

P. M. COLLISION NEAR LEAMINGTON

Passenger Engine Ran Into
Van of Local Freight, Causing
Injuries to Two Men.

Engineer George Gubb, of Walkerville, and Fireman Edward Pilon, of Windsor, were injured in a rear-end collision on the Pere Marquette at Leamington early Wednesday morning and were brought to their homes on the noon train.

Passenger No. 2, east-bound, crashed into Local No. 60, also eastbound, near the M. C. R. diamond, at the outskirts of Leamington.

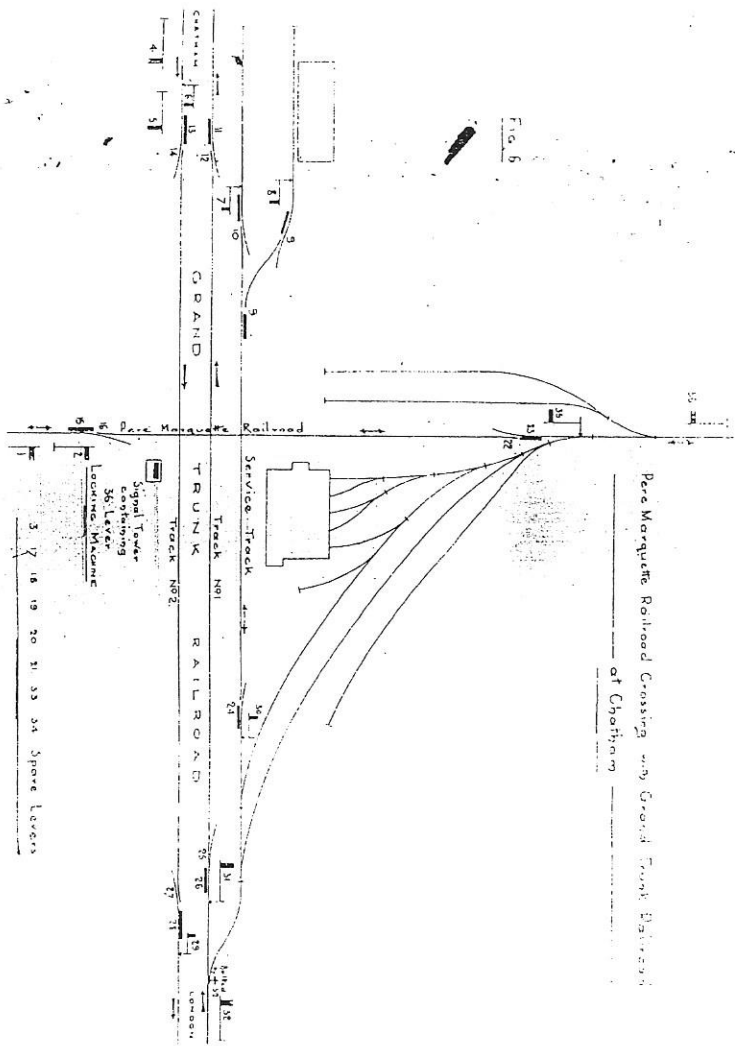
It was raining quite heavily at the time, and rather foggy, so that the engineer on No. 2 did not notice the flag to warn approaching trains of danger. No. 2 was bowling along at a good clip and the occupants of the engine had to jump to escape with their lives. Engineer Gubb was the more seriously injured and had to be carried to the station. Dr. Bell, of Merlin, who happened to be near at hand, was called and took charge of the injured man. Fireman Pilon was slightly injured on one side.

The engine smashed the van of the local train into smithereens and several cars were derailed. The engine was badly used up.

Conductor Crouchman, of Walkerville, was in charge of the passenger and Conductor Fisher, of St. Thomas, was on the local.

The Evening
Record
WINDSOR, ONTARIO

April 15
1908



THE CANADIAN ENGINEER

MAY 21 1909

P 673

PERE MARQUETTE MAKES CHANGES

**Trains will Arrive and De-
part From Detroit Instead
of Walkerville.**

June 27 — 1910

Changes of importance in time schedules on the Pere Marquette railway went into effect today. The full summer schedule is now on. All Pere Marquette trains on the Buffalo division, commencing today, will arrive and depart at the Union station, Detroit, instead of Walkerville, though the service from Walkerville station will be maintained to connect with the regular trains at Walkerville junction.

The Pere Marquette has just given its conductors and brakemen employed on freight trains a nice boost in salary. The raise in pay will go into effect on July 1st. The following are the concessions granted to the railway employees, which affect the Canadian employees of the road:

Boost for freight conductors, 70 cents per day.

Boost for freight brakemen, 72 cents per day.

Work day, ten hours, two hours less than formerly.

Mileage to constitute a day's work, 10 or more.

Rate of pay for work over ten-hour day, time and a half.

Number of men in Windsor and vicinity affected by raise, about 500.

The passenger conductors and brakemen are also to get a raise, but their schedule has not yet been announced.

The railroad men declare that the Pere Marquette has certainly used its employees in excellent style.

WINDSOR

THE
Evening
Record

June 27

1910

ENGINE DERAILED, TWO MEN INJURED

**Fireman Russell of the Wabash
Horribly Burned in Acci-
dent To-day.**

IT TURNED OVER TWICE

Special to The Star.

London, Ont., May 23.—Perc Marquette mogul No. 304, running light from Chatham to Sarnia, left at five fifty feet this side of the Mooretown bridge, near Courtright, and with Engineer Williams and Fireman Russell, both of Chatham, in it, plunged down a 15-foot embankment, turning over twice. The tender rolled down the other side.

Fireman Russell was horribly burned about the face, neck, and arms by red hot coals, which were hurled from the fire-box. Engineer Williams escaped with a few slight burns and general shaking up.

The accident was caused by a spreading rail.

TORONTO DAILY STAR
Thursday
May 23 1912

THREE P.M. ENGINES LEFT THE RAILS

Jumping Tracks Becomes Fashionable
for a Short Time Monday; Occured
on "Y's" to M. C. R.

The Pere Marquette had heaps of trouble Monday afternoon with their engines. At noon an eastbound freight in charge of Conductor Frank L. Brinkman, was proceeding around the "Y" from the L. & P. S. tracks to the M.C.R., en route to Bridgeburg, when the big engine, No. 303, Engineer John Blair, struck a plank, which had been torn from position at the Moore street crossing, and was derailed. The wheels of the locomotive all left the rails and tore up the interlocking plant for a distance of 50 to 100 feet. She was turned partially over, and it was necessary to get the big M.C.R. derrick to undertake the task of getting her back on the rails. Another P.M. engine, which went to her assistance, also went off the rails, but only for a few inches and she was soon righted.

Leaving the 303 to the tender mercies of the wrecking crew, Engineer Blair returned to the roundhouse and secured engine 275. With this he picked up the train, and backing it over the Talbot street crossing, tried to get to the M. C. R. tracks over the north "Y." But the engine refused to take the north at Talbot street and, like the 303, left the rails.

Both engines were on the rails by 2.30 o'clock.

MAY 27 1912.

Engine 303
Engine 275

YARD ENGINE VS. STREET CAR

Former City Best of Duel,
Happened at St. Catharine Street
and Gas Works Switch

Pere Marquette yard engine No. 32 on its way over the gas works switch this morning collided with city street car No. 30, going north on the St. Catharine street line, and as might be expected from such a duel, the street car went to the car barns for repairs, while the engine kept right on knocking box cars around.

The street railway authorities say that the P.M. is to blame for the accident. They declare that the crossing should be run by the men in charge of the engine, as the switch is no part of the regular line. The street car men do not make a habit of running the crossing; in fact, they say they are not supposed to.

The force of the crash caused some damage to the vestibule of the street car and put two of the springs out of business. It will take about \$150 to put it back in shape. The engine is not even suffering from the shock.

The engine was in charge of Engineer Alex. T. Mendull and Fireman E. Pearson and the car in charge of Motorman Treadwell and Conductor Doherty. The motorman was training a new man in the operation of the car at the time.

There was one passenger on the car at the time but the force of the collision was not sufficient to hurt anyone.

Engine
No 32

MAY 31 1910

WINDSOR

Brakeman's Body Pinned Six Hours In Wreckage Before It is Released



ROBERT C. ADAMS, the Pere Marquette Spare Conductor, Killed at West Lorne, Tuesday night.

VICTIM OF WRECK ON PERE MARQUETTE

Robert C. Adams Had Been With Road
Nine Years; Leaves Wife and
Daughter

Robert C. Adams, the St. Thomas man killed in the wreck on the Pere Marquette at West Lorne at midnight Tuesday, had been with the road since 1903, and at the time of his death was a spare conductor. Before going to the P. M. he was employed in the signal department of the M. C. R. He is a native of Canfield, where his parents, Mr. and Mrs. J. Adams, still reside.

Mr. Adams was about 32 years of age, and is survived by his wife and one daughter, Norma, aged 10, who is at present on a visit to relatives at Canfield.

He was a member of the B. of R. T. and of St. David's Lodge, No. 392, A. F. and A. M. Mr. Adams was one of the most popular men in the service of the Pere Marquette.

The body will be brought to the city Wednesday evening and taken to his home at No. 8 Hemlock street.

Robert Adams of St. Thomas is Instantly Killed When Passenger Coaches Are Telescoped; Fast Freight Crashes Into Train on Pere Marquette Near West Lorne at Midnight; Empty Coaches Were Being Brought Back by Reversed Engine; Crews Escape by Jumping

Robert C. Adams, spare conductor on the Pere Marquette, who resided at No. 8 Hemlock street, St. Thomas, was instantly killed, and the members of two St. Thomas crews had very narrow escapes from death, when a train of empty passenger coaches and a freight train met head on a mile and a half east of West Lorne, at 11:55 o'clock Tuesday night.

The accident was a very bad one and there are many distressing features. The train of passenger coaches was returning from Rodney, after having taken the Civic Holiday excursionists from Port Stanley back to their homes in Dutton, West Lorne and Rodney. The engine, No. 215, was running backwards with nothing but a lantern on the tender, and, as far as can now be learned, the train should have been stopped at West Lorne to let the west-bound freight train pass it.

CREW SAW FREIGHT TRAIN COMING.

The passenger train was in charge of Engineer Norman Shule, Fireman Searle, Conductor Walter Oldham and Brakemen M. McKeever and Robt. Adams, and was only running at a fair rate of speed when Engineer Shule noticed the oncoming freight train, which was pulled by engine 304, and in charge of Conductor George Neal, Engineer Buckpitt, Fireman Boynton, and Brakemen Matt Hewson and Gilbert. Engineer Shule at once applied the airbrakes, reversed his engine and commenced to back up, but seeing an accident was inevitable yelled to his fireman and they jumped for their lives.

The crew on the freight train could have seen the glare of a headlight and averted an accident, but the lantern that was hanging on the rear end of the reversed passenger locomotive was mistaken by them for a switch signal and they were close upon the passenger train before they discovered anything wrong. Engineer Buckpitt and Fireman Boynton only had time to jump before their engine plowed into the passenger engine.

MR. ADAMS' AWFUL DEATH.

The force of the impact created terrible havoc. The first passenger coach was driven half way through the second, and the fourth car completely telescoped the fifth.

It was in the fifth coach that Mr. Adams, who was acting as a brakeman on the passenger train, met his death. He was sitting with Conductor Oldham in the car, counting tickets, when they were startled by the application of the brakes. Conductor Oldham at once went to see what was wrong, but he only reached the rear platform when the collision came. He was thrown bodily into the ditch.

Mr. Adams was less fortunate. From the position in which his dead body was found it is evident he had been on the platform when the fourth car came ploughing through the fifth car and pinned him against the iron railing of the steps. His crushed and mangled body had been turned upside down and his legs were held so fast between the two cars that it was six o'clock in the morning before it could be released. Death, without a doubt, was instantaneous, as when Conductor Oldham, after picking himself out of the ditch, yelled back, "Hello Bob," there was no answer.

FIREMAN BOYNTON HURT.

The only other member of the two crews to be hurt was Fireman Boynton of the freight train. He had his back wrenched and two fingers broken by jumping.

The loss to rolling stock will run well into the thousands. Four of the passenger cars are a total loss, and others are badly damaged. The freight cars were only slightly damaged. The pilot of the freight engine was mangled completely, and the front stove in, but the passenger engine escaped with only slight damage.

Sitings to say none of the cars left the tracks, and the wreckage was cleared up by 10 o'clock, the wreckage on a w. from St. Thomas reaching West Lorne at 2:30.

WHO IS TO BLAME?

The placing of the blame for the wreck will likely be left to the

St Thomas
Daily Times

July 31 1912

P. M. OPERATOR FAILS TO SHOW UP AT INQUEST

John McArthur Summoned to Give
Evidence as to Wreck is Said
to Have Left West Lorne

EVIDENCE GIVEN FIXES THE BLAME ON HIM

Despatcher at St. Thomas Gave Orders
to Hold All Trains at West Lorne,
But McArthur Failed to Do
So and Wreck Occurred

(Staff Correspondence.)

West Lorne, Aug. 6.—John McArthur, the Pere Marquette operator, who was on duty at the depot here the night the returning excursion train was allowed to pass through and later met head-on with a freight train a mile and a half west of the village, did not put in an appearance at the wreck inquest which was opened at the Town Hall here this morning. McArthur was subpoenaed to appear and was around until a day or so ago. It is reported he has left the place.

The evidence given at the inquest this morning tended to show that McArthur was to blame for the excursion train not being held at the depot here to allow the west-bound freight to pass and that he did not notify the head office in St. Thomas at the pressure of the train this locality until it was too late to prevent an accident.

Conductor Testifies.

The inquest, which is over the death of Robt. C. Adams, brakeman, the victim of the wreck, is presided over by Dr. Dorland, coroner of Rodney. Crown Attorney McCrimmon conducted the enquiry; R. L. Braeken of Chatham represented the Pere Marquette and C. F. Maxwell, St. Thomas, was the court stenographer.

After the evidence of Dr. Webster, as to the death of Mr. Adams, Walter Oldham, the conductor of the excursion train, took the stand. Mr. Oldham said he had received orders on leaving Port Stanley to run to Blenheim, passing No. 4 at Dutton. Later he received orders to go to Ridgetown and return. He received no further orders and on the way back stopped at Taylor, the engineer thinking something was wrong with the brakes. As the train passed West Lorne a white light was shown. He retold the story of how he escaped from the fifth car, and of the death of Mr. Adams, who tried to follow him from the car.

In answer to questions Mr. Oldham admitted there was but one night operator on the P. M. between St. Thomas and Ridgetown and that was at West Lorne. He thought a white light on the tender of the engine which was running backwards ahead of the 15 empty coaches, would be better than a red light for the engineer of another train to see.

Operator Gave No Signal.

Norman Shule, the engineer, also swore the light shown at West Lorne was a clear one and a mile east of the depot the fireman called his attention to a light that looked like a headlight. He applied the emergency brakes and the train was customarily stopped at West Lorne. He said, on this occasion, the operator, standing at the window and gave the engineer no signal whatever.

Thought Red Light Best.

Fireman William Searle knew the lamp on the tender of the engine was burning because he saw the reflection. He also believed a red light was safer than a white one. When coming around the corner at West Lorne he said he saw the tender board and it stood at clear. He also saw the operator at the window.

McArthur, however, the fireman was in the last coach and could give little evidence of value.

Freight Men Testify.

Freight men testified on the freight train was on duty at the time of the wreck. The freight train was on duty at the time of the wreck. The freight train was on duty at the time of the wreck.

P. M. OPERATOR

(Continued from page one.)

tomary, he said, to find the order board against trains at West Lorne.

H. Buckpitt, engineer on the freight, said when he saw the light on the tender he took it for a switch light and shut off, but later realized it was on a train and after applying the brakes, jumped.

Nathaniel Hewson, brakeman, asked if the lights on the M.C.R. and P.M. trains confused the train crews, and he said he had no difficulty in distinguishing them. J. Garbutt, conductor, gave corroborative testimony.

Despatcher Tells About Orders.

George Demare, despatcher at St. Thomas from 4 to 12 o'clock, said he called West Lorne at 8:26 and gave the operator orders to have the special, going west, meet the regular passenger train at Dutton, instead of West Lorne. He called again at 8:35 and gave McArthur a holding order to hold all trains at West Lorne for orders. It was the duty of the operator to acknowledge this (which in this case was done) and to put out the stop board and stop all trains. The next communication he had with McArthur was at 11:30, when he asked West Lorne if anything was in sight and received a reply "No." He again called at 11:45 and was told that the excursion train was just passing. He told him to stop it, but McArthur said he couldn't. It was too late.

Mr. Demare said he expected the operator to hold the excursion train on the holding order. Such orders had always protected trains.

He considered McArthur an efficient operator. He had worked on the M. C. R. and before that on the P. M. at Blenheim. Copies of the orders sent and received were put in.

The jury retired at 3 o'clock to consider their verdict, and at four o'clock had not returned.

August 5
1912.

WINDSOR ENGINEER JUMPS FROM CABIN WHEN FLUE BURSTS

August 25 1912

**Driver of Pere Marquette Passenger Was Picked up in Unconscious Condition, Badly Scalded by Escaping Steam
—Fireman Had Close Call.**

Edward Pillman, 100 Cataragui street, Windsor, engineer on the Pere Marquette passenger train due at Walkerville from Leamington at 9.15 this morning, was forced to desert his post, when, as the train was pulling out of McGregor, the flue of the boiler bursted, filling the cabin with scalding hot steam, which forced the engineer to leap overboard when the train was travelling at a good rate of speed.

Fireman Fisher, to escape the clouds of steam, climbed from his cabin out onto the front of the engine, where he found safety. Pillman was badly scalded about the legs, neck and hands and is now in an unconscious condition at the Hotel Dieu. It is expected he will recover.

Passengers on the train were at a loss

to account for the sudden slackening of the speed of the train. One of the passengers looking out of a car window noticed the fireman clinging to the front of the engine while clouds of steam were issuing from the cabin windows.

As soon as the train came to a standstill Engineer Pillman was found missing. A brakeman and one of the passengers ran for a distance of about two miles back the track when they found Pillman lying face downward on the track, badly scalded and unconscious. He was temporarily treated and at once brought to the hospital at Windsor. His legs, body, neck and arms were found to be in the worst condition. The hospital officials do not believe the injuries will prove fatal, however.

Mr. Pillman is a married man but has no family.

PERE MARQUETTE NOW SPENDING BIG SUMS

**Immense Improvements on
This Road Now Under
Way.**

The officials of the Pere Marquette railway are very busy these days. The \$3,000,000 appropriated for the betterment of tracks, installing telephone lines for the dispatchers to supercede telegraphic communications and new locomotives and rolling stock are gradually being paid out as the work progresses or the new rolling stock received.

Sixty-five miles of track are being laid in the Detroit and Grand Rapids division. A 33-mile section of track between Alexis, O., and Carleton, Mich., on the Toledo and Saginaw division, eleven miles on the Chicago division and 30 miles on the Toledo and Saginaw division are being relaid. Seventy-five pound steel is being used.

Our Fall and Winter goods are now ready for inspection, and you will be the loser if you don't place your order for your fall suit or winter coat with us.—E. H. Gregory, 32 Wyandotte street. Phone 1069. *tf*

*THE Evening Record
WINDSOR Ontario
August 25 1912*

NO PUBLIC STATION; P.M.R. MUST SUFFER

Windsor Man Waited in Rain,
and Illness Resulted, Also
a \$1,500 Award.

COMPANY AGAIN LOSES

Because the Pere Marquette Railway had not rebuilt by July 20, 1911, the Marshfield station, burned two or three years before, George H. Morrison, watchman for the Erie Tobacco Company of Windsor, watched in the rain for a belated train to Walkerville, and, agreeing with the trial judge, the Divisional Court has affirmed the jury's damage award of \$1,500 against the P.M.R.

"There was no adequate or suitable accommodation at the Marshfield station for passengers," Morrison alleged, "and the P.M.R. had neglected its duty to provide a building or other shelter, although petitioned therefor. By reason of the want of suitable accommodation, I was compelled to remain exposed to the weather and contracted a severe cold, which has rendered it necessary for me to give up my employment and has permanently incapacitated me from earning my livelihood."

Morrison claimed \$3,000.

The Pere Marquette argued that it had not been required by the Railway Board to provide a covered station house at the point, and the traffic there did not warrant it.

"If Morrison suffered any injury at the time, July 20th, 1911," added the company, "it was through his own want of care and negligence, and any injury complained of is too remote."

TORONTO
STAR

December 30
1912

GASO-ELECTRIC COACH PASSED OVER THE P. M.

Test Trips Will Be Made During
the Coming Week. It is
Expected.

The gaso-electric coach, which it is proposed to run over the Pere Marquette railroad on trial trips, was in St. Thomas on Saturday, on its way from London to Walkerville, where it is at present. It is proposed that during the coming week, complete tests will be made and data kept as to capacity, cost of operation, etc.

The car is a gasoline-operated coach, owned and built by the International Electromotive Company, of Detroit, and is in charge of William M. Bennett, the vice-president. After having been in the United States for some time demonstrating on various railroads, the car was brought to Canada, and came from Preston to London under its own power. It is to be manufactured in Canada by the Preston Car Company of Preston.

It has a capacity of 40 passengers, and is run by a gasoline engine of six cylinders that develops more than 50 horsepower. While the car is as large as most radial coaches, it was built for purposes of demonstration. The cars would cost \$8,000 apiece, which is not much more than the cost of a street car of modern type and appliances.

Anyone able to operate the car would be able to run the car on the road, and the car would be able to run on the road.

McKeen Car.

MAY 19

1913

Two P. M. Engines Damaged.

Two Pere Marquette engines were considerably damaged at the intersection of the Pere Marquette tracks and a spur leading into the Richards Wilcox Company, London, Wednesday afternoon, when a freight engine hauling a heavy string of coal cars collided with a switch engine, which was shunting several cars into the siding. The freight was traveling at a good rate of speed and the engineer, thinking that everything was clear, did not attempt to slacken up. The switch leading into the spur was partly open, and instead of keeping to the main line, the heavy engine started into the spur. Before it could be stopped it struck the switch engine and damaged it considerably. No one was injured, but both engines had to be taken to the St. Thomas shops for repairs.

802 in Hard Luck.

Pere Marquette engine No. 802 has been having a lot of hard luck recently. Monday night, when near Marshfield, it left the rails while crossing a culvert, and when it was brought to a stop it was found that it had splintered the beam which is always built on the sides of culvert crossings to protect trains in case of a derailment, and that part of the beam was hanging over in the water. The baggage car also left the rails and would have toppled over had it not been for a heavy load of iron. It was packed on one side of the car. Wednesday night the engine left the rails between Marshfield and Lemmington, and ran off a distance of 100 feet on two wheels under the fire. The baggage car was also derailed and the passengers received a

June 6
1913

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802 in Hard Luck.

Pere Marquette engine No. 802 has been having a lot of hard luck recently. Monday night, when near Matchfield, it left the rails while crossing a culvert, and when it was brought to a stop it was found that it had splintered the beam, which is always laid on the soles of cut rails, to prevent the wheels of trains in passing from derailing, and that part of the beam was hanging over in the air. The baggage car also left the rails, and would have toppled over had it not been for a heavy load of coal. It was packed on one side of the car. Wednesday night the engine ran off the rails between St. Ignace and Hamlet, and ran off the end of the track on two occasions. The baggage car also and the passenger car also received a lot of damage.

Engine 802

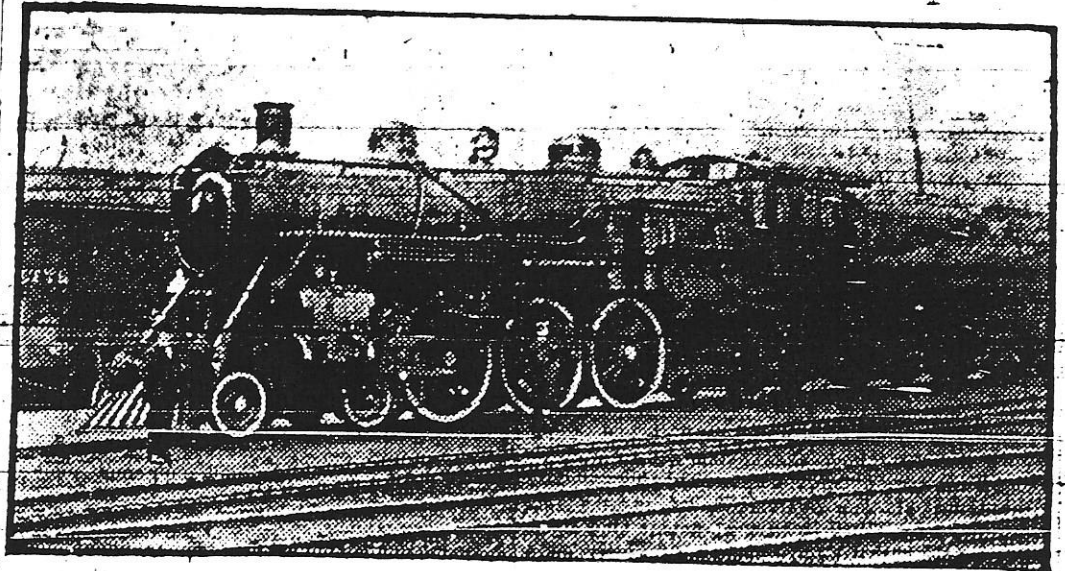
June 6 1913

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July 25 1913
WINDSOR

WINDSOR

Fine New Type of Engines Used In Pere Marquette Passenger Service



—Photo by Finney.

Pere Marquette No. 725. This is one of the six new monster passenger engines purchased by the Pere Marquette from the Baldwin works, Philadelphia, Pa. This photo was taken while engine was standing in St. Thomas Junction yards on the way to the Chicago Division, where they will haul the large passenger trains of 15 and 10 Pullmans between Chicago and Grand Rapids. They are up to date in every particular—Pacific, superheater type. Tank is equipped for 8,000 gallons of water. Engine has air-operated fire doors, E. T. air equipment and weighs about 400,000 pounds. The man at the head of the engine is W. H. Jolly, local freight agent, and G. Cook is on the right, shop foreman, St. Thomas.

MAY 8 1914

London Free Press

Daily Times.

ER IN WESTERN ONTARIO

WEDNESDAY, JULY 17, 1914

WEDNESDAY, JULY 17, 1914

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P. M. Gets Contract to Rebuild Road

F. B. Marble, Former M. C. R. Division Engineer, to Be in Charge of Work, and is Now in St. Thomas

Contracts for retracking and retieing the London & Port Stanley Railway have been awarded to the Pere Marquette Railway, with their sub-contractors, Marble & Palmer, of Detroit. This firm is composed of F. B. Marble, former division engineer of the Michigan Central Railway at St. Thomas, and Mr. Palmer, a Detroit broker. Mr. Marble, who will be in active charge of the work, is now in St. Thomas, and expects to make his headquarters here.

The Pere Marquette, in accepting the contract, assumes responsibility for traffic damages. It is also announced that the company will commence the reconstruction at once. The ties and steel have arrived and are distributed along the line. The rest of the equipment will be shipped to Port Stanley at once. Large gangs of men will be put to work, at both ends of the line, in order to hurry it through. It is thought that the roadbed will be rebuilt by September 1.

The system of electrification to be used on the Railway has been decided upon and will be the same as will be

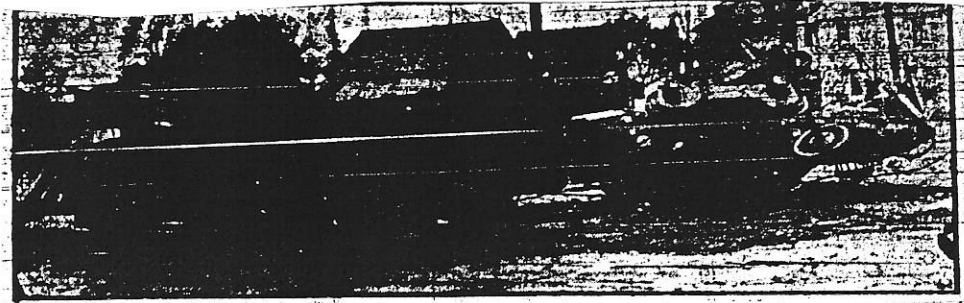
used on the provincial radial systems. The railway will be a standard for construction and operation on the proposed municipally-owned radial roads.

The rails which have been purchased for the re-railing of the railway are of the same weight, the same make and the same steel as those which are to be used on the Canadian Pacific Railway between Toronto and Windsor, over which the Canadian Pacific run their fast limited train. Tie-plates, to prevent the rails from sinking into the wood, will also be used.

Plans and specifications have been prepared for the passenger cars and locomotives for the railway, and tenders are being called for the supply of the same. These cars and locomotives will be a standard also. The very attractive plan for a passenger car having a side entrance has been submitted, but no decision has been reached as yet whether side or end entrances will be used. The new cars are said to present many desirable features and have been planned particularly with regard for comfort and safety in rapid transit.

St Thomas

July 17 1914



The above is from a photo taken by J. H. Hopkins shortly after a string of the Wilson avenue crossing, Friday morning. In the centre of the picture while at the right are the trucks of the coal car and the floor of the street car. The body of the car was smashed to smithereens. Motorman Odbert, although the woodwork was torn from all around him, excepting for a few boards at the front of the vestibule, he miraculously escaped unhurt.

City Street Car Demolished in Wreck With P. M. Cars

Motorman Odbert Thought He Had Time to Get Across, but Result is That City is Now Minus a Car; Mr. Odbert Had Miraculous Escape From Injury and Yard Conductor Alexander is Slightly Hurt, But Also Had Narrow Escape

Motorman James Odbert, of the St. Thomas street railway, Friday morning tried to take car No. 31 over the Pere Marquette crossing on Wilson avenue ahead of a string of empty coal cars with the result that the city's road today has one car less than it had yesterday. The foremost coal car hit the street car squarely on the side, smashing the body into kindling wood and left nothing but the roof and the floor of the car, the former being thrown to one side and the latter to the other side. It was a complete wreck.

Motorman Odbert, who was the only one on the car at the time, had a narrow escape, coming out of the mix-up without a scratch. He admits he is to blame, overlooking the signals of his conductor, Fred Bainard, in the belief that he could outspeed the coal cars.

Richard Alexander, Pere Marquette yard conductor, who was riding on the front end of the leading coal car when he hit the street car, had his knee injured and was taken to his home, 87 Chestnut street.

Didn't Wait for Conductor's Signal. The accident happened at 8 a. m. on the street car, going north, slackened up for the crossing, but Motorman Odbert did not stop. As the crossing was clear, Mr. Bainard saw a yard engine backing three coal cars down from the east and he did not give Motorman Odbert the clear signal. The latter, however, who was close onto the south track by this time, thought it would be safe to delay and make his connection with the belt line at Wellington street in time by rushing across ahead of the coal cars, and he put on "full speed ahead." He had miscalculated, however, and the coal car, traveling at a fair rate of speed, broadsided the trolley with such force as to reduce the city's car to kindling wood.

Made Clean Job of It. When a representative of The Times visited the scene shortly after the accident he found the Pere Marquette employees clearing away the wreckage. The coal car is hitting the city car had torn everything off the car from the flooring up, with the exception of a few boards at each end of the vestibules. In pushing what was left to the north of the tracks, the trucks had been torn from the trolley car. The roof was shot over to the south and stood on its side.

While the street car was going through these evolutions the coal car wasn't standing still. According to Ald. Brinkman, P. M. yardmaster, who was standing near the station, the car rode up in the air a distance of 15 or 20 feet and then, with its trucks torn from under it, settled down on the ground, with one corner resting on the remains of its victim.

"Dick" Shoots the Chute.

Ald. Brinkman also tells of the narrow escapes of Yard Conductor Alexander and Motorman Odbert. His attention was first drawn to the scene by the yelling of Yard Conductor Alexander, who was still rushing north to warn off Motorman Odbert. Then he heard the crash and saw the coal car heave up in the air and up he went at full speed. Conductor Alexander, from the perch of the front end of the coal car, had a view of the locality and had a second and more he saw the street car being crushed and the trolley car being shot over to the south. Mr. Alexander, who was standing near the station, saw the coal car being crushed and the trolley car being shot over to the south. Mr. Alexander, who was standing near the station, saw the coal car being crushed and the trolley car being shot over to the south.

yelled out to the motorman not to make the attempt. Upon the strength of these statements Ald. Roche suspended Motorman Odbert, pending an investigation, which will be held as soon as Mayor Johnson and Ald. Horton, who are in Stratford, return to the city. Motorman Odbert has been the most unfortunate man in the city's employ with regard to accidents. Conductor Bainard is still on his run.

Watchman Not on Job.

While admitting that Motorman Odbert disregarded the rules in running the car across without the signal from the conductor, Ald. Roche also points out that the Pere Marquette watchman, whose duty it is to guard the crossing, was not on the job. Ald. Roche learns that the watchman, with his flag in his hand, stood on the sidewalk near the station, and not in the centre of the crossing.

ST THOMAS

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