

THE 1923
CANADIAN
NATIONAL
BAYVIEW RUN
AWAY TRAIN
WRECK.

BAYVIEW

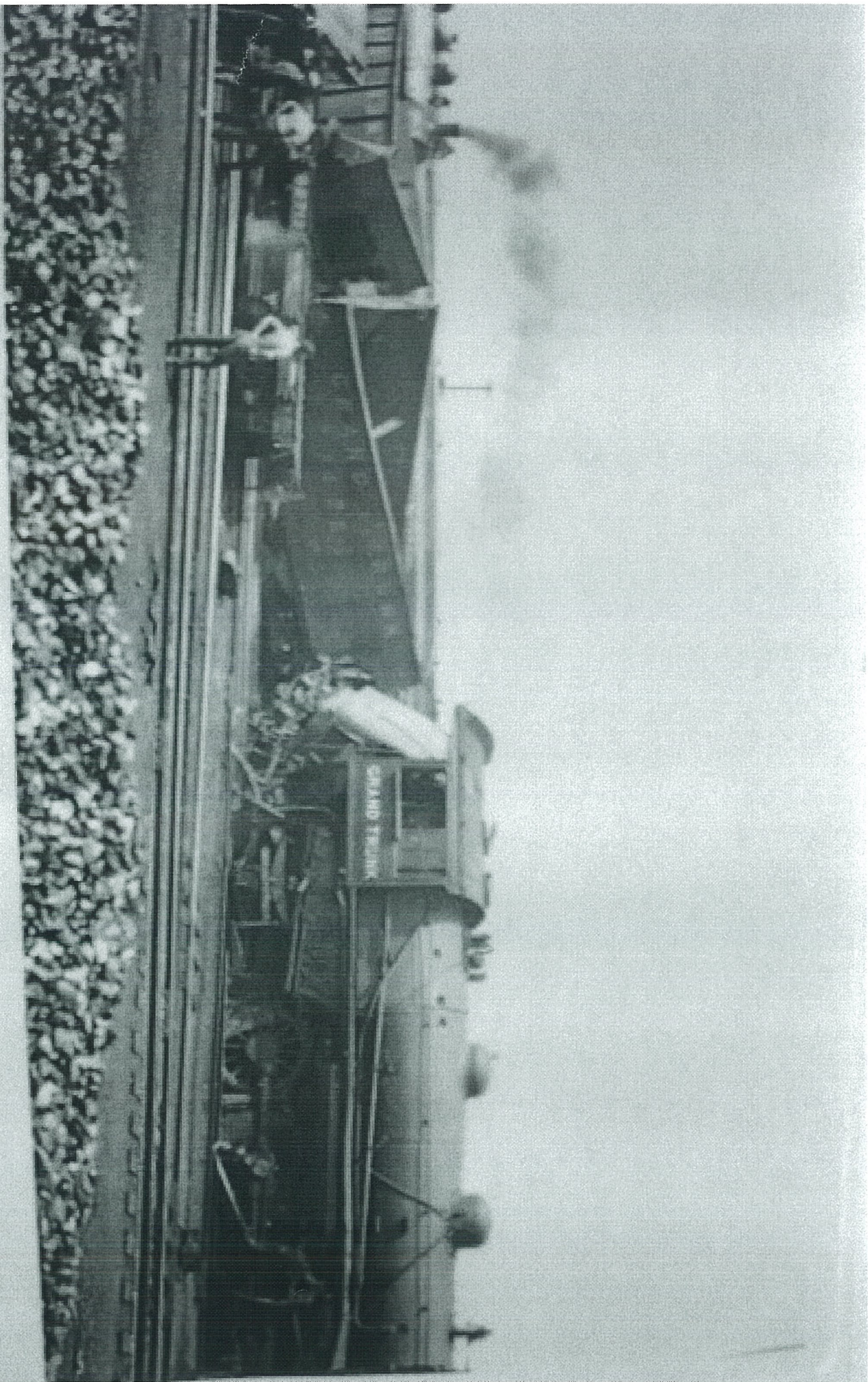
JUNE 20, 1923

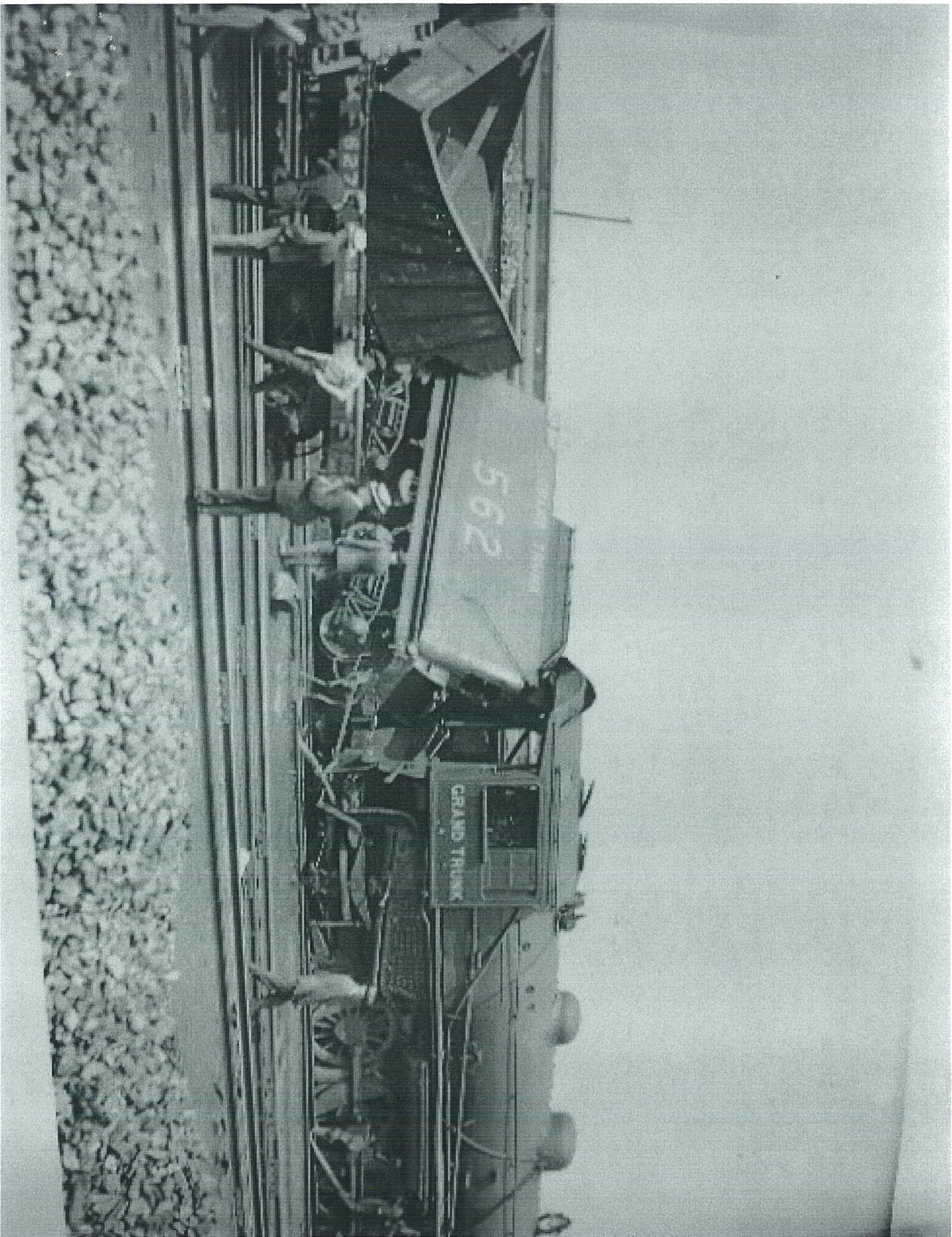
Just before eleven in the morning, on June 20th, 1923, a heavy freight train of fifty hopper cars carrying about 4000 tons of iron ore from the Sarnia ore dock was east-bound for the Steel Company of Canada's blast furnaces at Hamilton. The train was hauled by a big Grand Trunk Mikado 2-8-2 engine 562. The crew were Engineer Firth, Fireman J. Hamilton, Conductor Leslie and Brakesmen S. F. Smith and C Foster. It was a long heavy train that slowed and stopped at Dundas station, uncoupled and picked up some more heavy cars of stone. The train then left Dundas down grade. Engineer Firth some realized something was wrong with the air brakes and the brakes refused to work. Down the grade the train was going, it was stated that the train was going at nearly sixty miles per hour down the mountain. Engineer Firth pluckily stuck to his post, reversing the engine, slamming at the brake valve, giving it sand. A runaway train. Nothing seemed to slow the black mammoth. Hamilton West Junction, the switches were thrown and aligned for Hamilton, and the train continued to push through at speed, past Hamilton Junction and the CPR crossover, over the Desjardins Canal and now into the west end of the Hamilton yard. Fireman Hamilton jumped. Up ahead was the Hamilton Stuart Street station. On the mainline in front of the station was a standing freight train. The 562 smashed into it head first, flung around and stopped. Thirteen heavy were piled on top of each other, with iron ore thrown all over the tracks. The pilot of the engine was torn off. The tracks were torn up and rails were smashed. The 562 was still bearing Grand Trunk lettering and numbers despite the fact this was now Canadian National.

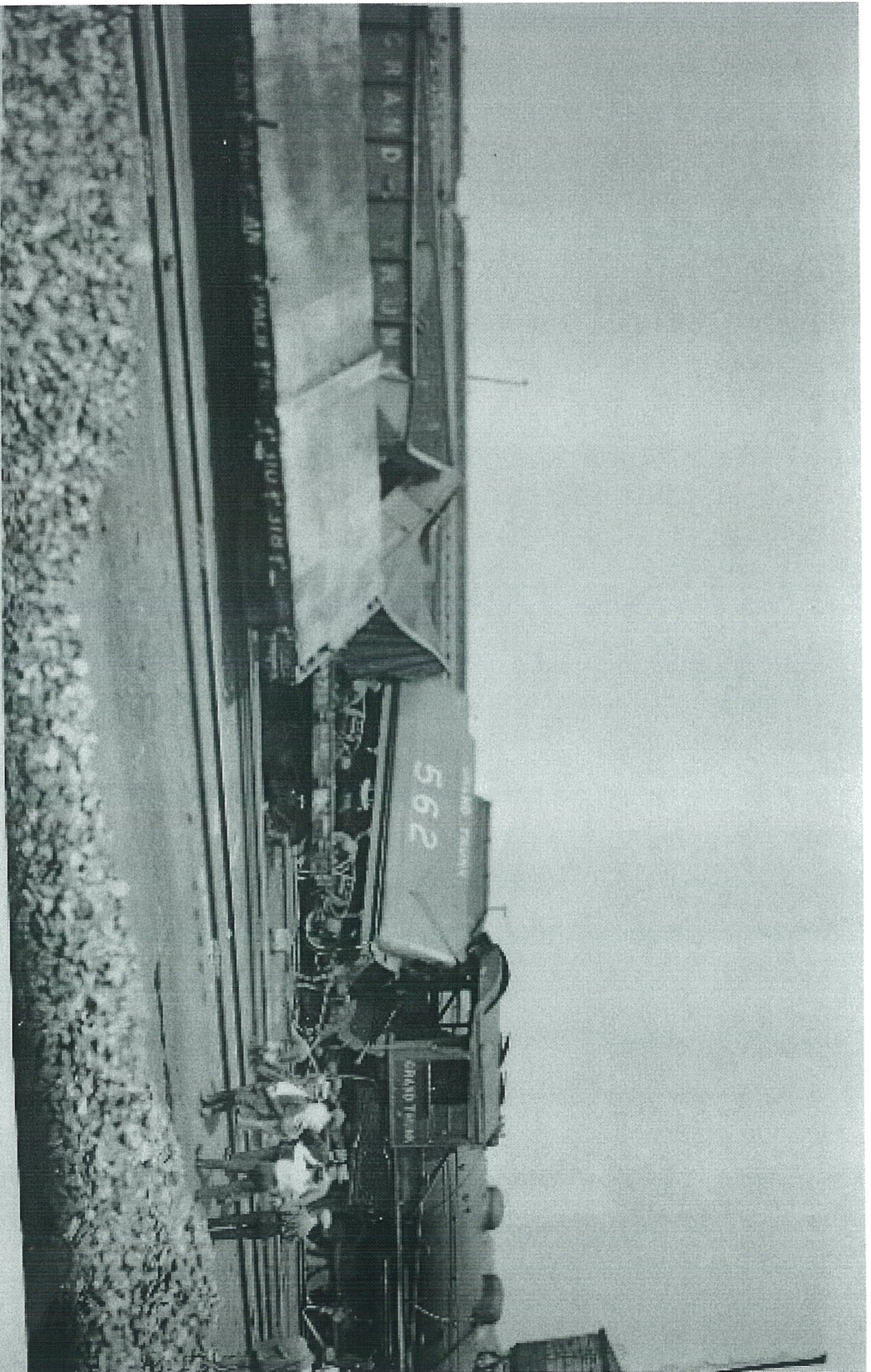
HAMILTON JUNCTION

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







Reference number:

1980-149
775 999

MILTON HERALD

CANADA WEDNESDAY JUNE 20 1923

REPLY TO RUSSIAN NOTE

Agree to Con-
Propaganda
Closed

RUSSIAN AGENT

Asks Britain To
Instruct Its
Agents

ed Press Cable
e 20.—Former Min-
in, replying to the
ment's note of June
g the Russo-British
to consider the pro-
closed. He refers to
f Lieut. Raskalnikov
fghanistan, as an in-
Russia which neither
nds one-sided obliga-
g her representation
ntry. It was against
of Lieut. Raskalnikov
sh Government espe-

TRAINS IN COLLISION

Runaway Freight With
Iron Ore Sideswiped
Another Train

60 MILES AN HOUR

Brakes Refused to Work—
Thirteen Cars Wrecked
—No One Hurt

Just as the factory whistles were sounding 12 o'clock noon today a runaway Grand Trunk Railway freight train of about 50 cars, carrying about 4000 tons of iron ore to the Steel Company of Canada from Sarnia, side-swiped another freight train which was just pulling out of the Stuart street station. The following Sarnia crew were in charge of the train: Engineer Firth, Fireman J. Hamilton, Conductor Leslie and Brakesmen S. F. Smith and C. Foster. According to

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60 Miles an Hour

It is stated that the train attained a speed of nearly 60 miles an hour as it rushed headlong to destruction down the mountain into Hamilton. Engineer Firth pluckily stuck to his post after trying vainly to bring his train to a standstill. The fireman jumped just before the progress of the freight was stopped when engine No. 562 crashed into the freight train leaving the station. About thirteen freight cars were piled on top of each other, the iron ore being scattered all over the tracks.

Worst Wreck Here

Railwaymen say that the wreck is one of the worst and most destructive that has happened here. The crash which followed the collision could be heard from a distance of several hundred yards. The cowcatcher of the engine was completely torn off, and the two front wheels left the track. Besides a number of freight cars being smashed to kindling wood, the engine and the tender were thrown at right angles to each other. The engine crew and the brakesmen, it is said, made desperate efforts to stop the train but failed. For a considerable

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Another Wreck

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Owing to another accident at Canfield, on the Goderich and Buffalo line this morning, the Stuart street auxiliary was not available for several hours.

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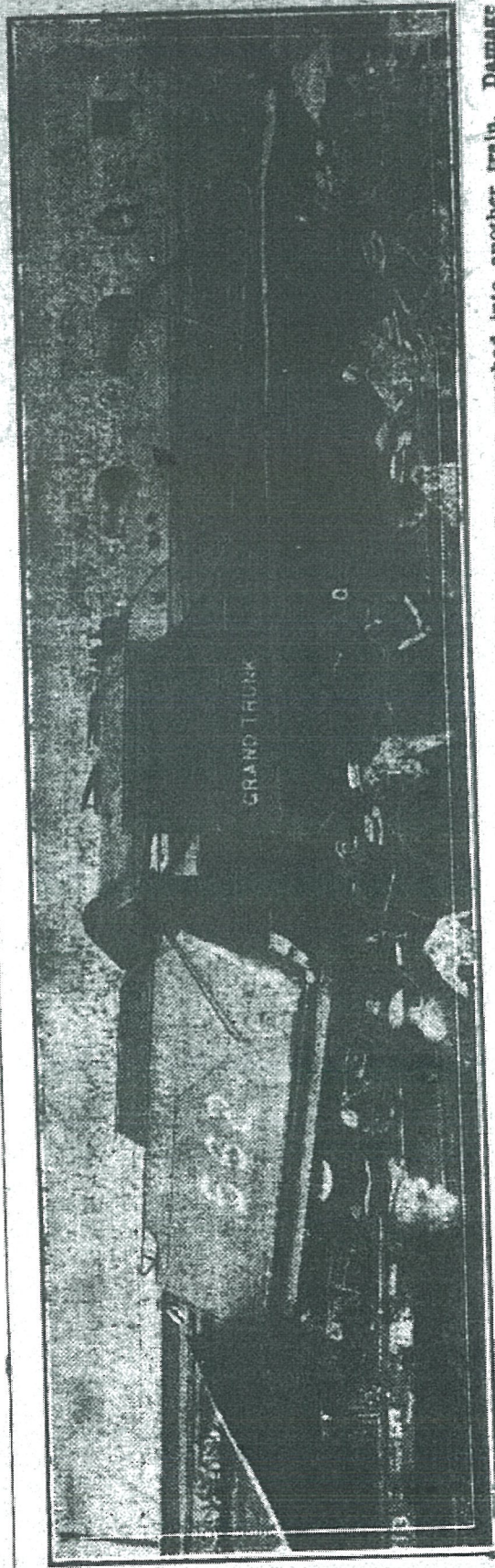
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THURSDAY JUNE 21 1923

PAGE THIRTEEN



Scene at the wreck yesterday at the Stuart street yards when a runaway freight coming from Copetown crashed into another train. Damage to the extent of \$1500 was done and traffic held up for some time. No person was injured.

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