

GRAND TRUNK
COLLISION
AT
BURLINGTON
RADIAL CROSSING
AUGUST 5, 1913.

TUESDAY AUGUST 5, 1913



JOHN PITT
Member of Centennial committee

PARTMENT TS DEFINITION

IS a separate partition or room is used for a toilet.

Mr. Sheppard assured the Spectator to-day that his houses had all been connected with sewers and the plumbing completed by first-class contractors before the notice was served on him by the board. He said that he asked the members of the board and Dr. Roberts at a previous meeting what was meant by "sanitary" houses and was unable to get a definition of it.

TROLLEY POLES TO BE REMOVED

CREWS ESCAPED WHEN FREIGHT ENGINES MET

In Head-on Collision Jumped
to Save Lives

Trains Moving Slowly When
the Accident Occurred

Wreck Was Cleared Away
Early This Morning

Burlington, Aug. 5.—Yesterday afternoon at 3.30 o'clock two freight trains came together in a head-on collision, just at the intersection of the G.T.R. line and the radial railway. Fortunately, no one was injured, the engineers and firemen of both trains jumping before the crash came. One engine was very badly wrecked, while the other stood the shock without much damage. A freight car loaded with sewer pipe telescoped a freight car carrying bags of cement on the one train, while a car of coal was smashed and the coal distributed over the tracks.

The crew of the way freight, which came from Burlington Junction, and through some misunderstanding of the orders, was not able to make the side-track at Nicholson's planing mills in time to avoid the coal train, which secured clearance orders at Stoney Creek through to the Junction, is said to have been responsible for the accident. The coal train was a long one, with a big mogul at each end, owing to the heavy grade. There were about twenty-five cars on the way freight, and the engineer, evidently thinking there was sufficient time to make the transfer before the coal train arrived, brought his train down at a good rate of speed from the Junction. Just after passing Nicholson's mills, about a block west of the radial diamond, the engineer of the way freight noticed the big mogul coming slowly around the bend, just beyond the Hotel Brant crossing. The way freight engineer immediately signaled "all brakes on," and threw on the reverse in an effort to stop the train. The distance was too short, however, and just at the

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The engine on the way freight, No. 2477, was a light one, while 626 is one of the compound type. The terrific force of the impact drove the light engine almost on top of the big mogul, and after the crash it remained suspended in the air, the boiler being entirely clear of the driving wheels. Where but a moment before the engineer and fireman stood in the cab, was nothing but a mass of wreckage. The boiler of the light engine was driven through the tender, and for some time after the accident the

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The heavy engine did not fare so badly. The cab was driven against the tender, but the wheels did not leave the track. The tender was smashed to kindling wood, and the first car of the coal train to show signs of the collision was the tenth from the engine. It collapsed and the coal spread over the tracks and the ground. The train had been divided at the canal, as it is customary to make two trips up the grade with a long string of cars. It was necessary to break the line of cars at the Hotel Brant crossing so as not to impede traffic on the roadway.

In the meantime the radial service was tied up, it being necessary to transfer the passengers from Hamilton to a stub car which ran to the station. From there the passengers to Oakville had to change again.

The noise of the crash served to bring a large crowd to the scene of the accident in a very short time, and it was augmented by the arrival of the cars from Hamilton. Word was sent to Hamilton of the accident, but there was no opportunity of securing an auxiliary for some hours, as one was working at Brantford, while the other was at Toronto. It was late last evening before the wrecking crew arrived, and about three o'clock this morning the diamond was cleared to permit of the radial line using its tracks right through to the station.

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