

-1933-

January 5, 1933

The Pere Marquette mixed train between Sarnia and Walkerville had a derailment last night near Wheatley.

January 20, 1933

An engine breaks its axles. The Pere Marquette mixed train No. 20 broke down at Wheatley Thursday afternoon when the axle on the engine broke.

January 31, 1933

The Pere Marquette shops reopen.

February 10, 1933

The Pere Marquette car ferry is back in service to break the jam.

May 19, 1933

Pere Marquette engines No. 617 and No. 619 have been rebuilt in the local shops.

June 2, 1933

The locomotive shops of the Pere Marquette have turned out two rebuilt coal tenders for engines which look like new. Engine No. 617 is back in service.

June 22, 1933

The Pere Marquette is considering a new connection with the Michigan Central near Shedden.

-1933-

July 27, 1933

The Pere Marquette have rebuilt cabooses No. 280.

August 1, 1933

Pere Marquette engines No. 617 and No. 619 run on the east end of the line.

August 3, 1933

Pere Marquette 600 class engines run over the east end, and the 900 class run over the west end.

August 4, 1933

Pere Marquette engine No. 607 is out of the shops.

September 7, 1933

Ballast work on the Pere Marquette.

September 14, 1933

Pere Marquette to be rebuilt as part of a scheme to be the Big Gateway. Spend more on track as part of a revamped Chesapeake and Ohio Railroad.

September 23, 1933

Pere Marquette track program is moving along, the P.M. to get rock ballast.

October 10, 1933

The Pere Marquette to Michigan Central cut-off.

February 2, 1934

The special Lincoln automobile, a gift from Henry Ford to President Roosevelt was handed over the Pere Marquette recently. It was guarded by a special detective in the service of Mr Ford.

February 20, 1934

The Pere Marquette rush is on. All Pere Marquette men are back to work.

February 23, 1934

The Pere Marquette are considering a new route from Talbot Yard to the Michigan Central.

February 27, 1934

Five Pere Marquette cars derail north of the Wellington Street crossing in St Thomas.

April 4, 1934

Pere Marquette engine No. 908 returned from the shops with bright gold lettering.

April 26, 1934

The London and Port Stanley Mill Creek fill in project is proceeding, there are 120 men at work. (The Mill Creek fill is important to the Pere Marquette as the PM rents trackage rights from the L&PS from the Michigan Central junction south to the Talbot Yard junction. The lightness of the crossing of Mill Creek does not allow the tenant the Pere Marquette to use nothing but light power to cross it and its entire Canadian operation,)

May 7, 1934

Pere Marquette engine No. 622 is back from the shops.

Pere Marquette to benefit by the L&PS bridge fill in project.

-1934-

May 15, 1934

Pere Marquette engine No. 623 is out of the shops.

June 7, 1934

Pere Marquette hotshot freight is pulled by engine No. 602.

June 13, 1934

Pere Marquette caboose 407 repaired.

June 18, 1934

Pere Marquette caboose No. 467 is rebuilt.

June 22, 1934 The Pere Marquette is busy due to the Chesapeake and Ohio Railway.

July 13, 1934

Pere Marquette engine No. 606 is out of the shops, and the PM cut-off to the Michigan Central is being revised (to avoid having to rent and run over the London and Port Stanley Railroad).

July 27, 1934

The Pere Marquette closes its station at Port Lambton.

July 28, 1934

The Pere Marquette and the London and Port Stanley have reached a rental agreement.

August 3, 1934

The Pere Marquette shops close for a month.

-1934-

August 29, 1934

Pere Marquette engine No. 306 has been converted into a yard engine and is doing good service in the St Thomas yard.

September 14, 1934

The Pere Marquette official Inspection train hauled by Pere Marquette engine No. 742.

September 18, 1934

The Pere Marquette Official Inspection Train was hauled by engine No. 714. The train was composed of eight Private Cars, of the Pere Marquette, Chesapeake and Ohio, Erie, and the NKP-Nickle Plate Railroads. Many photographs were taken of the engine 714.

September 19, 1934

The Van Sweringens Brothers the great railway owners visit St Thomas.

September 25, 1934

A Pere Marquette derailment of a train pulled by engine No. 622 at Fords Creek on the Michigan Central.

September 26, 1934

A Pere Marquette derailment at Welland of engine No. 622.

October 2, 1934

Pere Marquette engine No. 374 is out of the shops with new gold lettering.

-1934-

November 28, 1934

The Mill creek fill inis nearly completed.

December 1, 1934

The Pere Marquette shops reopen.

December 12, 1934

The Pere Marquette and the London and Port Stanley Railroads use the new bridge and fill over Mill Creek in St Thomas.

-1935-

January 10, 1935

The Mill Creek fill.

February 1, 1935

The Pere Marquette shops reopen.

March 26, 1935

A Pere Marquette train with engine No. 615 breaks in two at Edward on the east end.

May 8, 1935

Mill Creek fill.

May 11, 1935

The Pere Marquette is likely to renew the lease with the London and Port Stanley across the Mill Creek fill section.

June 29, 1935

The fast limited and the Pere Marquette crash. The Michigan Central flyer had a narrow escape at Welland, the crews jumped to safety as the collision occurred in the yards on the east end. It was MCR train No. 39 and Pere Marquette train BDC-X1. The MCR train plowed into the Pere Marquette caboose.

July 2, 1935

The PMR and MCR crash.

-1935-

July 8, 1935

Pere Marquette engine No. 608 is out of the shops.

Pere Marquette is laying rock ballast to get heavier engines.

July 12, 1935

New Pere Marquette caboose A 375 is out of the shops.

December 16, 1935

A Pere Marquette rear end collision at Murkirk. Engine No. 608 topples over.

-1936-

January 30, 1936

The Pere Marquette handled a solid train of new automobiles. Engine No. 615 took the 55 car eastbound. The Engineer was Ernest E. Elliott.

February 11, 1936

Freight traffic is humming on the Pere Marquette.

February 14, 1936

Pere Marquette engine No. 625 is back in mainline service after having been overhauled in the local shops.

February 22, 1936

Pere Marquette freight engine No. 622.

March 24, 1936

Pere Marquette engine No. 620 is out of the shops.

May 4, 1936 Pere Marquette officials make their spring inspection. A C&O private car was added to this train.

July 2, 1936

A locomotive of the Pere Marquette left the rails at Leamington on Wednesday. July 3, 1936

Pere Marquette repairs the roundhouse and station caused by the storm two weeks ago.

July 10, 1936

Pere Marquette engine No. 601 is out of the shops to serve with Engines No. 606 and No. 619.

-1936-

July 18, 1936

Pere Marquette engine No. 614 is back in freight service after being overhauled in the shops. A Pere Marquette caboose was painted.

July 27, 1936

Old streetcars are on the Pere Marquette en route to New York City.

August 5, 1936

Pere Marquette is getting ready for heavy fall and winter traffic. Engines No. 616, No. 619, and No. 606 are all coaled up and in the local yards ready for duty at any time.

August 21, 1936

Pere Marquette No. 308 has come out of the local shops after being overhauled.

September 24, 1936

Pere Marquette freight locomotive gets the worst of the bargain, collided with a Chatham fliver. At eleven o'clock, Thursday, when a Pere Marquette freight train piloted by Alex. Alexander of St Thomas was drawing into Walkerville Junction a light sedan driven by Leslie Andrews got in the way of the locomotive. The light sedan landed in the ditch and the locomotive landed in the Pere Marquette shop at Windsor with a broken side rod. It occurred on Kings Highway No. 2.

September 29, 1936

A new Diesel switcher engine was first tested on the Michigan Central and then went to the Pere Marquette.

-1936-

October 8, 1936

Pere Marquette lines getting busy.

October 17, 1936

Pere Marquette may take a new cut-off to the Michigan Central via Kettle Creek. The problem was the rental it pays the London and Port Stanley Railway. The L&PS wants \$10,000 per year.

December 3, 1936

The Pere Marquette and the London and Port Stanley regarding the Mill Creek connection.

-1937-

April 6, 1937

The Pere Marquette have a record number of train crews, twenty-eight.

April 19, 1937

The Pere Marquette had a minor derailment one mile east of Leamington last Friday when two cars left the track.

April 27, 1937

The Towerman threw a Pere Marquette train off the track to avert a disaster at Pelton Junction. A Michigan Central was quickly moving and the Pelton Towerman threw the derail against a Pere Marquette freight train with sixteen freight cars.

The Pere Marquette station at Shedden is being moved.

April 28, 1937

The signals were changed on a Pere Marquette train while it was inside the circuit at Pelton. The engine was No. 607 pulling 35 cars.

April 28, 1937

Massive flooding of the Thames River. The flood of 1937. Wabash fast freight trains operate over the west end division of the Pere Marquette between St Thomas and Chatham. One problem was that Pere Marquette engines were not permitted over the L&PS fill.

May 1, 1937

Pere Marquette shops resume work.

Pere Marquette washout at the Thames River bridge, Engineer James Austin had taken a train across only ten minutes earlier.

-1937-

May 4, 1937

When the Wabash trains were operating over the London and Port Stanley and Pere Marquette, a man was kept at the Mil Creek fill all of the time. One man during an eight hour period. There were 17 Wabash and Pere Marquette trains in one shift.

May 20, 1937

Pere Marquette engine No. 310 is released from the shops.

June 17, 1937

One hundred pound rail for the Pere Marquette.

July 25, 1937

Derailment on the Pere Marquette at Kingsville.

August 21, 1937

The Pere Marquette official train was pulled by engine No. 719. Pere Marquette engines 604, 614, and 620 are in the yards waiting to be fired up.

August 24, 1937

Pere Marquette engine No. 719.

November 3, 1937

Chesapeake and Ohio Railroad and Pere Marquette Railroad officials make an inspection of the railway on Sunday.

-1938-

January 4, 1938

The Pere Marquette extended the siding at Harrow to hold 125 cars.

February 11, 1938

Pere Marquette engine No. 614 pulled a 76 car train.

June 28, 1938

Pere Marquette roundhouse.

November 9, 1938

Pere Marquette official inspection.

December 1, 1938

Two big Pere Marquette engines are being overhauled, one is the engine No. 601.

-1939-

January 24, 1939 Pere Marquette engine No. 622 is out of the shops and took a train east.

February 17, 1939 Pere Marquette engine No. 610 has been released from the shops.

March 31, 1939 The Chesapeake and Ohio Railroad would like to consolidate with the Pere Marquette Railroad.

April 18, 1939 Chesapeake and Ohio Railway to buy 37,500 shares of the Pere Marquette Railway. It already owns 313,000 shares of the Pere Marquette's common stock out of 450,460 shares.

May 29, 1939 Pere Marquette caboose No. 550 has been repainted.

June 15, 1939 Pere Marquette engine No. 616 is out of the shops.

July 31, 1939 Pere Marquette engine No. 374 is out of the shops.

August 4, 1939 More 600 class engines to come to the Pere Marquette. Pere Marquette engine No. 601 is back in service and engine No. 374 is ready.

August 10, 1939 The Pere Marquette power situation has never been better. There are a number of 300 and 600 class engines in Canada Engine No. 374 has just been serviced.

September 7, 1939 Pere Marquette engine No. 614 is back from the shops.

September 18, 1939 Pere Marquette coal shipments are heavy.

-1939-

October 17, 1939 A Pere Marquette derailment of fourteen freight cars at Lythmore on the Grand River.

November 1, 1939 The Pere Marquette added four train crews.

November 21, 1939 The Pere Marquette have laid new 105 pound rail at Blenheim replacing 80 and 90 pound rail.

December 11, 1939 The Pere Marquette are hauling between 1000 to 1100 freight cars per day.

December 23, 1939 Automatic coal stokers on Pere Marquette.

-1940-

January 20, 1940	Shipments of new Buicks boost Pere Marquette traffic.
February 2, 1940	Pere Marquette engine No. 620 is out of the shops.
April 16, 1940	A new roundhouse may be the next Pere Marquette project.
April 24, 1940	Buick shipments big aid to Pere Marquette traffic, it has been the biggest season in history with forty to fifty carload a day.
April 25, 1940	The Pere Marquette are installing automatic coal stokers on their steam engines.
May 16, 1940	Pere Marquette's freight traffic is still increasing. The PM hauled 11,354 cars in one week.
May 21, 1940	The work of reinforcing the Pere Marquette steel bridge west of the highway leading to Talbot Yard is in progress. This will allow larger Pere Marquette locomotives.
May 23, 1940	The Pere Marquette shops are working steady.
May 30, 1940	Work is proceeding on the Pere Marquette Kettle Creek bridge and it is expected to be finished by September first.
June 1, 1940	Pere Marquette engine No. 605 has come out of the Pere Marquette locomotive shops. It hauled a big train over the east end of the Michigan Central Railway on Saturday morning.

June 5, 1940 Pere Marquette freight traffic is rising, last week 11,675 cars were hauled.

June 5, 1940 Engine No. 625, one of the large Pere Marquette freight engines came out of the shops and is back in service on the east end.

June 6, 1940 Doubleheaders are reported on the Pere Marquette Railroad.

June 11, 1940 Work on the Pere Marquette Kettle Creek bridge is progressing.

June 17, 1940 Pere Marquette painting its engine terminal a deep red.

June 24, 1940 The Pere Marquette continues to operate double-headers over the east end of the Michigan Central. Engines No. 601 and No. 618 took a heavy train east about ten o'clock Monday morning.

June 25, 1940 Pere Marquette engine No. 605 has come out of the shops after being overhauled, and is back in service on the mainline. No. 605 took a heavy eastbound train over the M. C. R. On Tuesday morning.

July 6, 1940 Work is progressing on the Pere Marquette 1218 foot long bridge.

July 19, 1940 Pere Marquette engines No. 602 and No. 607 came out of the shops.

July 25, 1940 Pere Marquette is working on a Missouri Pacific Railway locomotive.

-1940-

- August 13, 1940 Pere Marquette prepares for a rush of Buick business.
- August 26, 1940 One car was derailed on the Pere Marquette at Dutton.
- August 28, 1940 Six 1000 class engines are to be assigned to the Pere Marquette for use in Canada, after the Kettle Creek bridge rebuilding, which is expected to be completed by September first. At the present only 300, 600 and 900 class engines are used.
- August 29, 1940 Buick are starting to go through on the Pere Marquette in large numbers, almost a 1000 per day.
- September 11, 1940 A steady increase in freight traffic since Pere Marquette came under the control of the Chesapeake and Ohio Railroad.
- September 24, 1940 Pere Marquette engine No. 604 is in mainline service after being overhauled in the locomotive shops.
- September 30, 1940 Pere Marquette engine No. 610 derails near the MCR overhead bridge with three cars. Engine No. 610's tender had to be cut away.

-1940-

October 4, 1940 Larger Pere Marquette locomotives are coming latter. It may be another month. At least three weeks will be required to finish the reconstruction work on the Kettle Creek Bridge leading to Talbot Yard. In the meantime an extension is being made to the roundhouse at the junction terminal to take care of the big engines. Five to six large engines to be assigned to St Thomas.

Pere Marquette Canadian Lines humming with a steady volume of freight traffic, mainly from Buick shipments.

October 22, 1940 New Pere Marquette engines are coming in the middle of December.

November 23, 1940 Pere Marquette recalls all men.

December 7, 1940 New Pere Marquette power hauls much larger trains. The two big super powered freight locomotives recently placed in service on the Canadian Division of the Pere Marquette are operating daily.

December 9, 1940 The numbers of the two large engines now in service on the Canadian Division through St Thomas are No. 1030 and No. 1031. Although not exactly new, they have come out of the locomotive shops in the United States.

December 21, 1940 The large Pere Marquette engines are beginning to haul heavier tonnage. One went east on the Pere Marquette with 52 loaded cars and 19 empties. The engine was No. 1030.

December 27, 1940 Recently the Canadian Division of the Pere Marquette Railroad was assigned two large engines No. 1030 and No. 1031.