it dashed across the great Niagara River bridge. The engine continued through the maze of track, switches and signals, past assorted freight and switch engines and trains. At the north end of the yard a switchman observed engineer Jack trying to stand and waving his arms wildly. The locomotive turned on to and kept to the Erie tracks, dashing through the City of Niagara Falls, New York, across level crossing nearly missing street cars. It was heading for Buffalo on the Erie-Grand Trunk-Wabash route. The engine's wild dash went for three miles when it was derailed suddenly at a junction. When the engine had passed the station an operator wired to the junction operator to throw a derail quickly as it would have soon collided head-on with the Wabash Buffalo to Detroit Express in a few moments. Engineer Jack was found dead in the cab, his legs had been crushed and he bled to death on his wild tragic ride.



ST DAVIDS

APRIL 9, 1900

Monday 2:00 PM, April 9th, 1900, St Davids, train No. 88 from the Sarnia Tunnel put into the siding at the top of the grade, to let the London mixed No. 16 to pass. To clear the siding and make room train no. 290, the Hamilton wayfreight, while backing out of the siding struck train 88.

MERRITTON

MAY 29, 1900

Fireman G. W. Anderson lost his life on train 205. the train with fifty-one loaded cars, was coming down the heavy grade from Thorold, on the Welland Division. The train was split to allow some switching when the last twenty-five cars lost their brakes and started rolling, Not fast at first, enough time that railroad men ^{knew} what was happening. The engineer pulled the throttle to get away from the cascading cars slowly he built steam, but not as fast as the rear cars were rolling. A switchman threw a switch the cars went into the siding rolling faster, faster. The engine had run to the the end when the cars passed the engine came through a switch and hit the engine,

MERRITTON

JUNE 28, 1901

Tuesday, June 28th, 1901 a rather large train had left Toronto early for the Falls; requiring two engines, GTR 510 and 339. Arriving at Merritton at eight o'clock that morning, the engines started doing some shunting on the Welland Division tracks.

Early that morning train No. 736 was assembled in Fort Erie yards bound for Toronto with thirty cars of coal. It ran over the Air Line first to Welland Junction then north along the Welland Division to the junction at Merritton. Engineer John Cullen saw the clear semaphore and kept coming but the next switch was open. Cullen threw on the air and reversed the engine but it was now too late 736 bumped into 510, the crews had all jumped. The tender was thrown up and onto the boiler.

WELLAND TUNNEL

JANUARY 2, 1903

January 2nd, 1903, Niagara Falls station, a light engine was given orders to run light to Hamilton as had been the custom that week. Told, or rather given orders, that the Express from the west was fourty minutes late and he was to pass it on the double track at Merritton. Off engine 985 went, through St Davids, down the escarpment, then through the switch, off the double track and onto the single iron that went into the tunnel. That tunnel went under the Welland Canal, then up the grade and a blinding curve.

Grand Trunk engine 681 had been racing the Express across the cold Niagara fields, it was only twenty minutes late. Through Merritton it went, out of the yard and then the curve to go under the tunnel.

The collision occurred at the western entrance of the Canal Tunnel on a curve on the only piece of single track left between Niagara and Toronto.

The fireman on express engine 681; Abraham Desault, and the fireman, on light engine 985, F. Warning, were both killed.

MERRITTON

NOVEMBER 26, 1903

The midnight local freight No. 417 with engine 504 running from Niagara Falls to Toronto pulled into the Merritton yard November 26th, 1903. The rear of the train had been uncoupled and left on the mainline while the front portion moved ahead to shunt the yard. The rear portion was too heavy on the slight grade the brakes did not hold and the back part started rolling down and smashed into the cars on the front portion.

ST DAVIDS

NOVEMBER 18, 1904

November 1904 Grand Trunk traffic had become heavy, assist engines were being assigned to heavy trains. On the 18th, in the early morning, the work between Merritton and Niagara Falls required a pilot or helper to assist a train from Merritton to Niagara Falls. Pilot locomotive 441 in charge of Engineer Slater and fireman McIntoch, got to the top of the grade at MP 6, St Davids, and instead of continuing to Clifton or the Falls as was the custom, stopped and cut off, and switched to the eastbound track; to run back down the hill to assist another train. Before the pilot could get up steam to move the Buffalo to Chicago Express No. 7, running nearly three hours late, racing downhill engine 958 on the point smashed into the pilot engine, throwing both engines into the ditch and a combination passenger car was smashed.

NIAGARA FALLS

JUNE 15, 1907

A heavy freight train was coming across the steel arch bridge at Niagara Falls June 15th, 1907; when three cars derailed, right in the center of the bridge, jumped the track, hitting the pedestrian railing on the side, then plunged right off the side of the bridge, falling several hundred feet, below. into the foaming Niagara River.

NIAGARA FALLS

DECEMBER 24, 1907

Christmas Eve, 1907, The Grand Trunk Chicago Express left the Bridge Street station just after one o'clock that morning, GTR engine 975 started through the yards when shortly after receiving the go ahead signal quickly and quietly little yard engine 92 ran into the big engine. While no one was hurt, no one could understand why it had happened. It would seem there was a misunderstanding of the signals to the crew of engine 92 that was given to another engine on another track and was taken by the crew of engine 92 as being meant for them and they backed down on to the cross-over track of the mainline and were now in front of express train who had also been given the all clear signal to come ahead. Therefore collision.

JORDAN

JANUARY 16, 1907

GTR 660, a MLW 2-8-0 of 1906, was on a fast stock train going east towards St Catharines while passing over the high bridge over the Jordan harbour January 16th, 1907 at 7:20 in the morning the boiler exploded on the engine throwing fireman Curry out of the cab and he landed right on the bridge, although badly scalded he missed falling sixty feet to the frozen river below. It would become CNR 2524 and survive till 1956.

NIAGARA FALLS

AUGUST 16, 1907

A terrific wreck occurred on the Grand Trunk Railway Arch Bridge, August 16th 1907. A train of thirty-five cars came down the very steep incline out of the upper yards at a high speed then jumped the track at the switch, right at the entrance to the great steel Niagara Arch Bridge. The locomotive and fourteen cars had passed over the switch safely, but the following cars started to derail, eight cars in all derailed. Four of the cars, four derailed Swift refrigerator cars loaded with quarters of beef and ice, hit the edge of the bridge, tore out and through the iron railing, then over the top edge of the deck of the bridge. The cars crashed on to the sidewalk of the lower deck, carrying away that iron railing and smashing the floor planks and timbers, then they continued their plunge, they landed on to the rocks of the gorge one hundred and forty feet below. The cars were now on a steep incline, that the cars slid further down the slope falling into the turbulent Niagara River and were last seen heading into the whirlpool rapids.

ST CATHARINES

JULY 28, 1913

A collision occurred July 28th, 1913 at 1:55 PM. Grand Trunk engine 644 on a fifty-one car westbound freight train had left the Canal crossed the big bridge and ducked under the West St Paul bridge in the area known as Western Hill where the GTR station stood. 644 ran into an open switch and hit engine 1263 which was standing by the freight shed. The crew of 1263 jumped, as did the fireman on 644 but engineer Fred Pierce stuck to his post and died with brakeman Charles Thompson.

MERRITTON

MARCH 7, 1914

Grand Trunk engine 661; a 2-8-0 built by Montreal Locomotive Works in 1906, was running a heavy freight eastbound. This March 7th, 1914, the crew in the cab were Engineer Muirhead and fireman Dunn. Passing the St Catharines station on the Western Hill the train was under control as they took the crossover from the westbound mainline to the eastbound main so as to proceed to Niagara Falls. The switches and the signals were set to protect the trains movements.

Meanwhile big 570, a MLW Mikado built in 1913, was hauling a heavy train from Merritton with engineer Longstaff and fireman Grant in the cab overlooked the protecting signal and crashed into the other freight near the overhead bridge.

MERRITTON

AUGUST 3, 1918

Grand Trunk engine 570 a big 2-8-2, running a heavy Westbound forty-five car train out of Fort Erie, switched to the Welland line, and then was coming down the dangerous curving downgrade from Thorold down to the mainline at Merritton.

The brakes failed on the down grade and the heavy train was sliding down hill. Meanwhile an eastbound freight for Fort Erie was just passing the Merritton station and was slowing to take the siding to allow the Westbound to clear but the 570 was coming on too fast and it crashed and or sideswiped the Eastbound. The Eastbound cars were slammed backwards by the impact throwing cars about much further back. One car upended destroyed the timber and punched a hole in the Merrit Street bridge.

MERRITTON

JUNE 1, 1917

During World War I, the Grand Trunk Railway motive power department must have been happy to have had acquired brand new heavy mikado's in the last year of peace 1913. In Southern Ontario they were assigned in many cases to the coal trains running from the border at Fort Erie to Toronto.

GTR Engine 590, a 2-8-2, left Fort Erie with a heavy coal train, travelling over the Air Line to Welland Junction, then over the Welland Line through Thorold; and then descending the escarpment, this June first 1917. The downhill grade from Thorold; to the junction with the mainline, just east of Merritton is extremely severe. The 590 couldn't hold its train back and got beyond the control of the engineer. The brakes weren't applied in enough time.

Down below at Merritton station, GTR 565 was standing, another 2-8-2, with a freight train of empty cars bound for Fort Erie, just waiting for a clear track.

The 590 came down fast, out of control, split the switch and smashed into the standing 565. 590 was thrown on it's side and the tender blocked the westbound track. Sixteen cars were smashed.

The 590 would become CNR 3495 and the 565 CNR 3470, both would last till the end of steam.

MERRITTON

JUNE 10, 1922

Engineer Jarvis and his fireman Patton were backing in from Niagara falls in GTR 673, a 1906 MLW 2-8-0, at about six o'clock in the afternoon of June 10th, 1922 when the tender jumped the track landing on the westbound mainline and the derailed 673 blocking the eastbound. 673 would become CNR 2537 and survive till the June of 1961.

STONEY CREEK

MAY 21, 1926

Stoney Creek station in 1926 was a quiet place the village was much to the south, Lake Street ran from the center of the village, crossed the Canadian National Railways on a grade crossing, then continued to Lake Ontario. This was the junction point for the fast express line the CNR had across the Beach and Canal to Burlington bypassing Hamilton. A truck rattled over the crossing May 21st, and it would seem nobody noticed when a few sacks of cement fell off the back of truck right on to the Lake Street crossing.

Canadian National's Buffalo to Toronto train was speeding along engineer Robinson, hand on the throttle of CNR 4-6-2 55-88, must not have had to slow down much passing Stoney Creek for he hit those sacks of cement, the engine derailed and plowed along the roadbed for several hundred yards. Engineer Robinson was killed.

The Engine rather than being destroyed or scrapped was preserved and survives today on the waterfront at Windsor, Ontario

VINELAND

SEPTEMBER 26, 1927

Vineland, September 26th, 1927, a west-bound CNR fruit express took the switch into Vineland Fruit Growers Co-Operative and had had drawn up to the fruit shed to load local fruit at the height of the fall harvest. The switch had been left open.

Following shortly behind the fruit express was a heavy forty car coal train. The locomotive was CNR locomotive 3462, a 2-8-2 type Mikado. This would be a Fort Erie to Mimico train. The coal train hit the switch and ran up the siding and smashed into the rear of the standing fruit express. The Engineer A. J. McMillan and Fireman J. Scott jumped from the engine just prior to collision, but the Conductor who was riding in the engine at the time, and had stayed on the engine but was not injured. The freight train was travelling at a slow speed when the collision occurred. The force of the impact carried the locomotive through the passenger coach at the rear of the standing fruit train. Engine 3462 tore up the roadbed then was thrown on its side, tearing up the fruit platform and crushing the storehouse of the Co-Op. A fire broke out but it was quickly put out by the local fire department. Coal cars and debris were thrown about over a portion of the west-bound mainline. Fruit and berries littered the wreckage. Nobody was injured. The roofs of three cars were left on the top of the locomotive. The wreck left the platform and the storehouse of the Vineland Co-Operative destroyed.

JORDAN

DECEMBER 17, 1935

In the early morning hours of December 17th, 1935, a heavy freight train derailed at Jordan at 1:20 in the morning on its way from Sarnia to the border. A flange broke on a boxcar throwing many cars about the track and into the ditch, but the engine stayed on the rails so Engineer Shannon in the cab and Conductor Woodcock in the caboose were safe.

CLIFTON JUNCTION

DECEMBER 5, 1936

Six o'clock Saturday night, December 5th, 1936, a rear end collision occurred at Clifton Junction when engine 903 on the way freight between Niagara Falls and Welland hit big 6151.

6151 ready to take the Sarnia "highball" freight, from Niagara Falls to Sarnia, was standing on the mainline. 903, the little mogul, coming from Welland on the Wabash spare. At Clifton Junction 903 got the signal to cut across the mainline and to proceed to the yard. Engine 6151 thought the signal was for him. Just as 903 crossed the switch, 6151 backed into the engine. The two tenders crashed. The 903 was badly damaged and off the track.

STONEY CREEK

OCTOBER 4, 1938

Stoney Creek was a quiet way station in 1938. It was the junction of the Beach Subdivision and the mainline. Over on the Beach line the Queen Elizabeth Highway was nearing completion, with its two infamous CNR highway spans in the middle of The Stoney Creek Traffic Circle. It is the beginning of the massive Niagara fruit region. It was fall, the Canadian Thanksgiving was days away. Harvest time. The fast CNR fruit trains were numerous. A fruit extra with Engineer Robert Tait for Niagara slowed to the Stoney Creek station for a three way meet and to put out a couple of cars. Conductor Collaton knew a freight was following his markers so he went back with lantern and fussee's as perscribed by the rule book. Across the track was another freight in the siding already waiting. Behind was Freight 468 Toronto to Fort Erie pulling seventy cars. At the throttle of 6153 was engineer George Might, the Northern was fresh from the shops, but with the application of tha air brake the train didn't slow fast enough. It hit the van and threw six cars off the track. The weight of the seventy cars behind forced it through the van. The caboose stove set the kindling on fire. 6153 was trapped in the inferno. The crew of the freight in the siding cut there train ran at speed to the winona crossover and returned to pull 6153 free of the fire. 6153 today resides in the Delson museum.

MERRITTON

MARCH 7, 1941

Four o'clock in the morning, March 7th, 1941, a switch engine was pulling a string of cars from the eastbound to the westbound rails to the NstC&T yard. The last cars did not clear the mainline when a Sarnia to Niagara Falls manifest freight ploughed into a boxcar. The crew on the yard job was engineer Jack Shrug and the conductor was H. E. McMann while the Sarnia crew were Engineer Randall and conductor Ackerman.

BEAMSVILLE

AUGUST 3, 1946

Saturday afternoon, August 3, 1946, Engineer John Dennistor was running a Fruit Express west, through Grimsby and on to St Catharines. Beamsville would be the next station. Ahead, though was another freight, Herbert Palmer and Douglas Mair was his fireman. The switch had been left open during their shunting. The Express ran into the open switch and slammed into the freight on the siding. Fireman Harold Worley was killed.

NIAGARA FALLS

JUNE 9, 1948

A pleasant summer day, June 9th, 1948, tourists were arriving, even June brides were expected. Bridge Street station was lined with cabs awaiting the CNR train from Toronto. The headlight shawn in the distant, steam smoke and clanging bell announced the steam train from Toronto. The engine all of a sudden struck an open switch, it was not on the right track. In was on a blind siding smashing through the three boxcars throwing them into the express building and out into the parking lot. People scattered in all directions. When the dust had died there were no injuries but a few automobiles had been flattened.