

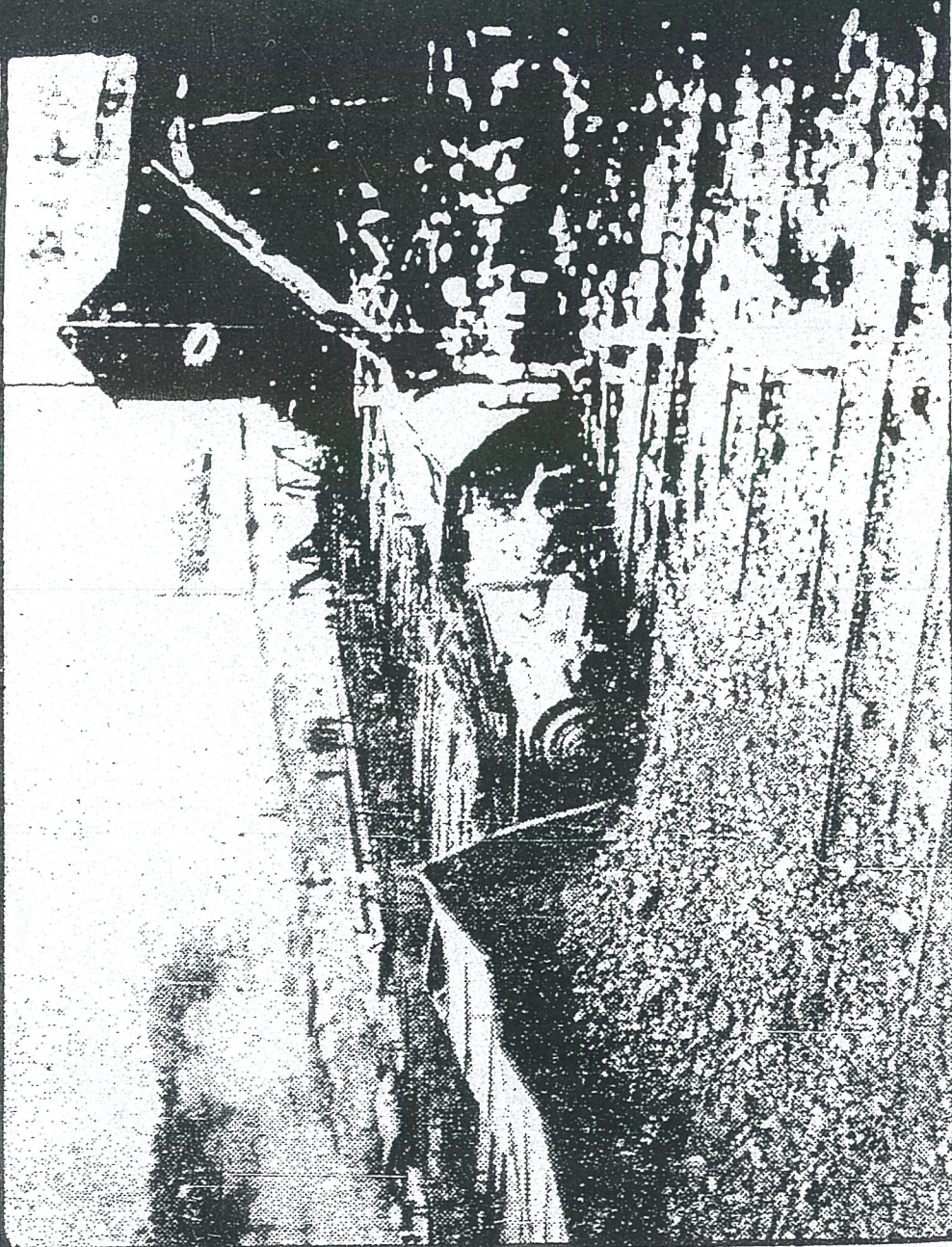
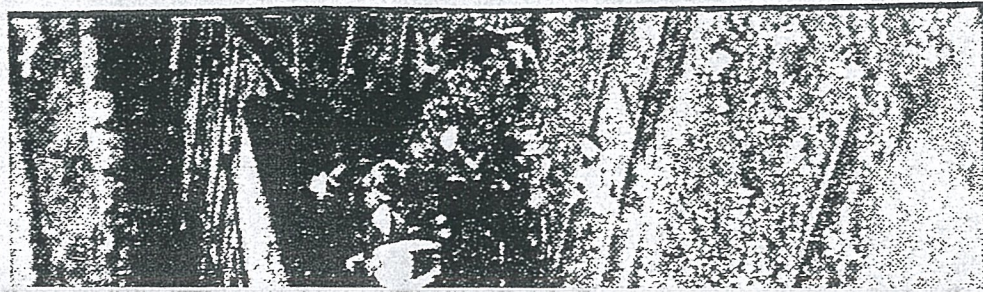
CNR, GTR,

YORK,

DANFORTH

C. H. RIFF

June 30 1910



ronto, which collapsed under an engine and three cars, killing one man and wounding two. The engine and cars were taken at 11 o'clock, and the cuts were placed in the front of the engine.

FAILURE WILL NOT

BE A STAGGERING BLOW

MRS. GOULDTHORPE

IS IN DEPTH

had thought spoke to several bank men again in regard to the

Blanche H.

Open to-night---Lots may be reserved from plans subject to your

ONE KILLED; TWO INJURED TRESTLE FELL WITH ENGINE

Accident happened with Coal and engine when Chute collapsed at East Toronto

SCALDED TO DEATH

Yard Foreman Seriously Injured; Latter Will Probably Die — Both Taken to Grace Hospital — Trestle's Support Snapped Under Weight

DEAD. — R. W. Wharren, fireman, 54½ years old, of 814½ Bloor street, Toronto, was killed by the collapse of the trestle. He was back probably broken. A. A. Hewitt, yard foreman, 45 years old, was seriously injured, his arm and jaw broken.

CAUSE. — Collapse of a twenty-five foot trestle, with an engine and three coal-laden cars, weighing 350 tons.

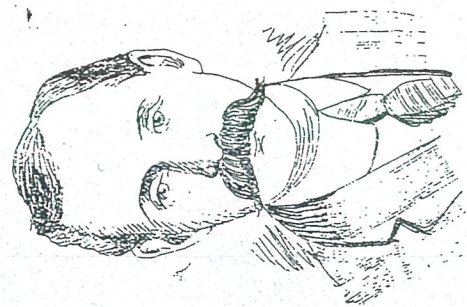
PLACE. — York Station.

TIME. — About 9:10 this morning.

Plunging through a twenty-five foot trestle, a huge engine, drawing three cars loaded with coal, killed a fireman and seriously injured a yard foreman. An engineer and yard foreman at York station shortly after nine o'clock this morning.

The report of the crash of the collapse of the trestle and the impact of the engine and cars on the coal-laden yard below could be heard a long distance away. People from all parts of the east end rushed to the scene. No one was near the place when it happened, except a few Italians who were working on a nearby trestle.

FIREMAN DEAD. — In the engine cabin, pinned between the tender and the fire box, R. Wharren, of 814½ Bloor street, New Toronto, was killed. He was horribly mutilated. With his back broken and otherwise injured, W. K. Campbell, of Mimico, the engineer of the three-wheel "1309," was carried from his post at the throttle unconsciously. B. A. Hewitt, for many years, yard foreman of York station, was lifted from beneath the coal tender and fire box. His leg



JAMES HEWITT.

Yard foreman seriously injured when trestle collapsed in G. T. R. yards at East Toronto. He will probably die.

had been piled under the trestle and at all sides. This assisted in strengthening it. Lately this was proved away and the trestle was entirely clear.

None of the officials pretend to know how long the trestle has been built. One railroad man says: "Why, for twenty years or more that's been built. Since its erection heavier engines and heavier cars have been built. During its existence, underneath coal has been piled almost to the top, you might say, keeping it in shape. It had been moved away a short time ago and

For a long time several feet of coal



Scene of Collapse of G.T.R. Coal Chute at East Toronto when One Man Was Killed and Two Seriously Injured This Morning.

1390 Toronto Telegram June 30 1910

the trestle became undermined on a couple of the poles getting decayed. Along the engine weighed 140 tons, and the three cars weighed 20 tons each and carried 50 tons of coal, respectively.

On the East Toronto power house, the whistle shrieked the signal of fire. The local brigade was put into motion and rushed to the place. The trestle was displaced into New Beach and Bloor street sections, and they also saw boys wagons. However, when the three brigades arrived there was nothing to do. There was no fire, when it hit poured off volumes of steam. Wharren was horribly scalded.

WAS DANGEROUS

Old railroad men predicted that something would happen on the trestle. They didn't think it a very safe one. Talks with them this morning showed "the trestle" was not a very great surprise.

Many a time my heart has been in my mouth, when I have taken my engine up that grade to the trestle. And I will never go up any more like that either. It must have been a terrible sensation, that plunge through the air. Railroaders seem all right when you're in it, but get on the outside and it is not so easy.

He knows a driver who didn't have going up there, said and after G. T. R. employees, it was always considered dangerous.

CROWD GATHERED.

Crowds gathered on all sides of the scene of the tragedy. Little children were perched upon fences nearby, while nervous mothers stood a considerable distance away, around the poles by the hundred, gazing and investigating the thing. Screaming and cries were heard several feet high. Some were lying across the engine which was partly buried in the earth. I was standing on the platform at

York station when it occurred. I could only see the top of the trestle. Suddenly a white cloud of steam shot up, and the engine and cars dropped out of sight.

OFFICIALS THERE

Three officials of the company were hurried to York station. E. G. Glen, superintendent of the Middle Division, Terminal Superintendent of the York Station, and Hospital Superintendent of the York Station. They were looking over the collapsed trestle and engine and cars at a couple of hours, and then they returned to the city. Here they held a conference regarding the matter.

"We have not completed a complete report," said Mr. Glen to The Telegram. "I am regretted of course, and the T. R. would thoroughly investigate the cause."

COOKED TO DEATH

"Just think," said one of the men who went to Grace Hospital in the ambulance with one of the injured, "that engine and three cars of coal, long just toppled over sideways and buried the three men."

The poor fireman was simply cooked in the steam when the engine tips, had been over, and was dead before we could get at him. Campbell, a yard foreman, crawled out of the wreck himself, but a further effort to dig him from the wreckage will be a foreman out.

The whole lot fell about twenty feet down; the trestle collapsed, but what caused it, I don't know."

Another resident of East Toronto, who was on the scene after the accident, told The Telegram that the trestle work was rotten, and that was what caused it to collapse.

HEWITT IS DYING.

The injured men, who were taken to Grace Hospital, are still alive. Campbell has his back injured and his hip broken. He is resting a little easier. Hewitt was more badly injured. He had his thigh, legs, arm and jaw broken, and has now hemorrhage in the lungs. At 1:30 today he was reported to be but his life and it is feared that he will not last out the day.

CAUSED BY PILE VIBRATION.

Mr. W. E. Allen, superintendent of the G. T. R., after a thorough investigation regarding the accident, at York, stated to The Telegram that they believed the accident was due to pile vibration on the south side.

Section Foreman Campbell examined the trestle and found them all right. Foreman Bailey of the bridge and building department, informed Mr. Glen that he examined the structure yesterday and it was in first-class shape. The damage which does not include the death of the fireman, is estimated at \$3,400. It is figured out as follows: Damage to engine, \$1,000; to cars, \$1,000; trestle work, \$2,400.

The trestle work was completed in 1905. Brantford's city council has prohibited the sale of food and ice cream on Sundays except at meal hours.

MAY YET BE

PROGRESS

City Owns Street Heat Plant, and to Canadian Pacific. Death is still so early so explain. This is telegrams, horse looking over the collapsed trestle and engine and cars at a couple of hours, and then they returned to the city. Here they held a conference regarding the matter.

21/05/2004 MILLS MEMORIAL LIBRARY

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We have not reached a conclusion
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COOKED TO DEATH.

"Just think," said one of the men
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Mr. W. E. Gillen, superintendent of
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Section Foreman Campbell examined
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Foreman Bailey of the bridge and
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drawing. Reinforcement is provided in this wall for the footing and the inside face.

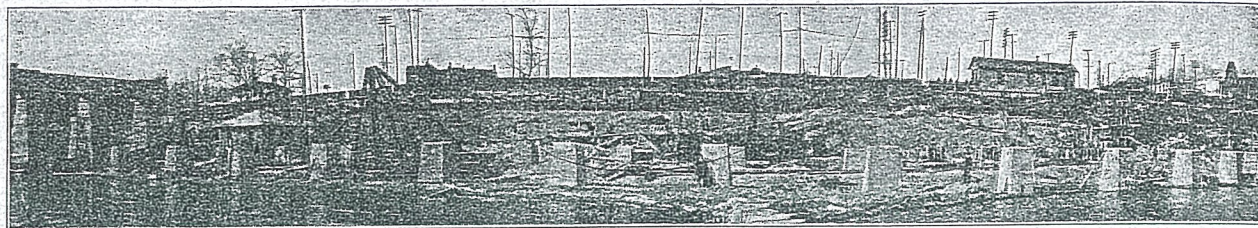
OVERHEAD BRIDGES.

As excavation proceeded under the streets, temporary frame structures, cribbing or framed bents were erected to carry the street traffic. In several cases it was necessary to carry gas mains over the cut during construction work. At Dunn avenue, vertical sections of the pipe were inserted at each side of the right of way and the horizontal section over the cut was supported by a cable anchored to posts at each side. In the finished construction these mains were buried in the floor of the overhead bridge.

The concrete abutments for the overhead bridges were placed

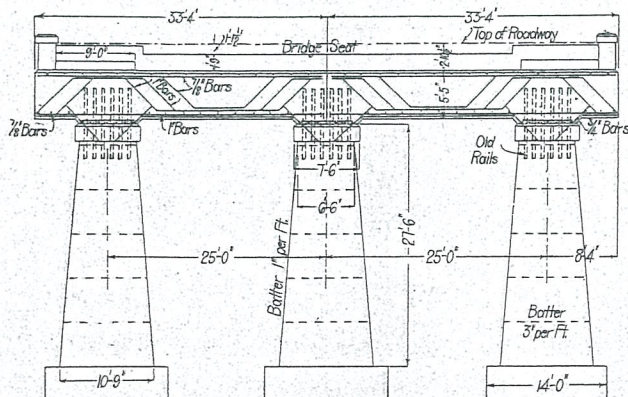
An ornamental lattice fence is provided outside of each sidewalk. The floor system is encased in concrete which continues above the stringers at the center line of the street, thus draining water to special waterproofed channels along the main girders. The spans vary from 66 ft. to 100 ft. and are carried on concrete abutments, all of which are 60 ft. face to face.

The waterproofing is by the membrane method, applied as follows: The smooth surface of the concrete was treated with a coat of concrete primer applied cold. A few minutes later when the primer had set, the hot waterproofing was mopped on and three ply of 8 oz. burlap was immediately laid, each ply being mopped with the waterproofing and well brushed to force the hot liquid up through the fabric. The burlap was well flashed up on the main girders to a height equal to the crown of the



Panorama of Sunnyside Crossing Showing Abutment and Footings for Steel Trestle Approach.

by a mixer outfit mounted on cars requiring only one track for its operation. The mixer car was equipped with a tower which could be dropped down to allow the car to be moved under structures and this mixer car was coupled to a hopper car and a series of material cars. The aggregate was wheeled from the material cars to a specially designed measuring box in the hopper car, just back of the mixer, where the proportion of the aggregate was determined and the mixed sand and stone dropped into a small car which was pulled up an inclined track over the mixer car to a point from which the materials could be dropped into the mixer. The mixer discharged directly into the elevator bucket, from which the concrete was dropped to place through wooden chutes. About 30 men were used with this plant, 10 loading wheelbarrows on the material cars, 10 wheeling and 10 operating the mixer and placing the concrete. This force is exclusive of the carpenter gang employed on forms. One abutment



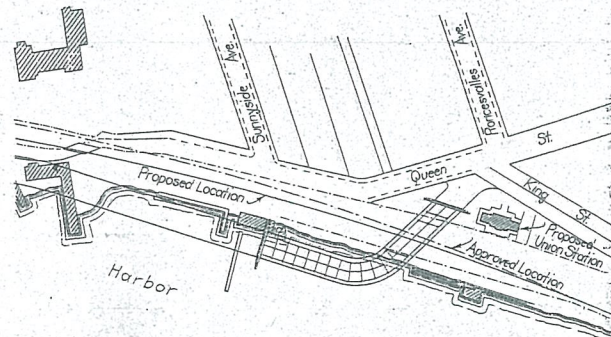
Elevation of Abutment for Sunnyside Overhead Highway Crossing.

containing about 900 cu. yds. was placed in 10 working days by this plant. The concrete used in abutments was a 1: 2½: 5 mixture.

The standard overhead highway bridges are of the through plate girder type. The floor beams which carry I-beam stringers are suspended from the girder webs continued through the bottom flanges at connection points. Two six ft. sidewalks are supported outside the girders on brackets from the floor beams.

finished road. The sidewalks were waterproofed in the same manner, except that only two ply of burlap was laid. The whole bridge was then swabbed with waterproofing to seal all joints and laps of the fabric. While this final application of waterproofing was being made and was still hot, one layer of asbestos felt was laid with joints lapped 3 in. and sealed with the waterproofing.

A protection of ¾ in. of mastic was laid over the water-



Plan of Sunnyside Crossing Showing Location of New Viaduct and Station.

proofing in convenient widths and all joints sealed by ironing. The finished surface of the sidewalks is of the same material, but is of a richer mixture applied ¾ in. thick. The finished surface of the road is a 4 in. creosoted block pavement laid on a 2 in. sand cushion. To reduce the floor depth to a minimum in order to obtain an easy road grade at one bridge, the mastic protection was laid on the roadway in two layers each of 1¼ in. with lapped joints and used both as a protection to the waterproofing and a wearing surface for the roadway, thus saving the 6 in. taken up by sand and blocks. Two different waterproofing materials were used, one supplied by the Standard Asphalt & Rubber Company, the other by the Johns-Manville Company, the general specifications for each being practically the same.

SPECIAL STRUCTURES.

The Queen street grade crossing has been known as one of the most dangerous in Canada. Not unfrequently 40,000 pedestrians and 2,500 vehicles pass over this point within 24 hours. Vehicles approaching from the north were not in sight from the

ONE DEAD, TWO INJURED, COAL CHUTE COLLAPSED

JUNE 30 1970

(Continued from Page One.)
short while the ... get from that source was obvious.

Brought to Hospital.

While this was going on, some one sent for another engine, and when the injured men were removed they were rushed to the Union Station and taken to Grange Hospital in the city ambulances.

Yardmaster Hewitt was the first removed, and Doctors Walters, Rice, and Emery rendered him aid. It was found that his thigh, arm, and jaw were broken, and he was otherwise injured internally.

Engineer Campbell was taken from the debris close to where the fireman's body was found. He had sustained a badly injured back, and so injured internally that his life is despaired of.

Body in Firebox.

The body of the fireman, Wharren, was found in the firebox, and he was killed by death, though he had sustained other injuries in the fall. When his body was removed it was found that his death was a frightful one.

When the remains were pulled away from the engine, part of the arm remained, so badly was he scalded. The body was taken to the city morgue where an inquest will be held.

Death of a Fireman.

"A frightful affair," Charles ... of the East Toronto fire department stated to The Star. "The fire was heard of it was when the fire broke out and we went as fast as we could to the scene.

When I arrived there the men's bodies had not been taken out, and I saw the fire burning them to death. It was soon put out, however, but there wasn't much danger of the engine as it didn't take the time to get the flames out.

The engine and the three cars were on the sides practically directly beneath as the whole thing fell straight to the ground.

It is that the posts were not strong enough to support the weight of the heavy load of coal. It had more weight than that in the

past, but that was when the space below the chute was filled with coal, and it acted as a support, not only for the posts, but for the trestle itself.

Snapped Like Pipe Stems.

"It isn't that the posts slid out of their places or bulged, but they just snapped off like pipestems. They are of cedar, and not being able to support the tons above them, broke like one would break a match.

"Some one told me that the engineer and yardmaster jumped, and that they escaped with their lives by doing so. Others, though, said that it all happened so quickly that the men hadn't time to jump, and they were carried down with the wreckage."

200 Feet of Trestle Fell.

About two hundred feet of the bridge went to the ground. East Toronto heard the noise of the collapse and felt the shock. A night worker, who was asleep, could not understand what had roused him so suddenly.

Another man told The Star that the dishes shook and rattled on the table in his house.

A policeman, off duty, sat in a chair in a barber shop, and was shaken out of it.

Very Heavy Cars.

The trestle did not cover solid ground all the way, owing to the nature of the place. The burden would have taxed a sound bridge, unsupported as it was by any considerable quantity of coal. The coal cars were of steel, and weighed from seventy to eighty tons. The engine and the tender added to this strain.

"Have you any statement?" The Star asked Superintendent Gillen of the Grand Trunk, who with other officials was early on the scene.

"Nothing," was the answer.

Hewitt Very Low.

Hewitt was reported to be sinking fast this afternoon. Campbell was doing fairly well, and some hopes are entertained of his recovery.

More Eminent Authorities

have testified to the purity of York Springs water than to that of any other water in Canada. Order a five-gallon bottle from your dealer—fifty cents.

cutters and pressers, ning out by a marriage. Some of the fielding nomenal and the Adams, Kells, and something to be pressers, although d theless undaunted; out with a challenge match, and swear th the stigma which hitherto unblemished games were well han tee comprising L. Sc H. Meredith, whilst the events on schedu

Customs duties co of West Toronto du to \$33,235.24, or mor collection of June, 19 ed to \$13,451.52. Th during the first quar Customs year amou which is at the rat million dollars per showing indicates industrial and railway Seven.

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pened so quickly that the men hadn't
time to jump, and they were carried
down with the wreckage."

200 Feet of Trestle Fell.

About two hundred feet of the bridge
went to the ground. East Toronto
heard the noise of the collapse and
felt the shock. A night worker, who
was asleep, could not understand what
had roused him so suddenly.

Another man told The Star that the
dishes shook and rattled on the table
in his house.

A policeman, off duty, sat in a chair
in a barber shop, and was shaken out
of it.

Very Heavy Cars.

The trestle did not cover solid ground
all the way, owing to the nature of
the place. The burden would have
taxed a sound bridge, unsupported as it
was by any considerable quantity of
coal. The coal cars were of steel, and
weighed from seventy to eighty tons.
The engine and the tender added to
this strain.

"Have you any statement?" The Star
asked Superintendent Gillen of the
Grand Trunk, who with other officials
was early on the scene.

"Nothing," was the answer.

Hewitt Very Low.

Hewitt was reported to be sinking
fast this afternoon. Campbell was do-
ing fairly well, and some hopes are en-
tertained of his recovery.

More Eminent Authorities

have testified to the purity of York
Springs water than to that of any
other water in Canada. Order a five-
gallon bottle from your dealer—fifty
cents.

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given by Dr. Garry,
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The death of a
bert Mantle, 23 y
Clair avenue, who
after a short time from

TORONTO DAILY STAR

Last Edition.

TORONTO, THURSDAY, JUNE 30, 1910.—EIGHTEEN PAGES.



Two Views of the Wreck of the G.T.R. Coal Chute at East Toronto, Which Collapsed Under an Engine and Three Cars, Killing One Man.



The photographs from which the cuts were made were taken at 11 o'clock, and the cars were still at the chute.

NO INCREASE IN CAR MEN'S WAGES

Company Will Renew Present Agreement, Rejects the Union's Requests.

IT'S NOW UP TO EMPLOYEES

any agreement does go through, it will take from the expiration of the contract.

A Friendly Wood. — Contrived Mr. Fleming. "In all times said this morning I have almost not at stirring up trouble, but at education. If I were a clever enough talker I would make every word told to that."

Everything in the negotiations so far has been most friendly. There has been absolutely no heat on either side. The Star also spoke to a number of car men this morning. The general

CROP FAILURE WILL NOT BE A STAGGERING BLOW

The Star this morning spoke to several back-country farmers, and reported damage to the crops to be about the same as last year. If there is any widespread failure, it will be only in the West. Even here it is not so sure that crops will be a failure. In the West, however, have had two weeks of drought. They have not been caring as much for crops as they used to. They would be willing to take them over at a low price. Another point, southern Manitoba is not so good as it used to be.

MRS. GOULDTHORPE IS IN DETROIT

Blaine, B. — Mrs. Gouldthorpe is in Detroit. She is on her way back to Toronto. She is on her way back to Toronto. She is on her way back to Toronto.

TORONTO

DEAD, TWO INJURED, CHUTE COLLAPSED

At Toronto This Morning—Engine and Three Cars
Down in Ruins of Track and Trestle,
Killing G.T.R. Employees With It.

THREE MEN WHO WERE HURT MAY DIE

In the Wreckage—The Supports of the Chutes
Failed by Withdrawal of Piles of Coal That
Previously Helped to Support the Weight.

DEAD.

Man, scalded to death,
Toronto, married,
widow.

INJURED.

Ill, engineer, injured
internally, single, lives

Yardman, right thigh,
and jaw broken, lives at 109
avenue, married and has four

NATURE OF ACCIDENT.

Collapse of trestle bridge at the
Grand Trunk coal chutes, East Toron-

One dead and two so badly injured
that fatal results may follow is the
result of the collapse of a trestle
bridge in the Grand Trunk yards at
East Toronto, where an engine and
three cars loaded with coal crashed
downward a distance of about thirty
feet.

S. Warren, the dead man, was the
fireman on the engine. The two in-
jured are the engineer, W. K. Camp-
bell, of Mimico, and the yardmaster,
James Hewitt, of 109 Malvern ave.,
East Toronto.

The accident happened shortly be-
fore ten o'clock this morning, when the
engine was pushing the three cars of
coal up the chute. Without the slight-
est warning the wooden posts gave
way, and the engine and cars crashed
in a heap below.

Cause of Collapse.

The collapse of the chute was due
to the taking away of the coal from
beneath it when the yards were re-
moved from East Toronto to Mimico.
Prior to that the space beneath the
chute was kept filled with coal, but
with the removal of the yards the
coal was then called away.

For reason or other the Grand
Trunk decided to store some more
there, but those in charge of the

yard did not realize that while the
chute was safe as long as the coal
was around the posts acting as a sup-
port for them, it was thoroughly un-
reliable with nothing but the posts
themselves to hold it up.

Forty Feet High.

The chute is about forty feet high
at the highest point, and the engine
and two cars had gone practically to
the end when the skeleton structure
gave way.

There wasn't the slightest warning
while the engine was making its way
up the steep grade, for if there were
and ominous crackings that would
have given the men warning, they were
drowned by the noise of the puffing
engine.

As it was, only Hewitt had time to
save himself by jumping.

He was on the last car from the
engine, which had shunted backward.
Hewitt did jump, and, besides sus-
taining other injuries, broke a leg.

There were a number of other men
in the yard at the time, but fortu-
nately none of them were near enough
to the trestle to be injured. Rushing
to the scene, they raised the alarm, and
Police Constable Sanderson rang in an
alarm of fire.

The East Toronto firemen were soon
at hand, and they began to remove
the debris to get at the injured men.

Wreckage Caught Fire.

The three men were pinned be-
neath the wreckage, and though what
held them down was not a considerable
quantity they were so injured that
they were unable to do anything to
save themselves.

To make matters worse the fire
from the overturned engine started a
small blaze in the wreckage and the
men saw it coming closer to them all
the time. The firemen, however, had
brought along some hose, and in a

(Continued on Page Three.)



June 30
1910

Two Views of the

NO INCREASE IN CAR MEN'S WAGES

Company Will Renew Present
Agreement—Rejects the
Union's Requests.

IT'S NOW UP TO EMPLOYEES

Manager of Street Railway and
Committee Each Issue
Statements.

The street railway situation is be-
coming more complicated. For sever-
al weeks things have been dragging on
without any definite issue, but it is
plainly to be seen that a crisis one way
or the other is close at hand.

The Street Railway Employees Com-
mittee, which has been negotiating
with the company, handed out an of-
ficial statement this morning. They
said that they had not intended to say
anything, but that a morning paper
had printed an account, which gave
the company's view, and that it was
only fair for them to give their side.

The statement is as follows:—

The Committee of the men met
the company's representatives

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