

Hamilton Port Dover branch

30 Apr 1902

Fatal Pitch-In

An accident occurred on the GTR at the junction of the Port Dover branch and the mainline a short distance east of the Mary Street bridge a few minutes after 8 o'clock last evening. An official train consisting of an engine, baggage cars and three coaches ran into the side of the evening train from Port Dover, overturning several cars, and killing one man Robert Murray, one of the Canadian Express Company's messengers who was travelling in his official capacity on the Port Dover train. He was in the baggage car and when he saw that there was going to be an accident he jumped out of the south door. The mail car rolled over on him and crushed his head. Death was instantaneous.

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The Port Dover train due at the Stuart Street station was a mixed passenger and freight, consisting of an engine, two freight cars, a baggage car, mail car, and two passenger coaches. It was in charge of conductor Gibson, and engineer Wright of this city was at the throttle. In the baggage car were baggage man Leith and Express messenger Murray, while mail clerk Matthews was in the mail car. The Hamilton passengers had all detrained at the King Street station and the only passengers in the coaches were eight Toronto people, none of whom was seriously injured.

Conductor McKenzie and engineer Reddy were in charge of the special, on which were manager F H McGuigen and Supt G C Jones of the Midland Division. The regular had the right of way, and signalman Timothy Lynch who held the position at the junction for 48 years says the signals were set against the special, but engineer Reddy says he did not see any signals, and the first he knew of the presence in the vicinity of the Port Dover train was when he saw the day lights on the engine as it rounded the curve. It was too late then to avert an accident, but he shut off the steam and applied the brakes with all haste. The engine and freight cars of the Port Dover train had passed over the switch when the crash came, the big engine on the special striking the mail car near the centre. The baggage and mail cars rolled over on their sides in the ditch, and the engine and baggage car of the special left the track.

Inquest May 6, 1902.