

# KILLED AT THROTTLE, GIVING FIREMAN CHANCE FOR LIFE

**"Jump!" Shouted Veteran Engineer Harry Overend—Three Were Killed in Smash**

**460-TON FLIER, AT 60 MILES,**

**Hit Freight Engine Crawling with Fifty Cars—Engines and Crews Suffer Terribly, But Passengers Escape Amid the Destruction**

## THE WRECK

Grand Trunk eastern flier, No. 16, side swiped freight of 50 cars.

## THE PLACE

Eleven miles west of Union Station on the Toronto-Hamilton G.T.R. line.

## THE TIME

10.15 p.m.

## KILLED

Harry Overend, aged 57, engineer of the flier, 673 Bathurst street.

W. O. Anderson, fireman of freight train, Mimico.

T. W. Martin, brakeman of freight train, Mimico.

## INJURED

Edward Heenanhan, fireman of the flier, in Grace Hospital.

## THE CAUSE

Freight train engine had emerged from siding on to main line in the path of the heavy passenger train going 60 miles an hour.

## OFFICIAL EXPLANATION

It is alleged that Engineer George Dennis, of the freight train, misunderstood instructions of Conductor Ward, of the freight train and pulled out following eastbound 108 from Buffalo instead of waiting for eastbound No. 16 from Detroit to pass.

Grim in its whitewash, a milestone, eleven miles west of the Union Station on the Toronto-Hamilton line of the G. T. R., to-day stands like a gravestone in the midst of the wreckage of the Grand Trunk passenger flier and heavy freight.

On the embankment to the south of the tracks at right angles to them is the tender of the freight engine, a couple of hundred feet nearer Toronto, where its momentum had carried it after the impact of the other engine. He the ruins of the 460-ton engine No. 235, the bottom of its boiler lying along the embankment to the north.

Just at 1 o'clock this morning the work of the wrecking crew had progressed far enough to enable them to remove the body of the third victim, that of Engineer Harry Overend, of the flier. The first body found was that of T. S. Martin, brakeman, on the freight train. A smear of blood on the embankment and a broken lamp in the ditch mark the place where he met his death. The body of W. O. Anderson was found in the ditch to the south of the tracks at an early hour this morning. It had been submerged in water and covered with debris. Dr. Sutton empanelled a jury at Port Credit to-day to ascertain the cause through which the men met their death.

## "A LITTLE TOO FAR"

According to a statement made at the scene of the wreck this morning the freight train had been lying on the siding to the south of the main line east for 1 1/2 hours.

"It had frozen up," says the explanation offered, "and the engineer had been just moving her to get her ready to start again and he just went a little too far."

Whatever the reason, the freight engine was not clear of the main line when No. 16 thundered down from the west. Engineer Overend, on the flier, saw the tail lights of the long

along for 210 feet before it came to a standstill. Huge clods of frozen earth slipped from the embankment were flung into the air and crashed through the wooden fences to the north. As the big compound engine fell over on its side and acted as a brake for the mass behind it, the cab of the engine, with Engineer Harry Overend's hand still on the throttle, was completely telescoped.

The heavy steel work about the vestibules of the cars behind was bent and twisted. Trucks were whipped off, air-tanks were torn off, but the cars themselves and the passengers within escaped injury. Not a window was broken.

## A COMPLETE WRECK

The first two cars of the freight train were utterly demolished. Parts of the roof of one of the cars lay upon the southern embankment, but matchwood is the only description that can be given of the rest of the two cars. Their contents were scattered everywhere. In the field boxes of canned tomatoes formed a veritable knoll, cans of tomatoes lay about in all directions and in all sorts of shapes. Some of them had burst and stained the snow with their crimson contents.

## GOOD MEN GONE

Harry Overend, the dead engineer of the flier, was recognized as one of the most efficient engineers in the service. He was 57 years of age, and was in his forty-second year on the road. It was he who was chosen to take the engine when royalty was to be carried over the road, and he was frequently detailed to drive for high railway officials when speed and safety were required. In 1904 he was injured while on the same train. To protect it he leaned too far out of his cab and was struck by a semaphore post. On that occasion he was carried for 30 or 40 miles before it was recognized by his fireman that he was unconscious. He was in the hospital for some months on account of the injuries he then received. He leaves a widow and six children, four sons and two daughters. One son is Rev. Brother Phillip, of the Christian Brothers' school.

His funeral will be from St. Peter's Church, of which congregation he was a member, to Mount Hope Cemetery.

The Dominion Board of Railway Commissioners will despatch a special officer from Ottawa to conduct an investigation.

## TRAGEDY IN THE DARK

Last night the horrors of the scene were shrouded by a bleak darkness. For a long time the lanterns of the trainmen were the only illumination with which the rescuers worked. It was not till considerably later that acetylene flares were brought from Mimico. While Dr. Godfrey was caring for the injured trainmen he had to conduct his examination with lighted matches.

## MESSRS. LEMIEUX ON BOARD

Among the passengers were Hon. Rodolphe Lemieux and his brother, Dr. L. J. Lemieux, Sheriff of Montreal. Hon. Mr. Lemieux was on his way back from Chicago, where he had spoken on Wednesday at the annual congress of the Railway Engineering Association of America.

"The impact was terrible," said Mr. Lemieux. "The crew behaved splendidly, and did everything possible."

The relief train which left Toronto at 11.20 p.m. brought back the passengers arriving at the Union Station shortly after one a.m. The passengers on board raised a fund of \$75 for the widow of Engineer Overend.

## LIKE LAST DAY

I. B. Rubinovitch of Montreal was travelling in the day coach when the accident happened. "Only one man was hurt in our car," said Mr. Rubinovitch, "and that was through falling over a seat when the train lurched. There was quite a scene, many of the women shrieking, but that was all the injuries as far as I could see. The crash was awful, and it made one feel that the last day had arrived."

## THE OFFICIAL VERSION



toren was on the south side of the cab and Dennis on the north side of his engine. Overend did not get the signal. Heenan, the fireman, shouted across the cab, but in the roar of the flyer Overend had little time to get his train under complete control in such a short distance. Overend threw over his reverse, applied the emergency brakes, and stuck to his post, knowing that he was going to instant death.

The G. T. R. officials claim that if the freight crew had obeyed their orders and stayed on the siding till both trains went by nothing would have happened. How the train crew misunderstood the instructions, knowing that the two trains according to schedule were behind them, is yet to be determined. An investigation was conducted to-day by Supt. Gordon, of the Hamilton division.

#### The Inquest at Port Credit.

Coroner Marshall Dutton, of Cooks-ville, to-day opened the inquest into the death of Engineer Harry Overend, 673 Bathurst street; Fireman W. O. Anderson, and brakeman L. W. Martin, both of Mimico, who were instantly killed when the Grand Trunk express train, speeding along at 50 miles an hour, careened into a Grand Trunk engine and two box cars at a siding one mile and a quarter east of Port Credit at 10:10 last night.

After the identification of the bodies, Coroner Dutton informed the jury that a strict inquiry would be made into the accident and that no stone would be left unturned to discover who was responsible for the fatality. The bodies were removed by special train to Toronto and the further hearing would be held at Orange Hall, Port Credit, next Monday at 1:30.

Owing to the fact that all three bodies were so badly charred, it was impossible to establish positive identification, with the exception of the case of Overend, who was identified by his brother, Mr. Thomas Overend. Railroad officials "believed the other two bodies to be those of Anderson and Martin."

#### Mr. Thos. Overend's Story.

Mr. Thomas Overend in an interview with The Star said that he had learned that the train was 30 minutes late and passed through Port Credit at about 50 miles an hour.

"I understand," said Mr. Overend, "that the freight train on the siding had orders to await the passing of the express before pulling on to the main line. Just as the express was within a few feet of the siding, the engine of the freight train and two boxcars pulled on to the main line. My brother Harry shouted to his fireman, Edward Heenan, 'Better jump, Eddie,' and immediately closed the throttle and applied the emergency brake. The fireman jumped, and although badly injured escaped with his life. Both engines, two boxcars and the tender of the express train were completely wrecked, and although the baggage car was jerked from the rails, it remained standing."

An auxiliary train, with steam-crane, winches and other apparatus, was immediately rushed to the scene of the accident. Heenan was located and rushed to the city to Grace Hospital. The body of L. W. Martin was next recovered, but the head was so badly burned that the features were unrecognizable. The next body to be found was that of Fireman Anderson, which was also blackened and charred in such a manner that positive identification was impossible. It was not until almost 9 o'clock this morning that the body of Engineer Overend was taken from the wreckage. When it was located the engineer was found sitting in his accustomed position on the right side of the cab. The left arm was extended above his head where he had grasped the throttle, and his right hand was on the air-brake. The body was badly scalded with live steam, and the clothing was burned in some places to the flesh.

The three bodies were placed in an empty boxcar, from which they were transferred to the T. H. and B. train and removed to the Grand Trunk Station when the line was opened some time after. Traffic was not restored on the main line until 8 a.m. to-day.

When officials were notified of the wreck a relief train left Toronto at 11:30 for the scene and brought the passengers of the flyer into Toronto, arriving shortly after one. The Grand Trunk Transcontinental, which was due to leave the Union Station at 10:25, was held for several passengers while a special train took

to the doctor, were unable to get on. Several had escaped death or injury by miracles. Mr. R. G. Dodds, 517 Markham street, he said, had been thrown the whole length of the aisle, in which he had been standing when the impact came. His only injuries were a black eye and a badly bruised face. His was a wonderful escape. Mr. A. N. Wagner, of London, Ont., fell under the wash basin and had his chest badly bruised. He was attended to before Dr. Rice's arrival by Dr. Lemieux, brother of the Hon. Rodolphe Lemieux, both of whom were uninjured. The doctor also examined Mr. J. Coleman, of Montreal, a Grand Trunk official who escaped injury, but he found the conductor of the passenger train, Edward Higgins, of Detroit, suffering from a badly wrenched back. This man, with the dead engineer, Overend, had made the same trip together for 17 years.

Mrs. T. T. Robinson, of London, Ont., daughter of the Rev. T. Albert Moore, was a passenger on the ill-fated train, but escaped injury. Her father, hearing of the accident, went there after midnight and brought her home. This morning she feels no ill effects except a slight shakiness. In conversation with The Star she said: "I knew something was going to happen when I heard the emergency brakes go on, but we had hardly time to become frightened when a terrible grinding was heard. After that for a few seconds the noise was terrific."

Mrs. Robinson said that most of the passengers remained quite calm. She was in the second day coach with a few other women passengers and only one little child. This last took not the slightest notice.

#### L. W. Martin's Death Sad One.

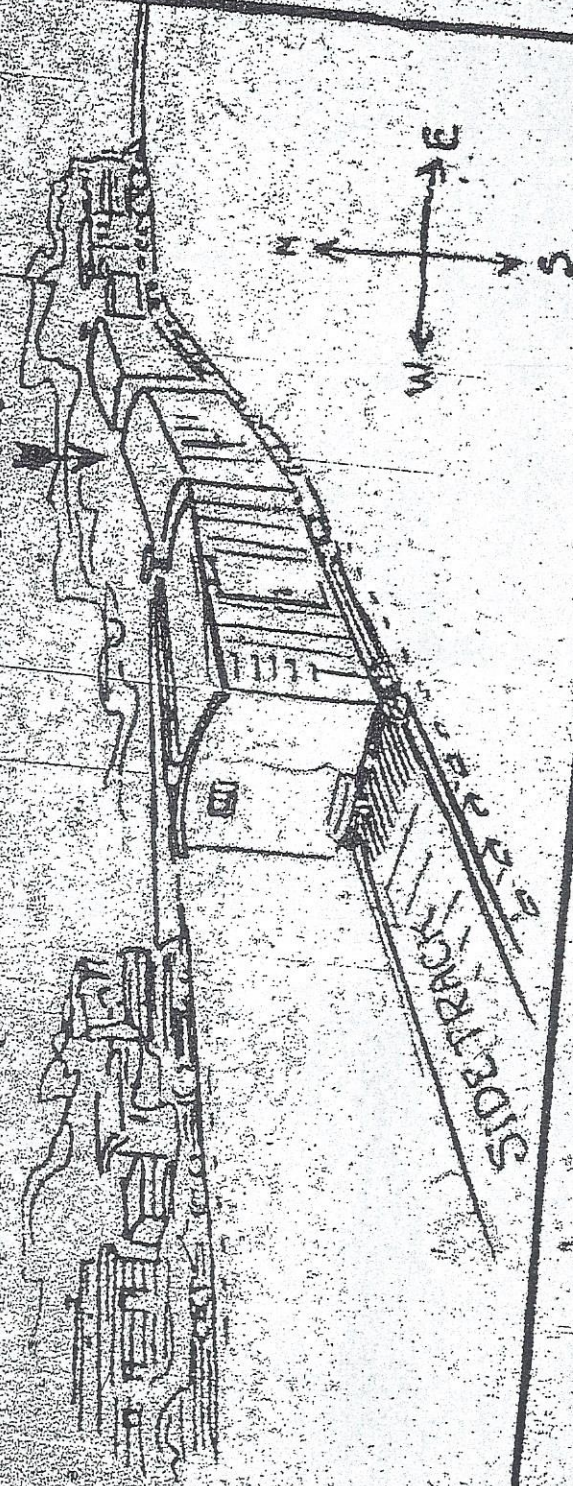
Lionel W. Martin, the dead brakeman, was on his last trip for the Grand Trunk. He had been five years in the service of the company. He had recently resigned to take a position with Toronto City. Ordinarily he would have gone to his new position earlier in the week, but to fulfill his obligations to his former employers he made the run again yesterday. As he left his home at 673 Bathurst street in the morning he kissed his wife good-bye and said: "Well, sweetheart, this is my last run for the Grand Trunk." Last night came word to his home that he had been killed in the wreck. When The Star called at the home to-day Mrs. Martin was almost prostrate with grief. Her little daughter Con-

stantly, his father was unable to move slowly, perhaps about a rail to the minute, when the Chicago flyer came through at 50 miles an hour and crashed through cars and engine. "The two cars and engine had been left on the main track, somehow, unprotected. I don't know where the blame is, but something went wrong in clearing the track for the flyer." Two of the passengers were Hon.



# THE TORONTO DAILY STAR,

FLYER STRIKES FREIGHT TRAIN  
BETWEEN FIRST AND SECOND CARS



## HOW THE TRAIN WRECK OCCURRED.

The switch shown in the sketch is one mile east of Port Credit station. The freight train had started to pull on to the main line from the spur, when the Detroit flyer crashed into it.

March 24