

## THE EVENING RECORD; WINDSOR ONTARIO

July 2, 1902

During the present month the Lake Erie and Detroit River Railroad will inaugurate a working agreement with the Pere Marquette Railroad for the transfer of freight cars.

August 5, 1902

LE&DR is to be sold.

October 28, 1902

The Lake Erie and Detroit Rivers Railroad deal goes through. F. H. Walker, President of the LE&DR made an announcement today that the Pere Marquette had acquired part of the stock of the the Lake Erie line and that surveys are now being made to extend the road from St Thomas to Buffalo.

October 31, 1902

On to Buffalo! The Lake Erie and Detroit River Railroad are making survey's of a line to Buffalo.

November 1, 1902

The deal between the Pere Marquette and the LE&DR are considering an extension to Buffalo and the Pere Marquette may now extend to Chicago.

November 5, 1902

The City of St Thomas wants the railway shops to be located in St Thomas.

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November 17, 1902

New stations have been built at Wallaceburg and Dresden.

December 6, 1902

The LE&DR shops will probably be located in Walkerville.

December 16, 1902

The LE&DR and Pere Marquette deal has been completed.

January 17, 1903

The first Pere Marquette train to pass over the Lake Erie since the acquisition of the latter road by the former did so yesterday. The train was made up at Buffalo and consisted of fifty-three empty freight cars. From Buffalo to St Thomas the train ran over the Michigan Central Railway and switched to the Lake Erie at St Thomas yesterday afternoon for Port Huron by a ferry over the St Clair river by the new car ferry.

January 19, 1903

A two hundred ton engine passed through Kingsville today over the Lake Erie Division of the Flint and Pere Marquette Railway for its eastern Division. This engine is to be used as one of through freight engines between Sarnia and Buffalo.

January 20, 1903

The taking over the Lake Erie was addressed at the meeting of the shareholders of the Pere Marquette.

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January 21, 1903

Flint and Pere Marquette engines 211 and 217 passed through Walkerville this week en route to the Sarnia Division of the Lake Erie where they will engage in the freight traffic between St Thomas and Sarnia. The engines are massive machines.

February 3, 1903

The St Thomas Journal reports that the transfer between Port Huron and Sarnia is now doing good work and freight is beginning to move freely both ways. Three freight trains arrived from Sarnia this morning and hereafter 250 cars a day will be moved for the Pere Marquette over the LE&DR and the Michigan Central Railways.

February 6, 1903

The LE&DR yards at St Thomas and at all stations between that City and Walkerville will soon be filled with Pere Marquette freight, if relief is not furnished by the Michigan Central Railway. The LE&DR said they had 100 cars to be handed over to the Michigan Central in twenty-four hours and the surplus that cannot be handled is being stored along the line.

February 10, 1903

A new coal steamer is to run into Rondeau.

March 18, 1903

A new freight belt. The first radical step since the amalgamation of the LE&DR and the Pere Marquette Railways went into effect yesterday when the Canadian Pacific Railway car ferries at Windsor brought Pere Marquette freight over from Detroit to the CPR and then to Walkerville Junction where it was transferred to the Lake Erie



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and taken to St Thomas where it is in turn handled over to the Michigan Central and carried over that road to eastern points. It is expected that an immense volume of freight will be carried over this route until further arrangements can be made.

March 23, 1903

The Lake Erie authorities at Walkerville have received word at Walkerville of a wreck on the road at Ennets Station this morning. A Pere Marquette freight train broke in two and then crashed together again. Several cars were smashed, but no lives are lost.

September 16, 1903

A serious accident occurred at Blenheim, about twelve miles from Chatham, at about five o'clock yesterday afternoon on the LE&DR Division of the Pere Marquette. The train that leaves Chatham at 4:15 in charge of Conductor Crouchman ran into a loaded freight train while backing into the Blenheim station. The freight train had gone into the switch to allow the passenger to come in at first.

November 10, 1903

The Lake Erie and Detroit River Railway engines and coaches are being relettered Pere Marquette.

November 24, 1903

A smash up on the LE&DR at Chatham, Fireman Hutchinson of Walkerville was killed and engineer Flowers was badly shaken. A fatal accident occurred on the Lake Erie Division of the Pere Marquette a mile north of Chatham tonight. Fireman Robert Hutchinson was instantly killed and Engineer James Flowers was badly bruised about the hips and the back of his head. The special freight used for

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hauling sugar beets to the Dresden and Wallaceburg factories was just preparing to go into the siding near the cemetery at the yard limits. The Wallaceburg Local running at forty miles an hour, and hurrying to get out of the way of the Mail Train came around the sharp bend at this point and crashed into the sugar beet train that had just started to back out of the siding.

## THE EVENING RECORD, WINDSOR, ONTARIO

February 22, 1904

Brakeman James Hutchinson of Walkerville was killed in a rear end collision on the Pere Marquette Railroad at Port Lambton early yesterday morning. The deceased was the brother of Robert Hutchinson who was killed just last year, in a wreck at Chatham. A fast freight carrying perishable goods was ordered out of Sarnia yesterday morning and preceded by another freight carrying coal and other unperishable merchandise. The fast freight which was hauled by two locomotives crashed into the first train while rounding a curve. A brakeman had been sent back to flag the fast approaching doubleheader but did not succeed in warning the engineer of the danger in time to avert the crash. The crew of the front engine deserted the caboose and the engine crew's on the doubleheader also jumped, but Hutchinson was caught between the end of the boiler and the tender and was badly crushed and burnt. The Engineer William Gossip was slightly injured.

February 23, 1904

At an inquest the jury gave a verdict to the effect that the railway company was guilty of negligence in sending out engine No. 34 attached to the first train in the collision, in a defective condition, and for not having semaphores at every station and at least not having two night operators between Sarnia and Wallaceburg. Conductor Eastlake and the crew of the first train are also censured for not properly protecting their train from the rear.

March 19, 1904

Engineer Flowers on engine No. 40, of the Lake Erie Railroad was injured while attempting to rerail a freight car.

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March 19, 1904

The early morning train out of Walkerville on the Pere Marquette yesterday ran into a cow at Harrow and one of the cars derailed. Engineer Flowers was at the throttle.

March 26, 1904

There were washouts on the Pere Marquette near Wallaceburg.

June 25, 1904

A long freight train of seventy cars was coming down grade near the Leamington gravel pit but when the air brakes were applied the brakes failed to work. Five cars were wrecked.

July 7, 1904

The building of the Pere Marquette shops at St Thomas has been commenced by a large number of men. The building is to be 122 feet by 222 feet.

December 6, 1904

Conductor Pierce's train, northbound, on the Pere Marquette ran into a boxcar loaded with wheat fouling the mainline.

-1906-

June 27, 1906

Gravel train comes to grief at Leaminton.

A wreck on the Pere Marquette took place Tuesday morning a little west of Leamington.

A gravel train coming down the grade, and the air brakes failed to work, the rear part of the train got beyond control and fairly climbed on top of another as if it was loaded in that way. Considerable damage was done. The track was cleared.

November 16, 1906

While doing yard work at Kingsville this morning the Pere Marquette eastbound local left the track and ran into the Conklin's Lumber shed. Brakeman Harry Roberts was caught between the shed and a car and had his leg injured.



-1907-

September 14, 1907

Trainmen jump to save their lives. A serious accident on the Pere Marquette at Port Stanley.

October 31, 1907

A freight engine was derailed at Dutton this morning without any resulting mishap. The rails spreading brought about the accident. Engineer Grant and his fireman jumped.

August 13, 1913.

Twenty one shaken up in collision. A passenger train on the Pere Marquette bound from Walkerville to St Thomas met with an accident Monday morning about eleven o'clock which resulted in traffic being held up for several hours. Twenty-one passengers received a severe shaking up but no one was hurt as the passenger coaches all remained on the track. The accident occurred a mile east of Coatsworth and was caused by the tender jumping the track.

October 17, 1913

An unusual accident occurred to a Pere Marquette freight train when an explosion of acid wrecked a car. The train was westbound and when it was two miles east of West Lorne fire was discovered. An attempt was made to reach the water tower at West Lorne but there was a series of explosions and the car had to be detached from the rest of the train but before the station was reached the car was blown to pieces. No one was injured.

-1922-

March 17, 1922

Business on the Pere Marquette picking up so two engines were acquired.

July 22. 1922

Pere Marquette gravel business; Windsor Sand and Gravel Company at Leamington is sending out 35 to 40 carloads a day.

July 29, 1922

Pere Marquette have installed two arc lamps at the St Thomas coal tower.

Pere Marquette derailment at Port Lambton, a flat car and two empty steel tank cars.

August 10, 1922

Pere Marquette engine No. 221 was put in service Wednesday after undergoing extensive repairs in the local shop. Among the improvements the locomotive was given was a fine coat of black enamel. It will be utilized for heavy freight work.

August 15, 1922

Pere Marquette passenger engine No. 52 which hauls the early morning train up the line has come out of the shops after undergoing many repairs. It is now in excellent condition.

-1924-

March 11, 1924

Wabash engine No. 2058 (2-6-2) is now in the Pere Marquette shops.

March 25, 1924

Wabash engine No. 2060 (2-6-2) was sent to the Pere Marquette shop for minor repairs on Monday and Wabash engine No. 2050 was brought back from the Pere Marquette shops.

March 31, 1924

Wabash engine 2026 was in an accident at Windsor and was sent to the Pere Marquette shops.

April 10, 1924

Wabash engine 2026 sent to the Pere Marquette shops.

July 5, 1924

The Pere Marquette station on Wilson Avenue in St Thomas is being remodelled. It stood for fifteen years prior at Wilson and Elm Streets and was used as an hotel.

July 7, 1924

Pere Marquette shops reopen after a two weeks of being idle.

July 15, 1924

Pere Marquette shops close.

July 23, 1924

Pere Marquette lease ends this year and Wabash would like the Pere Marquette shops.

-1924-

August 7, 1924

Pere Marquette freight train plows into the ditch at Harrow on Tuesday evening.

October 4, 1924

Pere Marquette derailment at Kingsville.

November 4, 1924

Pere Marquette receive engines and cabooses to handle the brisk trade, one engine came from the United States.

-1925-

January 29, 1925

A Pere Marquette train derailed on the Michigan Central line at Tillsonburg.

March 3, 1925

Pere Marquette has had the best two weeks in it's history; the Nickle Plate merger plans have helped.

May 20, 1925

Pere Marquette may introduce buses for passengers.

May 27, 1925

Pere Marquette engine No. 601 derailed while hauling a train around the St Thomas wye.

August 18, 1925

A Pere Marquette derailment, engine and four cars are derailed.



-1925-

September 8, 1925

A Pere Marquette caboose fire. It happened on the Eireau to Chatham line and they had to use the water from engine No. 374 to put out the fire in caboose No. 66.

August 6, 1925

Pere Marquette engine No. 302 was derailed at the switch west of the Ross Street subway on Wednesday evening.

-1926-

March 26, 1926

The Pere Marquette suffers two derailments in a short space of time. There were two derailment on the wye connecting the Pere Marquette and the Michigan Central Railways, and jointly owned by the London and Port Stanley Railway on Thursday afternoon. Where the first accident occurred the track is maintained by the Pere Marquette. An eastbound freight train about five o'clock Thursday afternoon left the rails at Centre Street and turning over a huge car of wheat and derailing a second car. They then used the old wye that hasn't been in service for a number of years and three cars of coal then derailed there.

March 3, 1926

Pere Marquette speeds up its trains.

April 8, 1926

Pere Marquette passenger service is now a mixed train,

-1926-

May 17, 1926

Pere Marquette requested forty flat-bottomed gondola cars with two  
hoppers from the Michigan Central be sent to Fargo to handle  
shipments of coke from Sarnia to Welland.

May 21, 1926

Pere Marquette derailment at the Moore Street crossing in St Thomas.

June 19, 1926

Additional mixed train s for the Pere Marquette out of St Thomas.

-1926-

August 12, 1926

Pere Marquette traffic reaches a new high mark.

August 28, 1926

Pere Marquette to build a new station on Colborne Street in Chatham.

October 18, 1926

The Pere Marquette's President's inspection.

October 21, 1926

The Pere Marquette official train.

-1927-

February 4, 1927

There was a collision in the Talbot Yards, St Thomas involving engine No. 616.

April 12, 1927

The Pere Marquette is searching for more motive power.

June 6, 1927

The Pere Marquette handled 32 cars of chloride from Solway, New York to Detroit, Michigan.

October 8, 1927

The Pere Marquette are running six to seven trains in each direction.

-1927-

December 19, 1927

The Pere Marquette may inaugurate a new fast freight route by using the St Clair Branch of the Michigan Central Railroad. The Pere Marquette is routing at present all freight via Windsor.

December 20, 1927

The Pere Marquette are using the 600 class (2-8-0) as speed monsters over the east end while two 900 class engines are used over the west end . The 900 are too heavy for the London and Port Stanley Railway bridge in St Thomas and are therefore confined to the west end of the railway.

-1928-

January 10. 1928

The Pere Marquette are to start this week on construction of a new roundhouse at Chatham.

April 14, 1928

A Pere Marquette train for the east end via the Michigan Central derailed on the connecting wye at Centre and Moore Streets, St Thomas on Friday evening.

March 22, 1928

Four cars on a Pere Marquette train pile up on the Michigan Central Railway at Waterford.

April 7, 1928

The Pere Marquette are moving gravel out of a pit near Leamington.

May 19, 1928

A wreck occurred on the Kingsville on Sunday afternoon.

June 9, 1928

The whistle on Pere Marquette engine No. 304 gets stuck.

December 18, 1928

The Pere Marquette plans for Chatham.



-1929-

February 4, 1929

The Pere Marquette coal and water tower St Thomas.

February 26, 1929

Pere Marquette engine No. 603 broke down at Hawley.

April 25, 1929

The old coaling station on the Pere Marquette which has been a landmark in the southern section of St Thomas for many years has been entirely razed to make room for a new structure. The coal at present is being stored in freight cars.

April 25, 1929

Engine No. 301 of the Pere Marquette has recently come out of the shops.

June 1, 1929

The Pere Marquette passenger train No. 4 derailed near Wheatly.

September 17, 1929

The Pere Marquette tracks at Erieau by the water.

December 13, 1929

The Pere Marquette water tank at Dutton.

-1930-

February 3, 1930

Repairs are being made to the Pere Marquette wye at Fargo.

February 12, 1930

The Pere Marquette may construct a new water standpipe and coal dock at Talbot Yard, St Thomas rather than the Junction.

April 28, 1930

A Pere Marquette extra train derailed at Canfield Junction. The engine left the rails and blocked the mainline.

May 9, 1930

The Pere Marquette sells its old boxcars.

July 3, 1930

There is a rumor that the Pere Marquette want to build a connection with the Michigan Central west of St Thomas. (To avoid using the London and Port Stanley)

July 7, 1930

A Pere Marquette crossing accident at Shedden.

August 27, 1930

The Pelton signal tower where the Michigan Central and the Pere Marquette have a diamond crossing burnt down on Tuesday evening.

-1930-

September 9, 1930

Pere Market engine No. 603 had a derailment in the Montrose (Niagara Falls) yards.

October 21, 1930

Many new Pere Marquette boxcars of the 82000 series passed over the line.

October 21, 1930

The new type of gold lettering on the Pere Marquette locomotives continues to attract attention. Engine No. 308 which hauled the official inspection special last week was a real work of art. Some say the gold is more conspicuous than the aluminium.

November 12, 1930

A new series of Pere Marquette boxcars and freight cars.

November 13, 1930

Pere Marquette coal dock.

November 26, 1930

The Pere Marquette may operate the locomotives straight through St Thomas. The engines might take coal at Blenheim.

December 13, 1930

The Pere Marquette ran a solid train of Fords, twenty-five cars.

December 15, 1930

The new Pere Marquette derrick sent to Blenheim to reraill an engine.

-1931-

February 17, 1931

The Pere Marquette may get the contract to repair the Wabash Canadian engines. The negotiations are under way, the Pere Marquette formerly did this work for the Wabash.

February 17, 1931

The Pere Marquette in three months must equip its steam engines with Automatic Train Control devises to operate over the Michigan Central.

April 11, 1931

Pere Marquette engine No. 617.

May 1, 1931

Pere Marquette shops are equipping its locomotives with Automatic Train Control ATC devises.

June 4, 1931

The Pere Marquette roundhouse was flooded with oil when an Imperial Oil tankcar breaks at Sarnia. The tank held 150,000 gallons of of oil at th back of the roundhouse.

October 30, 1931

The Pere Marquette ran a 75 car solid train of Buicks.

-1932-

January 4, 1932

The Pere Marquette have added two train crews.

February 7, 1932

Two Pere Marquette freight flyers have been added to operate on rapid schedules, they reach Chicago from Buffalo on the second morning.

March 2, 1932

The Pere Marquette considering the MCR Courtright Branch.

July 23, 1932

Pere Marquette engine No. 366 has come out of the St Thomas shops.

September 27, 1932 Pere Marquette freight traffic firm.