



Pere Marquette.

WRECK ON THE L. E. & D. R. AT BISMARCK.

4/23/1903
**Three Men Killed and
One Badly Injured.**

A TERRIBLE CRASH.

Gravel Train Dashes Into a Local
Standing at the Station, and Tele-
scopes the Passenger Coach—Most
of the Occupants, Seeing the
Gravel Train Approach, Jumped
and Escaped With Their Lives.

Bismarck, Ont., April 29.—At 7
o'clock this evening a terrible wreck
occurred at this place on the L. E.
& D. R. R., killing three and injuring
several other people.

The local east-bound train was
standing at the station when an east-
bound gravel train came around the
curve, and completely telescoped the
coach of the local train, which con-
tained a number of passengers and
workmen.

The alarm was given when the train
was seen coming, and most of the
passengers escaped.

The killed are:—

Thos. Luton, of Dutton, both legs
cut off, and died shortly after.

John McGill, of Iona, killed instant-
ly.

John Olger, of Ridgetown, killed in-
stantly.

Dr. Bennett, of St. Thomas, and a
number of others narrowly escaped
with their lives.

A wrecker has been sent for, and
the work of clearing the track is be-
ing pushed forward.

George Coventry, of Fingal, was bad-
ly injured, but will recover.

The gravel train was in charge of
Conductor Cake and Engineer Austen.

ANOTHER ACCOUNT.

(Special to the Free Press.)

St. Thomas, Ont., April 29.—A most
disastrous wreck occurred at Bis-
marck, twenty-five miles west of this
city, on the Lake Erie & Detroit
River Railway (the Canadian division
of the Pere Marquette Railway) about
five minutes to seven this evening, in
which three lives were lost, and one
person severely injured. One of the
killed being a passenger, and the other
two railway employees.

The dead are:—

John McNeil, laborer, Iona, Ont.

John Olger, laborer, Ridgetown,
Ont., killed outright.

Thomas Luton, about 75 years of
age, of Dutton, Ont., died from in-
juries received fifteen minutes after
the wreck occurred.

The injured:—George Coventry, Fin-
gal, Ont., badly, but will recover.

Dr. Webster, of that town, was soon
upon the scene of the disaster and at-
tended to the injured man. Others
escaped with slight bruises, and a
severe shock.

The local train, known as the mix-
ed, which is due at Bismarck at 5.25,
left Ridgetown 45 minutes late, and
arrived at Bismarck an hour and ten
minutes late, and after doing some
shunting and switching in the yard,
had the train connected, and was
standing on the main track in front
of the station, waiting for orders to
proceed east, when along came the
gravel train, also from the west, and
dashed into the rear end of the mix-
ed train, completely telescoping the
passenger coach and totally wrecking
several cars. The platform of the
station was ripped to pieces and a
portion of the wreckage was thrown
up close to the station.

The local train was in charge of
Conductor Cake, and the engineer on
the wrecked train was Jim Austin, of
London.

The telegraph operator at Bismarck
claims he knew nothing of the ap-
proach of the gravel train, and the
engineer claims he received a clear-
ance order to run right through from
the train despatcher at Ridgetown.
The signal was turned against the ap-
proaching train, but it is only a small
board close to the station and cannot
be seen any distance away. It seems
the stations along this line have not
yet been equipped with the new sys-
tem of signalling trains.

A PASSENGER'S STORY.

Dr. Frank E. Bennett, a dentist, of
this city, was one of the passengers
who had a most miraculous escape.
When the Free Press called upon the
doctor at his residence No. 15 Hineks
street at midnight he found him lying
upon a couch suffering badly from the
terrible shock, waiting to board the
train for home. There was only one
other passenger waiting at the depot,
that being the poor old man, Luton,
who was going to his home in Dutton.
The doctor says Mr. Luton had board-
ed the train, just ahead of him, and
he was in the act of getting on. He
had just grasped the rail, and was
about to lift himself upon the steps
of the coach, when he in some un-
known manner happened to glance
down the track west and noticed the
on-coming train about three or four
hundred yards away, coming around
a slight curve and running about 20
or 25 miles an hour. He (the doctor)
yelled "What's that train doing com-
ing down there. Look out for a
wreck!" and with this most previous
warning jumped back, and ran some
distance.

"Nearly all the people in the coach
heard my cry," said the doctor, "and

April 23
1903

Wreck on the L. E. & D. R. R. at Bismarck

— 4/29
Continued from First Page. 1903

witness. I believe if I had not noticed the train and boarded the coach everybody in the coach, some twenty-five people would have been crushed to death or severely injured."

WHAT TRACKMEN SAY.

The engineer of the gravel train, which pitched into the local, claims that after rounding the curve and seeing the train standing there, he immediately reversed the brakes, but was unable to stop the train. Both he and his fireman jumped when about a hundred and fifty feet from the mixed.

The brakeman says he applied the brakes to no less than seven cars before leaving the train, but apparently nothing could stop or even lessen the speed of their train.

The mixed was composed of some twenty-five or thirty freight cars and one passenger coach, and the work train was made up of about twenty flat cars, loaded with gravel, and consequently would be hard to stop quickly.

Jim Austin, the engineer, who jumped to save his life, is a young man about 23 years of age, and is said to belong to London. He is a son of the mechanical superintendent of the Lake Erie Railway at Walkerville.

Mr. A. McKenzie, a prominent merchant of this city was on the ill-fated train. He was in a horse car some six or seven cars from the end, with a horse he had purchased up the line. Both Mr. McKenzie and his charge escaped without injury.

Upon being asked if the trainmen were guilty of neglect in any way, Dr. Bennett said:—"Nothing; they were entirely helpless."

This is the first serious wreck the Lake Erie have experienced, and the first one wherein any lives were lost. The officials of the road say the wreckage is a total loss, and will in all probability be burned at the scene of the wreck.

April 24
1903

The Evening
Record

WINDSOR, ONTARIO

April 30
1903

THREE MEN KILLED ON THE L. E. & D. R. R.

Collision Occured at West Lorne
Last Evening

First Passenger to be Killed on
This Road in 15 Years

West Lorne, Ont., April 30.—At 7 o'clock last evening a terrible wreck occurred at this place on the Lake Erie and Detroit River Railway, killing three men and injuring several others. The local eastbound train was standing at the station when an east-bound gravel train came around the curve and completely telescoped the coach of the local train, which contained a number of passengers and workmen. The alarm was given when the train was seen coming, and most of the passengers escaped.

The killed are: Thos. Luton, of Dutton, both legs cut off and died shortly after; John McGill, of Iona, killed instantly; John Olger, of Ridgetown, killed instantly. Dr. Bennett of St. Thomas and a number of others narrowly escaped with their lives. A wrecker has been sent for and the work of clearing the track is being pushed forward.

Thomas Luton was a passenger, the other two killed being workmen employed on a gravel train. Luton is the first passenger to be killed on the L. E. & D. R. R. in its fifteen years existence. This record is remarkable when compared with that of other roads, and a great credit to the management of the L. E. & D. R. R.

St. Thomas, April 30.—The local train, known as the mixed, which is

THE PERE MARQUETTE

May Use the Grand Trunk St. Thomas to Buffalo

London, June 22.—The report comes from New York that the Pere Marquette has practically given up the plan of building an extension through Canada from St. Thomas to Buffalo, and will instead make a trackage arrangement or the Michigan Central or Grand Trunk for the carrying of its trains between those two cities.

The Wall Street Journal in discussing this report says such a change would be economical and adds:

The 150 miles of territory between St. Thomas and Buffalo is already well served by the Michigan Central and Grand Trunk, and no local revenue can reasonably be expected for the Pere Marquette. The only question is the desirability of landing the Northern Michigan traffic on the road in Buffalo. As a factor in the Chicago-New York situation, the road can hardly hope to compete with the Michigan Central which is in the field with something like 100 miles shorter route between Buffalo and Chicago than any apparent combination the Pere Marquette is able to make.

As to which company the Pere Marquette will be able to make a trackage arrangement with, there is considerable speculation. Neither the Michigan Central or the Grand Trunk are especially anxious to make such an arrangement, but if the Pere Marquette is bound to get through to Buffalo, in regard to which there is no doubt, it is, of course, better for one of the existing lines to take the trains that have a competitor in the local field.

The chances at present seem to favor an arrangement with the Grand Trunk.

WINDSOR

June 22
1903

SMASH ON L. E. & D. R. R.

Oil Cars and Naptha Car Crash Together

Chatham, Aug. 29.—A serious accident happened to a freight train on the Erie & Huron division of the Pere Marquette at midnight about a mile and a half south of Tupperville. The axle of a tank car laden with crude oil for the Sarnia refinery, broke and a car laden with naptha crashed into the tank car. In some way the wreck took fire and exploded. The explosion was heard for miles. Several of the train crew had narrow escapes, in their efforts to save the rolling stock. Five freight cars were burned.

He who remains within himself and rules his passions, desires and dears is more than a king.—Milton.

The
Evening
Record

WINDSOR

August 25
1903

WRECK AT TUPPERVILLE

**A Car of Oil Explodes and the
Fire Caused. Consumes
Four Others.**

**The Train Crew Have Narrow
Escapes from Death—Auxil-
iaries Called Out.**

A serious accident occurred on the Lake Erie this morning at half past two o'clock, about a mile north of Tupperville.

Conductor William Eastlake was in charge of a special Pere Marquette freight from Sarnia to St. Thomas. When the train was nearing Tupperville the axle on an oil car broke and the car was derailed. The oil exploded and took fire. Another oil car, which was behind the first, also took fire. The blaze rose up to a great height and the farmers in that vicinity were treated to a great spectacular sight. The explosion could be heard for miles around. The train crew had very narrow escapes from death but very fortunately no one was in the least injured. The fire consumed both oil cars, two cars of hay and part of another car of hay.

The auxiliary from Chatham, in charge of mechanical superintendent William Turtle, were immediately called out and the track was clear at 11.30 this morning. A wrecking train from Sarnia was also on the scene of the disaster.

Conductor Pierce's train, which is due here at 9.10, did not arrive until 1.15 this afternoon.

The auxiliary is still working on the wreck repairing the tracks.

Chatham, Ontario

CARS CRASH TOGETHER IN UGLY RAILROAD COLLISION

Accident on the Lake Erie at Blenheim—Miss Grace Doherty, of Ridgetown, Dangerously Injured—Others Hurt—Mostly Pupils Attending City Schools—Warden Robinson's Close Shave.

There are a number of people who left Chatham yesterday afternoon on the 4:30 south-bound Lake Erie express for Blenheim, who were thrown very near the line of death and who owe their lives to successful and exceptionally fortunate circumstances.

The coach in which the passengers were seated was completely wrecked at Blenheim and every one of the travelers had miraculous escapes from death. It is hard to imagine how any of them avoided being instantly crushed to death or strangled—and very fortunate—to say the least, were no fatalities. A number, however, were injured. They are:

Miss Grace Doherty, of Ridgetown, who is now suffering from contusion of the brain.

James Hogan, of Blenheim, neck and throat bruised and the back of his head cut.

Miss Winnie Peacock, lower jaw fractured.

Miss Eric Quackenbush, Blenheim, face cut and shoulder injured.

Miss Eric McInnes, Ridgetown, chest injured.

Miss Nellie Forbes, Blenheim, leg fractured.

Stuart Cameron, Blenheim, head cut.

Mrs. Eric McInnes, injured by shock.

Mrs. W. McInnes, Blenheim, injured by shock.

Miss Hattie Buchanan, Blenheim, injured.

Miss Edna Ransom, Blenheim, shoulder injured.

The rest of the passengers were badly shaken up and bruised but no more serious injuries are reported. A number of the injured are C. C. I. scholars, and Miss Buchanan is a student at the Chatham Model school.

The cause of the accident is said to be the carelessness of a brakeman on the Eastlake freight special west, which was standing on the siding at Blenheim station. The engine had gone up to the water tank and the brakeman was standing at the switch waiting for his engine to come back.

At this time the passenger train, No. 12, in charge of Conductor Crouthorn, came along and, as usual, backed down to the station from the junction at a good rate of speed.

The brakeman of the freight saw the rear end of the coach coming down the track and, according to his own engine coming back from the water tank. He threw the switch and the coach crashed into the freight.

The coach was smashed to atoms and the passengers were thrown beneath the debris.

Ready hands were soon at work removing the injured from the wreck, and the houses around were quickly converted into temporary hospitals.

Surgeons were summoned and the responses were prompt.

Many are the tales of narrow escapes. One man, Mr. DeNosa, who was in the coach, said he was thrown over six seats and escaped without the slightest injury. Warden Robinson was on the train but not hurt. Fortunately, Mrs. Robinson decided to stay in Chatham last night. One little boy who was standing on the platform of the coach was completely buried beneath the wreck. He was extricated from the mass after half an hour's work, and then it was found that he was uninjured.

A freight car and a coal car on the siding were wrecked and a young lady was completely covered with coal dust.

Dr. J. L. Bray, of this city, chief surgeon of the Lake Erie, was summoned at half past six, and he found matters as described. The patients are now under the care of Drs. Langford, Campbell, Hanks and Quackenbush, of Blenheim.

Dr. Bray went to Blenheim this morning and will remain here until the patients are well.

Conductor Crouthorn, who came in from Blenheim, this morning, says that all of the patients are doing well. Mrs. Doherty and Miss Doherty are the only two who seem to be seriously injured. Mrs. Doherty is in the hospital at Chatham and will remain there until she is well.

From the Chatham Daily Planet.

red here last evening on the Lake Erie & Detroit River Railway, when the No. 266 train from Chatham collided with a freight train on the siding near the water tank. The passenger train was backing into the station, but the switch to the siding had been left open, and instead of going along the main track it backed into the siding and the rear car was telescoped by a car laden with coal. The students from this place and Ridgetown who are attending schools in Chatham were the greatest sufferers, as they were all seated in the car which was wrecked. Among the injured were Miss Nellie Forbes, Communication Road South had her leg broken and face cut badly; Miss Annie Peacock, had her jaw broken; Miss Eric Quackenbush, face badly cut; and Stewart Campbell, who was pinned in under most of the wreckage, bruised and cut about the face.

September 16
1903

TERRIBLE RAILROAD COLLISION AT THE CHATHAM JUNCTION

Fireman Robert Hutchison Instantly Killed and Others Badly Injured—Engines Met with Frightful Crash—Incoming Train Travelling 40 Miles per Hour

Chatham
Ontario

NOVEMBER 24
1903

A fatal accident occurred on the Erie & Huron Division of the Pere Marquette, a mile south of this city, last evening about seven o'clock, in which Fireman Robert Hutchison, of Walkerville, was instantly killed, and Engineer James Flowers seriously injured.

The sugar beet special was backing into the long siding at the yard limits near the cemetery. The switch had been opened and the beet train had just started to back up when the Walkerville local came flying around the sharp bend at this point. The Walkerville local was running at the rate of 40 miles an hour when it crashed into the beet train. The engines met head on and there was a tumult that startled the neighborhood.

The night was very dark and misty and it is said that the semaphore protecting the yard had not been set.

The wreck of the two engines was complete. The engine on the beet train was moving slowly backwards when the other engine struck it, and the force of the impact knocked the huge mass of iron back 20 feet, jamming it beneath the freight cars that were behind, and there it lies a hopeless pile of scrap iron.

When Engineer Flowers noticed that something was wrong he was not more than 20 yards away. He at once reversed his engine and applied the brakes. His fireman, Robert Hutchison, jumped. Unfortunately the latter's foot caught, just as he jumped, and he was thrown beneath the wreck. The body, when found, was terribly mangled.

Engineer Flowers, although weighing over 250 lbs., was hurled up on top of the tender. He was badly bruised about the hips and had a nasty cut on the back of his head. Engineer Flowers deserves great credit for sticking to his post. After he reversed and applied the brakes he had no time to jump. Brakeman Pinfail was on the head end of the Walkerville local and received some nasty bruises. Engineer Wanless and Fireman H. Dunn, of the beet train, escaped by jumping. Their train was scarcely moving so that they escaped with slight injuries.

General Agent Tillson, of the Lake Erie, was notified by phone from the cemetery. He at once summoned Drs. Bray & Bray and the wrecking crew. Mr. Tillson was soon at the scene, accompanied by the doctors, and directed operations, taking care of the injured trainman. He attended personally to the removal of the dead fireman. Chief Detective Skirving was also present and lent valuable assistance.

The collision occurred just south of the cemetery between the farms of N. A. McGeechey and Mr. Cameron. The wreck is the worst ever seen in this section of the country. The engine and the first few cars on the beet train were smashed and piled up. On the Walkerville local more freight cars were broken up than on the beet train. Nearly all the cars on this train were injured and some were completely destroyed. An oil tank car was upset and the oil

ran all over, giving the scene of the wreck a very nasty odor.

It is almost impossible to describe the wreck it was so frightful. Engines converted into piles of iron and freight cars turned into kindling wood was about all there was to it. The night was so dark that it was hard to adequately view the wreck.

The flare of the torches of the trammens, the misty, raw night, the odor of crude oil and the view of the dead fireman gave the scene of ruin a gruesome appearance.

Robert Hutchison, the fireman killed, was a young man about 32 years of age. He leaves a widow, who resides in Walkerville. Engineer Flowers was brought down from the wreck on Conductor Whitely's train. This is the mail train that leaves Chatham about seven o'clock and is the train that the Walkerville local was hurrying to get out of the way of.

Flowers had recovered sufficiently from the shock by the time he reached the C. P. R. station as to be able to talk. He said that as soon as he noticed the other engine ahead he reversed and applied the brakes but it was too late and he didn't have time to jump afterwards.

Mr. Flowers was assisted into a cab and taken to the hospital. He had lost the use of his legs and the cut in his head bled freely. He is a brother of Harry Flowers, the football player, of this city.

The news of the wreck was early reported in this city and a large number visited the scene. The passengers from the south for Chatham and from the north for Ridgeway were transferred around the wreck. This occasioned considerable difficulty owing to the mud and darkness and the fences in the way.

Engineer Robert Wanless and fireman Herb Dunn on the beet train both escaped serious injury by jumping, but they had a close enough call. Both engineers and fireman had their backs turned to the road ahead and were looking back taking signals from the brakeman. Mr. Wanless was the first to notice the oncoming train. The headlight of the engine when he noticed it was only a few yards away and he had only time to jump and take three steps when the crash came. As he jumped he yelled at his mate to do likewise. The fireman ran into the barbed wire fence and hurt his shoulder.

Coroner Dr. J. L. Bray decided to hold an inquest and Detective McGregor empaneled the following jurors: Gordon Bole, foreman, Henry Dagneau, W. J. Gamble, William Laycock, James Handershot, Andrew Pike, A. T. Fleet, M. Hatton, Arthur Andrews, Joe McRener, Jas. Ritchie and Donald McCarthy. After viewing the remains the inquest was adjourned till Thursday night to enable the Coroner to secure the attendance of the train hands. Crown Attorney H. D. Smith will also be present.

Engineer Flowers, who was taken to the hospital, is doing nicely and will be able to be out in a few days.

RULES NOT FOLLOWED

The inquiry into the death of the late Robert Hutchinson, killed at the Lake Erie & Detroit River Railway wreck on Monday evening last, adjourned from Tuesday evening, resumed in the city council chambers last night before Colonel Dr. J. I. Bray.

The first witness was Alex. McGarvie, conductor on the local. Was coming from Blenheim to Chatham on Monday night, train was late, it was 10 minutes past seven when the collision occurred with Cake's special, which was on the main line. The semaphore was not set against us. Cake's special had no right to be on the main line unless the semaphore was set. Had it been set we could have seen it half a mile off in plenty of time to stop. It was the conductor's duty or whoever had charge of the train that was working there to set it. The engineer should have refused to go on the main line when the semaphore was not set. Jos. Cake was conductor, H. Bennett brakeman, Dunn fireman and Wanless engineer on the special. I saw the semaphore was not set. There is a sharp curve at this point. It was very dark, and a heavy wind was blowing.

The Railway solicitor, Mr. Coburn, questioned witness who said—Ours is a regular train running on time card rules. We were three hours and ten minutes late, but we don't lose our rights until we are 12 hours late.

K. R. Cameron of Ridgetown, trainmaster—The orders are that semaphores be used for protection in all cases. That if necessary to use main line during the time of a regular, the semaphore must be set for protection. No. 61 had the right of way according to the rule of the Company. It was the duty of the special to protect their train against all regulars. Cake's special had orders to run from Wallaceburg to Blenheim. The men on the special should have seen that the semaphore was set at danger. The engineer, fireman, and two brakemen would be in charge at that particular time. The conductor was in the telegraph office asking for further orders. It was the duty of each and every member of the special crew to see that the danger signal was set. The semaphores are put there for the trainmen to use when working on the main line. The semaphore was in good working order. The accident could not have happened had it not been for the negligence of the trainmen on the special had the usual conditions prevailed. The men on both trains were competent. It was no fault of the railway.

D. W. Cameron, trainman on 61 corroborated McGarvie's evidence. The train was going 12 or 15 miles per hour at time of striking.

Thos. Pinfold, brakeman on 61 corroborated McGarvie's evidence.

Joseph Cake, conductor on the special was the next witness—I did not know Walkerville train was in until I went to the telegraph office and was returning from there to my train when the accident occurred. Our train was working on the main line. I saw when coming back the semaphore was not set. I had two copies of the orders, kept one, and gave one to the engineer. The engineer is supposed to show them to the fireman and head end brakeman and I show them to

NOVEMBER 27 1903

Chatham Daily Planet

Thos. Pinfold, brakeman on 61 corroborated McGarvie's evidence.

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James Flowers, engineer on No. 61—I saw the head light of the special about 100 yards before we struck and applied the air. We were going 10 or 15 miles per hour when we struck. When I first saw the light I thought it was the switch light, but when I knew it was the head light and saw the semaphore was not set I thought the track was clear and let the air off. I attribute the accident to the semaphore not being set and the neglect to send out a flag. If that had been done and the accident occurred I would have been to blame. The company has done everything possible to protect their trains. The accident was due to negligence.

Robert K. Wanless, engineer of the special, refused to give evidence after being warned that any statement he made might be used against him.

Herbert Dunn and Herbert Bennett and Geo. Berry all declined to give evidence after being warned.

R. W. Bray, M. D. said I saw the body of Robert Hutchinson, death was caused by hemorrhage and shock as the result of injuries received in a wreck on the L. E. & D. R. on Monday evening last. The report of the coroner was as follows:

Robert Hutchinson was killed on Monday, Nov. 23, 1903, when fireman on No. 61 local train on the L. E. & D. R. ran into and killed a special freight train which was working on the main line. The semaphore was not being set according to the rules of the company.

GORDON BOLES, coroner.
J. H. BRAY, M. D., coroner.

BRAKEMAN MET INSTANT DEATH

Fatal Accident on the Lake
Erie in Which James
Hutchison Lost His
Life.

Trains Collided Near Port Lamb-
ton with Terrible Result—
Both Brothers met
Death on Road.

Another fatal accident occurred on the Lake Erie at Port Lambton, Sunday morning about half-past five, by which Brakeman James Hutchison, of Walkerville, was instantly killed and Engineer William Gossip slightly injured. One locomotive was completely smashed and a caboose and three freight cars disabled and smashed.

The Eastlake special south-left Car-
pus Sijuroum Sepung 0871 1noqu via
a Thurlow special freight with two
engines left the same place bound
south, about half-past two o'clock. It
seems, from all accounts, that the ac-
cident was the result of carelessness.
The matter will be investigated later
by the authorities of the railroad.

At Port Lambton the Eastlake spe-
cial was ordered to take the siding
in order to allow the double header
perishable extra freight to pass
ahead. Here is where the mix up
came. Whether the order was mis-
interpreted or whether the first
freight had not time to get out of
the way, is not known. The blow
came when the Thurlow special came
thundering along and crashed into
the rear end of the Eastlake special.
The double header was running on
"pass orders," that is, it had the
right of way. A flagman was sent
back from the first train to flag the
double header. At this point there is
a sharp curve and also a very steep
grade, and it is supposed that either
the flagman did not go back far
enough or that the slippery rails and
the steep grade prevented the other
from stopping in time.

Hutchison was the head brakeman
on the double header. At the time of
the accident he was riding in the cab
of the first engine. When it was
seen that the wreck was inevitable
both engine crews jumped for their
lives with the exception of Hutchison,
who, queer to say, remained in his
position in the cab. His comrades
cannot understand why he did not
jump. He was killed instantaneously.
Fortunately, none of the other train's
crew were in their van when the
crash came.

The auxiliary from Chatham was
called out and started for the scene
of the wreck in charge of Foreman
Wm. Turtle and Trainmaster

Chatham
Daily Planet

February 22

1904

Michigan Central and Marquette Clash.

Buffalo News, Oct. 29.—There is a well defined rumor from St. Thomas that the Pere Marquette Railroad Company will build its own line to the Niagara frontier, and will cease using the tracks on the Michigan Central. It is a well known fact that there has been trouble between these roads for some time and the tearing up of the switch connecting the main line of the Michigan Central with the Pere Marquette yards on the Canadian side the other day by Michigan Central workmen is an evidence of that fact. There has been nothing done in the Pere Marquette yards on the Canadian side for some time although all the grading has been done and everything is in readiness for the laying of the track.

At Bridgeburg the Pere Marquette has its yards finished and a large round house has been erected there. There will be a great congestion of freight across the river at this point as soon as the winter rush sets in. In former days, before the Pere Marquette traffic came this way, the Michigan Central found it difficult to handle its cars and freight trains have stood on the Cantilever bridge for five hours at a stretch waiting for a chance to move. With the additional business of the Pere Marquette and the yards of that company not ready for use, the conditions here this winter will be very serious for the freight managers.

November 4
1904
Dunnville

Accident at the Falls.

A Michigan Central and Pere Marquette train came together in a head-on collision on the American end of the Cantilever Bridge early on Tuesday. Three cars were derailed and pitched over into the street below, a distance of thirty feet, carrying with them a switchman's shanty in which was seated Patrick Whalen, a switch-tender, who was badly cut and bruised, and received several internal injuries. George Kfimek of Niagara Falls, Ont., conductor of the Pere Marquette train, was also badly cut and bruised, and injured internally.

The Welland Telegraph

Thursday

MARCH 30, 1905

Hamilton Spectator

HAMILTON CANADA SATURDAY AUGUST 4 1906

A BAD SMASH AT ST. THOMAS

Pere Marquette and M.C.R. Passenger Trains Meet on a Curve
Near the Station

Both Trains Were Practically Demolished—No Passengers
Were Injured

Firemen Hemphill and Goodhue the
Two Victims, Both Being Killed

St. Thomas, Aug. 4.—(Special.)—The incoming M. C. R. passenger train from London, and the outgoing Pere Marquette passenger train, met on a curve a few hundred yards north of the local Pere Marquette depot on the London & Port Stanley line, shortly after eight o'clock this morning, and as a result both trains were almost completely demolished, and Fireman Hemphill, of the M. C. R. train, and Fireman Goodhue, of the Pere Marquette train, were killed, and a baggage man on the Pere Marquette train slightly hurt. Fireman Goodhue jumped clear of the tracks into the ditch, but the cab of the engine rolled over and crushed him.

Hemphill is the father of a large family, and Goodhue also is a married man. It will take the greater part of a day to clear the track, all of the cars being derailed and damaged. Luckily none of the passengers were hurt.

The cause of the wreck is not known as yet, but it is surmised that the Pere Marquette operator, thinking the M. C. R. train being past due had already arrived and believed there was a clear track.

The M. C. R. has running rights over the Pere Marquette to London.

August 4

1906

SATURDAY, JUNE 15, 1907.

COATSWORTH P. M. WRECK

**Axle of Tenders Broke, Causing
Seven Coaches of Special
Train to be Derailed.**

(Special to The Record.)

Coatsworth, June 15.—What might have proved a serious and fatal wreck occurred here about 9 a. m. A special, conveying officers and members of the Salvation Army from London and St. Thomas, came to grief when the axle of the engine tender broke. Seven coaches went off the track. It was a miracle all the passengers escaped. No one was injured even slightly. Band instruments were smashed up. The wreck had not been cleared up to 2 o'clock.

Chatham Daily Planet

CHATHAM ONT. TUESDAY, JULY 9, 1907.

TWO P. M. ENGINES MEET IN HEAD-ON COLLISION

Serious Smash-up Occurs Just Outside The City Limits —
Engines Are Derailed But Fortunately No One Is
Injured — Line Now Clear

A serious smash-up occurred on the Pere Marquette Railway, just outside of the city limits, last evening about six o'clock, the result of a collision between two freights.

Through freight, Extra No. 208, in charge of Engineer Course and Conductor Pook, was coming south from Sarnia. The local yard engine, in charge of Engineer Rhientgen, was going north just over the river bridge, to get on to the siding, out of the way of the passenger train which was preparing to leave the station en route to Sarnia. The yard engine had about ten cars attached to it and the through freight had about forty.

Before the yard engine could get on to the siding the through freight came flying around the curve in the tracks at this point, and it was then

too late to avoid a collision. The two engines met, head-on.

The freight engine was not injured to any extent; in fact, after the track was cleared away it was able to continue its trip south. The yard engine was slightly damaged. Both engines, however, were derailed. The cars remained on the track, but one of the flat cars belonging to the G. T. R. was broken in two.

The auxiliary from the city was soon on the scene of the smash-up and by ten o'clock the track was clear, and the freight continued south, being delayed only a very short time.

The passenger train which was about to leave Chatham at the time of the accident was delayed about half an hour.

No one was injured.

Chatham Daily Planet

July 9 1907

P. M. SMASH

July
10
1907

Windsor

Fast Freight Collided With Yard Engine at Chatham.

Chatham, July 10.—A serious smash up occurred on the Pere Marquette railway just outside the city limits the result of a collision between two freights.

Through freight extra, No. 206, in charge of Engineer Couse and Conductor Peck, was coming south from Sarnia. The local yard engine, in charge of Engineer Rientgen, was going north, just over the river bridge, to get on the siding out of the way of the passenger train, which was preparing to leave the station en route to Sarnia. The yard engine had about ten cars attached to it, and the through freight had about 40.

Before the yard engine could get on the siding, the through freight came flying around the curve in the track at this point, and it was then too late to avoid a collision. The two engines met headon.

The freight engine was not damaged to any extent, in fact, after the track was cleared away, it was able to continue its trip south. The yard engine was slightly damaged. Both engines, however, were derailed. The cars remained on the track, but one of the flat cars belonging to the G. T. R. was broken in two.

The auxilliary from the city was soon on the scene of the smash-up, and soon had the track cleared, the freight continued south, being delayed only a short time. The passenger train, which was about to leave Chatham at the time of the accident, was delayed about half an hour. No one was injured.

July 10
1907.