

## Martha's Page - Train Accidents

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### TRAIN ACCIDENTS

from news clippings 1875-1964

A man was killed, being run over by a train on the B & O road near Milford, last Saturday night. He was lying upon the track and was cut in two. Nothing, at first, was found upon his person, but close examination of the clothing afterward, there was found in the lining of the coat, money and certificate of deposit amounting to about \$2,000. He had been a laborer on the road. New Era, June 1875

Last Friday, just before two o'clock p.m., as a crowd at the depot, were waiting, watching, for the 1:58 train going west, an aged man, apparently about 70 years old, came up the track from the west, passed by the standing crowd, and walked on eastward, keeping between the rails. Just after he passed the passenger house, the smoke from the incoming train was seen above the trees. The train came on and into full view, the stranger still walking up the track. Soon the train reached the whistling point, and the prolonged shriek of the locomotive pealed out upon the air as the train came thundering on. Still the aged stranger upon the track - now beyond reach of human voice from the depot, moved rapidly on to meet the steam monster. Turning neither to the right or the left, he marched right on. The engineer, expecting him to step aside, of course, did not stop, though repeated signals were given which were unheeded by the old man until it was too late, and the collision came. The old man walked right on and straight against the front of the oncoming train! The horrified spectators, watching breathlessly in the distance, saw the mangled body thrown into the air and falling into the ditch - dead - struck out of life in an instant. The accident occurred about 80 rods east of the passenger house. The mangled remains of the stranger were brought in and deposited in the freight house, and a coroner's jury, summoned by Justice N. Prentiss, returned a verdict as to the manner of the man's death in accordance with the foregoing facts, fully exonerating the railroad company. No address or mark was found about the clothing or person to indicate the name or residence of the deceased. He was about 5 feet 6 inches in height, slightly built, weighing about 125 pounds; attired in a blue tweed coat, made in the Dunker style, fastened with hooks and eyes, black felt hat, gray cassimere pants and a blue striped shirt. His forehead was unusually prominent at the base, and eyes deeply sunken. The day before, the same man passed through Albion inquiring for the Poor House. He was directed where to go, and afterwards was seen near the residence of P.B. Bassett, half a mile this side of the Poor House, preparing to go to rest in a fence corner. Mr. Bassett persuaded him to go into the barn and sleep. In the morning, he proceeded on his way toward the asylum, but passed by, and near H. Palmer's, lay down in a fence corner by the roadside, making a pillow of his coat. Afterwards, he came again to Bassett's and wanted to take lodging there. On being told they could not receive him, that he must go to the asylum, he sobbed and cried like a child and started toward town. Mr. Bassett, shortly afterwards, came in with some relatives who were going on the westward train. Whilst Mr. Bassett, with others, were standing on the platform at the passenger house, he saw the old man again, walking up the track, and saw him meet the engine. The body was badly mutilated; several holes in the head; one shoulder crushed; ribs on one side torn from the spine. The remains were buried in the Albion cemetery on Saturday. New Era June 11, 1875

Another smashup on the railroad. On Saturday evening about 10 o'clock, two freight trains met on the main track  $\frac{3}{4}$  of a mile east of Wawaka; train No. 33 drawn by engine 121, and train No. 22 drawn by engine No. 351. Train No. 33 must have been making pretty good time, as No. 22 had stopped, or nearly so, but by the appearance of the wreck, they halted very sudden. Two engines and 15 flat cars were totally demolished. The engines were driven so hard together that two engines could not draw them apart, and it was found necessary to cut them apart. The flat cars were principally loaded with merchandise. When we arrived there on Sunday morning, the wreck was a sight to behold. Debris on all sides of the engine and one Empire car lay across the engine. We noticed goods scattered in every direction. There were boxes marked San Francisco, Salt Lake City, Ogden, St. Paul, Milwaukee, Quincy and other points in the west. The railroad officials were there in force and everything was being taken care of as best they could. How such a collision could occur without the loss of life is more than we can comprehend. Pieces of the cars were sent 20 rods out in a corn field. It was said that one of the firemen was slightly injured and that another did some tall walking; his steps being about 7 feet, and no wonder when slivers were flying in every direction. It seems to us that there was gross carelessness on the part of someone. We hope on investigation, the guilty persons will receive their just deserts. Superintendent Curtiss and assistant Superintendent, Tucker, were on the grounds, but of

course were very reticent as regards their opinion as to who was to blame. W.H. Caniff, with a large force, are at this writing at work clearing away the debris, a job we surmise, that will take some days to finish. New Era July 18, 1878

As the construction train loaded with iron was passing here Thursday evening, the trucks belonging to one of the cars became unfastened and slipped from under the car and jumped the track without doing any damage to the train or even impeding its progress. The coupling link holding up the car until the train was run upon the side track where necessary repairs were made. The Syracuse Gazette August 1, 1878

A fast train on the Panhandle road collided with a freight train on the seventh, near Steubenville, Ohio, by which fifteen persons were killed and more than forty wounded. The accident was due to the carelessness of the freight conductor. The fast train was running at the rate of 40 miles an hour when the accident occurred. The New Era August 15, 1878

There was quite a wreck of portions of freight train No. 19, which passes this place about 3 o'clock a.m. on Saturday morning, about a quarter of a mile east of the passenger house. There were about twenty five or thirty cars in the train. When passing over the high embankment just east of Albion, the trucks under one of the cars broke down, causing the breakage of one or two others and the cars were dragged upon the track quite a distance, shoving the ties for 30 or 40 feet altogether in a bunch and twisting the railing in every direction. Luckily the cars did not leave the track. One of the broken down cars was loaded with live hogs, and the other with fresh meat. After hours of hard labor with the wrecking train from Garrett, the disabled cars were side-tracked here and the track repaired so as to permit the passage of trains. Had these broken down cars been drawn 30 or 40 feet farther, the bridge at that point would have been demolished and a more disastrous wreck been the result. Two hogs were injured in unshipping them from the disabled car. The passenger train due here at 3:10 a.m. was detained at this place until about 11 a.m. The embankment at the point where the accident occurred is 20 or 23 feet high, and the loss would have been much greater had the cars left the track. We understand that the break was occasioned by a hot journal. The New Era August 8, 1878

John King, a brakeman on the westbound local freight train, had an arm terribly mashed between the draw bars while coupling cars at this station last Thursday evening. Dr. E.W. Knepper attended his wounds, and he was then sent to his home at Waseon, Ohio. It is thought that the injury is such that amputation will be necessary. The New Era August 29, 1878

On Wednesday of last week, while the local freight on the B&O which passes here at 7:55 a.m., was crossing the track of the C.W. & M. Road at Milford Junction, it was run into by a mixed train on that road going south, badly smashing up the engine of the C W. & M. train and disabling two of the cars of the B&O train. It took nearly all day to clear the track of the wreck, and the passenger train from the west, due here at 2:10 p.m. was several hours late. We believe no lives were lost in the accident. The New Era September 5, 1878

A brakeman on the L.S. road was killed near Wawaka by falling from the top of the car under the wheels and having both legs cut off. He died at Ligonier. The New Era November 7, 1878

A freight train conductor named Pawllog, was killed at Kendallville one day last week. He fell beneath the cars and the entire train passed over him, bruising him considerably and crushing his leg. The leg was amputated, but he died shortly after the operation. The New Era November 21, 1878

Elmer Matthews had his leg broken on Monday night, by jumping from a train on the B&O Road while in motion near Avilla. It was the passenger train going west, and the boy laid by the side of the track until morning, when he was found and brought home by handcar. He had been working upon the mud train and had been discharged. We understand that he was "beating" his way on the train. There are various stories afloat. One that he was kicked off the train by the conductor, and another that he jumped from it. Let this be a warning to boys who are in the habit of stealing rides on the trains. Sooner or later we will have to record the death of some of them if it is persisted in. The New Era July 1879

There was a wreck on the night passenger train coming east on the B&O Road, about 40 miles east of Chicago, on Monday night this week. The wrecked train did not reach here until noon the following day. We believe that the engineer was injured to some extent, but otherwise none of the passengers were hurt. The New Era February 19, 1880

There was another wreck on the B&O Road east of Defiance we believe, on Sunday night. We are without particulars except that it was a peach and oyster train of eight cars, and that they were all completely wrecked. The train was running at great speed, when it encountered some cattle on the track and was ditched. The engineer and fireman were reported killed. The New Era September 9, 1880

Trains were delayed at this station for several hours on Saturday morning in consequence of a wreck a few miles east during the night. It seems that a freight train became uncoupled and the engineer, not noticing it, stopped his engine permitting the detached portion to run into the cars in front, smashing up a few cars in true railroad-like style. The wreck was soon cleared away and travel resumed. The New Era April 5, 1883

A sad accident occurred on the B&O Railroad at Wellsboro, about 80 miles west of this place, to Conductor Lee of train No. 15, or the local freight going east. It seems that as the train was moving out from that place, he attempted to jump on while the train was still in motion, and missed his hold. He fell under the forward part of the caboose, which passed over him, crushing one arm and one leg and also fracturing his skull from which injuries he died during the day. The New Era June 6, 1883

On going to press last Wednesday we learned that a freight train on the B&O had been wrecked one mile east of Cromwell, in this county. Particulars of the wreck could not be had at that time, and upon investigation we find that some person or persons had removed a rail for the purpose of wrecking the eastbound night express. The express was about one half hour behind time and in consequence of this, freight train number 91 was allowed the track to proceed further east on the belated train's scheduled time. The nuts and bolts on one end of a rail had been removed together with the spikes. The freight train came thundering along and one minute after striking the loose rail was a total wreck. The engine ran off and imbedded itself in the ground near the side of the track while ten or twelve cars were thrown promiscuously over the road bed and in ditches. Three of the train men were injured, including the engineer. A few minutes later the express was brought to a halt near the scene and not until several hours later was the motive of the train wreckers understood. Had the express been on time, the train would have went pell-mell into the opening, carrying her many passengers into the wreck where several lives would have been lost. The New Era November 14, 1883

A terrible accident, caused by pure carelessness, or cussedness, occurred on the Grand Rapids road near Fort Wayne, last week. The Grand Rapids train left the south depot on time and made the regular stop at the coal chute, about 800 feet south of the Nickel Plate crossing, where the tender was filled with coal. At the crossing, Nickel Plate yard engine crashed into the ladies car of the Grand Rapids train. The Grand Rapids train had received the signal from the target keeper that all was right, but the Nickel Plate engine rushed on, and engineer Mosier, of the Grand Rapids engine opened his throttle knowing that the chances were desperate, but determined to save a collision. Unhappily the crash came, and the rear coach was struck and overturned. The scene was terrible. Thomas Ellison, his wife and two young children of LaGrange, Indiana, were unluckily in the shattered car and received injuries, supposed to be internal. Ten other persons were taken to the hospital in Fort Wayne, more or less injured. Heavy damage suits will no doubt be brought against the Nickel Plate road, and the company will sustain a heavy loss. The New Era January 2, 1884

Train wreckers are trying their hand in St. Joseph County, as shown by the following item clipped from the South Bend Times of last week. The passenger train coming north on the Vandalia was stopped just south of Natwood Wednesday just in time to prevent serious consequences from a large stone that had been laid on the track by some fiend. As it was, the only injury done was to some pipes on the engine. The New Era December 2, 1885

Four men were killed in the wreck at Chicago Junction last week and damage done to rolling stock, etc., to the amount of \$25,000 or \$30,000. The fast train going west ran into the rear of a freight train, while the fast train was running at the rate of about 40 miles an hour. The New Era February 4, 1886

A brakeman on the eastbound freight train on Monday morning, while making a flying switch at Cromwell, fell in front of the train and had his head taken from his body. Will somebody tell us what is the matter on our road? The New Era February 10, 1886

Last Saturday morning a brakeman on the Wabash fast line, number 56, due here at 1:11 a.m. met with quite a serious accident. As he was unloading a large trunk at this place, he slipped and fell, the trunk falling on top of him and breaking his leg. The injured man was put on the train and taken to Garrett. The New Era February 10, 1886

Scarcely had the excitement here died down, occasioned by the killing of Thomas Weeks on Sunday morning, when the news came that another person had lost his life at Cromwell on Monday noon, ten miles west of here, by falling under the wheels of a train on the O Road. We are without further particulars, more than that a brakeman on a freight going west, had side-tracked at Cromwell to let the noon passenger train pass, and when leaving that station, by some means, fell under the wheels, and nine cars passed over him. His head was entirely severed from the body. This is the report current here on Monday. The New Era February 11, 1886 (*Note: An obituary for Thomas Weeks can be found in the obituary column shown on this web site and in the New Era newspaper dated February 10, 1886.*)

There was another accident on the B&O at this station on Tuesday morning, near the water tank east of town a half mile or such matter. We believe that through some mismanagement, one train ran into another at that place, derailing the engine, tender, and one or two cars of Number 5, a passenger train going west. Not a great deal of damage was done and nobody injured. There was a blockade of trains in consequence of the mishap. Feb. 11, 1886

It is said that eleven men, employees of the Baltimore & Ohio railroad, have been accidentally killed on the road between Chicago Junction and Chicago since the first of January. Boys, you had better enlist to fight Indians. You would be safer and have more fun. The New Era February 17, 1886

On Tuesday morning of last week the fast train going east collided with an engine and tender at the water tank east of town. The engineer jumped from the fast train and was badly hurt, while the fireman, Sheldon Harkless, of this place, braced himself for the shock, kept his place and was unharmed, but his engine was considerably mashed up. The other was a complete wreck, which caused quite a delay in the trains. February 17, 1886

Mr. W.B. Duryea, roadmaster of the G.R.& I. Road, south of Fort Wayne, was killed by being struck on the head by a cattle guard fence, while leaning out of the car window to speak to a section boss who was standing near the track. He has relatives living in Rome City. February 18, 1886.

Last Wednesday afternoon about 4 o'clock, a west bound freight train broke in two near the tank east of town, the front section with the engine going on leaving the detached part following on the down grade. When the train halted at the switch, the detached cars, having acquired a high rate of speed, dashed into the front cars, completely demolishing three or four cars and badly breaking up several more. No person was injured but damage to the train was great - probably not less than \$2,000. The New Era February 9, 1887

The express train from Boston, consisting of locomotive, baggage and postal cars, two passenger, and two sleeping cars, struck a broken rail on the Vermont Central railroad near Old Windsor station, and about 200 yards south of the Deck bridge. The locomotive, baggage and postal car broke away from the rest and passed over the bridge safely. The rest of the train was thrown from the rails and ran on the road bed to the end of the bridge, when it went off the abutment and fell fifty feet into White river. The cars took fire and were soon a mass of flames. The cold was intense, and no water could be found to extinguish the fire. It is supposed that between fifty and sixty persons perished. The remains could not be identified. The New Era February 9, 1887

Another wreck occurred on the B&O at Attica, Ohio, last Wednesday night. It appears that one freight train was standing on the main track there and owing to some defect in the signal lamps another ran into it, piling things up rather promiscuously. The engineer and fireman of one train were badly scalded but no one else was injured. The New Era February 9, 1887

Charles Breidelman, an old resident and prominent citizen of Orange township, met his death in a terrible accident on the Pennsylvania line near Altona last Friday. He was born in York County, Pennsylvania, February 1, 1821. He emigrated to this county in 1851, settling on his present farm in Orange Township. In 1875, he removed to Brimfield. He was a public spirited man, a staunch friend, and a respected member of the M.E. Church. His wife, to whom he was married in 1846, died but a short time since, and he will be buried by her side at Brimfield. Kendallville Standard, June 8, 1887

Last Tuesday night about 10 o'clock, number 89, westbound freight had sided for Number 46 express train to pass, when to the despair of the fireman of the freight, (who was standing on the pilot ready to uncover the headlight), he saw the express enter the sidetrack at the rate of 55 miles an hour, and called to the engineer, William Divine, to jump for his life. The fireman saved himself, but Divine was caught in a portion of the wreck crushing his right limb in such a horrible manner that it had to be amputated above the knee, also cutting his face badly. He is at Mr. E. Blackman's under the treatment of Dr. Hayes of Albion. Dr. Thompson, the company surgeon of Garrett, dressed the wounds and amputated the limb. Divine is about 35 years old, unmarried, a resident of Wheeling, West Virginia. He later died. Cramer, engineer of the express, and Coakin, fireman, jumped and were killed. Both were residents of Garrett, where the remains were taken. They were married, Coakin just a few days before the accident. It is supposed that the dead body of a boot-black is in the ruins, as he was known to be stealing a ride on the front platform next to the engine. Albion New Era August 3, 1887

More information has been given regarding the wreck of Number 89 freight and the express train Number 46 last Tuesday night. It happened on the B&O Railroad between Albion and Cromwell at York siding. As number 46 showed up from the west, the head brakeman on number 89 started for the west end of the switch to be in readiness to open it and let his train pass out. After going a part of the distance, the headlight of the approaching fast line showed aim that the west end was open, but he could not reach it in time to close the switch. number 46 came thundering along and the trains came together with an awful crash. Both engines, two express cars and a number of freight cars were completely demolished. Forty minutes before the wreck occurred, the excursion train, returning from Michigan City, passed through Albion and the switch was alright. Some malicious, hell scorched reprobate, broke the switch lock with an oak club. The lock cannot be found. It is reported that several tramps left a west bound plug train at York on the evening of the disaster, in an ugly humor, after having indulged in threats against the trainmen. A quite plausible theory is that tramps may have done the deed for the purpose of robbing dead and disabled passengers - expecting, of course, a complete smash-up of the entire train, and the killing and wounding of nearly all on board. Albion New Era August 3, 1887

The express train number 4, west-bound, on the B & O Road, due in Pittsburgh at 6:50 in the morning, dashed into the first section of the westbound freight train number 51, standing on the main track at West Newton, thirty-two miles east of that city, July 29. Fireman Orbin of the freight train was killed and engineer Gilland was fatally hurt. The engine connected with the freight had broken down and both the engineer and fireman were under the engine making repairs when the collision occurred. The engineer and fireman of the passenger train jumped and escaped serious injury, but a number of the passengers were more or less injured by the concussion. It is said that the engineer of the passenger train was flagged in time to stop, but the air-brakes refused to work, and the attempt to apply the old hand brakes was not successful. Albion New Era August 3, 1887

A bridge on the Pittsburgh division of the B&O Railroad, a few miles west of Cumberland, gave way under a mixed freight train last Thursday morning. Engineer Driscall and fireman Paine were instantly killed, and the brakeman severely injured. Albion New Era August 3, 1887

A bad wreck occurred at Bryan, Ohio, on the Air Line Division of the Lake Shore, Friday last. Three persons were killed and several seriously injured. The Lake Shore "stands in" with the Associated Press, therefore it is impossible to get an account of it. The accident was similar to that of the B & O. A bolt was drawn from the rail and the switch thrown open, leaving the light in the position it always stands when the switch is closed. It was undoubtedly, the work of train wreckers. Albion New Era August 4, 1887

A Niagara Falls excursion train on the Toledo, Peoria & Western Railway, ran into a burning culvert two and a half miles east of Chatsworth, Illinois. Fourteen coaches and two engines were wrecked and about 150 persons killed, and nearly 80 wounded. The first account is necessarily meager as to the details, but enough is known to prove this

horror the most awful that has occurred in twenty years. A man who escaped (almost uninjured), after an imprisonment of twelve hours in a wrecked coach, owed his life to the interposition of a piece of timber of the car in front, which passed over him as he lay pinned to the floor, and thus kept a little space clear by holding up the other falling debris. When he finally got clear, he saw that the timber which saved him had struck a young lady back of him in the neck. Scores of the bodies were horribly crushed. It was a secluded place, where fields of grain bordered closely upon the scene. Now the pleasant landscape was horribly disfigured by torn and bloody clothing, broken trunks and satchels, and towering in the midst was the shattered pile of wreckage thirty feet high, a fearful mass of broken and splintered wood and iron and parts of human bodies. The conviction appeared to be growing that it was not an accident, but the act of fiends who intended to reap a ghastly harvest by robbing the passengers. Evidence produced at the Coroner's inquest partially corroborated the theory and there were many instances of robbery which occurred in full view of witnesses. It is said that claims by relatives of dead victims and by the living who are maimed, will be presented to the amount of nearly a million dollars – enough to swamp the company should it turn out that the management is responsible. Albion Democrat August 10, 1887

The Times Star, Springfield, Ohio, says a collision occurred this morning at Foster's crossing east of that place, on the Pittsburgh, Fort Wayne and Chicago Road between two freight trains, setting on fire five oil cars, exploding a car of dynamite and killing five persons – the fireman, Ed Bach, and the engineer and three tramps who were stealing a ride. The Albion Democrat September 21, 1887

A fatal collision occurred between two trains on the B&O near Cochraine's Mills, fifteen miles from Pittsburgh, Pennsylvania last Friday forenoon at 10:15. Three persons were killed and five more or less seriously injured. The Albion Democrat November 30, 1887

A section of freight train number 20, eastbound, struck the bridge watcher, Charles Clarke, in the cut west of the bridge over Blue Grass Creek about 6 o'clock Sunday evening. When found, the base of his skull was crushed, and there was a wound near the top of his head. The unfortunate man died during the night at his home which was but a short distance from the scene of the accident. He leaves a wife and several children. Mrs. Clarke is a daughter of the late Mr. Dull of York Township. The Albion Democrat December 28, 1887

A wreck on the L.S. & M.S. railroad occurred near Millers last week. The cars ran off the bridge over the little Calumet river and sand in the muck buried a brakeman. The Albion Democrat February 8, 1888

A G.R. & I. Passenger train ran over and killed a man in Fort Wayne last Wednesday. The Albion Democrat February 15, 1888

Last night, a brakeman named Guy on the Lake Shore, met with an accident at Waterloo which cost him his life. He was breaking a coupling and stumbled and fell on the track before the moving cars. Several wheels passed over him, severing his legs and one arm from his body. He died within a short time after the accident. The deceased lived at Air Line Junction, and his parents reside at Ligonier. Goshen News March 5, Albion Democrat March 14, 1888

A painful accident befell Willie, the twelve year old son of James McCartney, about noon on Tuesday. He and several companions were at the B & O Depot and attempted to jump on Number 13, a north bound freight intending to ride up town. Young McCartney grabbed the hand-hold of a car, but in attempting to jump to the stirrup, he slipped and his foot was caught beneath the wheels breaking two toes and crushing or bursting the flesh of all others. The little fellow appears to have had considerable "grit" for it is said he hobbled around to the rear of the transfer house in order that his companions might not see he was hurt. He was taken home and medical aid summoned. It was found necessary to amputate one toe immediately but the rest may possibly be saved. The Albion Democrat March 21, 1888

William Baughler, engineer, running 926 was badly burned last Wednesday morning by the blowing out of a bolt which he was trying to tighten on the boiler. His face and hands were burned to a blister by the escaping steam. Although his injuries are not of a serious nature, it will be some time before he will be able to work again. The Albion Democrat May 16, 1888

A young man named Miller, residing at Bourbon, Indiana, was instantly killed by being knocked off a freight train on which he was riding. It seems that he was hanging to the side of a flat-car and when the train got within a mile and a half of Plymouth, he came in contact with a cattle guard with the above mentioned results. The Albion Democrat June 13, 1888

Green Shields was run over and killed on the B&O Railroad near Altona last week. He leaves a wife and children. Drunkenness invited the catastrophe. August 1, 1888

B&O freight train number 88 ran into a G.R. & I. Freight train at Avilla Thursday morning. The transfer house was knocked off its foundation. Trains were several hours late. August 15, 1888

Number 9, the west bound passenger train, was ten hours late due to a wreck on the Lake Erie Division, in which two persons were killed instantly, nine fatally injured and twenty-seven others maimed. September 19, 1888

Another horrible railway wreck on the LeHigh Valley road at Mud Run Pennsylvania, on Wednesday night last. An excursion train was run in two sections. The rear section run into the forward one on a steep embankment sixty feet high. The coaches were telescoped and thrown down the embankment. Forty killed outright and nearly as many badly hurt. October 17, 1888

An axel broke in a freight train on the B&O about a mile east of Albion on Tuesday evening last week, causing a bad wreck and the demolishing of thirteen cars. No person was hurt. November 20, 1889

A man named Hughes was run over and killed by a fast train on the B&O Railroad near Breman a week ago last Saturday. He was drunk at the time. February 13, 1890

Douglas and Miller, two attaches of Stowe Brothers Show, while standing on the Lake Shore track at Elkhart watching the loading of the show, were struck by a freight engine and Douglas was killed. Miller escaped with severe injuries. June 5, 1890

A passenger on train number 9 received several cuts and bruises while trying to board the train here Saturday. It had backed off the siding after the fast line passed, and being behind time passed the depot at good speed. He was thrown on the platform and quite severely shaken up. June 12, 1890

Last Friday night John Batlan, a well-known Lake Shore conductor, was badly injured at Air Line Junction. As he was passing along the train, he stepped upon something lying at the side of the track which threw him under the cars. The wheels passed over his left arm near the shoulder and his left foot, crushing both badly. Albion Democrat, September 24, 1890

A fatal wreck occurred at this place Monday night at this place Monday night in which Chas. W. Braden was fatally injured. The train was standing about 300 yards east of the G. R. & I. crossing on the new track of the Lake Shore, and as all west bound trains must use the old track, a split switch is placed a few feet west from the crossing and opposite from the watch tower, for the purpose of allowing trains to run from the new track to the old without *necessarily* making a stop. As the train reached the switch, which was thrown properly for its passage onto the old track, the forward truck of the engine climbed the switch rails, continuing on the new track, while the drive wheels of the engine, the tender and the rest of the train started out on the switch rails for the old track. The engine was thrown from the rails, breaking it loose from the tender, which, in connection with one freight car, went over the embankment near the pump house west of the depot. When Braden felt the engine off the track he started back over the tender just as it went over the embankment. He was found by the engineer a few moments after the disaster at the bottom of the embankment, but free from the wreck. His right fore arm was torn off from the arm proper at the elbow, while the muscles and flesh of the arm above the elbow were ground to a jelly. The right leg was broken and mangled into a horrifying mass, the skin and flesh being stripped from the bone almost the entire length of the leg. He was also injured about the head. In the car that went over into the ditch was a \$2,000 stallion consigned to a Mr. Shrock of Ligonier, which was taken from the wreck uninjured. Aside from the killing of Mr. Braden the wreck was

a very fortunate one for the company. Ligonier Leader, March 5, 1891, pg 4 col 4 "Kendallville Lore" *Contributed by Judy Richter*

Quite a bad wreck occurred on the Nickel Plate Railway at South Whitley Wednesday afternoon of last week. While the local freight was standing on the track, a through freight ran into the caboose. There were three men in the caboose at the time: James Nichols, of Sidney, A.J. Masser of Kalamazoo, and Simon Gohn of Rochester. Masser was very badly injured and may not recover. The engineer of the through freight is severely censured for the accident. Albion Democrat, April 1, 1891

On the morning of May 1, Mr. Shroyer discovered near the crossing of Cain's siding east of Rome City, on the G.R. & I. Railway, fragments of torn clothing scattered along the track, and following up, soon found the fragments of human flesh and parts of a body - some parts lying on each side of the track. A northbound train approaching, was signaled and stopped, and the conductor assisted Shroyer in gathering together the ghastly remains. The coroner was sent for; and assisted by Nelson Prentiss, Esq., held an inquest on Friday, eliciting substantially these facts: The victim was Perry Bushong, who in company with a young man named Potts went to Kendallville on Thursday, April 30. While in Kendallville, both had drunk excessively and had gone to the station drunk, intending to steal a ride home. At the station they got into a wrangle with the baggage master, and Bushong, being the least drunk of the two, engaged in a battle with the baggage man. Soon after the scrap was over, Bushong disappeared, and Potts fell asleep. This is Pott's story, and he acknowledged that he was too drunk to see or judge very correctly of anything. The exact manner in which poor Bushong met his death has not yet been ascertained. One, and a plausible theory, is that he went on foot to Cain's siding and remained there until a morning freight train came along, and then attempted to board it and fell under the wheels. The largest section of the body found was the trunk, from the neck down, without the limbs. He leaves a widow. He was only a little over 19 years of age. Albion Democrat May 6, 1891

Some fiends, in human form, drew the spikes, bolts and nuts from the rails on the G.R. & I. railroad three miles north of Kalamazoo, and displaced the ends of the rails. The result was a fearful wreck of the south-bound express, last Wednesday noon. Baggage and express, day coach and sleeper were thrown from the track and rolled down a high embankment - the sleeper with its occupants turned several times over. About twenty persons - nearly all of whom were in the sleeper, were injured, some very seriously, one or two perhaps fatally. Following are the names of persons known to have been more or less hurt: Dr. H.B. Carriel, Chicago; Millard R. Powers, Chicago; A.O. Davidis, Chicago; A. Conway, Fort Wayne; N.B. Williamson, Trenton, New Jersey; F.A. Burnham, Medina, New York; Charles A. Shellman, Baltimore, Maryland; Miss Carrie Hawley, Niles, Michigan; W.S. Bratt, Grand Rapids, Michigan; J. Earl Kay, and Mrs. J. Earl Kay, Grand Rapids, Michigan; Miss Maud Haines, Plainwell; Mrs. Mary Ripton, Kalamazoo, Michigan; Luther Waterman, Lowell, Michigan; and Henry J. Dykehouse, Grand Rapids, Michigan. The Albion Democrat, August 12, 1891

Last Sunday morning, about two o'clock, passenger train number 3 collided with a heavy freight train, between Syracuse and Milford Junction. It was a square head end collision, and caused a fearful wreck, the particulars of which are unknown at this time; but one terrible result was the killing of William S. Castator, a brakeman on the freight train and son of a well-known citizen of Jefferson township, Jackson Castator. The terrible shock threw the young man to a distance of about forty feet. One leg was mangled and nearly cut off, and severe internal injury was evident. He did not regain consciousness sufficiently to make a statement. The remains were brought back to his father's house and his young wife came from Garrett, their home, with their baby, so suddenly and fearfully bereft of the husband and father. It is said the accident was caused by a passenger train running ahead of time. The Albion Democrat, September 16, 1891

A boy named McKay, from Grand Rapids, Michigan, who was stealing a ride, fell from a B&O freight train Tuesday morning about a mile west of Albion. His right leg was cut off a little above the ankle. Dr. Hays and Dr. Green were summoned and dressed the boy's wounds. He is about 15 or 16 years of age. The Albion Democrat, September 30, 1891

The startling news reached Albion early on Sunday morning that train number 4, eastbound, had collided with a freight near the river bridge three miles west of this station, causing a terrible wreck. At an early hour large crowds had reached the scene of the disaster. The trains met in a cut and on a curve, that made it impossible for either engineer to see the danger until but a few rods apart and too late to prevent the crash, which resulted in the complete



wreck of the two engines and twenty-two cars. The force with which the trains met threw the baggage car on top of the engines, stripping them of cabs, bells and domes, and so closely were they driven together that to the first observation of the spectator they appeared as one engine. The force of the collision threw the passengers from their seats, but fortunately none were injured – the engineer and firemen saving their lives by jumping. Early in the morning a large force of men were at work clearing the tracks and work progressed rapidly considering the disadvantage of working in a deep cut. The cause of the wreck is said to be due to the carelessness of the freight conductor, who pulled out of the siding at Albion on number 4's time, forgetting entirely that such a train was running. No orders were received at this station for the freight, and therefore no blame can be attached to operator Hardy. Milton Ray, fireman on the passenger, was thrown to the ground when he jumped, receiving some slight injuries. Several oil tanks were busted open and oil filled the ditches. October 21, 1891

News reached this place on Thursday morning that the eastbound Chicago Limited express on the B&O had been wrecked about a half mile east of Hicksville, Ohio, Wednesday afternoon, causing the loss of the lives of two passengers, the fatal injury of five, and seriously injuring twenty others. At that point there is a steep down grade, and sharp curve, at which trains usually slacken speed; but owing to the limited time this train has between Garrett and Chicago Junction, the engineer did not slow up, but rushed down the hill at the rate of sixty miles an hour. The drive-wheel of the engine left the track and spread the rails. The baggage and smoking cars passed over and did not leave the grade, but the rest of the train was thrown off the grade which is about eight feet at that point. The day coach was thrown into the air and turned completely over, coming down across the telegraph wires. All the seats were torn from their fastenings and it is a miracle that all the occupants were not instantly killed. Vice President King's private car was attached to the train and wrecked, Mr. King receiving some injuries. October 21, 1891

Train number 6 on the Chicago and Eastern Illinois Road, northward bound, last Thursday morning plunged into an open switch at Crete, thirty miles south of Chicago, struck two flat cars that were standing on the switch, and drove them through the round house; the engine of Number 6, with the tender and baggage car going after them through the building. Three members of the Inter Ocean Newspaper staff, Leonard Washbourne, baseball editor; Frank McGafferty, artist; and Fred Henry, reporter, and the engineer, James Clark, were killed. The fireman and baggage man were injured. The Inter Ocean men were riding in the engine being on a special trip getting materials for an illustrated "write-up." October 21, 1891

A railroad wreck occurred at Brimfield Saturday morning. The rear section of a double freight train crashed into the leading section, doing considerable damage to the train, but no person was hurt. The Albion Democrat, November 16, 1891

We learn from the Kendallville Sun that Mr. William C. Johnston, a citizen of Kendallville was run down and killed by a Lake Shore train at the main crossing, last Wednesday evening. Mr. Benjamin Rupert, Warsaw, was severely injured at the same time. Mr. Johnston's residence is north of the track on Oak street. Mr. Rupert was visiting friends who reside on State street. About six o'clock in the evening, both, by different routes started down town and met on the north main line track on Main street, where they were stopped by a freight train standing on the south track. While waiting for the freight to move on, an incoming train on the north track struck them. Mr. Johnston's injuries were fatal. He died in an hour and a half. Mr. Rupert's injuries do not seem to be dangerous. The Albion Democrat, December 16, 1891

Young James Mulholland attempted to board a moving freight train at this station, Monday evening. He slipped and was thrown down between the train and platform, receiving severe scalp wounds and other slight bruises. No bones broken. It was a close call. The Albion Democrat, December 23, 1891

Ambrose Dipert, one of the fence gang on the B&O Railroad, while riding on the top of a freight car, was struck by the Easter Bridge, four miles east of Albion, when the train passed under it, and was instantly killed. His neck was broken. His age was 18 years, 2 months and 24 days. The family reside in south Albion. The remains were taken to Walkerton for interment. The Albion Democrat, March 2, 1892

At Wellsboro, this side of Chicago, Sunday morning, a fast freight ran into a passenger train that was standing on the track, causing a bad wreck of the passenger train and more or less seriously injuring four persons - a fireman and

engineer of the freight train, and B.C.Lewis and Thomas Anspaugh of the passenger train. The injuries of Lewis and Anspaugh are not dangerous. At the time of writing we have not learned the full particulars and cause of the accident. Later: Lewis was uninjured. Anspaugh was on the freight instead of the passenger and is said to be very badly hurt. The Albion Democrat, March 30, 1892

A Grand Rapids and Indiana train struck Harry Creiter, a laborer, between Huntertown and Wallen Monday morning, seriously injuring him. It appears that the man lives at Montpelier and works at Wallen, and that he was walking to the former place when the train struck him. He was taken to Fort Wayne where it was found that his shoulder bone had been fractured and his side terribly bruised. The man says he did not hear the train until too late. The Albion Democrat, May 25, 1892

Walter Lowry Dice was born in Albion July 8, 1856, and died July 15, 1892 from injuries received from being run over by an engine in the Wabash yard at Butler, Indiana. He was 36 years, 1 month and 7 days old, the son of Eli and Elizabeth Dice now of Albion. He leaves also a sister, Emma, who is married and resides at or near Terre Haute, Indiana. Many years ago Walter engaged in railroad work, first on the Baltimore & Ohio, rapidly attaining a high rank as an efficient, intelligent and faithful employee in the various grades in which he was employed. He was held in high esteem by all with whom he came in contact, in his work and socially. Latterly he was a yard master at Butler, where he met his death. He married Miss Anna Petit, who, with seven children of their union, survives him, four girls and three boys, whose sudden bereavement is tempered by the memory of his unvarying kindness and affection as husband and father. The remains were brought to Albion, the place of his birth, and early home, and buried near his parents. The Albion Democrat, July 20, 1892

It was reported Saturday evening that Milo Jones was struck by a southbound train on the G.R. & I. Railroad at Spring Beach crossing, Rome City, and hurled several feet inflicting serious injuries. His buggy was demolished, but the horse ran off, apparently uninjured. A later item reported him dead, but was refuted in the Kendallville Sun a week later reporting that he was slowly recovering. It was stated his recovery was regarded as almost miraculous. The Albion Democrat, September 7, 1892

Last Thursday morning, a frightful wreck occurred at Colehour, just over the line in Illinois. Through an error in train dispatcher, O'Connor, at Fort Wayne, many lives were snuffed out without a moments warning. O'Connor was to have notified the target-man at Colehour to hold an eastbound train, and for some reason failed to do so. The consequence was that the outgoing Chicago train crashed into the milk train, killing twelve and injuring over twenty others. Both engineers and firemen were lucky enough to jump in time. They received no injuries whatever. O'Connor cannot be found and it is feared that he left for parts unknown or committed suicide. The Albion Democrat, September 14, 1892

Fred Darling went to Garrett Monday to attend the funeral of his brother who was killed in a collision on the B&O Railroad, near Chicago Saturday night. The Albion Democrat, September 21, 1892

Reports reached Albion Tuesday, that a stock buyer by the name of Taylor, was hurled from a moving passenger train, which arrives in this place about 11:09, near Walkerton, about fifty-five miles west of here, last Monday night, and received injuries, such, as may result in his death. Mr. Taylor hurriedly entered the passenger coach at Walkerton, not having time to secure a ticket. At the bridge just east of that place, the conductor refused money and because the passenger did not have a ticket to present, he, with the brakeman, fired Taylor off. The train was going at a pretty good speed and the velocity carried the man down a twenty-five foot embankment against a barbed wire fence. When discovered, the man, thus ruthlessly thrown, was suffering the torture in the extreme. One limb was almost divested of flesh and the injured portion presented a horrible sight, cut and lacerated by the sharp barbs with which he came in contact. His skull was also fractured, and in this insensible condition, was carried to Walkerton where assistance was summoned. At last reports Mr. Taylor was in a precarious condition. The Albion Democrat, May 18, 1893

Solomon Berringer, a peddler, was killed at Kendallville last week. He was run over by a train. The Albion Democrat, June 8, 1893

Harry Redman, the nineteen year old son of Nelson Redman, the proprietor of a sawmill near the county line west of Ligonier, was run over and killed by an express train one mile east of Millersburg on Wednesday morning says the Kendallville Sun. He was walking on the track and did not notice the approach of the train in time to get out of the way. The Albion Democrat, July 13, 1893

"Boys will be boys," but it is high time they were learning for themselves the danger of bumming on trains. A report says: "Homer Nelson, son of a capitalist of Warsaw, Tuesday of last week attempted to leap from a train on which he was stealing a ride to Forepaugh's circus grounds, while at Fort Wayne, and was dashed to death thirty feet below. The Albion Democrat, July 27, 1893

A bad wreck occurred on the Lake Shore Road at Lindsley, Ohio, last Saturday night. Three persons were killed and nine injured. The injured and killed were all men. The Albion Democrat August 10, 1893

Jacob Slessman is the name of a brakeman on the Wabash railroad who was killed at a place known as "The Hills," about two miles south of Peru, Indiana, at 7 o'clock on Wednesday morning of last week. The freight train on which he was braking had reached the foot of the hill and Slessman, who was standing in the center of the train, ordered the cars cut in two sections. The jar threw him to the ground head first. His head struck on the iron railing and his right leg was completely cut off. Slessman was a single man and his home is at Columbia City. The Albion Democrat September 28, 1893

A young lad, aged perhaps fourteen, whose name is supposed to be George Cochran, from New York City, is lying at the home of David Gleason on the north side, suffering a severe contusion of the brain and other injuries received in a fall from a moving train. It seems that Cochran and another boy about his age started from Chicago Monday morning, expecting to beat their way back to New York. Cochran had been at the World's Fair, had spent all his money and lost his return ticket. The conductor on one of the fast trains had discovered the boys riding the bumpers after the train had left Millersburg and noticing their youth, and taking pity on them, asked them to follow him back to the caboose, admonishing them, however, to be careful. He had hardly got a start over the train which was running thirty miles an hour, when he heard a cry of terror, and looking back, saw one of the boys disappear between two cars. He signaled the engineer to stop, and going back expecting to find the little fellow ground to pieces, was surprised when he was picked up at the side of the track, insensible, but with no apparent wounds. He was brought to this city where Mr. Gleason, who resides near the track, was called out and the apparently lifeless boy turned over to his care. He was taken to the station where Dr. Mitchell was summoned. An examination showed that his injuries were confined to his head. He seemed to gain his reason for a short time yesterday and gave his name. His clothing is good and he has the appearance of a well connected boy. Ligonier Banner, September 28, 1893

Alexander Davidson of Bridgeport, Connecticut, while on his way to Chicago on the early Wednesday morning train, stepped from the sleeper west of town and was picked up by a freight crew going east a little later, in an unconscious condition. They placed him in the depot here and called Dr. Eberhard, who dressed his wounds and sent him to the hospital, at Fort Wayne, where he died Thursday morning. He was an old man, a Connecticut millionaire, and supposed to have walked out of the train in his sleep. The Albion Democrat, October 19, 1893

Last Saturday afternoon as the passenger train on the B&O steamed for Chicago, and, as the train neared the Illinois Central crossing near Archer Avenue, Chicago, it ran into a freight which was standing on the track with the engine exactly in front of the incoming passenger train. Efforts were made to prevent the accident, but the B&O plowed its way through and cut the other train completely in two. Miss Maude Kingsbury and Messrs. Eugene Munger and John Chambers, of Albion, were among the passengers. None of them were hurt. The engineer and fireman of the freight and two or three on the passenger train were injured but not fatally. The Albion Democrat, October 19, 1893

On the morning of February 3, 1892, a lightning express train, running east-ward from Garrett, ran into an open switch at North Baltimore Station, Wood County, Ohio, and collided with a cut of sidetracked coal cars and oil tanks and a disastrous wreck resulted. James A. Manuel, the engineer, was caught under the overturned engine and killed. On the 25<sup>th</sup> day of last May, his widow, Della H. Manuel, as administratrix of his estate filed suit for \$10,000

damages against the B & O railway company in the DeKalb County Circuit Court. The suit, upon motion of the defendant, has been transferred to the Federal Court. The Albion Democrat October 26, 1893.

During less than two months, from August 26 to October 21 1893, there were sixteen serious railroad disasters, causing the death of 140 persons and the injury of over 200 others. Following is the list:

August 26, Harlem railroad, five killed, four injured.

August 27, Long Island railroad, sixteen killed, seventeen injured.

August 31, at Chester, Massachusetts, fourteen killed, twenty-eight injured.

September 5 at Batesville, Indiana, six killed, twenty injured.

September 7 near Colehour, Indiana, twelve killed, twelve injured.

September 18, at Kankakee, Illinois, eight killed, fifteen injured.

September 22, at Kingsbury, Indiana, twelve killed, twenty injured.

September 27, at Bellevue, Michigan, three killed, three injured.

September 26, at Hillsboro, Texas, nine killed.

October 1, at Lyman, Missouri, two killed, ten injured.

October 2, at Edgewood, Ohio, three killed, three injured.

October 13, at Jackson, Michigan, eighteen killed, thirty-one injured.

October 19, at Kankakee, Illinois, eight injured; near Trenton, New Jersey, 3 killed, 4 injured.

October 20, at Battle Creek, Michigan, 28 killed, 24 injured; near Savannah, Georgia, 5 injured.

October 21, near Clarksburg West Virginia, 1 killed, 6 injured.

Last Friday morning occurred one of the most heart rending wrecks one mile from Battle Creek, Michigan, that has occurred in many years. Many were burned beyond recognition and the terrible death of Mrs. C.C. VanDusen, of New York state causes the heart to quail: Mrs. C.C. VanDusen, Of Sproutbrook, N.Y. , was burned to death with hands free and in full possession of her senses, in spite of the endeavors of the party of rescuers. Soon after the wreck occurred, Mr. Vandusen was removed from beneath a pile of debris and taken to the hospital, where he died in a short time. He was conscious to the last, left his business affairs in the hands of Rev. George Culp, of Battle Creek, a friend, and died without knowing the fate of his wife. Mrs. Vandusen was pinned in the telescoped cars and at first had no doubt of her escape as she looked out of the window and awaited her rescuers. Suddenly the alarm of fire was given, "Hurry up! Please hurry up," she said, as the fear crossed her mind that perhaps she was in danger of burning. A minute later, while strong men were straining to extricate her, the possibility became probability and the flames crept toward the imprisoned woman. "You shan't burn! We'll get you out!" cried the men heroically as they wrestled frantically with the splintered timbers. The rescuers had become giants in strength and madmen in desperation, and they struggled wildly with the tangled mass of wood and iron. The woman was silent and gazed imploringly into the faces of the firemen. "My God!, Oh, My God," suddenly burst from the lips of one of the heroic workers, and in that despairing cry, the helpless woman read her death warrant. She gave one agonizing wail, then her woman's weakness gave way to a martyr's strength. "I can die, oh yes, I can die if I must," she said soothingly to the strong men who were weeping in their impotent strength. Again they struggled breathlessly to rescue, but the flames were encircling the party and the blaze claimed the victim that the crash had spared. "I am a Christian," she said resignedly, and a moment later her voice was raised in prayer. The flames now completely encircled the helpless victim and the firemen were driven away. As the blaze caught her arms and she fought to keep the flames from her face, she told her name and address and left messages of love to her husband and family. The closing minute was a pathetic struggle against the inevitable, but it was the flesh that fought and not the spirit. The white face of the woman gazed heavenward, and her lips moved in prayer. Even the fury of the flames that wreathed her limbs were powerless to provoke a scream. Suddenly there was a swaying and surging of the burning timbers above and around her. A wild groan burst simultaneously from the lips of the spectators and strong men wept. Through their tears they saw the flames sweep around the face of the martyred woman and her hair burned wildly for a moment. The head dropped to one side as the victim inhaled the flames; the praying lips were stilled and the soul of Mrs. VanDusen passed beyond the fury of the elements of earth. The Albion Democrat, November 2, 1893

A sad accident occurred last Sunday on the Grand Rapids and Indiana Railway, says the Wolcottville Herald. When Mr. Snowberger placed the target lights, eight boys boarded the hand car, when one of their member, without warning, set the brake and threw Melvin Pontius off and across the track, being run over by the car, bruising one of his limbs terribly and breaking one of the bones. The Albion Democrat, January 25, 1894

Henry Peltz, a section foreman on the Wabash road, was run down by a Grand Rapids and Indiana train at LaOtto last Monday and was killed. Democrat, February 15, 1894

A day of carousing with a companion, a moving locomotive on the Lake Shore at Kendallville, are circumstances surrounding the death of John Jones, son of the Reverend John Paul Jones of LaGrange. Young Jones went to Kendallville Wednesday last, with Joseph Eiman, and both began drinking. In the evening, while preparing to board a train for Butler, an engine which was backing up, ran over Jones and crushed his body out of all resemblance. Shreds of clothing, portions of his skull and other portions of his mangled remains were strewn along the track. The mutilated remains were sent to LaGrange for burial Thursday. The Albion Democrat, April 19, 1894

The eastbound mail train due here at 11:25 a.m. was some five hours late on Tuesday last, and it was known that the train had met with a mishap through the work of strikers in the vicinity of Chicago. The Inter Ocean of Wednesday gives the particulars as follows: A Baltimore & Ohio locomotive was wrecked in South Chicago yesterday morning and the engineer was injured. An open switch threw the engine, drawing an out bound passenger train from the tracks. It was overturned in the ditch. Bristol was thrown from the cab and his shoulder was dislocated. The train was running along its usual route on the Illinois Central tracks, and had reached Rock Island Junction near South Chicago, when the accident occurred. The train was delayed several hours while the Belt Line wrecking crew were working over the derailed engine. Albion New Era, July 5, 1894

Our Ligonier correspondent sends the following wire: Ligonier, Indiana, July 25: About 7:30 last night, John Chisek, supposed to be a laborer from Chicago looking for work, had both legs crushed up to the knees, trying to jump on Number 60, an east bound freight train about a half mile east of this city, which necessitated the amputation of both legs. He died at 5 o'clock this a.m. The Albion Democrat, July 26, 1894

Columbia City Commercial: Jacob Gross, who was killed by a Nickel Plate train last night is the fifth grandson of Grandmother Gross, who lives with her son, Treasurer Gross in this city, to meet a violent death. The Albion Democrat, August 16, 1894

Last evening an old gentleman made his appearance on the streets of Kendallville, passing from one place to another, troubling no one further than the soliciting of a drink of water. At Vetter's place, about nine o'clock, he asked for another drink of water, remarking, "Must be crazy for I want nothing to drink but water." After the closing of our business houses, he went to the Lake Shore railroad. At midnight he turned up at the railroad street crossing. He, being chilled through by the cold night, went to warm himself by the tender of an east-bound freight, which stood a short distance east of the street crossing, waiting to let second section of Number 28 pass, due here at 2:13 a.m. The approach of this train must have bewildered the old gentleman. He stepped over upon the north side and whirled around when the engine hit him, throwing him from the line. The Albion Democrat, December 13, 1894

Dr. James Keehn, for many years a resident of Milford, Kosciusko County, was instantly killed in crossing the B O railroad tracks near Syracuse at 6 o'clock Tuesday evening, and his wife, who was riding with him, was fatally injured. They had been at Ligonier visiting friends and relatives and were on their way home in a carriage. They were struck by an east bound fast passenger train near Syracuse. He was thrown sixty feet, his skull was fractured and death was instantaneous. Mrs. Keehn was picked up in an unconscious condition and died this morning. Dr. Keehn was a brother of the late George Keehn, ex-treasurer of Noble County, who died a few years ago on his farm in Perry Township. Dr. Keehn served in Company D, 88<sup>th</sup> Indiana Regiment and lost a leg. He was Postmaster for several years at Milford where he had a good professional business and was highly respected. The Albion Democrat December 14, 1895

Passenger train number 3, on the G.R. & I. Railroad, due here at 4 o'clock p.m., struck a horse and carriage containing Mrs. J. Wyatt and little daughter, on a crossing one and a half miles north of Hometown, this evening, killing the horse and seriously injuring the woman and child. The train was running at full speed and the engineer could not see the carriage coming toward the track in time to avert the disaster. The train was stopped and run back to the scene of the accident. The child was found forty feet from the crossing where she had been thrown, badly bruised but no bones broken. The mother was lying under the carriage a few feet away, also badly bruised and bleeding. The train men placed them both upon the train and brought them to LaOtto, where medical attention was given them. Both will probably recover. They reside near Hometown. The Albion Democrat, July 8, 1897

A young man was killed by a Grand Rapids & Indiana train about two miles south of here Saturday night. It is supposed that he was sitting on the end of a tie at the side of the track fast asleep when the train struck him. The body was brought to this place early Sunday morning and the coroner notified. In the meantime it had been ascertained by someone that the young man's name was Alf Winebrenner and that his home was in Churubusco. His relatives were immediately informed of the accident, while the coroner came and rendered his decision which is stated above. The young man's relatives took the body home Sunday and stated that he had left home about three weeks ago in search of work and at the time of the accident was on his way home to attend his uncle's funeral which took place at Churubusco on Sunday. "News from Avilla" shown in Democrat August 19, 1897

A wheel broke on one of the cars on an eastbound freight near Ripley Sunday morning about 4 o'clock, and delayed train Number 5 which throws mail off at this station. A number of freight trains were compelled to lay on the side track at this place. The wrecking train was summoned and the track was not cleared for traffic until 9 o'clock this forenoon. The Albion Democrat, January 20, 1898

Last Thursday morning, the body of John Brown was found near the Pennsylvania railroad tracks a mile west of Arcola, Indiana. There was a hole in his head and several bruises on his body. He was walking to his farm and it is supposed that he was struck by a train and instantly killed. The Albion Democrat January 27, 1898

The news reached this city last Wednesday night that William Knight, of Ligonier, was instantly killed by the fast train at the crossing east of the depot as he was going home. The Ligonier Leader gives the following account of the matter: William Knight, the well-known blacksmith, was killed by the fast train Number 23, last evening while on his way home from his shop. The accident happened at the east crossing near the stock yards at 6:25 o'clock, the train being about an hour and thirty minutes late. Mr. D.M. Rench and wife saw Mr. Knight hurrying along as if endeavoring to get across the track ahead of the train, when they were coming towards town, and they supposed he succeeded until they heard the report of the accident. The engineer, William Chatterton, saw Mr. Knight as he attempted to cross ahead of the engine, but he was unable to stop in time to save him and knew that he struck him and so reported when he stopped at the depot. He slowed up as soon as the accident occurred and brought the train to a stop before it reached the station. He left his engine and reported the accident to conductor McWilliams who was in charge, who in turn reported to the company through station officials. When struck, Mr. Knight was crossing the track in the middle of the road. Walt Smith was but a few rods behind Mr. Knight and crossed the track just after the train passed. He was the first to discover the body which was lying on its face about six feet from the track on the north side and west of the crossing, showing that when struck, Mr. Knight was hurled about thirty-five feet. Smith discovered that the person was dead and in the darkness did not know who it was. He hastened to the residence of E. Davis near by, and with Ed Watchorn and Neil Davis, returned to the scene of the accident with a lantern. Others had arrived by that time and the identity of the victim of the tragedy was known. The body was conveyed to Mr. Knight's home only a short distance northeast of the crossing. Dr. Shobe examined the body later and found the left shoulder crushed; several ribs broken; and the right side badly bruised. There was also a slight bruise on the nose and left temple, and his back was broken. Death was instantaneous. The indications are that he was struck by the cross-beam on the pilot. County Coroner, W.F. Carver, was sent for and arrived here about 9 o'clock. He gathered information in reference to the case and will doubtless make a report in accordance with the facts as given in these columns. The Albion Democrat, February 3, 1898

A freight car was derailed at York last Friday evening and traffic was delayed for several hours. The wrecking train and crew were summoned and in short time had everything in its normal condition. The Albion Democrat, February 10, 1898

There was a wreck on the Grand Rapids & Indiana Railway at Wolcottville last Saturday night about 11:30 o'clock. Four freight cars of train number 12 were thrown off in the ditch. The wrecking train was called into service and in about three hours the road was cleared for traffic. No one was injured. The Albion Democrat, February 24, 1898

A northbound Lake Erie & Western train was derailed at Walkerton shortly before noon on Wednesday of last week. Five cars were piled and two boys, Charles Smith, of Plymouth, son of Rev. Smith, a Methodist clergyman, and his companion, name unknown, were instantly killed. The Albion Democrat, March 17, 1898

David Thompson, formerly a citizen of Wawaka, was instantly killed at Patterson, New Jersey last week by being struck by a train of cars while crossing a railroad. The Albion Democrat, March 17, 1898

Passenger Brakeman, John Crist, was killed at Wayland, Michigan, on the Grand Rapids & Indiana Railway, while attempting to board the train as it was leaving that place. His foot slipped and he fell beneath the cars. The wheels of the sleeper mashed his head and severed one arm. The conductor saw his lantern swing and pulled the bell rope to stop the train but it was too late and when he reached the body, life was extinct. The remains were conveyed to his home in Fort Wayne on number 2 on Friday. He leaves a widow and an adopted daughter. The accident was a sad affair and his Rome City friends regret his untimely death. The Albion Democrat, March 24, 1898

Train number 5, which was due at Albion at 6 o'clock a.m. was about five hours late every day the latter part of last week on account of a washout at Trainway, Ohio, near Newark. The fireman and a number of passengers were killed in a wreck at that place on Wednesday morning of last week. Joseph Gatwood, foreman of the bridge gang with headquarters at this place, and his force of men, were summoned to go to Newark at noon just after the accident to assist in clearing away the wreck. The Albion Democrat March 31, 1898

A very sad accident occurred at Elkhart at 12:30 last Wednesday noon. The Goshen Daily Times, gives the following account of the accident. "At that time Mrs. F.B. Karach, living on Indiana avenue, was looking out of a window of her home and noticed some chickens on the railroad track which she feared would be run over by the Lake Shore Passenger train number 19, Limited, coming at that moment from the west. She rushed out of the house to look after the chickens, and as she did so, a neighbor called to her that her four year old boy was playing on the track immediately in front of the approaching train. The mother became distracted at once and catching sight of her boy, hastened to get him out of danger. She succeeded in getting the lad off the track but too late to save her own life. She was caught by the engine and horribly mutilated, her right arm being broken, her lower limbs badly bruised and her body horribly disfigured. She died almost instantly. She was forty-five years of age. Her husband is a tailor, and she leaves six children, ranging in age from four to twenty years, to mourn her death. The Albion Democrat March 31, 1898

A train of freight cars on the Cincinnati Northern at Alvordton, broke loose last week on a side track and ran into Hostler & Son's Saw Mill, creating a heavy damage. The track was down grade and the cars came into the mill while the same was in full operation. Ashley Times, June 23, 1898

John Clayfish, a brakeman on the east end local freight was killed at Holland, Ohio, Tuesday. He was standing on the pilot of the engine while shifting cars, and fell in front of the engine and was killed. He was taken to his home in Toledo. He leaves a young wife. The funeral was held there today. Kendallville Sun, July 21, 1898

Peter Osenbaugh, a young man from Fort Wayne, about twenty years of age, was killed on the Lake Shore Railroad Monday of last week, east of Millersburg. He was going there to commence work and was beating his way on a west bound freight. He fell from the bumpers. The wheels passed over his abdomen, severing his body, and he expired instantly. The Albion Democrat, July 21, 1898

Last Thursday night about 11 o'clock a wreck occurred about five miles west of here on the Wabash Railroad. The eastbound freight broke in two, the front end backing and meeting the rear, and the coming together demolished four cars - two refrigerator cars loaded with dressed beef, one loaded with live hogs and one with chickens. Dead hogs, chickens and debris strewed the track for nearly one hundred feet. Lying beneath the wreck was found the body of C.H. Truax, of Bloomington, Iowa, who was accompanying the poultry west and was in the car at the time. H.

Shillinger, brakeman on the freight, was severely injured and was removed to the railroad company hospital at Peru. The track was laid around the wreck and the trains were not delayed. Mr. Truax leaves a wife and two children. The Albion Democrat, August 18, 1898

Morrice M. Kennedy, of Elkhart, was instantly killed near Ligonier last Friday evening by falling from a moving freight. He had been visiting at Ligonier a few days, had checked his bicycle for the early morning train but afterwards changed his mind and boarded the first section of train number 73. The body was found by the brakeman of the second section and taken to Ligonier where it was identified. The body was completely cut in two. The supposition is that he was walking on top of the cars and missing his footing, fell between the cars although nothing is definitely known concerning the horrible accident. The body first struck the ground about one hundred feet from the depot, and portions of it were strewn promiscuously along the track in a space of about two hundred feet. His watch case was mashed and had stopped at 9:30 o'clock. He was forty-two years of age. There was no money found on the remains, but a draft for \$75 and a certificate of deposit for \$40 were found in his pocket book. Coroner Carver was summoned and his verdict was that the unfortunate man was a brakeman on the Lake Shore railway, and his run was between Elkhart and Chicago. He was a highly respected citizen and was Past Chancellor in the Knights of Pythias Lodge at Elkhart. He leaves a wife and two daughters. A committee of the Knights of Pythias Lodge from Ligonier accompanied the remains to Elkhart. The Albion Democrat, August 18, 1898

Last Sunday morning our citizens were startled by the report of Levi Jaquays of Jefferson Township had been killed by the cars on the B&O Railway east of town. E.W. Legron, the engineer at the B & O water tank, which is located near the residence of A.E. Taylor, was the first person to give the sad intelligence to our citizens. Mr. Legron lives in this city and was on his way to work on a hand car. When he arrived opposite the residence of Luther Spencer, about a mile east of town, he found the mangled remains of a human being. He immediately returned to the depot and told of his discovery. John Irons, Fred Leslie and Charles Scott and some others proceeded to the scene. There they found the mangled remains of a person which was not recognizable. The clothing had been entirely removed from the body and parts of the remains were strewn along the track. The legs had been severed, the scalp had been torn from the skull, and the top portion of the skull had been torn off laying bare the brains. The lower jaw had been torn away and there was no part of the face left by which the person could be identified. The arms had been cut off and the trunk was found lying between the rails of the track. It was a gruesome and appalling sight and tried the feelings of all who witnessed it. A pocket book was found which contained papers and furnished a clue that the person who had met with such a shocking death was Levi Jaquays, who lived in Jefferson township about four miles east of Albion. A sum of money amounting to \$7.20 was found scattered along the track. Mr. Jaquays had been in Albion during Saturday and seen at the depot as late as 2 o'clock Sunday morning. He was in an intoxicated condition while in the city and at the depot. He left the depot going down the railroad track on his way home, but it is not known at what hour he left or what time he was struck by the train. Supposition is that he was killed by an east bound freight about 4 o'clock. He probably had fallen into a stupor and was sitting on the track. Fast train Number 5, which passes through Albion about 6 o'clock a.m. must also have passed over him but they did not report. It is strange that none of the trainmen saw him, but if they did they failed to report it. The remains were gathered up by the east section men and brought to the depot. Undertaker, Elza Shaffer, placed them in a casket which was taken to his furniture store and an inquest was held by Coroner Carver, whose verdict was in accordance with the facts given herein. The remains were then taken to the late residence in Jefferson township, where they remained until 10 o'clock Monday morning, then removed to the Rehoboth Church and the last rites were performed. Reverend E.W. Erick delivered the funeral discourse. His text was from Proverbs 27:1 "Boast not thyself of tomorrow for thou knowest not what a day may bring forth." He paid high tribute to the deceased, but pointed out the one fault which caused his death. He warned all of the fruits of intemperance. Levi Jaquays, born December 25, 1858, died September 4, 1898, 39 yrs., 8 mo. 9 days. Surviving are two brothers and four sisters. His parents died a few years ago. He had devoted much of his life to running a threshing machine and was engaged in that pursuit at the time of his death. Previous to the death of his parents he had always furnished them with a home and his demeanor towards them was that of a dutiful son. He was generous hearted, always ready to assist anyone in need. The Albion Democrat September 8, 1898

Edward Reagan, formerly proprietor of the Orange Street Saloon in this city, now owned by Ruel Hardenbrook, was seriously injured in a peculiar and horrible wreck which occurred near Shadeland about five miles from Lafayette, on the Wabash, one evening last week. Engineer Oscar Johnson received injuries which resulted in his death. Mr. Reagan was fireman and Mr. Johnson was engineer of engine 233 which was attached to and was backing a work



train consisting of three flat cars and a caboose, to Lafayette, and were going at the rate of twenty-five miles an hour. As the train was making this speed, without warning the boiler exploded, blowing away part of the engine and creating terrible devastation. The whole train was derailed and the track torn up for a distance of three hundred feet, and all the cars were more or less damaged. The tender and car next to it were demolished and the engine very badly wrecked. Its firebox was blown away and a large hole was torn in the bottom of the boiler which was almost stripped. The trucks and mechanism were all shattered. The conductor and brakeman escaped injury in the caboose, which merely turned over on its side. Fireman Reagan was found lying at a distance of seventy-five feet from the engine, having been thrown that far. He was conscious and was seriously hurt. Engineer Johnson was fastened under the engine between two of the back drivers, and was taken from his position with difficulty. He was alive, but died at Lafayette before the relief train reached the depot in that city. He lived about three hours after the accident. Mr. Reagan's home is at Lagro, but he was taken to a hospital in Lafayette. Physicians are confident that he will recover. Mr. Reagan was a quiet, unassuming young man during his residence in Albion and has a large circle of friends here who will join with the Democrat in hoping for his speedy recovery. Engineer Johnson had just been promoted and had been running but one week. He was thirty-two years of age, a Swede, married about five or six years with no children. His remains were taken to Fredricktown, Missouri, for interment, where his wife's parents, Mr. & Mrs. Langford reside. He was a member of a Masonic Lodge. The cause of the accident is not known and the loss to the road will amount to several thousand dollars. The Albion Democrat October 13, 1898

Last Thursday night about 10 o'clock, James Vogels, a fireman on a westbound freight which was taking water at the tank east of town that night, fell from the engine on a pile of stones lying along the track and lacerated his face badly. Drs. Carver and Lemmon dressed his wounds. He was taken to Garrett Thursday night on the 11 o'clock train. The Albion Democrat, October 27, 1898

A deplorable accident occurred at Garrett last Thursday. J.B. Hill, a brakeman on the B&O railroad was instantly killed in the yards of that city. He was uncoupling the engine from a car when another engine ran into the car from the rear, throwing him underneath the wheels. Both legs were severed and death took place immediately. He was 22, unmarried. The Albion Democrat October 27, 1898

John Pollock, an old and respected resident of Elkhart county, was instantly killed Tuesday forenoon on the Wabash Railroad near New Paris. Mr. Pollock was returning to his home from that place after having voted, and was driving a young and spirited colt. As he approached the track he realized his perilous position and attempted to turn his horse to one side but was unable to do so and the animal proceeded straight ahead. It was struck by an east bound train going at the rate of thirty miles and hour. The engine struck the rear portion of the horse which was killed outright. The buggy was demolished and Mr. Pollock was carried two hundred feet by the pilot of the engine before he was rolled upon the siding. He died in five minutes. He was eighty three years of age and was the brother of Cyrus Pollock of Ligonier. He was an uncle of Ed Pollock of this city., and Charles Pollock of York township. A sad fatality seems to rest upon the Pollock family. One year ago July 4, Andrew Pollock of Warsaw, a brother, had his arm blown off by the explosion of a cannon, and his nephew at Warsaw was killed a short time ago by a wagon running over him. Mr. Pollock came to Noble County in 1844. Afterwards he moved to Elkhart County where he has resided for twenty years. He leaves three sons and one daughter. His wife died almost three years ago and his unmarried daughter kept house for him. The Albion Democrat December 29, 1898

Cyrus Field, a wealthy farmer living near Sturgis, Michigan, met his fate on Friday morning of last week at the West Street crossing of the Grand Rapids & Indiana Railroad in Sturgis. He was driving across the tracks with a load of wood when the front wheels of his wagon was struck by engine Number 12, in charge of engineer Moshler, The unfortunate man was thrown under the iron horse, the wheels passed over his neck severing the neck from the body. The Albion Democrat, December 29, 1898

Quite a disastrous freight wreck occurred on the B&O railroad at Ripley, east of this city, Friday morning shortly after midnight. An eastbound freight was on the main track waiting for a westbound freight to take the side track, but the westbound train was running rapidly and as there is a steep down grade, the air brakes would not hold and the engines collided with terrible force. Each train had two engines and all four locomotives were badly wrecked along with a number of the cars. An engineer on one of the freights jumped and his skull was fractured, but it is thought he will recover. Homer Braden was conductor on the west bound freight and Carl Talbert was conductor on the east bound. The Albion Democrat January 26, 1899

A couple of freight cars promiscuously thrown across the B&O Railroad tracks at Teagarden last Friday delayed the eastbound mail train about three hours. The Albion Democrat January 26, 1899

For the past four years, William H. Brandeberry, of Chicago, had been section foreman of the Lake Shore Railroad in that city. He was filling that position on Wednesday morning of last week when in a few seconds his life was taken without warning. William and his force of men were working that morning near Polk Street, doing some repair work. It was about 9 o'clock in the morning and Mr. Brandeberry and a carpenter were standing on the track outside the rails. The latter was doing the work, and the former was stooping over holding an article which was being repaired. While in that position a switch engine came down the track rapidly, and on account of the smoke and steam blowing down to the ground, they did not hear or notice the approach of the engine until it was too late. The engine had no cow catcher in front, but instead had a board placed across the front portion. It is the supposition of the workmen that this board struck Mr. Brandeberry in the ankles, which threw him off his balance and he was picked up by the iron monster and hurled in the middle of the track. His men heard him utter a cry, as of warning, and then all was still. The engine was stopped as soon as possible and his body was found under the coal box, and it was necessary to loosen his overcoat from the railroad spikes before he could be extracted. One arm was broken and he was badly bruised on other portions of his body. He was badly bruised over the right eye and this injury was doubtless the cause of his death. His death was instantaneous and he doubtless did not know or suffer pain. The escape from death or injury of the workman who was assisting him was miraculous. Mr. Brandeberry was born in Wood County, Ohio, January 1, 1854. With his parents he moved to Wawaka, Indiana in 1866. At an early age he obtained a position with the Lake Shore railway and was in their employ up to the time of his death, with the exception of a few years. He married Alice M. Bowman, of Albion, November 18, 1880. They were parents of four children, one having preceded the father in death. The remains were brought to Wawaka and were taken to the residence of the deceased's brother, Jerry Brandeberry, where they remained until Sunday afternoon. The funeral services were held at the M.E. Church in that village, conducted by the pastor, Rev. J.A. Sumwalt. He was buried in the Cosperville Cemetery. The deceased had made arrangements to visit relatives in this county just a week from the day of his death. He leaves a stricken wife, two sons, one daughter, three brothers, three sisters and many relatives and friends to mourn his death. The Albion Democrat February 9, 1899

James Steel, a well known LaGrange County farmer, residing one mile south of LaGrange, while walking home from that town about 5 o'clock one week ago Monday evening, was struck by a freight train and killed. The Albion Democrat February 9, 1899

Walter Baker, of Auburn, was cut to pieces one day last week by falling from a freight train near Toledo, Ohio, on which he was stealing a ride in search of employment. The Albion Democrat, March 30, 1899

Northbound freight number 11, on the Grand Rapids & Indiana, became involved in a small wreck on Wednesday of last week. While entering a siding at Avilla, three cars were derailed and slightly damaged. The cargoes were not of a nature to be damaged by the accident, and the injury to the track was insignificant. The southbound passenger train was delayed for something over an hour, and the freight traffic somewhat interfered with. Albion Democrat, April 13, 1899

Westbound passenger train number 47, due at Albion about 3 o'clock a.m., crashed into the rear end of an east bound freight at Burlington, between Nappanee and Bremen, Wednesday morning. The freight train had gone on the siding to allow passenger to pass, but a portion of it was yet on the main track when the passenger crashed into it. Miller Ray, the fireman on the passenger engine, jumped and his neck was broken, causing instant death. He was a former Albion boy, was a cousin of David and E.P. Ray of this city, and leaves a wife and two children. Lee Lewis was brakeman on the passenger and Homer Braden was conductor on the freight. The Albion Democrat, April 27, 1899

Eugene Obenchain, a brakeman on the Nickel Plate railway, while attempting to board the approaching end of a big refrigerator car, lost his hold and fell under the wheels and the trucks of the car and engine passed over his body. The engine was switching and it was while in the discharge of his duties that the unfortunate man lost his life. His body and face were so badly mangled that his remains were unrecognizable. The deceased was twenty-four years of age, was unmarried, and his home was at South Whitley. The accident occurred at Fort Wayne last Thursday. The Albion Democrat May 18, 1899

As the Chicago Rock Island and Pacific west bound express pulled into Geneseo Illinois, 160 miles south of Chicago, about 9 o'clock last Sunday night, three cars left the track and crashed into a stock train standing on the siding. Fifteen persons were injured, three passenger cars demolished, and the stock train locomotive was disabled. One of the passengers died and several others, including the conductor, will probably die from their injuries. Among those injured was W.H. Smith, of Chicago and a former citizen of Albion, who was brakeman on the train, and was injured in the back and chest. Newspaper reports say that his injuries were slight and that he was able to return to his home the next morning. Mr. Smith has been in the service of the Rock Island for eighteen years and this is the first accident he has ever been in. Himself and wife were the guests of the elder and wife on Old Settler's Day. Mrs. Smith is a sister of Mrs. W.H. McEwen. Train men were at a loss to know what caused the train to leave the track. The Albion Democrat, June 15, 1899

Clark Folger, while attempting to board a freight Monday noon near the water tank east of town, lost his hold and fell under the cars. His right leg above the ankle was nearly severed, only a few shreds of skin holding it, and so badly crushed above the wound that it was necessary to amputate his leg a few inches below the knee to save his life. The young man is about sixteen years of age and is the eldest son of Rev. L.L. Folger, pastor of the Wesleyan Methodist Church of this city. He had been making his home with his grandparents in the southern part of the state until about a month ago, when he came to Albion to reside with his father. On Monday he took a notion to take a ride and accordingly went to the water tank east of town where he attempted to board a west bound train but was unsuccessful. His cries for help soon attracted the attention of A.E. Taylor, and his son, D.S. Taylor, who reside near by, and they hastened to his assistance. As soon as possible they brought him to the office of Dr. Carver, where his leg was amputated by Dr. Carver, Dr. Green, Reiff and Lemmon. This young man has not been in the habit of stealing rides on the cars and this is the only time he has been known to indulge in the practice with one exception of several weeks ago. He now declares that he has had enough of bumming. It is needless to say that his parents do not sanction this practice, but are opposed to it in the strongest sense. If their sons desire to ride on the cars, they want them to pay their way. The young man is bright intellectually and has received a lesson from which he will doubtless profit. Folger and son have the sympathy of our citizens in their affliction. D.S. Taylor used good judgment as he was the first to reach young Folger after the accident. He tied his handkerchief around the leg above the wound, thus preventing the loss of a large amount of blood from the time they left the scene of the accident until they reached Dr. Carver's office. The foresight doubtless saved the young mans life and Mr. Taylor should be commended for it. Albion Democrat June 22, 1899

Ed Reagan began a suit last Monday against the Wabash Railway for damages in the sum of \$30,000. Mr. Reagan was a fireman on the Wabash in 1898 and was on the engine which exploded three miles west of Lafayette, killing the engineer. The complaint alleges that the plaintiff was burned, scalded, hurled a distance of 300 feet and dashed to the ground and rendered insensible. His spine, back and head and internal organs were injured, whereby he is rendered totally and permanently unfit to follow his profession or do any sort of labor to earn a living. It is further alleged that he suffered great pain of body and mind, and expended \$500 for medical assistance. The explosion is alleged to have been due to the negligence of the railway failing to keep the locomotive in proper repair. Mr. Reagan formerly lived in Albion and his many friends here will regret to learn of his permanent disability, but hope he will be successful in winning his case. L.M. Ninde & Son, of Fort Wayne, are his attorneys. Albion Democrat June 22 1899

On Wednesday evening, August 2, about 9 o'clock, train number 98 and an extra from the east, met in a head-on collision three miles east of this place. Both trains were double headers and all four engines were demolished. One car load of hogs were killed and two empty cattle cars, one refrigerator car and one oil tank car were wrecked. Fireman Ralph Sharp, of Peru, was instantly killed, being crushed between the engine and tender of engine number 578. Engineer Davis was severely bruised, but the rest of the crew escaped without many injuries. The wrecking crew soon arrived and a track was built around the wreck so that the regular trains were only delayed a few hours. The cause of the wreck is said to be that the conductor of the east bound train misconstrued his orders and should have stopped at LaOtto but did not. Albion Democrat August 10, 1899

Thomas Hutchins, an old Pioneer of DeKalb County, was struck by a Wabash passenger train in Butler on Wednesday of last week and instantly killed. His home was in Elkhart but he had been making arrangements to remove to Butler. Albion Democrat July 20, 1899

Miss Mary Kline, who resided about two miles from Spencerville, while returning to her home from a visit with her brother in Auburn, was struck by fast train number 7, which is due in Albion about 5 o'clock, last Thursday evening and instantly killed. The train was several hours late and it was running at the rate of about sixty miles an hour. The horse she was driving escaped injury, but the buggy was reduced to kindling wood. The accident occurred at a crossing a short distance east of Auburn Junction, and no one is able to tell how the accident happened. She was about forty-five years of age and has kept house for her father, who is eighty years old, for a number of years. Her body was crushed to a pulp. Elza Shaffer and Frank Mills of this city were on the train. The Albion Democrat, September 14, 1899

An exchange says: "Don't try to cross the tracks in front of the fast trains. They are moving at the rate of a mile a minute. An ordinary horse takes fully a half minute in pulling a vehicle across the track, unless the animal is urged at the top of his speed. Even then a train a quarter of a mile distant from you approaching the crossing would be onto you, crushing your rig, and if not killing you, you will have a narrow escape." The Albion Democrat September 21, 1899

William Hoevel, a farmer, while driving home from Fort Wayne on Wednesday of last week, was struck by a Pennsylvania passenger engine and instantly killed. The man was hurled against a telegraph pole with terrific force and his body frightfully mangled. He was fifty years old and leaves a family. The Albion Democrat October 5, 1899

The Wabash Railway has compromised the damage case of Edward Reagan who had sued the company for \$30,000, by paying him \$4,000. Mr. Reagan formerly lived in Albion and received his injuries about one year ago by the explosion of the engine of the train on which he was working. The Albion Democrat, November 2, 1899

A freight wreck occurred at this place on Sunday morning about 4 o'clock, a short distance east of the overhead bridge east of the depot, caused by the train breaking in two and running together. Four cars were derailed, three of them being so badly damaged that they were burned. Several other cars were damaged, but were able to be moved. The wrecking train was soon on the scene and with the aid of four gangs of section men, had the wreckage cleared last Sunday afternoon. Several of the cars were loaded with coal. The Albion Democrat, November 2, 1899

Two wrecks on the B&O on Friday night. One occurred this side of Kimmell.. Two empty cars were pretty badly smashed up. The other was a bad one near Milford Junction. A train was standing on the side track taking water when another freight crashed into it, piling up several cars, injuring no one, but doing much financial damage. It was several hours before the track was cleared and numbers 5 and 43, passengers westbound, ran over the G R & I track to Wolcottville, thence to New Paris over the Wabash and then down to Milford over the Big Four. The Albion Democrat, November 15, 1899

Two sections of a freight train collided at Auburn Junction last Thursday night, six cars being demolished, a portion of them being loaded. Conductor Theodore Thoman was thrown from the top of the train and killed by a car rolling on him. Then on Monday morning, a head-on collision occurred on the B&O Railroad at Syracuse. Four engines and one box car was badly wrecked. No one was injured except one fireman who jumped. His injuries were not serious. The Albion Democrat, November 30, 1899

The eighth disastrous wreck on the B & O occurred last Friday morning between Auburn and Garrett. A freight collided with some cars on a storage track. The engine was ditched and the tender left lying crosswise on top with one end hanging on the telegraph wires. Engineer Al Froelick, and Fireman Dickinson, both of Garrett were killed, the latter being pinned under the overturned cab and scalded to death. A strange feature of the wreck is that Engineer Froelick was one of the pall-bearers at the funeral of Conductor Whitcomb, who was killed in a wreck at Defiance, Ohio, the week before. The accident was caused by a switching crew leaving the storage tank full of cars when it was reported to the trainmaster as clear. Thomas Anspaugh, a former Albion boy, was conductor of the freight train, but escaped injuries beyond a few bruises and scratches. The Albion Democrat, December 7, 1899

As a freight was passing through Milford last Thursday morning, it ran into a wagon and team driven by Robert Anderson. The wagon was wrecked and Anderson fatally injured. Anderson was in the employ of Banker Miles as hostler, and died Saturday. The Albion Democrat, February 8, 1900

John Swihart, who resided in the northern portion of Ligonier, was killed last Friday noon by a moving freight train in that city while he was attempting to cross the track. Both legs and one arm was cut off and he was otherwise bruised and mangled. He was seventy-eight years of age. He died within half an hour after he was injured. His funeral services were held Sunday afternoon at the U.B. Church. His burial was in the Ligonier cemetery. The Albion Democrat February 22, 1900

The sad news was received here Wednesday afternoon that Lorenzo W. Clark, of Kimmell had been struck by a switch engine at Eighty-ninth Street in Chicago, about 11 o'clock in the forenoon and instantly killed. Mr. Clark was brakeman on a through freight and had been on the road for about two weeks. His wife had arrived here the same afternoon on Number 16, for a few days visit with her parents, Isaac Miller and wife. She will be known by our readers as Miss Lizzie Miller. The death of Mr. Clark is a sad and deplorable one and we extend condolence to the widow and relatives in their bereavement. The remains were taken to Cromwell for interment in the Sparta Cemetery. The funeral will be held at Cromwell Friday forenoon. Mr. Clark had secured a position as freight brakeman on the B & O railroad but a very short time ago and was in south Chicago Tuesday, and had been assigned to his train to make a return trip east. He was going from the front to the rear of his train inspecting it, as is the custom before leaving the yards. He was walking at the side, presumably between the track on which his train stood and another, when a freight car which had been "kicked" onto the other track, struck him from behind, throwing him with his left arm across the rail, severing it. Death must have been instantaneous. The Albion Democrat, March 1, 1900

On Wednesday morning of last week about 8:30 o'clock, the milk train on the B&O railway crashed into the rear end of passenger train Number 5, about a mile west of Edgemore. Number 5 had been flagged on account of a freight train wreck near Edgemore. A curve, and a freight standing on the siding prevented the engineer of the milk train seeing the flagman. Fireman Babitt and Engineer Kelley of the milk train jumped. The former had his right leg sprained and his left ankle broken, while the latter received internal injuries, though not serious ones. Brakeman Barge Leslie was in the baggage car. He jumped and was badly jarred up. Conductor John Emmert was standing on the platform between the coach and baggage car and received no serious injuries, but suffered a shock which deranged his mind and he has no recollection of the wreck nor where it happened. The dining car of number 5 was split in two by the engine of the milk train. The Albion Democrat, March 1, 1900

East bound express train Number 14, on the B & O. railroad, crashed into a freight train at the Chicago & Lake Shore and Eastern Junction near Whiting, Indiana, on Wednesday night of last week. The engine rolled down an embankment and exploded killing Engineer John Brenneman and Fireman Karl A. Smith, of Garrett. Mr. Brenneman was a relative of H.A. Coe, of this city. The Albion Democrat, April 5, 1900

Mrs. Catherine Welch, aged sixty-nine years, of Fort Wayne, while attempting to pass under a Wabash freight train, was run over. She was in a hurry and the train blocked her way so she crawled under it just as it started. The Albion Democrat, June 28, 1900

Jacob Dowell, residing near Columbia City, while crossing the Wabash railroad tracks last Friday, was struck by a locomotive and instantly killed. He was thirty-five years old and unmarried. The Albion Democrat July 19, 1900

Tuesday morning the local westbound freight crew found the body of an unknown man lying on and against the north fence of the B&O Railroad right-of-way at the water tank east of this city, about one and one-half miles. They reported the matter to Coroner Carver who made an inquest. The body was much bruised and many bones broken. The injuries undoubtedly were caused by being struck by a railroad engine while in rapid motion. From where the body lay, which was at the bottom of a deep fill in the track, there was a distinct trail in the grass up to the track several rods in length, showing that the body had been violently hurled to the position in which it was lying. There was nothing on the body to identify the dead man. He wore a pair of new overalls, blue in color, a dark cloth coat and vest, shoes in fairly good repair, a colored shirt and a black soft felt hat. In the clothing and upon the body were found only a broken lead pencil, a pipe for smoking tobacco and a part of the Chicago Record of the issue of July 21. The deceased was about thirty-five to forty years of age, well nourished and evidently had been in robust health. He was about five feet and seven inches in height, weighed about a hundred pounds, light brown hair, a red moustache and florid complexion. It was first thought that the deceased was a member of the construction gang at work on the B&O Railroad. The Coroner sent for Mr. Bauhaus, who is acquainted with the force of men at work, but

he was unable to identify the body. Having failed at this, the Coroner called Photographer J.A. Harkless and had the body photographed. The remains were interred in the Albion Cemetery Tuesday evening. The deceased had been seen in Albion by R.F. Bowman and several others on Monday afternoon. We obtained the particulars of the above from the report of the proceedings of the inquest made by Coroner Carver and it is officially correct. The Albion Democrat, August 2, 1900

Emmett Brown, a prominent young man of Waterloo, was instantly killed west of Butler one week ago Monday night by the Lake Shore Limited fast train. He was standing on the track waiting for a freight train to pass and failed to see the cars approaching from the opposite direction. The Albion Democrat, August 2, 1900

Kirt Ritter, of Garrett, a brakeman on the B&O Railway, was struck by the overhanging spout of a water tank near Miller's Station one week ago last Saturday morning. He was hurled to the ground while the train was running at the rate of thirty miles an hour. He was badly bruised about the body and head and it is feared that his injuries will prove fatal. Last Friday morning about 1 o'clock, a man giving his name as Timothy Lacey, hailing from Bairdstown, Ohio, fell off a box car on an eastbound freight at the bridge east of here near the residence of A.E. Taylor. He broke several bones in his ankle and received injuries to his back. He was conveyed to town by Mr. Taylor, and his injuries were attended by Dr. J.W. Hayes, after which he was taken to the County Infirmary until he was able to travel. The distance from the car to the ground was about thirty-five feet, and his escape from death was certainly miraculous. He claimed to be on his way home from Chicago, where he said he had gone in search of employment. The Albion Democrat, August 9, 1900

Herbert C. Herbert, of Goshen, a fireman on the Lake Shore Railway, while engaged in cleaning the ash pan of his engine, was instantly killed at LaPorte last Thursday morning. He had stopped on the track in front of the fast train whose approach he had not noticed. He was thirty-seven years of age and leaves a wife and parents to mourn his death. The Albion Democrat, August 16, 1900

Lake Shore Engineer, Ira Sparklin, of Elkhart, who has been running on the road since 1869, has never killed a person, although he has witnessed some narrow escapes. Mr. Sparklin, a number of years ago, resided in Brimfield. The Albion Democrat, September 6, 1900

C. Ahrens, of Adrian, Michigan, an employee of the Lake Shore carpenter department, while engaged in repairing interlocking switches, was run over and fatally injured at Waterloo last Thursday forenoon, his death occurring in the afternoon. He attempted to cross in front of a freight train and was caught, both legs being severed just below the knee. The Albion Democrat September 13, 1900

A disastrous wreck occurred last Saturday at Milford Junction on the B&O Railway when two engines drawing gravel trains collided with the result that both locomotives were damaged and four of the trains crew were severely injured. One engineer sustained a broken leg. The Albion Democrat November 1, 1900

Alex Burgman, an employee of Halvordson, Richards & Company, contractors of the B & O railroad near Avilla, was found lifeless laying between the rails of the track by Thomas Fulk last Sunday morning. Both legs were cut off and numerous other cuts were found on his person. Coroner Carver was summoned and found that his death resulted from shock and hemorrhage. The deceased was about thirty-eight years old. The Albion Democrat, November 8, 1900

The fourteen year old son of James Skilling of Garrett, a Baltimore & Ohio official, fell under a train last Friday afternoon and had both legs cut off. The left at the thigh and the right at the ankle. There is but little chance of the boy's recovery. The Albion Democrat November 8, 1900

William B. Glossop, a brakeman on the Grand Rapids & Indiana railway, was run over by a switch engine in the Pennsylvania Yards at Fort Wayne on Wednesday morning of last week. Both legs were mangled below the hips and they were amputated in the hopes of saving his life, but he died an hour after the operation was performed. He was thirty-two years of age. November 8, 1900

Our townsman, T.S. Lewis, received word Saturday that his son, B.C. Lewis, passenger conductor on the B&O Railway, was thrown from his train and badly injured. The Sunday Inter Ocean gave the following account of the affair, and is as near correct as can be learned, and we reproduce it, verbatim: Mystery surrounds the injuries received by B. Clinton Lewis, conductor of the fast New York express train on the B&O Railroad, who is now lying at the county hospital with a severe contusion on the left side of his head, and with his left ear almost torn off. Mr. Lewis left the Grand Central depot with his train Friday night at 8 o'clock, and had finished taking up tickets in the smoker and day coach. When the train reached South Chicago, brakeman, James Hyler discovered that Lewis was missing. His lantern was on the rear platform of the day coach but there was nothing to indicate his whereabouts. Hyler notified the railroad authorities and under instructions from the train master and dispatcher, ran the train to Chicago Junction, the end of the division. The railroad officials at once began a search for Lewis, but could get no trace of him until yesterday morning, when they discovered him in the county hospital. Mr. Lewis was found by a policeman connected with the Hinman street Police Station. He was wandering about the railroad yards at Twenty-ninth street and Campbell Avenue. Blood was running freely from the wound on his head and his clothing was saturated with it. The officer called an ambulance and he was removed to the county hospital. On being searched there, his watch, diamond ring, diamond stud, money and tickets were found intact. He was dazed when first brought in, but consciousness returned yesterday about noon. He was unable to explain how he had obtained his injuries. He remembered he had taken up the tickets in the smoker and day coach and was just about to go into the sleepers. From that time on his mind is a blank and he is unable to tell whether there was anyone standing on the rear platform of the day coach or not. Mr. Lewis lives at Chicago Junction, Ohio, and his wife was notified at that place as soon as it was discovered that he was missing. She left there early Saturday morning and reached her husband shortly after noon. The B&O officials are at a loss to explain the accident. It might possibly have been an attempt at robbery, although if it was, Lewis was knocked off the train before the robbers secured anything. The fact that Mr. Lewis cannot remember anything about the affair certainly adds to its mystery. Mr. Lewis has been connected with the B&O for eighteen years, and is thirty-five years old. He is a large, handsome and powerfully built man, and is popular with the officials and patrons of the road. Clint, as he is known in Albion, spent his boyhood days in this city and eighteen years ago became an employee of the B&O Railroad, and has steadily worked his way up until now he has one of the best runs on the road. He is popular in this city and it is to be hoped by his many friends here that he will speedily recover from his injuries. It may be that in the course of time he can remember the circumstances of receiving the injuries and will be able to throw some light on the mystery. The Albion New Era, November 22, 1900

Earl H. Myers, of Vicksburg, Michigan, was killed on Wednesday evening of last week at Mishawaka by a train. He had been deadheading his way and alighted from a train and was killed by an approaching train. His head was severed from his body. Myers had been traveling about the country and \$15 was found in his possession. The Albion Democrat, November 22, 1900

The body of James Conley of Providence, Rhode Island, was found mutilated in the yards of the B&O Railroad at Garrett, one week ago Saturday night. He had been employed as a watchman and had worked five days. He was known as Charles Moore and had resigned. He had transportation to Chicago and a card bearing his right name on his person. The Albion Democrat, November 27, 1900

Jacob Deihl, of Seybert, Lagrange county, was killed by a train at Sturgis, Michigan, one week ago last Friday. He attempted to alight from a rapidly moving train, slipped and was drawn beneath the train and was so seriously injured that he died within a few hours. The Albion Democrat, December 27, 1900

Conductor, B.C. Lewis, of the Baltimore & Ohio Railway, who was so mysteriously injured on his train in Chicago several weeks ago, was able to leave the hospital and return to his home on Wednesday of last week. His many friends will be gratified to learn of his recovery. He is reduced in weight to 180 pounds while his general weight had been 240 pounds. The Albion Democrat, December 27, 1900

Fred Ruple, aged fourteen years, and the son of a prominent jeweler of North Manchester, while jumping off a freight train at South Whitley, one week ago Monday, upon which he was stealing a ride, in some manner fell under the train and was cut to pieces. He was accompanied by three other companions of about the same age, who escaped injury. This should serve as a warning to some of the boys of Albion, who still keep up this pernicious practice. It is only a question of time until some one here will receive the same fate. The Albion Democrat, December 27, 1900

John Dolan, formerly of this city and an employee on the section but for a few months, employed at Cromwell, had his right leg broken last Saturday while at work. The embankment caved in and pinned him across the railroad track. The engine of the work train nearly ran over him before he was rescued from his perilous position, but the engineer succeeded in stopping the locomotive just in time to save his life. Dr. J.W. Hays, the railroad company's surgeon, of this city, dressed his wounds and he is getting along as well as could be expected. He is now at the home of his father, James Dolan, in York township. The Albion Democrat, January 3, 1901

Samuel Parsons, an old soldier, while picking up coal along the track of the Lake Shore and Michigan Southern Railroad yards at Butler last Saturday morning, was struck by an engine and received injuries which caused his death Sunday morning. The Albion Democrat, February 7, 1901

Brakeman, J.A. Cobell, was killed at Bremen, while coupling cars one week ago Monday evening. He was twenty-four years of age, was the son of passenger conductor, William Cobell, was married and resided in South Chicago. Interment took place at Goshen, his former home. The Albion Democrat, February 21, 1901

A broken rail caused the derailment of a west bound passenger train on the Wabash Railroad, one mile west of Millersburg, at about 9 o'clock Tuesday morning. None of the passengers were killed, but thirty-eight were injured, several of whom may die. It was a terrible, yet a fortunate accident. The Albion Democrat, February 28, 1901

A westbound Wabash train struck a sled load of people at Wakarusa last Saturday afternoon and Christian Wagner, Christian Doering and Louis Wagner were killed and Edward Wagner was badly injured. Many in the sled were slightly injured. The sled was smashed into kindling wood but the horses were uninjured. The Albion Democrat, February 28, 1901

A distressing accident happened this morning in the Lake Shore round-house in which E.H. Earnhart lost his left arm. Mr. Earnhart is employed as a dumper in the engine house and at the time of the accident was at his work in this capacity. He was working under engine 347 and was inspecting the ash pan with a lighted lamp in his hand. Engine 336 collided with the engine under which he was working, starting it just enough to catch his arm under the drive wheel and almost completely sever it. The arm was caught just below the elbow and both bones were crushed, it hanging only by threads of skin. He was helped up and taken in a hack to his home on Hubbard Avenue. Dr. Nimon assisted Dr. Short, the company's surgeon, in amputating the arm at the elbow. It will take a long time to heal, as the skin was so badly bruised and torn. Mr. Earnhart stood the pain with commendable grit, never flinching as the injury was being dressed. His face was also cut and quite badly bruised on both sides. The drive wheel just missed his head, striking the side of his face instead. Had his head been struck, it would have meant death. Mr. Earnhart has been employed in the Lake Shore round house several years, but has only been here this time for about three months. The accident occurred this morning at 3:15 and he is resting much easier this afternoon. Elkhart Truth, Wednesday, February 20, 1901. The many friends of Mr. Earnhart in this vicinity will be pained to learn of his misfortune and he has the sympathy of The Democrat in his affliction. The Albion Democrat, February 28, 1901

Passenger train number 9 on the Wabash, which left Buffalo Monday night and was scheduled to arrive in Chicago Tuesday morning, was wrecked two miles west of Millersburg at 9:35 Tuesday morning. The accident was caused by a broken rail. The engine passed over the break to safety, but the six cars following left the rails and one of them, the rear Pullman, rolled over on its side and slid down a twenty-five foot embankment. Of the forty or more passengers on the train, not one escaped injury, twelve being severely hurt, some of them will probably die. The railroad officials were prompt in securing medical aid, and in a short time surgeons were hurrying to the scene of the wreck on special trains from every available point in northern Indiana. The Lake Shore made up a relief train and also carried doctors to the relief of the injured. The little hotels at Millersburg and Benton, several miles from the scene of the wreck, were turned into hospitals. No deaths are thus far reported, but some of the injured are in a critical condition. The train crew escaped injury. The Albion Democrat, March 7, 1901

One of the most lamentable accidents and one which cast a gloom of sadness upon our little city was the freight wreck on the B&O, which occurred at Bremen on Wednesday night between the hours of eleven and twelve, and which claimed as a victim, Engineer Arthur S. Talbert, son of Rev. and Mrs. William Talbert, of this city, and injuring Fireman, George Waibel so seriously that he died the following Monday. The account of the accident is



related to those in a position to know as follows: Two eastbound freight trains were sidetracked at Bremen to allow a third train to pass on the main track. The rear freight train, being loaded with perishable goods, and necessarily a fast freight, had orders to go around the other train (a slow freight) at that place. The fast freight was also a double-header, Messrs. Talbert and Waibel being in charge of the rear engine. After the train on the main track had passed safely by, the fast freight began backing out onto the main track. In the meantime it seems that a double order had been issued and the slow freight ordered out ahead of Mr. Talbert's train. Accordingly this train also began moving onto the main track. While on the siding, the danger signal had been placed on the caboose of the slow freight, but when they began moving onto the main track, the brakeman, who was a new man, replaced the deck lights with the clear signal – blue. To the engine on the fast freight, coming cautiously down the track, this signal indicated that the track was clear and each opened the throttle of their iron steeds. The engine and five cars of the slow freight had been pulled onto the main track when the two fast freight engines came crashing into them. The engineer and fireman on the front engine, seeing the approaching danger, saved their lives by jumping, but those in the rear engine, unaware of what was before them, stood at their posts of duty when the crash came. The result was as before stated. The body of Mr. Talbert was found about three feet from his engine. This accident will be recorded as one of the most disastrous in the history of the B & O., made doubly so by the two useful lives that were taken as a sacrifice and the loss of two trusted employees. Arthur S. Talbert, son of William and Mary (Stanton) Talbert, was born at Carmel, Indiana, June 15, 1870, and was killed in a disastrous wreck on the B & O railroad at Bremen, Indiana, on the night of March 27, 1901, aged thirty years, ten months and twelve days. His boyhood days were largely spent in Albion, attending the high school and attaining a good education. He was married to DeEtta Phillips September 9, 1891 in Noble County, Indiana. She survives with two sons, his parents, and four brothers. The Albion Democrat, April 4, 1901

A disastrous freight wreck occurred on the Pittsburgh, Fort Wayne and Chicago Railway last Thursday afternoon three miles east of Warsaw, and twenty-three cars of a westbound freight were left lying bottom upward down an embankment and across the tracks in a jumbled mass, blocking all traffic. Conductor Patrick J. Sullivan was thrown from the train and his arm broken. The Albion Democrat, May 23, 1901

Charles Miller, the sixteen year old son of Jesse Miller, living east of Nappanee, was seriously injured by a B&O fast train one week ago Saturday evening. He was standing near the track when the train passed and it is not known whether the suction of the train as it swiftly passed drew him to the train or whether he stood so near that some projection struck him. His face was badly mashed. The Albion Democrat, May 23, 1901

About 2 o'clock Monday afternoon, Thurlow Maggart, the seventeen year old son of John Maggart, of Cromwell, lost his life while attempting to jump on a rapidly moving westbound freight train. It happened about one half mile east of Cromwell. Coroner Carver of this city was summoned and the following evidence of the principal witness of the Coroner's inquest will give the particulars of the sad affair: T.F. Taylor testified that his residence was Cromwell and that his age was eighty years. His occupation was that of a truck raiser and constable. He said, "today I was one-half mile east of Cromwell, being there to serve a summons, and on my return to town I met Thurlow Maggart and two smaller boys at the side of the railroad. There was a train (freight) coming and I heard young Maggart ask the other boys if they were going to get on the train. The smaller boys said, No! Maggart said he was going to get on if it was not going too fast. The train was a double-header. When the engine and several box cars had passed, Maggart tried to get on a gondola. He took hold with his right hand but failed to get on the car. He was jerked against a pile of cinders and lost his hold and lost control of himself and fell under the train and the train ran over him. I went to him as soon as the train had passed over him and he was dead. I gave the alarm to the railroad employees. This was about 2 o'clock, p.m." The young man had not been at home for the previous forty-eight hours and his father was in Cromwell at the time of the accident on the hunt of his son. This should be a warning to other boys who make a practice of jumping on trains, but it doubtless will not. The legs and one arm was severed and the body and head was badly mutilated and bruised. The Albion Democrat, May 30, 1901

Frank Smear had one of his arms badly mashed one week ago Monday by falling from a B&O train at Garrett. His folks live near Cedarville, and his home is at Leo, where his remains were taken for interment. He was married. He was enroute to Chicago and it was thought he was trying to steal a ride when the accident occurred. The Albion Democrat, June 6, 1901

John Bungart, a bricklayer employed upon the new opera house at Decatur, Michigan, was found early this morning, lying between the tracks at the railroad crossing at the Union depot by railroad employees. He arrived here from Cleveland, Ohio, at 2:19 this morning on his way home to Detroit, Michigan, from which place he was summoned Wednesday by telegram to attend the funeral of a sister who had died in Cleveland. He was waiting in the depot when the early G.R. & I., passenger train went north at 3:15. Being short of funds and anxious to reach home, he undoubtedly attempted to board a freight train which went north shortly after the passenger train had gone. In attempting to board the freight, he was thrown violently against the rails of the crossing and hurled between the Lake Shore tracks where he was found by railroad employees and taken to the sample room at the Reyher house. Medical aid was summoned and he was found to be suffering from a jammed knee cap, a hole in the forehead and a crushed skull. His nose was torn from his face and he was otherwise bruised and cut about the body. Officials and friends at Decatur were notified of the accident and responded to his needs. He was taken to St Joseph's hospital in Fort Wayne, at noon. He is a member of the brick layers union, and in a rational spell he said he had a son six years of age, but no wife. His age was forty-six and his parents resided at North Amherst, Ohio. Kendallville Sun, Saturday, June 6, 1901

A Big Four passenger train struck a wagon two miles south of Niles, Michigan, on Wednesday evening of last week and killed one of the occupants, Miss Ethel Whippel. Her two brothers, Robert and Charles, who were with her, were both seriously injured and it is thought will be crippled for life. One horse was killed instantly. The young people lived in Cass County, Michigan. The Albion Democrat, June 6, 1901

Lake Shore eastbound passenger train number 26, escaped a head on collision at Brimfield Monday night, by being eight minutes late. A westbound freight crossed on to the passenger track, the cross switch being left open, just at the time the passenger was due. Had the passenger train been on time, they would have crashed together. The freight had time to back out of the way of the train before it arrived. The Albion Democrat, June 13, 1901

John Pierce, unmarried and a fireman on the B&O Railroad, was run over by a train at Syracuse, Monday, and instantly killed. Himself and three friends had been fishing near that place and they boarded a westbound freight to go to Syracuse to get their supper. Pierce jumped from the train when nearing his destination and struck against a water tank which threw him under the train. He was twenty-six years old and was Secretary of the Brotherhood of Locomotive Firemen at Garrett. The Albion Democrat, June 20, 1901

Westbound freight train Number 33 was wrecked at Babcock, Indiana, on the B & O railway about 3 o'clock last Thursday afternoon. The cause of the wreck is supposed to have been due to a break down on one of the cars. The train was hauling coke, and twenty-two cars and two engines pulling the train were piled up. One tramp was badly hurt. The train crew escaped injury. The Albion Democrat, June 20, 1901

Last Monday evening while S. H. Davis, a civil engineer on the B&O Railroad, accompanied by his wife and a rodman named Leslie were riding on a handcar five miles east of Nappanee, the car was struck by a westbound freight train and Davis suffered a broken arm, a fractured shoulder blade and collar bone and is suffering from contusion of the brain. The Albion Democrat, June 20., 1901

About 7:30 o'clock last Friday morning, the mangled remains of Jesse Ripperton of near Cosperville, was found on the Lake Shore Railroad tracks about two miles east of Ligonier. As near as can be ascertained, the facts of the sad ending of the young man are as follows: As the east bound freight number 62 approached the spot, the train crew noticed what they supposed to be the remains of a sheep between the two tracks. A closer view disclosed what the object was and the train was immediately stopped to permit further investigation. The trunk of a man's body, from the waist up, was found in a badly mutilated condition, while some distance away they discovered the severed legs and further away the arms. Shortly afterwards west bound Kendallville and Elkhart accommodation train reached the place and engineer John Cloutier of Elkhart saw the remains and notified Conductor Aumend, who ordered the train backed to the spot. The body was examined and in one pocket was found a silver fifty cent coin; in another was a subpoena summoning Jesse Ripperton to appear as witness in a case on trial at Albion. The supposition was that the victim had boarded a freight at Ligonier and had fallen off. Coroner W.F. Carver, of this city, was telephoned for and reached the scene in about two hours. The remains were conveyed to Ligonier and turned over to undertaker, W.A. Brown. It has been ascertained that Ripperton rode to Ligonier on his wheel the previous evening and had started back home when he punctured a tire and returned to Ligonier. He left the bicycle in a saloon where he had

been drinking earlier in the evening and started away at 8 o'clock. It is not known whether he started to walk home or not or boarded a freight. Trainmen are of the opinion that he rode out on Lake Shore freight number 76. When that train took siding in Goshen that evening it was noticed by many people around the station that the gondola cars attached were well filled with tramps, and it would have been a little dangerous for a half drunken man to have boarded the train with them. Trainmen think it possible that Ripperton was pushed off the train by tramps. The Albion Democrat, June 20, 1901

Last Tuesday night at 12 o'clock, the Wabash express, westbound, on the Wabash railroad was wrecked at Cass, Indiana, four miles east of Logansport and at least sixteen persons were killed and fifty wounded. The wreck was caused by a wash-out, a heavy rain a few hours before carrying away a trestle which spanned a small stream. The train was an hour late and running fifty miles an hour, and the entire train, with the exception of three sleepers and a private car, plunged over the embankment. J.S. Butler, a brother of Rev. G.T. Butler, of this city, was the engineer of the train and miraculously escaped fatal injuries. He was badly bruised. He visited in this city several months ago. The Albion Democrat, June 27, 1901

Lee Hine and Isaac Tryon were killed by the west bound Flyer on the Lake Shore Railroad last Saturday afternoon at the railroad crossing at Sedan, a few miles east of Corunna. Mr. Hine, a farmer residing near the village, was going to the store to do some trading, driving a single rig. Isaac Tryon, who had taken the mail pouch and hung it on the crane, got into Mr. Hine's buggy when near the crossing on the south side of the railroad to ride to the store. They did not hear the approach of the Flyer and when on the railroad tracks they were struck by the engine and were hurled quite a distance from the tracks. The rig was demolished but the horse was but slightly injured. Both men were badly mangled and died within one half hour after the accident occurred. Mr. Hine leaves a young wife and Mr. Tryon a wife and three children. The Albion Democrat, July 4, 1901

Charles Hoffman, a sweeper in the Lake Shore shops at Elkhart, and aged sixty-four years, was instantly killed by being struck by an engine while going to work one week ago Tuesday morning. He leaves a wife to mourn his death. The Albion Democrat, July 4, 1901

A westbound passenger train on the Chicago & Alton Railroad, collided with a fast stock train near Norton, Missouri, one week ago Wednesday. Four trainmen and two passengers were killed outright and fifteen have since died and many others received injuries. The wrecked train contained a number of passengers who were on their way to the Epworth League Convention at San Francisco. Among those injured were Mrs. Levi Archer, of Cromwell, who was on her way to Kansas to visit her parents. One arm was dislocated and burned and her face was cut. Misses Clara Coldren and Gusta A. Nelson, of Topeka, who were enroute to the Epworth League Convention, sustained slight injuries. A number of people of Albion and vicinity were under the impression that Mrs. M. A. Bassett and Miss Gertrude Knox, of this city, were on the wrecked train and much apprehension was felt about their safety, but they were over the Chicago & Northwestern Railroad as was stated in the Democrat last week. The Albion Democrat, July 18, 1901

Harry Waldron was born in Brimfield, Indiana, September 19, 1874, and died July 12, 1901, aged twenty-six years, nine months and twenty-three days. He was a well-known industrious young man, and his death is mourned by a large number of friends. Especially does his companions on the railroad have cause to lament, and the shock of seeing their friend and co-laborer stricken down by the train, is almost more than they can endure. He, with some of the other section men, were starting to put out a fire which had gotten into a wheat field near the railroad. It is supposed that he thought that by crossing the track and boarding a slowly moving freight train he could reach the fire more quickly. The passenger train number 157 was coming down the track he had to cross and they, being late, were running faster than usual. He probably underestimated their speed and was struck by the train which killed him instantly. The section boss called to him but could only close his eyes as the dreadful work was done. He was picked up and taken to the depot at Wawaka to await the coroner, from whence he was conveyed to his home by Mr. Shaffer, the undertaker. The funeral was held in the U.B. Church, Sunday at 10 o'clock a.m., conducted by Rev. G.T. Butler. Interment in the Osborne Cemetery. The Albion Democrat, July 18, 1901

About 12 o'clock Tuesday night, as Merton Talbert was going to his home southeast of this city afoot, he found the body of Clyde Todd lying between the station platform and the railroad track at the depot. The body was lying about ten feet east of the flagman's shanty. The railroad company's physician and surgeon, Dr. J.W. Hays, of this city, was

summoned and examined the injuries. The skull was fractured back of the right ear and the brains were coming out of the aperture. One of the shoulders was bruised and one of the toes of the right foot was cut off and the foot was otherwise mangled. The unfortunate man was removed to his home. It is not known how the sad accident occurred but the supposition is that Todd was sitting on the edge of the platform with his feet on the track and was leaning forward asleep or in a stupor, and the passenger train number 14, due here about 11 o'clock p.m., struck him. The train does not stop at this station, but goes through at a high rate of speed. Young Todd was twenty-one years of age in June, and is the oldest son of Mrs. Charles M. Baker, of this city. He is an industrious young man, but has been somewhat dissipated for a few years. It is intimated that he had been drinking Tuesday night, but the report cannot be substantiated at the present time. The unfortunate young man has been unconscious since he was found and the attending physicians give but little hopes of his recovery. Editor's Note: Clyde Todd, born June 27, 1880, died July 24, 1901. Buried in the Rose Hill Cemetery. The Albion Democrat, July 25, 1901

John Ludwig was found dead on the Lake Shore tracks near Goshen, Sunday afternoon, the body being badly mangled. The supposition is that he fell from the bumpers of a freight train which passed through Goshen late Saturday night. He was about forty-five years old. The Albion Democrat, July 25, 1901

Benjamin Lunden, an inmate in the Soldiers Home at Marion, Indiana, threw himself in front of a passenger train on the Big Four Railroad at Milford one week ago Wednesday afternoon and was instantly killed. He was apparently sixty-five years old and had come to Milford on a south bound train about half an hour before he killed himself. The Albion Democrat, July 25, 1901

Westbound passenger train number 7 due at Albion about 5 o'clock p.m., was held up at Suman, about fifty miles east of Chicago, Wednesday night. The miscreants mistook the mail for the express car and blew one side of the car to smithereens. Four men were arrested on suspicion and were brought to this city on number 46 at 11 o'clock last night and are inmates of the Noble County jail for safe keeping. It is impossible to obtain full particulars before going to press. The Albion Democrat, August 1, 1901

An attempt was made at Teegarden, fifty miles west of here, last Monday night to wreck eastbound passenger train number 46 which is due at this station about 11 o'clock. The night track walker discovered the scoundrels and miscreants at their devilish work and routed them, wounding a couple of them, but they succeeded in escaping. They had fastened a fish plate on top of the rails to which they had attached a long wire, and by this means they would have derailed the train if they had not been discovered in time. Railroad men say that it would have caused an awful wreck. Conductor B.C. Lewis, was in charge of the train. The Albion Democrat, August 1, 1901

James Cannon, a resident of Kendallville, who was taken to the hospital for the insane at Logansport several months ago for treatment, threw himself in front of a train at Logansport last Saturday morning and was instantly killed. His remains were taken to Kendallville for interment. The Albion Democrat, August 8, 1901

Adam Smith, a former resident of Kendallville, and a brakeman on the Lake Shore, was found dead on a freight car at Wauseon, Ohio, Saturday morning with a bullet hole through his body. The rest of the train crew knew nothing of the affair until his body was found. Tramps are supposed to have done the shooting. A son of the deceased is an express wagon driver in Kendallville. The Albion Democrat, September 12, 1901

There was a sad accident happened here Saturday night to a young man by him falling from a freight train and having one of his legs cut off below the knee. Dr. C.A. Seymoure took him to the county infirmary where he and Dr. Carver and Hays amputated the leg, but the man died Monday evening. His name was Theodore Hanson and his home was at Manitowoc, Wisconsin. The Albion Democrat September 12, 1901 Grant Kimmell returned Thursday from Manitowoc, Wisconsin, where he accompanied the remains of Theodore Hanson, the young man who died from injuries received from falling from a L.S. & M.S. Railroad train. He found that the young man's father had recently lost his mind and he was placed in an asylum about two weeks ago, the mother in poor circumstances. The young man carried a life insurance of \$1,000 in the Maccabee order and from this all the expenses incurred in the treatment, care and preparation for burial will be paid. This will include pay for the surgeons who did all that they could do for the young man, though at the time they expected nothing for their work. The Albion Democrat, September 18, 1901

Mrs. Christian Kauttner, wife of a baker, and Miss Lizzie Lee were struck by a passenger train on the Pennsylvania railroad crossing at Fort Wayne, Sunday evening. The former was instantly killed and the latter received serious injuries. The Albion Democrat, September 19, 1901

Coroner C.S. Williams has filed his report and verdict of the inquest upon the bodies of Elmer Shirley and Jesse Worden. The coroner finds a verdict against the railroad company saying that if the engine had been run in accordance with the requirements of the ordinance, that is, six miles an hour and ringing a bell and blowing a whistle at each crossing, that said engine would not then have collided with the buggy in which these young men were riding and their death was caused by carelessness and negligence of the persons in charge of said engine. The Albion Democrat, October 3, 1901

Roy Braden, a former Ligonier boy, and stepson of Samuel Wurtsbaugh, of that city, was accidentally killed at Minneapolis one week ago Tuesday. He was a brakeman on one of the railroads there. He died November 17, 1901, age 24 years, 9 months and 18 days. The Albion Democrat, November 28, 1901

Dr. W.E. Bowman, a prominent physician and surgeon of Elkhart, and Noah Juday, a hostler in Garver's Livery barn of Bremen, were killed at the Union Street crossing of the Lake Shore Railroad at the Dodge Pulley works in Mishawaka, one week ago Wednesday evening. The Dr. had been to Bremen to perform a surgical operation and had been driven to Mishawaka to take an interurban car. The two men and horses were killed outright. The doctor was thirty-eight years old and leaves a wife and two daughters. Juday was about fifty years old and leaves a wife, two daughters, and one son. The Albion Democrat, December 26, 1901

Orville, the nine year old son of William Posey, night operator of the Big Four and B&O Railroads at Milford Junction, was instantly killed at 4 o'clock last Friday afternoon. The boy had been assisting in removing poultry from a freight car on a siding. There was a gang plank connecting the car with another which was on an adjoining plank. On this the boy was standing when a B&O gravel train was backed against one of the cars. The boy was thrown under the wheels and the car passed over his head, crushing it. The body was also mangled. The Albion Democrat, January 2, 1902

James Lindsay, aged thirty-seven, an engineer on the Nickel Plate railroad, fell under his engine at Mortimer, Ohio, eighty miles east of Fort Wayne., Sunday afternoon and was cut to pieces. He was alighting from the cab while the engine was in motion and losing his balance, fell under the wheels. He left a wife and a twelve year old daughter. Miss Mary Dolan, of this city, was in his employ as a servant. The Albion Democrat, January 9, 1902

Clarence, the sixteen year old son of Hiram Lentz, residing two miles east of Milford, while attempting to board a B&O freight train at Milford Junction, last Thursday morning, was thrown beneath the wheels and beheaded. The young man was enroute to Gravelton where he expected to find employment The Albion Democrat, March 13, 1902

A rear end collision of two freight trains on the B&O Railroad, occurred at Edgemore, this side of Chicago, last Thursday, and Conductor Huntley and Brakeman Bruce, who were in the caboose of the front freight were killed. The two men were from Garrett, and they were so terribly mutilated as to be almost unrecognizable. The Albion Democrat, February 20, 1902

John T. Scott, son of Abram Scott and wife, of this city, who is firing on the Akron Division of the B & O railroad, was in a rear end collision one day last week. Mr. Scott and the engineer saved themselves from serious injury by jumping from the engine. The former received a sprained ankle and a number of bruises, as a result of his experience. The Albion Democrat, March 13, 1902

Dr. W.F. Carver, of this city, coroner of this county, was called to Kendallville Monday to hold an inquest over the remains of Abe McDonald of that city, who was killed by a Lake Shore freight train Sunday night. The unfortunate young man was a nephew of Mrs. Louisa Pincheon of this city and formerly resided with his parents in Wawaka. We are indebted to the Kendallville Sun for the particulars of the sad and horrible accident. "Abe McDonald, of this city, was instantly killed by a Lake Shore freight train last night at 11 o'clock, his head being mangled and almost severed from his body. Many of the young men of this city have been in the habit of visiting near-by towns on the

Lake Shore Saturday and Sunday evenings or whenever not employed at their usual occupations. Waterloo seemed to be the place decided upon to visit, and 24 round-trip and single trip tickets were sold at this station for that place Saturday evening and Sunday afternoon. This did not include the many who jumped freight trains to go also. To return home Sunday night, many of the young men did not wait for the midnight passenger train, but boarded a freight passing at the time of their liking." "Last night, Abe McDonald and I.M. Cazier, were waiting at the Waterloo depot. McDonald suggested that they jump a passing freight and get home. They boarded a gondola and rode to this city with other young men of this city, on the train, many of whom left the train when the east part of the city was reached. McDonald and Cazier remained on the train until the Main street crossing was reached, when Cazier jumped and landed alright. McDonald jumped later and struck the device which operates the home target. The train was moving at a lively rate and the night was very dark. By the aid of the electric light McDonald's companion saw him strike the ground, fall backward, and roll upon the ground. After the train passed, he hurried to him and asked if he was hurt. To this inquiry he received no answer, and upon reaching him soon discovered that life was extinct, the boy having been killed by the cars. Cazier immediately notified the depot officials, who removed the body from the rails and awaited the arrival of Undertaker Berhalter. When jumping from the train, the unfortunate young man had fallen backward, his head striking the track and the treacherous wheels cutting his head in two places, almost severing it from the body. His arm, limb and back were broken and the body otherwise mutilated. The deceased was nineteen years of age and industrious and was the son of James McDonald of this city. He leaves a father, mother, two sisters and four brothers to mourn his untimely death. The Albion Democrat, April 10, 1902

The remains of Lewis Richards, of Columbia City, a prominent breeder of fine horses, was found one week ago last Saturday morning lying beside the Pennsylvania Railroad tracks in South Chicago, and it is not known how he met his death. He shipped a horse to Chicago the Thursday previous, and had shipped another from Chicago to his home and it had arrived there Saturday morning. He may have been riding with the horse in the car, and had been robbed, killed, and thrown from the car, or killed in some other manner. His family at Columbia City only know that he went to Chicago. The Albion Democrat, April 10, 1902

Brakeman George, of the Lake Shore railroad, was badly injured by being clubbed by car robbers at Kendallville, last Thursday night. The Albion Democrat, April 17, 1902

W.A. Fitzgerald, a brakeman on through freight train number 89, due here about 6 p.m. was killed about two miles west of town Wednesday evening. When the train arrived at LaPaz he was missed and the train was run back to look for him. At a point some two miles west of this place, his lifeless body was found lying by the side of the track terribly mangled. It is supposed that in trying to step from one car to another, he fell between them. The body was taken to the home of his parents at Walkerton. He was about twenty-one years of age and unmarried. "Bremen Enquirer" Albion Democrat, April 24, 1902

James Spurgeon was painfully hurt at Butler Saturday evening while trying to board the first section of freight train number 74. He was rendered unconscious by being thrown violently on the tracks and sustained several severe bruises on his face and body. He came home Tuesday evening but had little to say concerning the accident. "Ligonier Leader" The Albion Democrat, April 24, 1902

The regular Sunday excursion train on the Grand Rapids & Indiana Railroad between Fort Wayne and Rome City, collided with a freight train at Wallen, six miles north of Fort Wayne, about 9 o'clock Sunday night. Two coaches were overturned and about thirty-five passengers were badly shaken up and four were seriously injured. Relief train from Fort Wayne with a number of physicians reached the scene of the wreck shortly after the news was received and the injured were taken to Fort Wayne. Among those injured was Charles Hackett of Rome City, whose head was bruised. The Albion Democrat, May 1, 1902

Charles Jennings, son of Dr. J.W. Jennings, formerly of Millersburg, was badly injured by a train at Lima, Ohio, Thursday night, where he was employed as a switchman. Only last week he was married to Miss Belle Rogers of Shipshewana, who was at her home preparing to ship certain personal effects when the accident occurred. "Kendallville Sun" May 1, 1902

The Kendallville Sun of last Friday contains the following account of a horrible and fatal accident which occurred near that city: "Casper Huber, a farm hand employed by George Norrot, residing on the George Emerick farm near the DeKalb County line, was killed today noon by the Lake Shore fast train number 19, at the curve near the farm residence of J.K. Riddle, east of the city. He came to town this morning and purchased of J. Reyher and Company, some wearing apparel and started for home, taking the Lake Shore tracks at East Street. He was seen going along the tracks by Lewis Whetzel and his section men, who were returning to work. He was apparently under the influence of liquor. They warned him to leave the tracks, which advise he did not heed. The section men had passed him to a distance of twelve rods when number 19 passed them. The engineer whistled a danger alarm, and the train soon stopped. It had struck the unfortunate man, who was staggering along in the center of the tracks, his body being mangled in a frightful manner. He was picked up by Whetzel and his men soon after being struck and brought to the Lake Shore freight depot where he shortly after breathed his last. The back part of his head was crushed in, his limbs were crushed and his body otherwise mangled. The unfortunate man has no relatives in this section, coming here from Ohio two months ago, and worked as a farm hand. He was fifty-four years of age. Coroner Carver was notified and held an inquest this afternoon. The remains were taken charge of by the county and will be interred tomorrow." The Albion Democrat, May 1, 1902

Isaac Cadieux, who is a member of the east section gang of the B&O Railroad, and who lives in this city, met with an accident on Wednesday afternoon of last week, which will incapacitate him for some time. He was pumping the hand car with other members of the force, and his hands came in contact with a wrench, and his thumb and index finger of his right hand were broken and his left hand was bruised. It is quite a painful injury, and Mr. Cadieux, being an industrious young man, can ill afford to lose the time. The Albion Democrat, May 22, 1902

Lawrence Hart, a well-known young married man of this place, was hurt quite seriously last Saturday evening. He was in company with eight other men and after they were through work in the evening, they started on the hand car for Ligonier; but while on the way, Mr. Hart's hat blew off and in his struggle to catch it, he fell off and the hand car ran over him. LATER: Mr. Hart died Tuesday morning. He left a wife and three children. He was twenty-nine years old. The Albion Democrat, June 5, 1902

Eastbound mail train number 16, due at Albion at 11:43 o'clock, did not arrive here Saturday until between 4 and 5 o'clock, due to the blockage of the track at Gravelton. The blockage was caused by the tender of the east bound local freight jumping the track and piling five or six cars across the track. The track was torn up considerably and it was some time before it was cleared and traffic was resumed. No one was hurt except the head brakeman who was in a car when the accident occurred and jumping, skinned his face quite badly. The Albion Democrat, June 12, 1902

The horribly mangled remains of Jefferson Speicher were found on the Big Four Railroad tracks about one-fourth mile north of Milford Junction, Monday morning. The supposition is that he was struck by a Big Four Excursion train from Benton Harbor Sunday night. Speicher was forty-three years old and an epileptic, being most of the time mentally unbalanced. His brother, Charles Speicher, has charge of the B & O gravel train and is well known in this city. The latter looks after his brother, but Sunday night he got away without being noticed, and when his body was found, it was mutilated almost beyond recognition. The body was identified by a shriveled hand, the result of having been scalded in his boyhood while in a fit. There were no suspicious circumstances connected with his death. The Albion Democrat, June 12, 1902

Harry Palmater and Frank Aman, while sitting on the B&O Railroad tracks near Whiting, on Tuesday night of last week, were struck by a passenger train and were killed. The noise made by a heavy freight passing on an opposite track prevented the men from hearing the approach of the passenger train. The bodies were terribly mangled. Palmater resided with his widowed mother and had just returned from the Philippines, where he had served with distinction in the United States Army. The Albion Democrat, July 24, 1902

The lifeless body of Frank Hotchkins, of Butler, was found about 4:30 o'clock Sunday morning hanging by the neck under a gondola coal car on a siding of the Grand Rapids yards of this city. His neck was pinioned under and between the sleeper, or sill of the car and a slanting brace or rod that formed part of a truss or support to the center of the car. The space was small and only large enough to receive the head. The feet were resting on the ground and his right hand rested on the iron rail or track and the other hung by his side. Of course it is not definitely known just how the body came in this vice-like position, but the generally accepted theory is that he was sitting, asleep, upon

the railroad tracks on the main line or upon the end of a cross-tie and had been struck by the north bound midnight train and hurled against the side of the freight car standing on the east side of the main line track, in such a manner that his head had been caught as above described. It required the strength of two men to extricate the body from its position where it had been thrown with great force. Marshall Barnett was apprised of the event and the body was taken in charge by Undertaker Berhalter, and the Coroner was notified. He reached here about 8:30 and held an inquest, which revealed about what is given here. It was ascertained that the unfortunate man was in the employ of the Lake Shore company as a member of Foreman Loy's extra gang of Goshen, and he had boarded in this city on one or more occasions; that he left Goshen on Sunday for Butler; that he had stopped off here and had been drinking in the afternoon and evening. At 11:30 p.m., while sitting asleep upon a box at the Union depot, he was aroused by the baggage man who desired to ship the box. He got up and walked away to the south and perhaps soon sat down upon the track where he was struck by the passing train. The first suspicion that he might have been a victim of foul play did not obtain much following, as no purpose or reason could be assigned easily for the act. He had on his person when found, sixty cents in silver and a cheap watch. He was evidently thirty years of age. He had no parents living and only one brother. He was raised by Mr. Hotchkins, at Butler, who was killed by a Wabash train a few years ago. He is described by Foreman Loy, who came here Sunday afternoon, as an industrious, well-disposed man except when drinking, which he indulged in occasionally. Mr. Loy says he gave him a permit and pass to go to Butler on Saturday. He did not know that he intended to stop here. The body was buried in the Lake View Cemetery at nine o'clock this morning, under the direction of trustee Merkling. The Albion Democrat, July 24, 1902

John Ludwig was found dead on the Lake Shore tracks near Goshen Sunday afternoon, the body being horribly mangled. The supposition is that he fell from the bumpers of a freight train which passed through Goshen late Saturday night. He was about forty-five years old. The Albion Democrat, August 14, 1902

A westbound freight broke in two at this station last Friday morning, and front part stopping, the rear section crashed into it, and as a result, two cars containing oil tanks and three other cars were piled up in a promiscuous heap across the track near the elevators. The wrecking crew arrived and succeeded in getting the track cleared in a few hours. The Albion Democrat, September 11, 1902

William Miller, aged eighteen years, and a son of James Miller and wife of Millersburg, was horribly mangled by a freight train near the Lake Shore depot yesterday morning while returning to his home. As near as can be learned, he had come to the city the evening before to attend the carnival and had put in the day with several of his friends. Near the midnight hour he went to the depot together with Chancey Beckner, Robert Bowen, George Gerten and Carl Gorman, ostensibly to board train number 37. Before the arrival of the passenger train, one of the member suggested that they board a passing freight, but young Miller protested saying he had a ticket for the other train. The suggestion prevailed and three of the number swung upon the train between two box cars, riding on the "bumpers." Miller boarded the train several cars farther back and at once climbed to the top of the train and started ahead to join his companions. In stepping from one car to another, he missed his footing and fell between the cars. His right leg and left arm were severed from the body and the right arm broken and mangled in a most sickening manner. A wound was also made in the forehead and the left knee cap was somewhat bruised. His companions saw him fall and immediately notified the depot employees who went to the scene and removed the injured man to the home of August Baker, his wife being a second cousin of the unfortunate man. Drs. Black and Benham were summoned and rendered every aid possible for his benefit. Although suffering intensely he remained conscious until death relieved him about 8 o'clock yesterday morning. In his pockets was found nearly \$6 in money and his railroad ticket. The Albion Democrat, September 18, 1902

On Sunday night at 7:30 a westbound freight broke in two and James H. Haden, of Battle Creek, a cripple, who during the fair sold canes, etc., on the street, was thrown between the cars and cut in two. He lived about ten minutes after the accident. Haden was beating his way to Goshen where he intended hanging cars for Warsaw and be with the Carnival company at that town this week. The Albion Democrat, September 18, 1902

Last Sunday morning a man was found lying along the Lake Shore tracks at Kendallville near the west end of the water trough. He was removed to the Swartz house and medical aid summoned. When found, a large hole was in the top of his head and he was insensible. He died at 7 o'clock Sunday evening. By papers found upon his person it was learned that his name was Oliver Alexander, and that he was a glass blower of Pittsburgh Pennsylvania. It is not known just how he received his injuries, but the supposition is that he attempted to get off a rapidly moving east



bound train, and in so doing was thrown against the ends of the ties and down an embankment. He was twenty-nine years old and unmarried. A brother of the unfortunate man arrived from Pittsburgh Monday morning for the purpose of accompanying the remains to that city for interment. The Albion Democrat, September 18, 1902

The train bearing William J. Bryan was wrecked in Indianapolis last Thursday but Mr. Bryan escaped with a bad shaking up. The Albion Democrat, September 25, 1902

One man was killed, another slightly injured, and five others narrowly escaped death in a freight train wreck on the B & O railroad at 100<sup>th</sup> Street in Chicago on Monday night of last week. The wreck was supposed to have been caused by a defective rail, throwing the engine and four cars into a ditch. The engineer of the train, Samuel McKinley, of Garrett, was crushed to death beneath the engine. The fireman, J. Tulley, was slightly injured when he jumped from the cab. The Albion Democrat, October 9, 1902

Harry Stine, a sixteen year old boy from Bremen, while stealing a ride on a freight train to his home Sunday evening, fell off the bumper and the train passed over his ankle crushing it. He was taken to the residence of William Noe by his two companions, Wall and Hines, of Bremen, and the railroad company's physician in this city, Dr. J.W. Hays, was summoned and accompanied by Dr. Carver, went to Mr. Noe's where it was found necessary to amputate the leg below the knee. The Albion Democrat, October 30, 1902

Mrs. J.C. Nealey, her two daughters, aged eleven and nine, and a son, aged seven, were run down and killed by a B&O passenger train one mile east of North Baltimore, Ohio, one week ago Tuesday. The body of one of the girls was not found until the train pulled into North Baltimore, when it was discovered on top of the first coach. The mother and girls were killed instantly, but the boy lived half an hour. The Albion Democrat, December 18, 1902

Hays Bartley, who holds a position as brakeman on the B & O railway, while on duty at Milford Junction last Friday, setting brake on top of a car, the train came together, and he was caught between the run boards, and as a consequence he is incapacitated and is at home. The Albion Democrat, January 15, 1903

When passenger train number 17, due at this station at 12:18 p.m., arrived at the Hauger bridge about one mile west of Albion, Saturday, something became wrong with the engine and the train stopped to make necessary repairs. Before the flagman had time to reach the proper distance to warn approaching trains, a west bound freight train crashed into the rear end of the passenger train. A new baggage and smoking car, which were unoccupied, were smashed into kindling wood. Luckily, however, no one was injured. The Albion Democrat, January 29, 1903

Clinton G. Clark, brakeman on the Grand Rapids & Indiana railroad, was seriously injured late Thursday afternoon at Rome City. Mr. Clark is still in a dazed condition and is unable to state exactly how the accident happened, but he is of the opinion that he was knocked from the cars. He was injured while the freight train was passing through Rome City. As a result of the mishap, his left leg is fractured below the knee. His back is considerably bruised and other portions of his body are badly contused. He was picked up and brought to this city. Later he was taken to Fort Wayne and placed in St. Joseph's hospital. "Kendallville Sun" The Albion Democrat, February 5, 1903

W.H. Hines, a B&O brakeman of Garrett, was seriously injured on Sunday morning while a freight train going west was between the tank and Albion. The train broke in two while he was standing on the roof of the caboose, and he was knocked against the "lookout", resulting in contusion of the shoulder. Dr. Hays was summoned. Albion Democrat, March 4, 1903

Lewis F. Shank, a former letter carrier of Goshen, was killed while switching in the railroad yards at Provo, Utah, on Wednesday of last week. About two years ago, Shank left Goshen, as the charge of forgery was hanging over him, and his residence was not generally known until the news of his death reached Goshen. He was thirty-five years of age, was married, and was residing in Salt Lake City, Utah. The Albion Democrat, March 12, 1903

"Hurry up, quick!," were the agonizing words that were heard by our citizens about 7:15 Monday evening, just after the eastbound passenger train number 6 had arrived at the station. The cries for help came from Elton Kimmell, the oldest son of Mrs. Norman Kimmell, and he was found lying on the railroad track west of the Atwood Buggy

Factory, with both legs badly mangled below the knees. The wounded boy was taken to the office of Dr. J.E. Hays, who with the assistance of Drs. S.W. Lemmon, N.G. Reiff, W.T. Green and Woodward Hays, amputated the right leg above the knee and the left leg below the knee. He was then removed to his home in Tiffin Addition, where he is resting as comfortably as possible, and if no unforeseen conditions arise, will doubtless recover. He also received a cut on his forehead, but that wound is not serious. Young Kimmell and Charles Mullen boarded a westbound freight at the water tank east of this city Monday morning, and went to Nappanee in search of employment, and upon returning home got on the front end of the baggage car on train number 6, where they rode until they reached Albion. Kimmell tried to get off at the Carriage Factory, while the train was in motion. Young Mullen remained on the train until it arrived at the depot. Kimmell was doubtless afraid of being arrested if he remained on the train until it arrived at the depot. In jumping, he struck a grade stake along the track which threw him under the train. The accident is a very sad and deplorable one. Young Kimmell was the main support of his mother, and had been employed in the Handle Factory, but the factory being shut down Monday, went to Nappanee against the wishes of his mother. This accident should serve as a warning to others who are in the habit of jumping on and off trains, bumming their way. It doubtless will not, judging from accidents of similar character which have happened to boys and young men in this city. The Albion Democrat, April 2, 1903

Patrolman John Neuffer, of the Pennsylvania police force, was running along the side of a train which was standing at Plymouth and did not notice an engine pit ahead of him and ran directly into it and fell. He injured himself slightly, but is now none the worse for his experience. Mr. Neuffer was formerly a well-known teacher of this county and is a brother of Joseph and Morton Neuffer of York Township. The Fort Wayne Journal Gazette: Albion Democrat, April 30, 1903

Thomas Manning, son of E.F. Manning and wife, of near Elkhart, was killed at Ottawa, Illinois, by a train on the Chicago, Rock Island & Pacific Railway. He was employed by the railroad company as civil engineer and had been working there for three weeks. The deceased was twenty-seven years old and unmarried. He was a graduate of Purdue University. The Daily Record, April 30, 1903

George Story, aged nineteen years, was horribly mangled last Friday afternoon at Wabash, under the wheels of a Wabash train at the depot, before the eyes of many people. He was standing on the platform, and as the train passed through at the rate of ten miles an hour, he attempted to climb on the side ladder of a box car. He missed his footing and slipped under the wheels, being dragged 350 feet. He was picked up and taken to his home, where one foot and one arm were amputated. His intentions were to get on the train and ride only a short distance. The Albion Democrat, May 7, 1903

William Beard, a brick mason and formerly a resident of this city, who is now working at his trade in Decatur, prevented a frightful railroad accident in that city last week. He and a companion were walking along the Erie Railroad track on Sunday when they discovered a switch which had been forced open by a piece of chain which is supposed to have dropped from a freight train. The men attempted to get the chain out and did so and got the switch closed just as a freight train came dashing by. Their action may have saved many lives. The Albion Democrat, May 14, 1903

A work train on the Pennsylvania lines broke in two at Plymouth Wednesday, and as a result one man, Peter Volke, was killed, and one man was badly injured, and a girl slightly hurt. The Albion Democrat, May 28, 1903

Francis Holdeman, a section man employed by the Lake Shore Railroad, was struck by an east bound freight train east of Goshen, Thursday afternoon, and seriously injured, but it is thought that his injuries will not prove fatal. Holdeman heard the train but thought it was on the other track, and the rest of the men did not see that Holdeman had remained on the track until it was too late to warn him. The Albion Democrat, June 25, 1903

Charles Beigh, an old resident of Steuben county, who lives in Salem Township, was struck by a southbound train at Angola, on a crossing, and was killed. Beigh was riding in a buggy which was demolished. The Albion Democrat, July 30, 1903

Charlie Perkins, aged fifteen years, and claiming Delaware, Ohio, as his home, was seriously injured at Corunna Wednesday. He was beating his way to Chicago, where he expected to secure employment, and had secreted himself in one end of a gondola car loaded with heavy iron water pipe. While the train was switching in the railroad yard, a car was backed into it, which shifted the pipe, catching the boy, and pinning him against the end of the car. His skull was fractured, his face badly cut, and he received other injuries about the chest, abdomen and limbs. The boy was removed to the Sacred Heart Hospital at Garrett. There is little hope of his recovery. The Albion Democrat, August 6, 1903

John Brookins, aged thirteen years, of North Manchester, was fatally injured by a freight train Sunday morning, and died in the evening. The lad, with two other boys about his own age, were either boarding or alighting from the freight train when the former slipped and fell beneath the wheels. The left leg was severed just below the knee, while the right leg was cut off near the thigh. The Albion Democrat, September 10, 1903

Albert Homsher, the B & O freight brakeman, who lost both his feet at Syracuse Sunday morning, died in the Sacred Heart Hospital at Garrett at 5 o'clock Sunday evening. The loss of blood was so great that his life could not be saved. The Albion Democrat, October 21, 1903

A horrible and heart rending accident occurred about one mile west of Wawaka about 5 o'clock Thursday evening, in which Mrs. Wilson Billman, Mrs. Christ Peters and Miss Blanche Gill, lost their lives. Wilson Billman and family live about one mile west of Wawaka, the Lake Shore Railway running past their farm. The Billman residence is located north of the railroad track. In the evening, Mrs. Peters, who had been at the Billman home during the day, started home west of the Billman home, accompanied by Mrs. Billman and Miss Gill. They went to the railroad and took the north track. They had gone about 200 yards when noticing the approach of an eastbound freight train, left the track and crossed over to the south track and proceeded on their journey. They evidently did not look behind them, for they would have noticed a westbound freight train coming upon them. They continued walking onward and the iron monster bore down upon them and mercilessly crushed out their lives. Their bodies were badly crushed and mangled, that of Miss Gill being cut in twain. Mrs. Peters and Miss Gill were killed instantly, while Mrs. Billman lived about one hour after the accident. Mrs. Billman was aged fifty-four years, and was the mother of Mrs. Peters whose age was thirty-three years, and the aunt of Miss Gill, whose age was seventeen. The latter was the daughter of David Gill, of Elkhart Township, and several weeks ago was employed in the family of L.D. Worden, in this city, for a few weeks. Mrs. Billman's maiden name was Rose, and she was a sister of Mesdames John Renehan, Jacob Ridenbaugh and David Gill, of Elkhart Township, and D.W. Rose, of Kimmell. Operator Klotz, of Brimfield, had been on a visit and had returned on the westbound limited passenger train to Ligonier in the evening in the hope of getting the Plug at that station for Brimfield, but the passenger train being late, he missed the Plug and was compelled to take the east freight train that the ladies left the north track for. He was on the third car from the engine and noticed the ladies leave the north track and cross over to the south track but he could not make them hear his warning cry of their danger and he could not see the track to ascertain whether the ladies left the track before the train reached them. The ladies are estimable people and are highly respected and esteemed by a large circle of relatives and friends and their tragic and untimely death has cast a gloom over the community in which they resided. The grief-stricken families have the sympathy of their friends in their deep bereavement and sorrow. In giving an account of the terrible accident noted above, the Elkhart Review gives the following additional particulars: "This train was drawn by engine 709 with Engineer Walt Clement and Fireman C.L. Sawyer in cab, and Conductor, George Shaub in charge. The enginemen were nearly overcome by the scene. Fireman John W. Billman, now assigned to the Chicago yard, though formerly of Elkhart, is the son, brother and cousin of the victims. The scene of the accident is 29 miles east of Elkhart. "We don't know how they happened to get in the way," said Engineer Clement today. "The first that Sawyer saw was the forms being hurled through space, and he shouted to me, but before I could understand what he was saying, I had to step over to his side. When trains are passing, the engineer, being on the inner side, can hardly see anything because of the smoke and dirt. We stopped the sixty-three cars in a train's length, and head brakeman, John Gulch, went back to notify conductor Shaub, and later I went back. It was an hour before we could get the wounded woman, Mrs. Billman, home, to which she was carried in a blanket. Her legs and probably her back were broken, but she was conscious and her aged husband in his grief, reminded her he had warned her not to use the tracks. The accident happened just west of the Billman's private crossing. Mrs. Billman and daughter having started to accompany Miss Gill to her home after all had been to the town for groceries." The Albion Democrat, September 10, 1903

Train number 17, due at Albion at 12:01, was more than an hour late Saturday on account of a wreck at Ripley. The Albion Democrat, October 21, 1903

The wreck of the Purdue train on the Big Four, so completely wiped out the crack foot ball players of the University, that it is possible that there will be no foot ball at Purdue for three or four years. Among the many instances of heroism connected with the Purdue catastrophe, is that of Coach O.F. Cutts, of North Anson, Me. Who worked over the injured all day and night, finally being ordered to the hospital himself where it was found that he had crushed bones in each ankle and will have to wear plaster casts on both legs for several weeks. The Albion Democrat, November 11, 1903

B.J. West, a Hardware Merchant of Kempton, was found lying dead upon the ice beneath the Pennsylvania Railroad bridge over the St. Mary's river at Swinney Park, Fort Wayne, Thursday afternoon. He was forty-eight years of age. He had left his home in Kempton Tuesday afternoon for Defiance, Ohio, to visit a fifteen-year-old daughter, who is attending school there. He came to Muncie over the Interurban and then took a train over the Lake Erie Road for Fort Wayne. The train arrived in Fort Wayne two hours late Wednesday night, and the supposition is that he alighted from the train at the Junction and undertook to walk down the Pennsylvania tracks to the Wabash depot, and while crossing the bridge was overtaken by the train, crawled out upon the pier, and was knocked off by some metallic projection from the train. It is probable that he did not die for two hours or more after the fall and that death was primarily due to exposure. The Albion Democrat, December 17, 1903

While attempting to board a train at Ligonier last Wednesday morning, E.J. Jennings, of Elkhart, fell beneath the train and his right leg was so badly crushed that amputation was necessary. The Albion Democrat, February 17, 1904

Hugh Ridenour, a B&O fireman, was crushed by the wheels of his engine near Avilla last week while attempting to jump from the caboose of another train to the engine. Escaping steam obscured the distance and the unfortunate man was thrown in front of the wheels which severed both his legs. He was taken to Sacred Heart Hospital where he died Tuesday. His parents reside at Hicksville and he was 24 years of age. The Albion Democrat, February 24, 1904

Last Friday morning the sad news reached this city that Harvey H. Howard had been killed at Cromwell by a B&O train sometime during Friday night. On account of no one to witness the accident, particulars of the sad affair are meager. Howard had been at Auburn attending the Ringling Show last Wednesday and where he had been during the intervening time after that day and the time of his death is not known, but he was in Cromwell Friday evening, and the supposition is that he was on his way to Albion, walking on the railroad track, when the second section of the west bound number 7 struck him. The engineer of that train reported to an eastbound freight crew that his engine had struck something at Cromwell, but he did not know if it was a man or some other object and for them to investigate. Upon reaching Cromwell, the mangled remains of a man was found a short distance east of the depot, which were later identified as the remains of Harvey Howard. An inquest was held by Dr. J.H. Nye, of Cromwell, deputy coroner of Noble County, and the remains were taken in charge of Joseph Knapp, of Washington Township, trustee of the Howard estate, who brought them to this city Saturday afternoon. They were interred in the Howard burial lot in the Albion Cemetery. A short funeral service was held by Rev. C.V. Mull. The six barbers of the city acted as pall bearers. The deceased was the son of the late Charles A. Howard, and was born in Albion February 10, 1875. At the time of his death he was 30 years, 5 months and 29 days. For a number of years he had followed the occupation of barber and was an excellent one, but on account of his intemperate and dissolute habits, was unable to hold a job any length of time. He spent much of his time traveling over the country. He leaves one brother, Frank, living near LaOtto, two sisters, Mrs. G.W. Simmons, of Kendallville, Mrs. S.S. Norris, of Ligonier, and one half-sister, Miss Ortha Howard, of Belleville, Ohio, and a number of friends to mourn his departure. The Albion Democrat, August 11, 1905

On Thursday morning about 8 o'clock, at the 'Blue Grass Sink,' one mile west of Albion, occurred another death-dealing wreck on the B&O. The gravel train was running west and the work train east, both trains having orders for the right of way, when the two collided with a deafening report. The heavy fog prevented the crews from seeing each other and but one man, Mr. Baughman, fireman on the work train, escaped with his life. Mr. B. is well known in our city, having recently been married to Miss Nina Hadley, daughter of Mr. & Mrs. Shan Hadley. Engineer Odenkirk, of the work train, was found hanging head down from his engine, between the cab and the boiler, his head

being crushed. His home was in Pennsylvania. Engineer R. Strouse, of the gravel train, was fatally injured, his skull being fractured and suffering internal injuries. He was taken to Garrett. Fireman Deutch, of the gravel train was found burned to a crisp, near the fire box of his engine. His body was taken to his home in Avilla. The body of Brakeman Cress, of the gravel train, was found buried beneath the wreckage, life being extinct long before his body was extricated. The bodies of two Rumanian laborers were found pinned beneath the wreckage, one being dead when found. The other lived several hours after being removed from the wreckage. Their bodies were taken to Shaffer's Furniture store where they were prepared for burial. The blame rests wholly on the train dispatcher at Garrett, the train orders lapped and both trains were given the right-of-way. Neither engine left the track in the collision. The Albion Democrat, November 29, 1905

A small boy near Tracy Siding, on the B&O, last week, discovered a broken rail just in time to flag a "Flyer" and prevent another horrible wreck. His reward remains to be announced. The Albion Democrat, January 3, 1906

The second section of the westbound passenger train number 47, Saturday morning, was wrecked west of Bremen. Sixteen are reported injured, one fatally, all immigrants of which constituted the passengers. Traffic was delayed a few hours. The Albion Democrat, February 6, 1906

Three killed and fifteen injured is the list of fatalities in a wreck of two freight trains and a fast passenger train number 7, on the B & O railroad which occurred at 11:35 o'clock Sunday, about two miles from Bloomdale, Ohio. The engines were completely wrecked and the mail and express cars, two passenger coaches and four freight cars were completely demolished and later burned. The freight train had stopped for water at the scene of the wreck, when another freight train bore down on it, pushing it onto the westbound track. A minute later the fast B&O passenger train came along at a high rate of speed, crashing into the freights, killing two and seriously injuring fifteen, one fatally, the latter being Benjamin Snook, Mail clerk, and well known on this division. The dead are, passenger fireman, John Hootman, of Chicago Junction, and postal clerk, W. Hay, of Wheeling W. Va. The Albion Democrat, March 14, 1906

Henry Schultess, a truck gardener between Garrett and Auburn Junction, died Tuesday from injuries received by being struck by a B&O train, while enroute home from Garrett and just as he was about to leave the right-of-way for his home, where he was found after having laid by the tracks all night with three ribs, arm and shoulder blade broken and shoulder crushed. He was fifty two years of age and leaves a wife and five children. The Albion Democrat, March 21, 1906

Merl Stuckman, a well known horse dealer of Nappanee, was badly injured in a wreck on the C.B. & Q. last week while returning from Nebraska with a car load of horses. In company with another buyer he was riding in a caboose which was reduced to splinters by a rear end collision. A piece of timber was driven almost through the body of his companion. The Albion Democrat, March 21, 1906

A small freight wreck on the B&O occurred at Avilla last Monday. Nine coal cars were piled up. The Albion Democrat, June 20, 1906

G.W. Buskirk, a brakeman on the Wabash railroad, fell from his freight car at Hartman, a small station the other side of Wabash, at midnight last night and was injured so that he had to be relieved at Montpelier. He had relieved J.A. Feltz, on freight train Number 63, who fell from his caboose in the yards here yesterday morning and was killed. Buskirk was not seriously hurt, it is thought. The Albion Democrat, September 12, 1906

Another appalling wreck is accredited to the B&O. On Sunday, almost within the city of Washington, D.C., 35 lives were sacrificed and more than 100 wounded because of the negligence of an operator. A local freight collided with a fast passenger carrying more than 200 people, strewing the dead along the track with blood enough to write a complete account of the disaster. The Albion Democrat, January 2, 1907

Emery Franks, of Kendallville, narrowly escaped death in the B&O wreck near Defiance, December 27, in which the entire train was ditched. He landed with such force upon a fellow passenger as to break the ribs of the latter, but all escaped with nothing more seriously than broken ribs. The Albion Democrat, January 2, 1907

The explosion of a locomotive boiler caused one of the worst railroad wrecks that has occurred recently. It happened four miles east of Columbia City on the Pennsylvania tracks on Wednesday morning at 10 o'clock. As a result, engineer W.C. Bender, of Fort Wayne, is dead, Fireman Irvin Lower, of Fort Wayne, son of ex Sheriff Lower, of Richland Township, Whitley County, is a corpse and B.J. Bogan, also of Fort Wayne, was severely scalded. The engineer died instantly and the fireman was thought to be fatally injured. The brakeman had his back sprained and was badly scalded. The wreck was caused by the explosion of the boiler through the fire box. The Albion Democrat, February 1, 1907

A B&O passenger train, one day last week, hit a load of logs at St. Joe Station in DeKalb County. William Gee, a farmer, was crossing the track and one of his horses became fast in the rails and in its struggle to get loose, fell down. The train was late and came whizzing along, but before the Engineer could be flagged, his locomotive was too near, and realizing what might happen, he pulled the throttle wide open and hit the wagon with terrible force. There were three logs on the wagon and two of them were hurled several hundred feet. But luckily no great damage was done. The Albion Democrat, February 1, 1907

Thomas Sweet, aged 57 years, was horribly mangled at LaOtto Sunday afternoon at 3:30 o'clock by a freight train on the Vandalia Railroad. He died instantly from the injuries sustained. Sweet was in charge of the W.C. Proctor carload of stock which had been on exhibition at the Fort Wayne Fair, and a number of other fairs in Indiana, and Ohio for the past eight weeks. At LaOtto, he was waiting transfer to North Manchester to put the stock on exhibition at the fair there this week. The Albion Democrat, September 26, 1907

Robert E. Bly, son of Mr. & Mrs. Richard Bly, of Kendallville, a barber, who had been working at Toledo, Ohio, was killed at Kendallville Tuesday morning. Bly had been sick and was coming home on a freight on the Lake Shore Railroad and when reaching Kendallville, the freight did not stop so Bly jumped. Night operator, Mecklenburg, found Bly's body at 3:21 o'clock. The head was crushed, the right arm and leg broken, and the body bruised. Bly was 34 years of age and was twice married, his first wife dying at Muncie. He is separated from his second wife. He has a son in the State School at Plainfield. The obsequies were held Wednesday afternoon. Interment in Lake View Cemetery. The Albion Democrat August 3, 1908

While Earl Rupert, aged 15, of Valentine, LaGrange County, was watching a Grand Rapids & Indiana freight train pass, he stood too close to the tracks and was struck by the pilot beam of a passing train moving in the opposite direction. He was, at first, believed to be fatally hurt, but it is now thought he will recover. The Albion Democrat, August 6, 1908

Charles M. Eppert, a B & O Brakeman, was caught between two cars while switching at Garrett, last Wednesday, and his abdomen crushed. The injuries proved fatal and the unfortunate man died Tuesday morning. He was 25 years of age and leaves a family. The Albion Democrat, September 2, 1908

Harry Carmien, son of Melvin Carmien, of Ligonier, a fireman on the Lake Shore Railroad for the past two years, was instantly killed by westbound train number 23, between LaPorte and Grand Crossing Saturday night. His train had stopped on a siding and Carmien was oiling. He stepped around the front of the engine and failed to hear train number 23 approaching from the east and walked directly in front of the train. He was instantly killed and his body was horribly mangled. The remains were taken to Ligonier, Sunday afternoon, and the obsequies were held there Tuesday afternoon. Mr. Carmien was 24 years of age and is survived by a father, a sister and a half-sister. The Albion Democrat, September 17, 1908

Ray Harper, formerly of Wilmot, was recently killed at Lansing, Michigan, by a Grand Trunk train. He visited at Wilmot and Pierceton last summer. For some time he had been making his home in Grand Rapids. About nine years ago, accompanying his parents, he moved to Elkhart. The Albion Democrat, November 23, 1908

Paul Davidson, a B & O brakeman, fell over a switch in the yards at Garrett, last week, and one foot was crushed under the wheels of a car. The Albion Democrat, December 16, 1908

Passenger train number 414, southbound on the Jackson-Fort Wayne branch of the Lake Shore Railroad, was derailed at the gravel pit switch a mile north of Pleasant Lake, at 8 o'clock last Thursday evening. The engine and six cars went down the bank and sixteen persons were injured. The Albion New Era, December 28, 1908

Edward Caffrey, of Garrett, a Baltimore & Ohio brakeman, was thrown from a car at Tiffin, Ohio, last Saturday morning and received serious injuries. His skull was crushed and he also received internal injuries. He is in the Sacred Heart Hospital at Garrett. The Albion Democrat, February 4, 1909

An unknown man was found dead along the Lake Shore Railroad tracks three and one half miles east of Brimfield, at 7:30 o'clock Saturday morning by John Schott, Lake Shore section man at Brimfield. Mr. Schott communicated with Kendallville, and the dead man was taken to Kendallville on a hand car. He was taken to the Berhalter Undertaking rooms where coroner Black held an inquest. The man was apparently 40 years of age, weight about 160 pounds, has dark hair and mustache, wore two suits of underwear, two shirts, black sweater, trousers and overalls, a coat and canvas fur lined jacket, good shoes and a warm cap. Not a scrap of paper nor a piece of money was found in his pocket. A spectacle case was found with glasses in it. The case was labeled Arthur E. Letourneau, druggist and optician, Manteno, Illinois. He was probably walking on the track and was run down by a train. His back and neck were broken. His body will be held in the undertaking rooms until the coroner hears from Manteno, Illinois. The Albion Democrat, February 8, 1909

Leo Loeser was mixed up in a railroad wreck on the southern division of the Chicago, Milwaukee & St. Paul Railroad last week, and escaped without having any bones broken. No one was killed, but one woman has since died from her injuries. The car in which Mr. Loeser was riding went over a 20 foot embankment, turned over three times and landed in the river. The accident happened near Rushton, Minnesota, and was the result of a snow blockade. There were 20 people on board and fortunately all escaped serious injury except the woman above mentioned. The locomotive and three cars went over the embankment. "Ligonier Leader", Albion Democrat, February 18, 1909

John Hindman, son of Mr. & Mrs. William Hindman, of near Indian Village, was killed by a Lake Shore train west of Ligonier, last Monday morning. He was feeble-minded and had wandered away from home. The Albion New Era, February 17, 1909

W.U. Holderman, the courteous and accommodating agent of the B & O railroad in this city, received serious injuries about noon Wednesday. Mr. Holderman and operator D.G. Matthews were at the side of the south track waiting for eastbound passenger train number 16 to arrive. The baggage truck was too near the track and the engine of the approaching train struck the truck and it was hurled with great force against Mr. Holderman. The wounded man was immediately taken to the New Hope Hospital where Drs. W.F. Carver, and J.W. Morr gave him surgical attention. Mr. Holderman's injuries consist of concussion of the brain, a compound fracture of the nose and a deep cut on the lower jaw, besides numerous bruises and contusions on his head. The Albion Democrat, February 18, 1909

Tom Davis, for many years a B&O engineer, was killed in a railroad accident in Washington, recently. The Albion New Era, March 10, 1909

Conductor A.P. Miller, of the B & O Railroad, who resides in Garrett, is off duty on account of a badly sprained back which he received while the train was being made up in the Chicago Junction yards last Thursday night. A switch engine was pulling the caboose and in some way the engine collided with another engine, throwing Miller from his cot. One of the yard switchmen was slightly hurt and both engines were somewhat damaged. The Albion Democrat, March 18, 1909

Thomas McGuire, of Garrett, an employee of the Toledo & Chicago Road, aged 34, was nearly electrocuted while at work on the company's lines Tuesday afternoon. McGuire was working with two other men and while making a guy wire, in some manner a circuit was formed and 3,300 electric volts passed through his body. His hands and feet were severely burned. He was taken to his home in Garrett and physicians think he will recover. His escape from death is miraculous. The Albion Democrat, March 25, 1909

An unknown man supposed to be from Garrett, had both legs cut off while attempting to board a Lake Shore train at Kendallville, Wednesday. He was taken to the depot restaurant and both legs were amputated at the knees by Drs. Gilbert, Williams and Bowen, of Kendallville, and Dr. B.E. Miller, of Albion. The Albion Democrat May 31, 1909

Thomas W. Hite and Samuel Wertsbaugh, of Ligonier, were killed at Ligonier Monday morning, April 5, by the Twentieth Century Limited train on the west crossing at 6:45. Their bodies were frightfully mangled and it is doubtful if either were able to realize what happened, so fearful was the impact of the rapidly moving train. Mr. Hite, who was 63 years of age, was one of the wealthy residents of Perry Township, and had but recently moved to Ligonier, having retired from the farm. He arose early on the fateful morning to see about papering his house. He had started to secure the services of a paper hanger and reached the railroad crossing just as the freight train was passing. Here he met Mr. Wertsbaugh, and the two old friends stopped to chat while waiting for the east bound freight to pass. They were so engrossed that they utterly failed to notice the approach of the Twentieth Century Limited from the east, and both were hurled in the air, their bodies being frightfully mutilated. Mr. Wertsbaugh was 67 years of age and is survived by a wife and four children. Mr. Hite leaves a family of five children, his wife dying last summer. The flag man, who was on the north side of the track, tried to warn the men of their peril, but they were unable to hear him on account of the noise of the passing train. The inquest was held by the County Coroner, Dr. Frank Black. The obsequies of Mr. Hite were held Wednesday forenoon and that of Mr. Wertsbaugh, Wednesday afternoon. Mr. Hite was the father of Mrs. B.B. Pincheon, of this city, and Mr. Wertsbaugh, the brother of Mrs. Jennie Bidwell, and the father-in-law of George Bidwell, both of this city. The relatives have our sympathy in their bereavement. The Albion New Era, April 7, 1909

Edward McGrath, who lost both legs in a railroad accident at Kendallville a few days ago, died last Friday evening in the Kneipp Sanitarium. He was going along nicely, but suddenly expired. His medical attendants are of the opinion that his demise was due to a blood clot interfering with the action of his heart. He would not give any information regarding his relatives. The Albion New Era, June 9, 1909

Earl Monroe Oberst, of Fremont, Ohio, a student at Angola, was struck by a Lake Shore train at Waterloo one week ago Saturday evening. He was standing too close to the track as the train passed and he sustained a skull fracture above the right eye. He was hurried to Fort Wayne where he was taken to a hospital, where an operation was performed, but he never regained consciousness, and died on Sunday night. He was nearly 22 years of age. The remains were taken to Fremont for interment. He is survived by his parents, four brothers and three sisters. The Albion Democrat, June 24, 1909

As a result of a collision between a railroad train and an automobile at Munster, near Hammond, Saturday morning on the Monon railroad, two boys are dead, one of whom was cut to pieces and two men are seriously injured. The dead are Richard Flagg, age 15, Hillsdale, Michigan, cut to pieces and Harris Eberhardt, age 16, Mishawaka, son of the owner of the auto, who died in the hospital. The injured are E.G. Eberhardt, Vice President and General Manager of the Woolen Manufacturing Company at Mishawaka, injured by jumping, and Arthur Carlson, aged 26, Mishawaka, back sprained. The Albion Democrat, July 29, 1909

In a collision between the second section of an excursion train and a switch engine on the Grand Rapids & Indiana Railroad at Kalamazoo, last Monday, passenger engineer, Oliver D. McCrory, of Fort Wayne, was injured so seriously that he died within twenty minutes. Theodore Crouse and J.E. Lomergan, fireman and conductor, respectively were quite seriously injured. The Albion Democrat, August 12, 1909

Rev. R.L. Semans and family of Kendallville, were in a railroad accident near Colorado Springs, when their train struck a boulder upon the track. Rev. Semans was thrown from the seat and considerably bruised when the collision occurred, but other members of his family escaped injury. The Albion Democrat, August 19, 1909

Earl Russell, of this place, was struck by number 16 at Rolling Prairie, Indiana, and killed instantly. The remains were brought here Tuesday at his mother, Mrs. Baily's home. The Albion Democrat, Sept. 2, 1909

S.S. Smith, a Lake Shore brakeman, was thrown from his train at Waterloo by the bumping of cars together, and suffered a fracture of both ankles. The Albion Democrat, Sept. 9, 1909



Gideon Hire, of Ligonier, a married man employed by the Lake Shore Railroad as a track walker between Ligonier and Millersburg, was instantly killed last Thursday morning by being struck by the section of the Twentieth Century Flyer. In all probability he failed to notice the signals that the train was running in two sections and after the first section passed, he walked along the track thinking he was perfectly safe. The Albion Democrat, September 23, 1909

Jacob Hoke, a former Kendallville citizen, who held the position of flagman for the Monon railroad, was struck by a train and instantly killed while on duty one week ago last Friday. He left Kendallville about twelve years ago. He was the father of Mrs. G.D. Ruthven and Mrs. F.O. Wirick, of Kendallville. The obsequies were held at Hammond last Sunday. The Albion Democrat, October 29, 1909

Last Monday morning, Thomas Johnson, a traveling electrician, was struck by a westbound passenger train on the Lake Shore Railroad near the residence of J. Martin Strater, in Orange Township, east of Brimfield, about 2 o'clock Monday morning. Johnson says that he was walking on the Lake Shore north track going east but on account of an eastbound freight, stepped on the south track and was struck by a passenger train. He did not regain consciousness until about 7 o'clock and found himself in one of Mr. Strater's fields south of the railroad. He had been thrown about 75 feet. Notwithstanding his injuries, Johnson managed to get near enough to the residence of Mr. Strater by rolling to attract the attention of Mr. Strater and family. Dr. Williams, of Kendallville, was summoned who gave him surgical attention. He was badly injured about the head, right knee, foot and ankle, his wrist dislocated and he sustained numerous bruises over his body. Johnson's escape from death was miraculous. He is not a tramp, but had on a new suit of clothes which were ruined. He was on his way from Toledo. He is 32 years old and his home is at Depere, Wisconsin, where he has a mother and sister living. The city ambulance of Kendallville brought him to the County Infirmary Monday, where he is receiving care and attention. The Albion Democrat, November 18, 1908

The badly mangled body of an unknown man was picked up by a freight crew at 10 o'clock Sunday night, on the Lake Shore track between Corunna and the west pumping station. A notebook was found in his pocket which gave the name of Frank Trout, Kewanee, Illinois. A telegraph was sent to the authorities at Kewanee and the father of the dead man came for the remains. The dead man was Trout, as stated in the notebook. The Albion Democrat, December 9, 1909

After lying at the Fort Wayne Lutheran Hospital for nearly two weeks, Jesse Beavers, of Churubusco, died at 5 o'clock Sunday morning without revealing the manner in which he received the fractured skull and other injuries which he was suffering when he was found lying beside the Nickel Plate tracks near Burkett late Monday night, March 4. When Beavers was picked up he was unconscious and hurried to the Lutheran Hospital. Although at times he would recognize different members of his family, he never was rational enough to make a statement regarding the mysterious way in which he was injured. It was thought though, that he was robbed and thrown from a Nickel Plate passenger train, as when he was last seen he had more than seventy dollars on his person. When found he had less than seven dollars. Beavers was 32 years old. His father, brothers and sister were at his bedside when the end came. The body was taken to Churubusco Sunday afternoon. The deceased, prior to his coming to Churubusco on January first last to pay his father a visit, had been working at Missoula, Montana, on a ranch, and had been there for nearly two years, and it was on his return trip to the above named place that he received the injuries that resulted in his death. The deceased is survived by his father, stepmother, 3 brothers, Samuel W. Beavers, of Smith Township; Allen Beavers, of Churubusco; George Beavers, of Mulberry, Indiana; and two sisters, Mrs. Fred Gregg, of Missoula, Montana; and Miss Alta Beavers, of Churubusco. The funeral services will be held Wednesday morning at 10 o'clock at the U.B. Church, Rev. W.F. Parker, officiating and interment will be made in the Eel River Cemetery. The pallbearers will be the three brothers above named and three cousins, namely, John, Oscar and Carl Marker. The Albion Democrat, March 17, 1912

The remains of Wilbur Kimmell, who was instantly killed at St. Paul, Minnesota, while on duty as brakeman on the St. Paul & Omaha Railroad, last Sunday morning, arrived in this city on train number 16, Wednesday forenoon, and were taken to the home of the uncle and aunt of the deceased, Mr. and Mrs. Benjamin Baldwin of Green Township. The particulars of the accident in which he lost his life are not obtainable at this time. Previous to his employment as a brakeman two months ago, he was on duty as an operator, but changed his position so that he would have outdoor work. He was a former Jefferson Township boy, and was held in high esteem by his relatives and friends. He was 21 years of age. He is survived by a father, Albert A. Kimmell, of Fort Wayne, a mother Mrs. Emily J. Kimmell, of Kendallville, a brother Elza of Toledo, Ohio, who is employed as fireman on the Lake Shore

Railroad, many relatives and a large circle of friends. The obsequies were held at the Rehoboth Church at 10 o'clock this forenoon, conducted by Rev. A.E. Gaff, of Hudson, Indiana. Interment was in the Sweet Cemetery. The Albion Democrat, October 17, 1912

Charles O. Phillips and Walter Kelly, of Mishawaka, were struck by a Lake Shore train at the Merrifield crossing in Mishawaka, and instantly killed, one day last week. Both of the men were intoxicated and walked onto the tracks directly in front of the train. The Albion Democrat, November 4, 1912

Marion Dewinter, aged nine years, and a sister, Rosalie, aged seven years, were killed at the Wells Street crossing in Mishawaka Sunday afternoon. The children waited for the passing of a west bound freight and after this train cleared the crossing, stepped upon the east bound track without ever noticing the speeding express train Number 26. The Albion Democrat, January 2, 1913

Jacob Carpenter, aged 33 years, an extra Lake Shore freight conductor, while coupling cars in the Elkhart yards one week ago Sunday afternoon, was instantly killed. The Albion Democrat, April 17, 1913

Jacob Everetts, son of Mr. & Mrs. Joseph Everetts, was killed within fifty feet of his home at Hamilton when he was struck by a Wabash train on Monday. He was riding his motorcycle on his way home and the motor stopped while he was on the track and he was struck by the train. His head and face were terribly mangled, and he received other injuries. He was dead before bystanders could pick up the body. His father is a fruit grower in Alabama. The Albion Democrat, May 8, 1913

J.F. Long, aged 60 years, rural route carrier at Pierceton, who was struck at Wooster by an engine and caboose on the Pennsylvania Railroad last Friday, died a few hours afterwards in a Fort Wayne Hospital. He was hurled to the side of the track a distance of 100 feet, the horse was killed and the buggy demolished. He is survived by a wife, son and daughter. The Albion Democrat, May 8, 1913

The mangled body of Herschel Byson, 18 years old, of Melott, was found near the Big Four Railway tracks east of Hillsboro. His back was broken and his legs crushed. He had been at Veedersburg and it is supposed that he was returning home and fell from a train. The Albion Democrat, November 9, 1914

Falling under a cut of cars, Michael M. Walter, a B & O brakeman, was killed at Fostoria, Ohio, last Thursday afternoon at 4:35 o'clock. Second number 9 conductor, C.E. Talbert, and Engineer J.F. Mitchell, was sent to the assistance of extra west 4265, conductor A.P. Miller and engineer William Bennett, which was stalled in the east yards at Fostoria. Walter was riding on the pilot of the engine on second 9. After making the coupling, he dismounted to the side of the track. Apparently he did not see a cut of cars being switched by extra east 4310, conductor D. Strew and engineer Bert Shaffer and he was struck by them. He was knocked down and the wheels of one and a half cars passed over his body before the cars could be stopped. His death was instantaneous. His neck was broken, a gash was cut from the middle of his ear to his throat, six inches, both arms were broken and torn from the sockets and his chest was crushed in. The flag pole he was carrying was driven through his shoulder. The speed of the cars was only four miles an hour and the air was working perfectly. The tragedy was witnessed by fireman, Don Thompson, on number 9 and brakeman, M.G. Teagarten, of extra 4310. The body was taken to undertaking rooms at Fostoria, where the coroner's inquest was held. The body was brought to Garrett on number 7 Friday, and after being prepared for burial at the George W. Iler Morgue, it was taken to the home of the deceased on East King Street, in East Garrett. Brief services were held at the home Saturday afternoon the Rev. F.H. Bayles, officiating. The body was taken that day to the home of a brother-in-law, Mr. Truelove, near Sugar Grove, and services were held Sunday at the Sugar Grove Church. Interment was made in the Eel River Cemetery. Mr. Walter was born at LaOtto in Noble County, September 24, 1874, and was 40 years old. On October 27, 1899, he married Eliza E. Grawcock, daughter of James and Maria (Fulk) Grawcock of Noble County. There are two children. Walter has been employed by the B & O for about 10 years and was promoted to extra conductor 3 years ago. He was industrious and thrifty, farming 9 acres of land when not on the road. Besides the widow and children, there are three sisters, Mrs. B.F. Woods, of Toledo, Mrs. Rose Nickerson, of Lake City, Michigan, and W.T. Knipple, of Logansport. The Albion Democrat, November 16, 1914

Jacob Bowman, 80 years old, owner of a large tract of land in Carroll County, was struck by a passenger train on the Wabash Railroad at Rockfield east of Lafayette, Indiana, suffering injuries which caused his death five minutes after the accident. He was walking between the tracks, and on account of deafness, did not hear the approaching train. He was hurled 100 feet. The Albion Democrat, December 24, 1914

Henry Rumpf, of Kendallville, aged 62 years, was instantly killed there Thursday while picking up coal from the Lake Shore tracks, by being hit by a freight engine he failed to see. He leaves a wife and three children. The Albion New Era, February 17, 1915

Jacob Hawk, of Columbia City, who was killed in that city one week ago last Wednesday night when the automobile in which he was riding was struck by a passenger train on the Pennsylvania Railroad, killing him and his companion, Clarence VanOrsdoll, was the son of Mr. & Mrs. Henry Hawk, former residents of this county, and was 62 years, 4 months, and 29 days. Mrs. Hawk will be remembered as Miss Sarah Winebrenner. The deceased is survived by the widow, three children: Mrs. Frank Shaw, Columbia City; William Hawk, Battle Creek, Michigan, and Leura Hawk, at home; three brothers Joseph, Whitley County, Michael, Sioux City, Iowa, and Matthias, Merriam, Noble County; four sisters, Mrs. Fannie Snell, Whitley County, Mrs. Emma Heintzelman, of this city, Mrs. Ella Herron, of near Port Mitchell and Mrs. Nancy Royer, of DeKalb County. The obsequies were held a week ago last Friday and interment was made in the Merriam Cemetery Albion Democrat, February 5, 1917

Mrs. Rachael Norman, mother of Ed Norman, aged 42 and engineer, who was killed in the Wabash Railroad wreck at Montpelier, last Wednesday, is in critical condition at the home of her daughter, Mrs. F.S. Hafer, of Kendallville, on account of the sudden death of her son. The Albion Democrat, February 5, 1917

The enginemen and two passengers were injured when a Wabash passenger train was derailed near North Liberty last Wednesday. The Albion Democrat, February 5, 1917

Conductor C.V. Kirchner, of the Wabash Railroad, who lived at Hudson, while his train was doing some switching at Wolcottville last Thursday, attempted to jump on the pilot end of the engine, made a miss step and fell in front of the engine. He was rolled over and along the tracks for some distance before the engine could be stopped. One leg was broken, and he received internal injuries and many bruises. He was immediately taken to the hospital, but before the train reached Montpelier, he died. He is survived by a wife and five small children. He was 40 years old. The Albion Democrat, February 19, 1917

John Ross, aged 21 years, and claiming New York City as his home, fell from passenger train number 23 at Kendallville last Monday afternoon. His hands were frozen and he was in a semi-conscious condition. He was riding as blind baggage and as the train passed through Corunna it took on water on the fly and he was drenched and his clothes were frozen stiff. He would have been frozen to death if he had gone much farther. The Albion Democrat, February 19, 1917

Six steel coaches on the Royal Palm Flyer on the Queen & Crescent route bound from Jacksonville, Florida to Chicago, upset near Cincinnati, Ohio, last Friday morning, injuring a number of passengers. A broken rail was responsible. Among the number of injured were Mr. & Mrs. J.N. Babcock, of Topeka, Indiana. None were seriously injured. The Albion Democrat, April 9, 1917

The life of two persons were snuffed out almost instantly, and the lives of three others were imperiled at 9:20 o'clock Wednesday evening when fast New York Central Limited train number 22, eastbound, struck an automobile at the Main Street railroad crossing, resulting in one of the most deplorable and distressing crossing tragedies that has ever occurred in Kendallville. Mrs. Eva Rasler, 50, wife of J.C. Rasler, of near Stroh, and the Rev. George Komp, of Greenfield, brother of Mrs. Rasler, and a former LaGrange County resident, were killed. B.W. Sadler, driver of the car, residing two miles west of Stroh, J.C. Rasler, who also occupied a front seat, and Clarence Rasler, of Niles, Michigan, were the other persons in the car and miraculously escaped death by a narrow margin. Clarence Rasler received a badly strained back and several bruises, while the other two occupants were unhurt. Early Wednesday evening, Mr. & Mrs. J.C. Rasler and Mr. Sadler came to Kendallville, in the former's five passenger automobile to meet Clarence Rasler and Frank Rasler, brothers, the latter of Clarksdale, Arkansas, to convey them to

the home of J.C. Rasler to attend the funeral of Daniel Rasler, father of J.C. Rasler, and grandfather of the two brothers, which was to be held today. Frank Rasler escaped the accident, arriving in the city over the Interurban shortly after the tragedy. He was planning to have an autoist take him to the home of his parents, when he heard of the fatality and immediately going to the scene, discovered that his mother and uncle had figured in the tragedy. Rev. Komp was probably instantly killed. His chest was crushed and his skull fractured; a piece of wood or steel evidently penetrated his skull near the right temple, where a large hole had been formed. The decedent was well known in this community having preached on various circuits in this locality. Mrs. Rasler lived a few minutes after the accident and was still breathing when physicians, who were hurriedly summoned, arrived on the scene. She died shortly afterward. Mrs. Rasler is survived by a husband and four sons: Roy and Ralph, of Stroh, Clarence, of Niles, Michigan, and Frank, of Clarksdale, Arkansas. Rev. Komp is survived by a widow. Newspaper source unknown. May 2, 1917

Oakley R. Jones, Pennsylvania signal maintainer at Hobart, son of Mr. & Mrs. George W. Jones, of Collins, who was only last May wedded to Miss Flora Schrader, daughter of Mr. & Mrs. William Schrader, of Union Township, was struck and instantly killed, his body being hurled several rods, Wednesday evening at about 7:30 o'clock by fast westbound express number 19, due at Columbia City about 5 o'clock. The fatality occurred just east of Gary. Mr. Jones was riding on a one-man hand power speeder, to a point on the railroad to repair some signals, when his speeder, riding on the west bound track, was struck by the fast train, which bore down from behind, upon its human prey. Mr. Jones, his hearing being deafened by the noise of the speeder he was operating, did not notice the approach of the train behind him. Train number 19 does not stop at Hobart, and was traveling at a speed of probably 60 miles an hour when it struck the speeder. Mr. Jones was born in Smith Township, 29 or 30 years ago. He registered last June 5<sup>th</sup> for the Army draft. He graduated from Churubusco High School and later did college work. Following his education he took a position with the Pennsylvania Railroad Company as signal maintainer, with headquarters at Hobart. Surviving with the parents and his wife, are a sister, Mrs. Golda Bigbee, of Collins, and brothers, Earl, Frank, Harold, John and Clarence Jones. Newspaper source and date unknown.

The Main street New York Central grade crossing claimed another victim about 12:25 today noon, when John J. Rhodes, age 48, of Avilla, was struck and instantly killed by eastbound N.Y.C. train number 19, due here at 12:15 but running late. Mr Rhodes had been talking with Homer Adams at the latter's garage, not two minutes before, and started to walk across the tracks when an eastbound freight halted him. He passed under the gates, which according to eye witnesses, were properly closed, and stood waiting for the freight to pass. As the caboose passed over the crossing, Mr. Rhodes stepped across the track and directly in front of the westbound passenger train, or near enough so that the pilot beam of the engine struck him in the left temple, crushing his skull. He was seen by the engineer, who stopped his train in less than a length of itself. The body of the unfortunate man was immediately taken to the Chappell Morgue and the coroner was called. His widow and the son, Louis, about 16 years of age, survive. Mr. Rhodes had lived in Avilla and vicinity all his life and was widely known. The father, Daniel Rhodes, is 80 years old and lives at LaOtto. He is ill and had not been told of the accident until late this afternoon, further than to say that John got hurt. Two brothers, Jacob and Henry, and three sisters, Mrs. Ida Rich and Mrs. Clara Ober of LaOtto and Mrs. Mary Miller of Avilla also survive. The Albion New Era, May 29, 1918

The community was again shocked today when the word was flashed throughout the city that Dr. Howard E. Bricker, age 43, veterinarian, was a victim of a grade crossing accident at interurban stop 61, better known as Faux's Crossing, just this side of Avilla. Dr. Bricker was answering a call and was driving east, while the interurban car, operated by conductor Jess Dancer and Motorman, J.J. Martin, leaving the station here at 9:05 was going south. The crossing is a particularly dangerous one and is the same one where members of the Riem family of Fort Wayne were killed three years ago. The interurban car seemed to strike the automobile squarely, making a complete wreck of it, and throwing Mr. Bricker 65 feet. He lived perhaps five minutes after the impact came, but never recovered consciousness. His body was not badly mangled, a bruise about the temple being the most evidence. J.M. Chappell happened to be on the car going to Auburn as a witness in the Waterhouse case, and immediately called for the ambulance, and the body was brought at once to the Chappell Undertaking Parlors. Howard Bricker was married to Gladys Duerr June 8, 1918. His former wife, Addie (Valentine) Bricker, died about two years ago. Surviving with his wife are his father, G.S. Bricker, a sister, Mrs. W. Holman and a brother Clarence. December, 1919

Eighteen freight cars of two westbound New York Central freight trains were wrecked three miles west of Wawaka about one o'clock Tuesday morning. One train, which had pulled onto a siding because of a hot box, failed to clear

the main track and the second train crashed into it. Officials of the New York Central soon arrived and conducted an investigation into the cause of the wreck. It is understood that the locomotive of the second train was leaking steam so badly that the engineer was unable to read the signals, hence the collision. Immediately after the wreck a wrecking crew was called from Toledo to clear up the wreckage. While they were at work, the crane turned over and caught three of the workmen underneath it who were quite seriously injured, and who were immediately sent to Lakeside Hospital in Kendallville for treatment. The injured men were: Edward and John Budzinski and Albert Taraschke. The Albion Democrat, January 23, 1923

A pall of gloom likened unto the heavy haze of an autumn morn settled like a halo over Albion Sunday evening when the news was flashed here from Cromwell that a mother and daughter, two of our most highly respected and popular ladies had instantly been killed at that place by stepping in front of an oncoming train. The victims were Mrs. Lillian (Perry) Franks, aged 66, widow of Harry Franks, deceased, and daughter, Miss Edith Franks, aged 44, instructor of Home Economics in the Lansing, Michigan, Agricultural College, who had been spending the holiday vacation with her mother and sisters. The mother and daughter had gone to Ligonier Saturday afternoon to spend Sunday in the home of a daughter, Mrs. Chester Vanderford and family, and where the day was pleasantly passed in the family circle, another daughter, Mrs. William Bowen, and husband, of Mishawaka, being present, which added to the fulfillment of the day's enjoyment. The ladies lived most of their lives in Albion and possessed the characteristics of pure womanhood, also were members and enthusiastic co-workers of the local M.E. Church. Prior to teaching several years at Bozeman, Montana, and this term at Lansing, Michigan, Miss Franks had taught in the Albion schools where she graduated. The remaining daughters survive: Mrs. Helen Vanderford, Ligonier, Mrs. Edna Bowen, Mishawaka, and Mrs. Ruth Favinger of Green Township. The ladies were killed by a B & O freight train. The Albion Democrat, January 3, 1924

David Sontchi, well-known citizen of Wawaka, and owner of a number of race horses, was instantly killed at Kendallville, Saturday afternoon, when the sedan he was driving stalled at the Main Street crossing and was struck by the second section of the Twentieth Century Limited on the N.Y.C. railroad. The unfortunate man was 55 years of age and had been to Kendallville making arrangements to bring several of his horses to the track there for training. He was enroute home when the accident occurred. Eye witnesses said that the engine of the sedan stalled on the tracks and the driver was endeavoring to start it again when the flyer struck him. His skull and body were severely crushed and bruised, almost beyond recognition. The automobile was demolished and the locomotive disabled to such an extent that it was necessary to use a reserve engine to take the train through. Surviving are two sons, Lawrence, of Wawaka, and Bruce, of Mishawaka, and one daughter, Mrs. J.H. Stinebarger, of near Wawaka. The Albion Democrat, June 12, 1924

Mrs. Tom Grubb, about 50 years of age, was instantly killed at Wawaka last Saturday afternoon at 2 o'clock, when she was hit by an eastbound New York Central Passenger train, while she was picking up coal just west of the railroad crossing. Inasmuch as Mrs. Grubb was very deaf, it is presumed she did not hear or see the approaching train. The unfortunate lady had been repeatedly warned of the danger to her in going onto the tracks because of her defective hearing, but always seemed confident she would experience no harm. The body of the deceased was badly mangled. As soon as possible after the accident, the engineer brought the train to a stop and Coroner Frurip was notified at Kendallville and began conducting an investigation as soon as he arrived on the scene of the tragedy. The body was removed to the family home and prepared for burial. Mrs. Grubb is survived by her husband and also two sons of a former marriage, one of whom, Charles Frane, resides in Kendallville. Funeral services were held Monday afternoon and interment made at Cosperville. The Albion Democrat, June 26, 1924

The second accident in which the Twentieth Century Limited has featured the last few weeks was recorded Sunday afternoon when Mr. & Mrs. Charles Platt, aged 52 and 53 years, respectively, and Louis Tingel, 60, were instantly killed at the Nodine crossing, three miles west of Waterloo. The second section of the Limited struck the touring car in which the party were riding and reduced it to a mass of twisted scrap iron and kindling wood. Wreckage of the automobile was strewn along the track for a quarter of a mile. The bodies of the trio were badly mangled and were thrown a great distance from the car. The pilot of the engine was damaged and the train considerably delayed, making it necessary to use another engine. The party had spent the day with Mr. & Mrs. Arthur Smith of Kendallville, and were returning to their home when the accident occurred. Mrs. Platt was the mother of Mr. Smith, who is the owner of the Square Deal Garage of Kendallville. The Albion New Era, June 16, 1924

F.A. Joslin, of Rome City, was painfully but not seriously injured and his new car wrecked when he was struck by a G.R. & I. northbound freight train at the third crossing north from Rome City, Sunday afternoon. Joslin was approaching the crossing from the west and another car was in front of him, running in the same direction. The car ahead stopped at the crossing, but Joslin started around the machine in front of him, not seeing the approaching train. Joslin's car was thrown from the railroad track and the injured man was found unconscious in the wrecked machine by witnesses. He was taken to the Kneipp Sanitarium at Rome City. On examination it was found that his injuries consisted of one broken rib and a badly scratched leg. The Albion New Era, June 10, 1924

The funeral services of Martin T. Smith of Wawaka, who met a tragic death on the tracks of the N.Y.C. railway near Ligonier, were held Sunday afternoon at Sparta. Mr. Smith had been visiting his daughter, Mrs. George Miller, and she had taken him to the railway crossing where he was working in the construction of a ditch. It is of the opinion of the railway employees that the man had stood waiting for a freight to pass and then stepped in front of the oncoming train. Martin T. Smith, son of William and Susannah Smith, was born in Williams County, Ohio, May 1, 1848 and departed this life September 26, 1924. He was united in marriage to Polly C. Underwood in 1872. To this union were born 12 children, seven of whom preceded him in death His wife also died 26 years ago in June. He came to Indiana in 1904 and has spent the remaining years of his life in Noble County. He lived around Albion until six years ago when he went to Ligonier. He leaves to mourn a brother, James, of Beaverton, Michigan, and five children: Mrs. Anna Miller, of Ligonier, with whom he made his home; Mrs. Minnie Gates, of Ligonier; Mrs. John Sparrow, of Bremen, Mrs. William Bender, of Albion and Charles Smith, of Cromwell. The Albion Democrat, October 16, 1924

Moody O. McCord, 37, and his wife, Esther, 33, of Kendallville, were killed at Alexandria near Anderson, at 8:30 o'clock this morning when their automobile was hit by a Nickel Plate freight train. Mr. & Mrs. McCord left Kendallville Thursday night for a motor trip and vacation. They went to Huntington from Kendallville, and were on their way to Winslow when the accident occurred. Witnesses to the accident, who had stopped their cars awaiting the passage of the train, said McCord drove his car around them onto the tracks. The crossing bell was ringing and the train had whistled, they said. Mr. & Mrs. McCord came to Kendallville two years ago immediately after their marriage. McCord was an iron moulder. The couple had no children. The Albion Democrat September 16, 1926

Leon Shaw, aged 38, owner of the Gawthrop Inn of Kendallville, was instantly killed Saturday when his automobile was struck by a freight train at a crossing at Kokomo. Shaw, a salesman for the Paul Kriss Company of Indianapolis, left Kendallville Labor Day to tour his territory. He traveled extensively by auto over this part of the state. Last June he leased the Gawthrop Inn at Kendallville and spent part of his time there. He is survived by a widow and one child in Indianapolis. Shaw's body was carried down the track from the crossing for a quarter of a mile after the crash and was badly mangled. He had been driving north towards Peru. The Albion Democrat, September 23, 1926

Elsworth DeBruler, 40, of Cromwell, was instantly killed at 6:30 a.m. Friday morning when he was run over by a speeding B&O milk train at the depot crossing. DeBruler was riding in the rear of a truck with Harry Bunger, building contractor, Lone Brown and Vern Michaels. The truck was on the track before the men noticed the approaching train. Michaels and DeBruler jumped, the latter alighting in the path of the train on his back. Michaels had two of his fingers broken when he hit the ground but he attempted to pull DeBruler from the tracks with his remaining hand. DeBruler's body was carried 50 feet, both legs and an arm being severed by the train. The Albion Democrat, October 7, 1926

The bodies of Mr. & Mrs. William B. Hile, of Albion, who met tragic death Sunday afternoon about 4:15 o'clock, when the automobile in which they were riding was struck by the B&O Capital Limited, at the Lima Road crossing, will be taken from the McClellan undertaking parlors here (at Avilla) to their late home at Albion tomorrow morning. Mr. & Mrs. Hile were lifelong residents of Noble County. The earlier years of their lives were spent in the Wolf Lake community engaged in farming. Later they resided in Kendallville, then moved to a farm near Albion about ten years ago, then to Albion four years ago. William Hile was 75 years old, and Alice (Lewis) Hile was 73. They had been married 55 years. They were highly respected among their many friends. Surviving are two sons, Herman and Norlie, and a daughter, Neva (Hile) Fritz. Three children preceded them in death. Also surviving are a brother of Mr. Hile, Abijah Hile, and three brothers of Mrs. Hile, Walter, Charles and George Lewis. Surviving also are five grandchildren and one great grandchild. The Albion Democrat, December 2, 1926

The "Death Crossing" at South Main Street nearly claimed two more victims when the big Freese & Son truck of Nappanee, loaded with cans of cream, eggs and chickens was struck by a B&O eastbound freight train Saturday afternoon at about 3 o'clock. Noble Miller, of Nappanee, the driver of the truck, and Charles Long, of Albion, seated beside the driver, were thrown out of the truck for a considerable distance. The truck landed in the ditch on the south side of the double track. Eggs, cream and chickens were scattered along the right of way. About six chickens were killed, some crippled and others escaped unhurt. Mr. Miller received several cuts about the face, while Mr. Long suffered a broken collar bone and several cuts. Both men walked to Dr. C.R. Hoy's office where their wounds were dressed. It is regarded a miracle that both men were not killed. "Syracuse Journal", The Albion New Era, March 2, 1927

Six people were killed instantly Sunday when a Pennsylvania passenger train struck and auto at a crossing near Monroeville. The dead are Mrs. Louis Krouse and four children, and her sister, Miss Teresa Ott. The Albion New Era, April 27, 1932

The Ford car of Mr. & Mrs. David Hunter, of Washington Township, was struck by a fast freight on the B&O Railroad at the crossing one block west of the station Tuesday noon and completely demolished. The state highway crew and section gang were repairing the crossing on road number 9 and travel was detoured one block west. As we understand the situation, no watchman or warning was provided at the latter crossing. Mrs. Hunter jumped from the car as the train approached and was apparently but slightly injured. Mr. Hunter was caught in the wreckage and badly mangled. Dr. J.W. Morr, company physician, called Bonham's ambulance and Mr. Hunter was taken to the Garrett Hospital. As we go to press, no report has been received from the hospital, but it is thought that Mr. Hunter will not recover. The Albion New Era, November 30, 1932

Funeral services for Miss Tammie McMahan, 73, whose body was found on the B&O Railway tracks about one-half mile east of here early Monday, were held from the First Methodist Church here at 2 p.m. Wednesday and burial in Rehoboth Cemetery. Rev. C.H. Jennings, Pastor, officiated. The accident is thought to have occurred when the 4:15 a.m. train, traveling the B&O tracks to Chicago, Monday, came through. The body of Miss McMahan was discovered by the Engineer of the Capital Limited, due here at 5:55 a.m. and he notified the station here. Railroad detective, Howard Lepard, of Garrett, who was called here for the investigation, disclosed that bloodstains were found on the pilot of the locomotive. The body was tentatively identified as that of Miss McMahan before members of her family discovered she was not at home. She lived with a niece, Mrs. Clarence Holderman, and Mr. Holderman, of Albion. She had been in poor health for several months. Besides Mrs. Holderman, she is survived by a nephew, Vern J. Steffey. The American, March 27, 1941

Sherman E. Carter, aged 67, a night guard at a Kendallville plant, was killed by an eastbound New York Central passenger train last Saturday morning. Mr. Carter's defective hearing, together with the noise of a storm prevailing at the time, are thought to have been contributing causes, in that they prevented him from hearing the train. The American, February 11, 1943

Benjamin F. King, 77, a farmer living northwest of Wawaka, was fatally injured at a New York Central crossing east of Goshen, Tuesday morning at 6:30 o'clock. His car was demolished. His wife, Grace, died in 1941. He is survived by five children - Mrs. DeAnna Frick, Wawaka, Mrs. A.C. Carson, Redlands, Colorado, Mrs. Roy Reidenbach, St. Joe, Indiana, Mrs. F. C. Peterson, Elkhart, and Robert King, Marshall, Michigan. Also surviving are 15 grandchildren, 9 great grandchildren and a sister, Mrs. Mary Frick, Wawaka. Burial in the Oak Park Cemetery, Ligonier. The Albion New Era, August 14, 1946

A man killed early last Monday night at Spaulding, Illinois, near Springfield, by an Illinois Central Railroad passenger train, was identified today through fingerprints as Floyd Gawthrop, 59, of Columbia City, Indiana. Gawthrop had been missing from his home here since September 24. According to W. L. Dragoo, coroner of Sangamon County, Illinois, the engineer of the passenger train said he saw Gawthrop on the railroad tracks as he approached Spaulding, which is northeast of Springfield, but that he did not have time to stop the train which was speeding at 85 miles an hour, before hitting the man. The body, badly mangled, carried no identification. Gawthrop, born April 22, 1888, in Noble County, moved to Columbia City 33 years ago. He was employed at Farmers Mills & Elevator Company, the Columbia Products Company and Daniel Brothers Packing Company. Surviving are the wife, Mertle, three sons, Theo and Thurlo, this city, and Thurman of Big Lake; three daughters, Mrs. Arthur Rudig,

Ellwood; Mrs. Ronald Roebuck, Albuquerque N.M., and Mrs. Ralph Joker, this city; nine grandchildren, three brothers, Ray, Wolf Lake, Judd, Noble County, and James in Canada and a sister, Mrs. Fred Rockey, Springport, Michigan. "Columbia City News, October 3, " The American, October 9, 1947

Funeral services were held the first part of the week for Robert Wolf, aged about 24, who died as a result of crashing his car into the side of a Wabash train about four miles north of Ligonier, on Road 5, during the heavy fog of Friday morning. The accident happened about 5:15 Friday morning, the young man probably failing to see the train because of the denseness of the fog. He was thrown from his car, his head striking against one of the cars. The train crew did not know of the accident until informed later at New Paris. He is survived by his widow, one child, his parents and several brothers and sisters. The Albion New Era, November 5, 1947

Martha Kay Winebrenner, aged 2 and a half, daughter of Mr. & Mrs. K. Martin Winebrenner, of Albion, was killed instantly this morning when struck by a Big Four passenger train at Crawfordsville, where Mr. Winebrenner is attending Wabash College. Martha had wandered from the college housing unit known as the Mud Hollow, onto the tracks and was playing there when struck. Engineer Beasley of Urbana, Illinois, told investigating officers he saw the child and attempted to warn her off the tracks by blowing the whistle, ringing the bell and flashing the locomotive's head light. When he first saw the child, Beasley said, he had no opportunity to halt the Peoria-Indianapolis train. The victim is survived by the parents, a 7 month old brother, grandparents, Mr. & Mrs. Jesse Winebrenner, Albion, a grandmother, Mrs. Grace Krider, Churubusco, and a great-grandfather. The Fort Wayne Journal Gazette, April 27, 1952

William D. Allen, 49, formerly of Corunna, was killed Wednesday when his car was hit by a train at a crossing near Climax, Michigan, where he resided. He had a farm near Corunna for some time, and also resided at Fort Wayne. Surviving are the widow, Frances, two sons, Clair, with the Navy at Pearl Harbor, and Michael, at home; a daughter, Mrs. Sally Ford, near Climax, a grandchild, six brothers, Ralph, Albion, Glenn and Bob, Wayne, Michigan, Clair, Cassopolis, Michigan, Charles Jr., Wawaka, and Wayne, Hamilton; three sisters, Mrs. Hazel Winkler, Fort Wayne, Dorothy, Savannah, Georgia, and Ruth, Rockville, Indiana. The Fort Wayne Journal Gazette, April 24, 1957

A 44-year old Noble County man was killed instantly at 6:30 p.m. Wednesday when his car was struck by an eastbound New York Central Railroad passenger train. The victim was Ted Owen, rural route Avilla, a farmer, and an artificial breeder of livestock. State Police said that Owen's car was struck broadside at a crossing on County road 150 east in Brimfield about 150 feet south of U.S. 6. Owen's car skidded approximately 10 feet onto the tracks and was carried a distance of approximately one-half mile. Owen, however, was thrown from the vehicle about 40 feet east of the crossing. He died at the scene of multiple injuries. Ted Owen, born March 1, 1920, son of George H. and Hazel (McCreary) Owen, married Dorothy L. Kistler, December 28, 1940. He died in 1964.

The following articles were contributed by Judy Richter

Kendallville News-SunMonday, August 17, 1942

**THREE KILLED AS FAST TRAIN STRIKES AUTO  
TRAGEDY MILE WEST CROMWELL EARLY TODAY**

Victim Of Crossing Crash Employed On Farm Of Andrew Milnar Struck by Fast B & O Train at 6:40 A.M.

Bodies Of 2 Badly Mangled; Deputy Coroner Hutchins Renders Verdict wo persons were instantly killed, one died while enroute to a hospital and another lies in the McDonald hospital in Warsaw, as the result of a tragic crossing crash that occurred at 6:40 o'clock this morning at a B & O railroad crossing; one mile west of Cromwell. Those killed were Green (Greene) Patrick, 58, father of a large family of Kentuckians, two of his sons, Kelley Wesley Patrick Irvin Wesley) age 12, son of Kelley, is in the McDonald hospital in Warsaw, where his condition is described as serious. The accident occurred this morning shortly after the men and boys were enroute to work on the Andrew Milnar onion farm near Cromwell. Mr. Milnar resided in Kendallville. The family resided about 50 feet from the tracks where the accident took place. They all lived in the same house and had always prepared to go to work shortly after six o'clock. They were a little late in getting started this morning and did not leave the house until 6:30 a.m. The family lives on the south side of the tracks and was familiar with the train schedule. The train was reported 20 minutes late, according to word of the ticket agent at Cromwell. Mrs. Patrick, 55, was the only eye



witness to the tragedy. She had prepared breakfast for the men. They left the house together in the car, a 1937 Pontiac. They apparently thought the train had passed by. Mrs. Patrick stated she heard the train approaching the crossing is on a downhill grade and a straight stretch of track, and went to the front porch to see if the car had arrived safely on the other side. She thought the car had cleared the crossing. She then heard a crash and visualized that the train had struck the car. She reported she was afraid to go to the crossing, fearing the crash might be fatal. She went down the country road to the main highway and shouted for assistance. Failing to get help, she returned to the scene and by then the train backed up to crossing. The engineer was the first to meet Mrs. Patrick and with her went to the fatal spot where the automobile had been thrown by the impact. The car had apparently been struck in the rear, being thrown about 50 feet from the crossing. Here the engineer and Mrs. Patrick found Mr. Patrick Greene) and his son (Avery) dead, and the other two injured persons (Kelly and Wesley) An ambulance from Cromwell was summoned and the injured were placed in the baggage car of the train and taken to the Warsaw hospital. The son of Mr. Patrick (Kelly) died en route to the hospital, and the son of Kelley (Irvin Wesley) lies in the McDonald hospital in Warsaw in serious condition. The train which struck the Patrick auto was a crack passenger train, the Capital Limited, and was traveling at a very high rate of speed. It was estimated the train was traveling 70 or 80 miles an hour. Kelley (Kelly) Patrick was driving the fatal car and it was believed the father of the men was in the front seat. Mrs. Patrick said that the only reason that she could give for the car pulling out in front of the train was the fact that the rising sun might have formed a reflection on the tracks from a woods that was about a quarter of a mile down the tracks. The bodies were mangled beyond recognition. Deputy Coroner Myron Hutchins returned a verdict of accidental death.

Kendallville News-Sun

Tuesday, August 18, 1942

#### FOURTH VICTIM OF CROSSING CRASH IS DEAD

12-Year Old Wesley Patrick Succumbs To Injuries In Hospital Warsaw, Aug. 18—(UP)—

Twelve-year-old Wesley Patrick last night became the fourth victim of a grade crossing crash which early yesterday took the lives of his grandfather, Green Patrick, 58, his father, Kelly Patrick, 34, and his uncle Avery, 15. The car in which the four were riding was struck by the B & O railroad's fastest train, the Capital Limited, at a crossing near Cromwell, the home of the Patricks. Deputy Noble Coroner Myron Hutchins said a verdict of accidental death would be returned. He said the train was 20 minutes late, and that the Patrick family, enroute to work on an onion farm of Andrew Milnar, of Kendallville, also was late. Hutchins said it was logical to assume that Kelly Patrick, the driver, thought the train had passed and drove onto the crossing without looking. Green and Avery were killed instantly, Kelly died enroute to a hospital, and Wesley died in McDonald hospital here last night.

There are articles in the Ligonier Banner, August 20, 1942, page 1 and Ligonier Leader, August 20, 1942, page 1 Only additional information: B & O railroad crossing, one mile west of Cromwell, known as the LeCount crossing. The family lived on the LeCount farm on the south side of the tracks. Green Patrick's survivors include the widow, Mrs. Lou Patrick, four sons, Leonard and Grover of near Ligonier; Floyd of Cromwell, and Orval of Camp Campbell, Ky.; two daughters, Mrs. Beulah Mynhier of Franklin, O., and Mrs. Lillian Sandall of Ligonier; two brothers and a sister of Scranton, Ky.; Triple funeral services for Green Patrick and his two sons, Kelley and Avery, were held from the Henney Funeral Home at 10:30 o'clock Wednesday morning, with burial in the Sparta cemetery at Kimmell. Wesley Patrick is survived by his mother, Mrs. Ora Erdel of Dayton, Ohio. The body was taken to Frenchburg, Kentucky, today (Thursday) where graveside services were held and burial made.