

14-4 29/07/2009 MILI  
**X PASSENGERS INJURED 8/23**  
**WHEN C.P.R. TRAIN IS 1934**  
**DERAILED AT THAMESVILLE**

**Speeding Flyer Career-  
 Wildly Down Main Line But  
 Do Not Overtake**

Special to The Free Press  
 THAMESVILLE, August 22 — The  
 Montreal to Chicago daytime  
 C.P.R. Flyer, speeding into the North  
 mesville station at 1 o'clock this  
 noon was derailed and wrecked.  
 locomotive and five cars tore over  
 ties for a quarter mile, career-  
 ing wildly down the main line but  
 none of them upset.  
 Some 10 passengers and crew owe  
 some quick of railroad luck their  
 escape from severe injury or death  
 as the train went out of control when  
 clearing about 40 miles an hour. Or-  
 ders and passengers expressed  
 relief that the five car train was  
 reduced to wreckage in the smash-

only six of the passengers were  
 hurt and they were only slightly  
 hurt. The others, though shaken,  
 were uninjured and were transported  
 to Chatham to continue their trip by  
 other route.

**INJURED**

Those injured were:  
 Mrs. Margaret Palmer, 33, 15105  
 stone street, Detroit, abrasions on  
 right leg.  
 Margaret Bothins, 12, of London,  
 hit out on the right knee.  
 D. McTavish, C. P. R. Investigator  
 of London, abrasion to the left  
 and sprained right thumb.  
 Mrs. George B. Walter, 1000 Mon-  
 street, Montreal, sprained wrist.  
 Mrs. E. M. Reid, Los Angeles, stun-  
 when a suit case fell upon her.  
 Robert Emmott, 6, of 393 Drurie  
 st., Toronto, head bruises.  
 The injured were treated by Dr. Mc-  
 nith of Thamesville and then were  
 to be processed by bus and taxi to  
 Chatham.

As soon as the passengers were  
 safely removed C. P. R. officials took  
 steps to clear the main line which  
 entirely blocked to traffic. Aux-  
 ilaries from Windsor and London left  
 1:30 and 1:40 p.m. and arrived in  
 afternoon and worked feverishly  
 to remove the cars and rebuild the  
 tracks.

By midnight the passing track  
 which parallels the main line was  
 again replaced and permitting work  
 was to work. The line is expected  
 to be cleared by 6 a.m. tomorrow.

Meanwhile the Chicago to Mont-  
 real train was rerouted over the M.  
 & N. lines to St. Thomas and then  
 to Woodstock. A special train was  
 sent from London to Woodstock to  
 accommodate London passengers. The  
 outbound passenger due at 3:45 p.m.  
 London was switched over the C.  
 P. R. lines from London to Chatham  
 and on to Detroit.

The Chicago train, No. 21 had left

the London station on time at 11  
 p.m. and was under orders to  
 stop at Thamesville with a passenger  
 though the Flyer only stops there  
 orders. Just at the passing  
 switch the engine began rocking  
 the tracks and dropped to the tie  
 the main crank pin of the right  
 of the locomotive broke off and  
 the heavy main rod to tear into  
 roadbed.

**BRAKES USELESS**

With brakes useless as the en-  
 gine broke away from the train the  
 cars, baggage car, two day coaches  
 a diner and chair car tore along  
 the rails. There was no embankment  
 at this point and although the co-  
 ach careered about on the roadbed  
 ground to a stop without overturning.  
 The baggage car swung across  
 tracks, the two day coaches stood  
 perilous angles but did not tip  
 over, remaining coupled through-  
 out. Underwork of the  
 was damaged and a large section  
 the track torn out, but the dan-  
 ger was light considering the speed  
 of the derailed train.

The train was in charge of  
 conductor E. McDougall, of Toronto.  
 Engineer William Proddger, of 375  
 Mall street, London and Fire  
 Peter Hansen, Toronto, were in  
 cab. They escaped without injury.

On the train were 19 Chicago  
 passengers, 12 for Detroit and 30  
 Chatham, Tilbury and Windsor.  
 Buses of the Montague Line  
 Chatham, and three taxis made  
 trips of the 18-mile highway str-  
 from here to Chatham and  
 passengers were sent on over  
 C. N. R.

**PROBE TO COME**

Officials of the London division  
 the C. P. R., stated that their  
 immediate activity was to get the  
 lines cleared but that a probe was  
 to be ordered in a day or two into  
 responsibility for the defect that is  
 believed to have caused the wreck.

"Say, it was lucky there was  
 great embankment here", said En-  
 gineer William Proddger, as he climbed  
 from the cab of his run-away  
 motive to look again at the twisted  
 line of coaches.

"I didn't know what had hap-  
 pened at the time", declared Proddger  
 "I knew something had snapped,  
 there was a lot of jumping around  
 the track."

Stretched out on a seat in  
 the little railway station at  
 Thamesville, just a few hun-  
 dreds yards from the derailed train,  
 Chalifour, 45, of St. Therese,  
 Quebec, who had leaped to safety  
 with a baby in his arms, told his  
 Chalifour had to receive medi-  
 cal attention for nervous shock.

"I was in the smoking car  
 time," he said. "Suddenly the  
 started swaying, and dust and  
 sprayed the window. At first  
 thought it was raining. Then  
 something was wrong. I saw  
 a woman and a baby crying. I  
 into the rocking coach and a  
 handed me a child."

**OUT THROUGH WINDOW**

"I smashed open a window with  
 heels and got out somehow with  
 baby. Three ladies came out  
 with me too."

His son, Robert, 13, who  
 speaks no English sat next to



1934  
 8/23  
 Thamesville