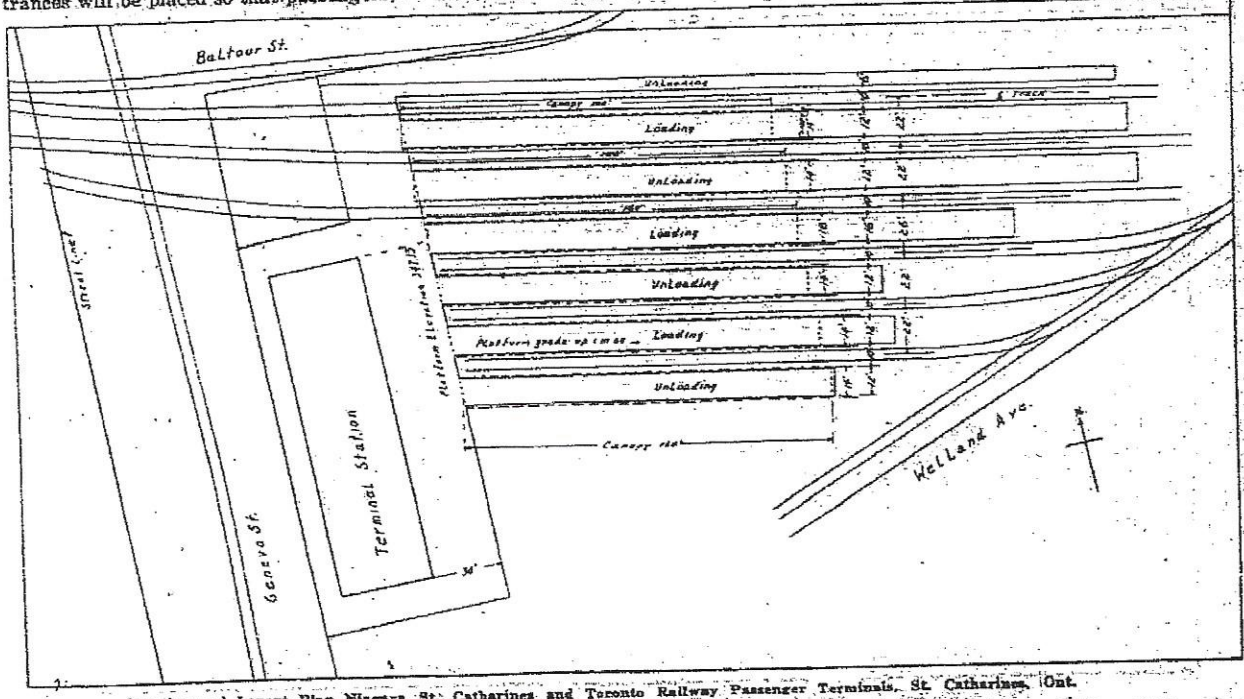
CANADIAN ELECTRIC RAILWAYS

Electric Railway Department

Passenger Terminal, Niagara, St. Catharines and Toronto Railway.

The Niagara St. Catharines & Toronto Ry. is building a passenger terminal station in St. Catharines, Ont., which is part of a general plan for improving the railway's service, full details of which were given in a preceding issue of Canadian Railway and Marine World. The station is being built between Balfour St. and Welland Ave., facing Geneva St., and, as it is set back about 30 ft. from the street line, the intervening space will be laid out with grass plots and shrubs between the walks leading to the entrances. The elevation to Geneva St. has been designed to combine the best artistic effect with the greatest possible economy and usefulness. The entrances will be placed so that passengers, going from the city, can enter the waiting rooms directly by the nearest, i.e., south, entrances, and be immediately in touch with the enquiry and ticket offices and news stand. Balance in the front elevation has been obtained by placing the general office entrance near the north end.



Location and Layout Plan Niagara, St. Catharines and Toronto Railway Passenger Terminals, St. Catharines, Ont.

The station will be served by 6 tracks, and all interurban cars to and from St. Catharines will enter and leave the terminal. As shown by the location and layout plan, the 3 north tracks are through, and the 3 south ones come to a dead end, the latter 3 connecting at the east end with a lead at the south side of the terminal area. There will be a platform, or concourse, 30 ft. wide, at the east or track side of the station platforms of varying lengths serving all 6 tracks. The concourse and all track platforms will be covered by butterfly canopies designed to afford maximum protection from the weather. All platforms will be of concrete; the north track platform [illegible] ft. wide, and the other five 12 ft. Track centre distances and the amount of canopy overhang are shown in the location and layout plan.

The station building, of unusually artistic design, will be of rough texture varicolor brick, with concrete foundations of 15 in. prevailing thickness, and cut stone base and trim. It will be 145 ft. 10 in. x 40 ft. 10 in., and will have 2 floors, and a basement 81 ft. 7 in. x 40 ft. 4 in. under the north portion. The basement floor will be 9 ft. 8 in. below the ground floor level, which in turn will be 14 ft. below the upper floor level. The basement floor will be of concrete, also the basement division walls, the latter varying in thickness from 12 to 15 in.

Basement.—The stairs leading to the basement will be about 25 ft. from the north end of the building and toward the Geneva St. side, and will be 4 ft. 2 in. wide. They will open on to a basement corridor, 4 ft. 10 in. wide, running north and south, and extending to the basement end wall adjacent to the unexcavated area. Near the foot of the stairs, and on the street side, of the corridor will be the janitor's office, 6½ ft. x 12 ft., and to the north of the stairs will be a record room 15 ft. 1½ in. x 21 ft. 6½ in., and, adjacent thereto, an examination room 15 ft. 1¼ in. x 16 ft. 1 in. On the track, or east, side of the corridor there will be, from north to south, a storage room 21 ft. 3 in. x 15 ft. 7 in., boiler room 24 ft. 8 in. x 15 ft. 7 in. and ticket cutting machine room 14 ft. 11½ in. x 15 ft. 7 in., and on the Geneva St. or west side of the corridor there will be, from north to south, a stationery room 18¾ ft. x 15 ft. 5 in., a ticket vault 15 ft. 2 in. x 14¾ ft., and another record room 15 ft. 5 in. x 14 ft. 10½ in. There will be 4 bays or lighting areas, 3 ft. 2 in. x 5 ft. 4 in., with 8 in. concrete walls, opening into the basement, two into the boiler room, two into the examination room, and one into each of the following: storage room at track side, record room at north end, stationery room, and ticket vault. The building will be heated by steam, the boiler being fitted with oil-burning equipment.

On the ground floor, the general waiting room, 79 ft. 1½ in. x 37 ft. 10 in., containing the ticket office and news agent's store, will occupy the southern portion. It will have terrazzo flooring, and will be equipped with 9 commodious seats in the centre and others along the sides, telephone booths, drinking fountain, etc. The ticket office, at the street side of the waiting room, will be 8 ft. 4 in. x 29 ft. 8 in., and will have 4 ticket wickets fronted by 2 in. brass railings, with counter. There will also be a conductors' wicket, and a feature of the ticket office will be a farebox hoist, by which fareboxes will be elevated directly to the general audit office on the top floor. The news agent's stall will be at the southwest corner of the general waiting room, and will be 8 ft. 4 in. x 1 ft. 6 in., these dimensions including counter space.

Opening off the general waiting r at the track side, will be the men's tory, 16 x 12 ft., which will hav razzo flooring and metal stalls street side of the building, and off the general waiting room the women's waiting room, 15 4 in. and opening off this, w women's lavatory, 9 ft. 2 in in., both waiting room and have terrazzo flooring men's lavatory and the

ing room will be a janitor's office and store-room, 5 ft. 1 in. x 12 ft. North of the men's lavatory, and on the track side, will be the trainmen's room, 21 ft. 5 in. x 20 ft. 5 in., with 13/16 in. tongued and grooved maple flooring, and between it and the street side of the building will be the trainmen's lavatory, 15 ft. 11 in. x 10 ft. 5½ in., which will have metal stalls and terrazzo flooring. North of the trainmen's room, and on the track side, will be an office for the assistant superintendent, and inspectors, 13½ ft. x 21 ft. 5 in. and, at the north end of the building, the baggage room, 15 ft. 1½ in. x 12 ft. 2 in., will occupy the track side, and the roadmaster's and electrical foreman's office, 13 ft. 2 in. x 15 ft. 1½ in. will be on the street side. The office for assistant superintendent and inspectors, the baggage room, and the roadmaster's and electrical foreman's office will have hardwood floors.

On the top floor, to the east of the stairway, which will open into a corridor 5 ft. wide and running parallel to Geneva St., there will be, from north to south, the following division: Manager's office, 23 ft. 5 in. x 13 ft. 10 in.; Superintendent's office, 16 ft. x 16 ft. 1 in.; Superintendent's staff's office, 16 ft. x 31 ft. 8 in., with a space with railing, counter and seat for the public; claims agent's office, 16 ft. x 9¾ ft.; dispatcher's office, 16 ft. x 11½ ft.; auditor's office, 16 ft. x 15 ft. 4 in., and cashier and

Street elevation, Niagara, St. Catherines and Toronto Railway Passenger Station, St. Catherines, Ont.

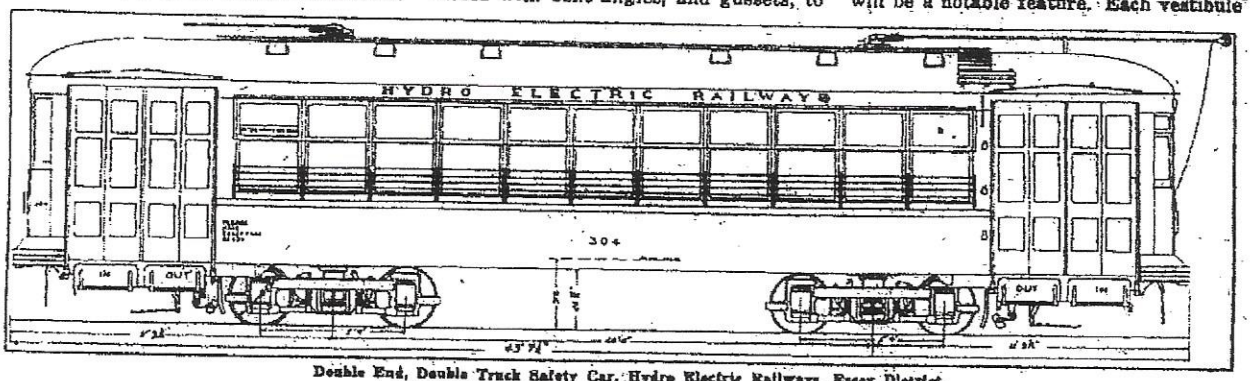
fare box department, 17 ft. x 33 ft. 7 in. In the hall, where the stairway opens into the corridor, will be the switchboard and enquiry desk. The corridor will open, at the south end, into the general audit office, which will be 79 ft. 1½ in. x 20 ft. 10 in., and which will occupy the southwest quarter of the building on this floor. It will be fitted with a railed off space, with counter and seats, for the public. Adjacent to the general audit office, and on the street side of the corridor, will be the vaults, one 15 ft. 4 in. x 6½ ft., and the other 15 ft. 4 in. x 7 ft. 11 in., and adjacent to the vaults will be the women's lavatory, 16 ft. x 8¾ ft., and the men's lavatory, 9 ft. 10½ in. x 16 ft. 9½ in. To the north of the stairway will be the engineer's office, 15 ft. x 9½ ft., and separated therefrom by a glazed glass partition will be the drafting room, 13 ft. 10 in. x 15 ft. ½ in. All rooms on the top floor will ave maple flooring, of 13/16 in. tongued d grooved material, with the exception he vaults and lavatories, which will terrazzo flooring. The roof will have felt, pitch and gravel covering.

contractors for the station are Frid ction Co., Hamilton, Ont. It is to eted at the end of February. The was laid out under the general n of E. W. Oliver, Manager, T. Ry. and the station build- gned by J. Schofield, Archi- of Standard's Office, Can- l Rys.

Double End Safety Cars, Hydro Electric Railways, Essex District.

The Hydro Electric Power Commission of Ontario Railways Department has ordered for the Hydro Electric Railways, Essex District, 4 double end, double truck, one-man, two-man safety cars, of steel construction, an elevation of one of which is given herewith. They will have the following general dimensions:

Length over all	48 ft. 7½ in.
" " end vestibules	42 ft. 6 in.
" " end of car body	28 ft. 9 in.



Double End, Double Truck Safety Car, Hydro Electric Railways, Essex District.

Width over all	8 ft. 5 in.
" " sheathing	8 ft. 3 in.
Height from top of rail to top of roof	10 ft. ¾ in.
Height from rail to top of floor in body	2 ft. 7 1/16 in.
Seat spacing	2 ft. 6 in.
Post spacing	2 ft. 6 in.
Truck centers	20 ft.
Approximate weight, car body	20,000 lb.
" " control equipment	1,200 lb.
" " air brake equipment	1,585 lb.
" " motors, gears and cases	4,056 lb.
" " trucks	15,000 lb.
" " total	55,288 lb.

The car underframing will include side sills of 3 x 3 x 5/16 in. angles, extending in one piece from body corner post to vestibule corner post, and the platform side sills, 6 in. 15.5 lb. channels, will be connected to form an extension of the side sills, the connection being proportioned so as to develop the full strength of the side and platform sills. The cross sills will be 8 in. 6 lb. channels, rolled steel, and will be connected to the side sills with angle connections and gussets. The bolsters, of built up type, with 12 x ¼ in. top plate, and 12 x ⅜ in. bottom plate, will have the top and bottom cover plates securely riveted to the diaphragms and malleable iron bolster center braces. The bumpers, of 5 in. 6.5 lb. channels, will be bent to shape, and will extend the full width of the car, and around the sides, so as to form protection for the corner posts, and diagonal braces, extending from the side sills and platform side sills to the bumpers, will be connected with bent angles, and gussets, to bumpers and sills, and bolted to the crown.

The side framing will include posts, 1½ x 1½ x 3/16 in., rolled steel T section members, extending from side sill to side sill, bent to form carlines, and riveted to the side sills, side sheets, belt rail and letter board. The belt rail, of 3 x ⅜ in. material, will extend in one continuous piece from the body corner post to the vestibule corner post, and the letter board, of 3/32 in. sheet steel, will have its lower edge set off to form a drip. The letter board will be spliced on the posts, the splices being soldered and filed, so as to present a smooth even surface. The vestibule corner posts will be of ash.

The roof, to be built in place on the car, will have t. and g. grooved poplar roof boards, 7/16 in. thick, covered with no. 9, 18 oz. canvas.

The floor will be laid in 2 courses, the bottom one to be of 7/16 in. t. and g. white pine, nailed and screwed to the floor supports. The top floor will be of 13/16 in. maple, grooved in the aisle to form a floor mat. Between the 2 floor courses will be 2 layers of waterproof paper. The floor will be framed to provide trap doors over the motors. In the aisle, at each end of the car, the floor will be ramped 1 in. and on the platform it will be ramped 1 in. to both sides of the car. The top floor will be fastened in place with screws.

The vestibules and door arrangement will be a notable feature. Each vestibule will be fitted with 2 pair of folding doors, this new arrangement, with its wide door opening area, providing for quick loading and unloading of passengers. Each pair of doors will be hung on ball bearing shafts, and joined with ball bearing hinges, and will be arranged to operate independently, from door operating engines supplied in connection with the air brake equipment, and located in a pocket over the doors. The steps will be arranged to operate in conjunction with the doors and the door and step engines will be operated from the door selector valve, a portion of the brake valve. The steps will be of 1¼ in. ash, supported on ball bearing hinges and provided with counterbalance springs. The edge of each door will have a rubber strip, extending in a loop, 2 in. wide, and screwed securely to each side of the door. The front dash of the vestibules will be in 3 pieces, one piece extending from corner post to center post, one from center post to center post, and the third from center post to corner post. The inside lining of

Electric Railway Department

The Toronto Suburban Railway's Line to Guelph Opened.

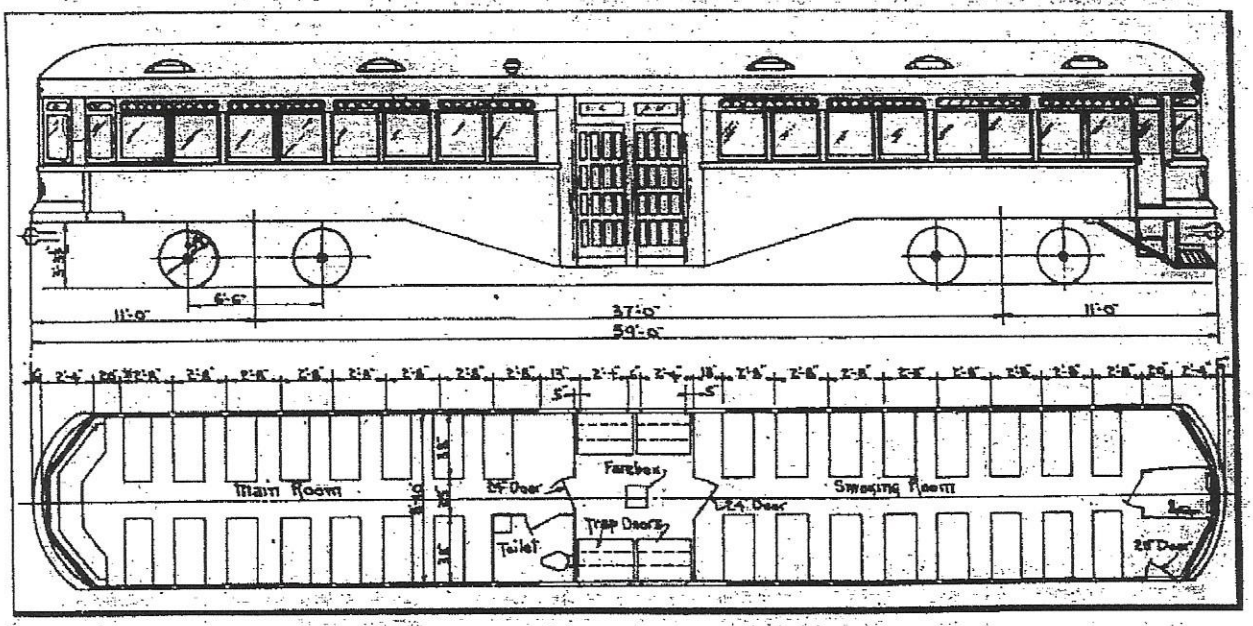
The official inspection of the extension of the Toronto Suburban Ry. from Lambton to Guelph, by th eOntario Railway and Municipal Board, took place April 12. A car was run through from Lambton on the previous day and the official party joined it at Guelph. The car left Guelph about 10 a.m., April 12, and arrived at Lambton about 2 p.m. The party included A. B. Ingram, Deputy Chairman, and H. W. Middlemist, Chief Engineer, Ontario Railway and Municipal Board. Lt. Col. G. C. Royce, General Manager, H. T. Hazen, M.Can.Soc.C.E., Chief Engineer, E. T. Wilkie and T. Malm of the Toronto Suburban Ry.'s engineering staff. A. F. Stewart, M.Can.Soc.C.E., Chief Engineer, Eastern Lines, Canadian Northern Ry., and Ewen Mackenzie, General Contractor for the line.

A temporary service was commenced over the line, April 14, two cars being operated, each making a round trip daily, except Sunday. It is expected that a complete service will be put on during May, but the company has to a certain extent been handicapped owing to a fire which destroyed a number of cars intended for this service, at the Preston Car and Coach Co.'s works, a few weeks ago.

This extension, which is 43.29 miles long, starts from Lambton, the end of the original line, and running through Lambton Park, crosses the Humber River by a trestle and girder bridge, a little south of the C.P.R., and following the Toronto Niagara Power Co.'s right of way for a short distance, it swerves to the south in order to curve under the C.P.R. tracks at the crossing of Mimico Creek. The location is then practically parallel with Dundas St., partly south and partly north through Summerville and Dixie, turning south again a little west of Dixie station, and paralleling the C.P.R. to Cooksville station, where it crosses Dundas St., and turns northwesterly, proceeding in almost a straight line to Meadowvale, crossing the Credit River and passing under the C.P.R. near Churchville, thence proceeding through Huttonville and Norval to Georgetown. From the latter place the line parallels the G.T.R. to Acton and runs through Eden Mills nearly direct to Guelph. Surveys for the extension were completed to Georgetown, 25.5 miles, in 1911, and through to Guelph and Berlin in the following year. Construction was started in July, 1912, and grading was completed in 1913, but no track was laid until 1914, when 41.50 miles were laid westerly from Islington, the remaining mileage westerly to Guelph and easterly from Islington to Lambton being laid in 1915. The line is, for the most part laid on private right of way, and is of standard gauge, single track with turnouts, and the rail used is 60 lb.

The overhead equipment work is of the catenary suspension type, and power is received from the Toronto Niagara Power Co.'s line at 25,000 volts, a.c. 3 phase, 25 cycle and, stepped down and passed through 500 k.w. rotary converters which deliver it to the line at 1,500 volts d.c. There are three substations on the line, one each at Islington, Georgetown and Guelph, the last mentioned being at the corner of Dundas and Bay Sts. The Georgetown station has 1,000 k.w. capacity, in two 500 k.w. units, while each of the other two have a single 500 k.w. unit, with provision for the addition of a similar unit in the future. The three stations are brick and concrete construction. The Islington station is provided with living accommodation for the operator and the Georgetown and Guelph stations contain waiting, baggage and express rooms and dispatching offices, providing railway station facilities.

The Lambton car barn, which was fully described and illustrated in Canadian Railway and Marine World for May, 1916, consists of inspection, repair, machine, paint, and blacksmith shops, boiler room, coal store and men's lavatory, in addition to the administrative offices, the whole occupying a space 154 ft. x 128 ft. The repair shop has three tracks and the inspection shop four tracks, each to accommodate two cars. The machine shop is equipped with all the necessary tools for the repair and upkeep of the equipment. The boiler house is equipped with a 75 h.p. boiler of the locomotive type and the coal storage is conveniently arranged for handling coal direct from the tracks. The administrative offices are arranged over the store and lavatory, and consist of five offices with a public waiting space. The buildings are heated by a low pressure vacuum steam heating system for about 4,500 sq. ft. of radiation.



Centre Entrance Interurban Car, Toronto Suburban Railway.

The cars, probably the first of this type to be operated on suburban service in Canada, with the possible exception of some on the British Columbia Electric Ry., are of the centre entrance type. The principal dimensions are:

Length over bulkers	50 ft.
Length over ends	53 ft.
Width over steel sheathing	8 ft. 10 in.
Width overall	9 ft.
Height from top of rail to underside of side sill at bolster	3 ft. 2½ in.
Height from rail to top of first step	
tread	1 ft. 4¼ in.
Height of step risers	10½ in.

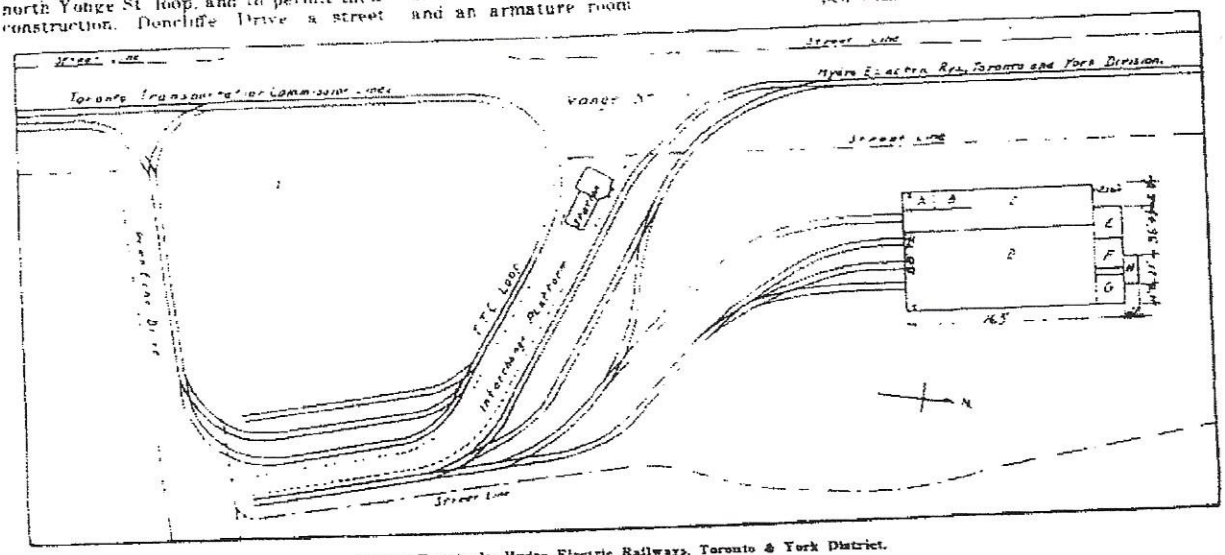
The car is divided into two sections, the forward compartment being for smokers and the rear compartment for general use, including lavatory accommodation. They are provided for through ser-

Electric Railway Department

Toronto Terminals, Hydro Electric Railways, Toronto & York District.

The Toronto & York Radial Ry is now being operated by the Hydro Electric Power Commission of Ontario, and the old Metropolitan Division, running north from Toronto's north boundary, is designated the Hydro Electric Railways, Toronto & York District, Metropolitan Division. Consequent upon the Toronto Transportation Commission's lines on Yonge St being extended to the north city limits, the radial railway single track line on Yonge St., between the former southern terminal and the north city limits, was taken up, and a new radial line terminal at the north city limits became necessary.

As stated in Canadian Railway and Marine World for February, terminal facilities have been provided near the Toronto Transportation Commission's north Yonge St loop, and to permit their construction, Doncliffe Drive a street formerly running east from Yonge St., one block north of Glenecho Drive, was closed. Some of the terminal construction work was done jointly by the Hydro Electric Railways and the Toronto Transportation Commission; and the construction of facilities for use by the radial line alone, was done under contract from the Hydro Electric Power Commission's Railways Department.



Toronto Terminals, Hydro Electric Railways, Toronto & York District.

The accompanying plan shows the layout of the new terminal and the arrangement of its facilities. Toronto Transportation Commission cars, from the downtown portion of the city, turn at the loop shown, while radial cars from north of the city proceed to the station and interchange platform, between the loop track and the radial track, where the passengers change from one line to the other. The interchange platform, a joint facility, follows the loop tracks all the way around from Yonge St. to the former street line of Glenecho Drive. This platform was the first unit of the new facilities to be completed, having been finished early in the winter of 1922-23. The station is a purely radial railway facility. The tracks to the north of the station and interchange platform are exclusively those of the radial line, and consist of a main track, run-around track, a track leading to the freight house portion of the main building at the north end of the property, a connection between the two latter tracks, and a lead branching into three tracks entering the car barn. The building at the north end, also exclusively a radial line facility, is divided as follows, with reference to the lettering on the plan: A, office; B, perishable freight storage; C, freight house; D, car barn; E, blacksmith shop; F, machine shop; G, carpenter shop; H, lavatory and wash room. The portion of the building occupied by the carpenter shop and machine shop has a basement below it, in which are the boiler room and coal storage, and also has a second story, divided into an air brake, controller etc. repair room, and an armature room.

The station, which is also a purely radial line facility, is of buff colored brick and hollow tile construction, with concrete foundations and Spanish tile roofing. The length over all is 50 ft. The one story or eastern portion is 22 ft. wide and the two story or western portion is 28 ft. wide. The height to eaves of the two story portion is 18½ ft., and of the one story portion, 10 ft. The west side is provided with a canopy, 9 ft. above the ground level. The interior is divided into a waiting room, 20 x 34 ft.; lavatories; a ticket office, 11 x 8 ft.; an annex for conductors, 5 ft. 5 in. x 3 ft., and a baggage room 14¼ x 15 ft. On the second floor are the Superintendent's office, 14 x 13 ft., and the dispatcher's office 14 x 13 ft. The interior is finished in lath and plaster; the floor downstairs is of tile, which also extends to the windows, and the partitions between the rooms are of tile. The building is heated by hot water and electrically lighted.

The interchange platform is 352 ft. long, and ranges in width from 27 to 36 ft. It is of concrete, and is covered in part by an umbrella roof, which adjoins the station building, and extends for 150 ft. east. The roof eaves are 8 ft. above the platform, and the roof is 18 ft. wide and slopes to the eaves at an angle of 30 deg. to the horizontal. It is carried by steel I beam and angle supports, at 12 ft. centers, and is of steel truss construction, with wood rafters, and covered with wood and Spanish metal tiling.

The car barn, repair shop and freight house building is of steel truss and brick construction, with concrete foundations, and is divided as mentioned above. It is 173½ ft. long over all, and 88 ft. 7½ in. wide. The car barn portion is 141 ft. 1½ in x 54 ft. One concrete pit, with 5 in. concrete floor on 8 in. cinder fill, extends underneath all three tracks, the bottom of the pit being 4 ft. 8 in. below the top of rail, and the tracks being supported on reinforced concrete piers. The track on the east side of the building is equipped with a 40-ton 4-screw hoist. Two sets of stairs lead into the pit at the north end of the building and one at the south. Sand storage space of 60 tons capacity is provided at the east side, the sand being dried by steam coils.

The freight storage portion of this building, 31 ft. 1½ in. x 141 ft. 1½ in., includes the perishable freight room, 14 ft. x 23¼ ft., and an office, 14 ft. x 23 ft. 10½ in. The freight shed is served by the most westerly track entering the building. The flooring in the freight shed and perishable freight room is of 2 in. plank, with a top flooring of 1 in. white pine. The office portion has 1 in. maple flooring.

The shop portion of the building is of heavy mill type construction, and the various shops, the locations of which are given above, have the following dimensions: blacksmith shop, 21½ ft. x 19 ft. 10½ in.; machine shop, 20 ft. x 21½ ft.; carpenter shop, 21 ft. x 21½ ft.; boiler room and coal storage, equal in area to the machine shop and carpenter shop, under which they are located; armature shop and air brake repair shop, equal in area to the machine shop and carpenter shop respectively, over which they are

located. The blacksmith shop, machine shop and carpenter shop are fitted up to take care adequately of running repairs on electric car bodies and trucks, and the armature and air brake repair shops are equipped to take care of the motor and air brake work. A feature of the construction is that a hoist has been installed to lift armatures, motors, etc., out of the car barn portion of the building and to transfer them into the armature shop in the one straight line movement. Stairs leading to the boiler room and coal storage space in the basement, and leading to the armature shop and air brake repair shop in the second story, are located between the machine shop and carpenter shop. The building is heated by steam, with the low pressure system.

The interchange platform, provided jointly by the Hydro Electric Power Commission of Ontario's Railways Department and the Toronto Transportation Commission, was built by Toronto Transportation Commission forces, and the umbrella shelter, also provided jointly, was built by the Metallic Roofing Co., Toronto. The contractors for the station, and car barn, repair shop and freight house building, were Sullivan & Fried, Toronto. The buildings were designed by J. C. Cramm, Designing Engineer, Railways Department, Hydro Electric Power Commission of Ontario. Construction was in charge of T. U. Fairlie, Engineer, Railways Department, H.E.P.C., and the design and construction were carried on under the supervision of F. A. Gaby, Chief Engineer, H.E.P.C. Construction was begun about Nov. 1, 1922; all trackage and overhead work were completed Jan. 15, 1923, and the station and car barn and freight shed building were completed and placed in operation March 15.

The new facilities will serve the Hydro Electric Railways' Toronto and York District, Metropolitan Division, including the branch line from Aurora to Schomberg, formerly the Schomberg & Aurora Ry.

Street Car Traffic Conditions in Montreal.

Lt.-Col. J. E. Hutcheson, General Manager, Montreal Tramways Co., is reported to have said, in a recent interview:—"At two points the limit of density has practically been reached, so that it would not be possible to add additional cars during the rush hour. These points are Bleury St. and St. James St. from Place d'Armes to McGill St. The matter is receiving earnest study by the company and the commission. During the rush hour period we are operating 760 cars, a greater number than ever before. The week-day average of revenue passengers carried numbers approximately 500,000, with an additional 260,000 carried on transfers. Yet, despite that large number, the average number of passengers carried per mile is only 8.5, so that there are periods when travel is very light. Our car mileage is greater than ever before.

"One of the causes of trouble arises from the fact that the winter peak load is carried in a briefer period, between 5.30 and 6.30 p.m. In the summer the load is carried over a longer period, beginning at 4 p.m. As a matter of fact, there are no complaints in the summer. It is only in winter that complaints of overcrowding and delays occur. There are several causes for this. The effort to carry the people by putting more cars

THE GLOBE, TORONTO, WEDNESDAY, JULY 9, 191

TRAFFIC BLOCKED BY DERAILED CARS

Seven of Them Leave the Tracks on C.N.R.

PASSENGERS ON RADIAL

Accident at Richmond Causes Cancellation of One Passenger Train, and Demoralizes the Schedule of Other.

Seven freight cars were derailed, passenger traffic blocked for several hours and the rails torn up on the Canadian Northern line yesterday at Richmond Hill. The train crew escaped injured. Defective roadbed is attributed as the cause of the accident. Several officials, when seen last night, declined to make reference to the wreck in any shape or form, save the fact that the rails would be replaced during the night to prevent further interruption of through traffic.

The accident happened shortly before 5 o'clock within a short distance north of Richmond Hill. The freight was southbound and the cars which left the rails were empty. When it was found that traffic would be blocked for some time the passenger train from Parry Sound, due to reach the Union Depot at 9.15 p.m. was cancelled. The passenger train from Ruel, due here at 5 p.m. got as far as the wreck. The passengers were transferred to cars on the Metropolitan Radial line and brought to North Toronto.

The passenger train which leaves here at 5.15 p.m. for Parry Sound went as far as Richmond Hill, where the passengers were transferred to the train which was "stalled" to the north of the wrecked train and the journey was resumed. The train which left here brought in the baggage and express freight to the Union Station, arriving at 11.10 o'clock last night. Owing to the congested condition at the station the latter train was held at the Yonge street crossing for almost an hour.

Sir William Mackenzie, whose private car was attached to the G.T.R. Montreal express leaving here at midnight, when seen was reticent about the affair, except to say that he understood the wreck was not serious in any sense of the word.