

THE 1913  
SILVER  
STREAK  
RUNAWAY  
LOCOMOTIVE  
CRASHES INTO  
TORONTO  
UNION  
STATION RIFF

TORONTO, THURSDAY, AUGUST 21, 1913. —SIXTEEN PAGES.

## FINISH OF REMARKABLE RUNAWAY



The great mogul engine, which thundered wild through the Union Station yards at 60 miles an hour yesterday, was sidetracked into a "dead end" and, after tearing up the track for some distance, rocked over on its side near the watchman's "lookout" at the foot of Bay street.

GTR No 342

# LLANT FELL DOWN

With Dame Fortune on  
Tribulations

ing condition. When the lady claim her winnings he tried sing and told her to come. Their discretion proved the art of his valor. He did not a second interview. Ho de-

he came back again to tell y. B. stated he had lost in one year. But he was a man and wouldn't steal a dollar. He merely went away with his health. He was g over his clients' losses, in could prove that he had away twenty-five or thirty of his honest cash that year. "balm of hurt minds," forsook rest pillow, so kind was his for his companions in mis-

In spite of his shortcomings, however, he proved his honesty and backbone, and made the anxious lady. He had \$100 with his lawyer, and the feminine speculator made it out of Congressman James Irvine, who lost nothing of her investment.

Mrs. H. A. - Pis. G. Rehn. Q. C.  
J. Hink. R. A. - Cdt. Carp-  
C. L. J. - Pis. R. J. Clench  
Mr. W. Reid. Discharge. R.  
Camp. J. Camer. C. L. - Sergt.  
A. 42nd Inf. O. R. - Olt. H. B.  
C. L. - Sergt. F. Wardell. R. C.

of 12, with scores of 12—Mrs. J. A. Dunnington, D. A. C. Col. A. Steinhilber.

Fig. 3. A. McNab, 4th High. Harding, 15th H. O. Sergeant V. H. C. D. Lee, Corp. H. M. Col. C. L. Sergeant F. Trumbull.

of 11, with score of 11—Pvt. O. A.

# WILD RUNAWAY RACE OF BIG MOGUL ENGINE

## Thundered Recklessly Through Toronto Yards at Mid-day

CHASED SWITCH ENGINE

Both Locomotives Finally Turned  
Into "Dead Ends"—Big Mogul  
Tossed on One Side—Miraculous  
Escape of Life.

An amazing incident—amazing in its immunity of loss of life—took place yesterday at one o'clock when a big Grand Trunk mogul engine No. 342, took a frolicsome fit and without any warning—to the powers that be—developed the wanderlust, started a lengthy sprint from its home in the roundhouse at the foot of John street, and finished hors de combat at the Bay street crossing. It rushed past the Union station at 20 miles an hour.

How the engine could career through the busy yards west of the Union Station, thence through the sidings south of the depot and on towards Bay street without hitting even a portion of the hundreds of passengers and freight cars which are dominant in these districts is mysterious. Some declare that the yard employees saw the impending disaster and turned the engine on to the clear tracks. However that may be kind

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An amazing incident—amazing in its immunity of loss of life—took place yesterday at one o'clock when a big Grand Trunk mogul engine, No. 242, took a frolicsome fit and without any warning—to the powers that be—developed the wildest of starts, started a lengthy sprint from its home in the roundhouse at the foot of John street and finished hors de combat at the Bay street crossing. It rushed past the Union Station at 60 miles an hour.

How the engine could career through the busy yards west of the Union Station, thence through the sidings south of the depot and on towards Bay street without hitting even a portion of the hundreds of passenger and freight cars which lie dormant in these districts is a mystery. Some declare that the yard employees saw the impending disaster and turned the engine on to the clear tracks. However that may be, kind Providence allotted the big engine to a clear stretch of rail.

### North Bay Train's Escape

Had the accident occurred at the same time on any other day another story must have been told. Inasmuch as the rails over which the runaway passed were Track No. 4, the one

derwent a lengthy sprint from its home in the roundhouse at the foot of John street and finished him- self in combat at the Bay street cross- ing. It rushed past the Union Sta- tion at 30 miles an hour.

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#### North Bay Train's Escape.

Had the accident occurred at the same time on any other day another story must have been told, inasmuch as the rails over which the runaway passed were Track No. 5, the one upon which the North Bay train goes out.

For days and in fact for weeks past the North Bay train has stood on Track No. 5 before leaving the Union Station shortly after one o'clock. It so happened for some reason which nobody appears to know that the northbound train pulled into the de- pot on Track No. 5. If such had not been the case it would be very easy to imagine the consequences. The North Bay train is usually a heavy one, carrying eight or nine cars.

In addition the station was far from being unpeopled at that time. There were five trains coming and going, which meant that hundreds of peo- ple were alongside the track.

#### Yard Engine's Race.

Whoever did the switching accident- ly did not notice a small yard engine peacefully pursuing its allotted duty of distributing cars hither and thither. It happened to run right on to the track apportioned to the runaway. With a shriek of the sirens which seemed almost human, it quickly de- veloped full speed ahead in the same direction as the speedy mogul speed- ing after it just a few hundred feet behind. As soon as the pursued en- gine had got going nicely, its crew jumped for safety, and thus no fatal- ity occurred. Another statement made by an eye witness is to the effect that the smaller engine was bumped by the latter.

Just west of Bay street the big en- gine was seen to wobble violently, but it continued in a mad erratic manner across Bay street. At this point it left the tracks, caused, so it is said, by one of the hands rapidly shifting



### Yard Engine's Race

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Just west of Bay street the big engine was seen to wobble violently, but it continued in a mad, erratic manner across Bay street. At this point it left the tracks caused, so it is said, by one of the hands rapidly shifting a rail frog used for deviation purposes. The engine then swung crossways on the track, missing the supports of the watchman's overcrossing by a few feet and landed on its side about forty feet east of the crossing.

### Small Engine Rushed On

In the meantime the smaller engine was gaining momentum as it continued its journey eastward. Passing the usually crowded Yonge street crossing without any mishap, it pursued its course until thirteen crossings had been passed. Then a turned switch caused the engine to swiftly swerve to one side and topple over.

It is a matter for amazement that amongst all the waggons, trains and vehicles of all kinds, as well as pedestrian traffic across the tracks, not a single fatality happened. Great crowds congregated at both Bay and Cherry street crossings.

Soon after the accident a large force of workmen were hurried to the scene, who, with huge cranes, etc., set about the task of clearing away the debris. But a long delay was occasioned to the westbound traffic into Toronto. These trains were brought into the city by way of Leaside and West Toronto.

### Righting the Big Mogul

It was 5 o'clock before the mired engine had been railed again and given a fresh start. On the first attempt to use the large steam crane it proved inadequate to raise the heavy "thror-spot" locomotive. The

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#### Righting the Big Mogul.

It was 5 o'clock before the misbehaved engine had been rallied again and given a fresh start. On the first attempt to use the large steam crane it proved inadequate to raise the heavy "three-spot" locomotive. The second attempt was more effective, and while the heavy mogul took its ascension its bell tolled steadily. Last night Station Superintendent Beck expressed his belief that the accident must have been the result of carelessness on the part of someone at the round house. "A thorough investigation will be held," said he, "as there is no excuse for such a happening."