

THE CHESAPEAKE AND OHIO RAILWAY COMPANY
TELEGRAPHIC REPORT OF ACCIDENT

Time filed 420 PM Time Rec'd JBP LGB Columbus, O., Oct 18, 1941

ATL OHC CBH HLD CJG COM RWK IDI RB—Richmond, Va

To ELB CAT—Huntington, WVa

FCA WSS—Bldg POW—Parsons.

A. Train No. and Section Exa 434 east handling one car. Condr C.L. Carlson
Engr. W. Bigham

B. Place of Accident Jackson St crossing, Fostoria, O.

C. Time 205 PM D. Speed of train at time of Accident 25 MPH

F. Cause of Accident Auto drove in front of train

G. Persons injured, and extent of injuries Mr. & Mrs. J. E. Whiteman, 618 East Jackson St Fostoria, O

H. Is main track obstructed? No

I. Is it between switches and so that trains can pass around, or can a track be easily built around wreck?

J. How long will it take to clear track?

M. If engine is off track, in what position is it?

N. How many cars off track. Loads _____ Empties _____

Q. Extent of Damage to Engine Pilot slightly damaged (Cars) None (Lading) None

R. Extent of Damage to Track None

S. Can passengers be transferred comfortably around wreck?

U. Remarks: 1930 Olsmobile sedan Ohio license 2907-S owned and driven by Mr. Whiteman

moving south, approached fireman's side, standard crossing signs, view unobstructed

proper crossing signals sounded. Joint all.

W.W. Houston Supt.

INSTRUCTIONS

Conductors will make a report of all accidents on this blank to the Superintendent, who will report on same blank to General Superintendent, General Superintendent of Transportation, General Manager, and other officers in accordance with instructions in effect. In transmitting, operators will use signal letters only.

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

TELEGRAPHIC REPORT OF PERSONAL INJURY

TO: SUPERINTENDENT,
CLAIM AGENT,

FROM: 335 PM Fostoria 10/18-41 1941

(Employing Officer)

(A) Name person injured Mr & Mrs J E Whitman (B) Age 70 & 70 (C) Color White

(D) Address 618 East Jackson St Fostoria, O (E) Occupation Farmer (F) Employe, was he on duty -----

(G) Place of accident Jackson St Fostoria (H) Nearest mile post 89

(I) Estimated distance and direction from station named 1/4 mile

(J) Date 10/18-41 (K) Time 205 PM (L) Train No. Extra (M) Engine No. 434

(N) Number cars in train One (O) Direction East (P) Speed 20 MPH mi. p. h.

(Q) Weather condition Cloudy

(R) Cause of accident Auto crossed in front of train Oldsmobile Ohio license 2907-8
1930 sedan
going west on street crossing. Nothing to obstruct view at crossing

(S) Nature and extent of injuries Fatal

(T) Name and residence attending surgeon Dr. Blueggemann

(U) Disposition injured person Taken to Harold Funeral Home

(V) Was injured person deaf, blind, or intoxicated No

(W) Probable loss of time ----- days.

(X) -----
R M (Signature)

(Y) -----
Agent
(Occupation) 330 PM

INSTRUCTIONS.

All accidents involving injuries to persons, (passengers, employes and trespassers) must be telegraphed immediately to the Superintendent of the Division on which the accident occurred, using this form. Superintendents will report on this form to General Superintendents and General Manager.

The report will be made

(1) By Conductor, when injury occurs in connection with the operation of train.

(2) By the Foreman or person in charge, in all other cases.

This report must be promptly followed by the regular injury reports, Forms CJ-3 and CJ-68.

THE FOSTORIA DAILY REVIEW
MONDAY, OCTOBER 20, 1941-

FOSTORIANS ARE VICTIMS OF ACCIDENT

Instantly Killed When Car is Hit by C. and O. Passenger at Jackson Street Grade Crossing

Judson E. Whiteman, 71, and his wife, Daisy, 73, residents of Fostoria for 45 years, were killed instantly at 2 p. m. Saturday when their automobile was struck by a south-bound Chesapeake and Ohio passenger train at the Jackson street grade crossing, three blocks from their home, 618 E. Jackson.

Mr. and Mrs. Whiteman were driving west on Jackson street and it was believed they were watching a freight train approaching from the south and did not see the passenger train coming from the north. Police said a small boy by the name of Johnson apparently was the only witness.

Thrown From Car

The train, C. and O. extra No. 434, carried the demolished machine for 100 feet south of the crossing. Both Mr. and Mrs. Whiteman were thrown clear of the wreckage. Death came instantly from fractured skulls and numerous other injuries.

Police said the train was operated by William Bigham, engineer; C. L. Carlson, conductor; F. W. Righter, fireman; and J. Duffey and R. Braun, brakemen. All are of Columbus.

Saturday's accident made Fostoria's 1941 traffic fatalities total four.

Judson E. Whiteman was born near Republic, September 11, 1870, the son of William and Emma (Grosscup) Whiteman. He had lived his entire life in Seneca county and had resided in Fostoria for 45 years.

Mrs. Whiteman was born at Green Springs, August 31, 1868, the daughter of James W. and Sarah (Drake) Robinson.

Married Nearly 50 Years

Mr. and Mrs. Whiteman, who attended Green Springs Academy, were married at Green Springs December 16, 1891. To this union two sons were born. One son, Paul, died in infancy. The other son, Stanley, is a resident of Indianapolis. A granddaughter, Rita Rae Roade, also survives. Mr. and Mrs. Whiteman would have celebrated their 50th wedding anniversary this year.

Mr. Whiteman is survived by one sister Mrs. William Spooner, or Fostoria, and one brother, E. T. Whiteman, of South Bend, Indiana.

Mr. and Mrs. Whiteman, who operated a farm on the eastern edge of the city, were life-long members of the Methodist church. Mr. Whiteman was the president of the St. Paul Brotherhood and Mrs. Whiteman, a Sunday school teacher for 30 years, was the assistant teacher of the Ruth class of the First Methodist church at the time of her death.

Service Star Mother

Mrs. Whiteman was the first president of the Fostoria unit of Service Star Mothers and was a charter member of the Fostoria Woman's club.

Mr. Whiteman was a candidate for commissioner of Seneca County several years ago.

Funeral services will be held Tuesday at 2 p. m. at the First Methodist church with the Rev. D. Finley Wood, the pastor, officiating. Burial will be in Oak Ridge cemetery, Green Springs.

Mr. and Mrs. Stanley Whiteman will receive friends at the Mann chapel this evening. The caskets will not be opened.

THE FOSTORIA DAILY TIMES
MONDAY, OCTOBER 20, 1941

WHITEMANS VICTIMS OF GRADE CRASH

Auto Collides With C & O
Passenger Train At
Jackson St.

rites Tuesday

The community was saddened Saturday afternoon by the tragic deaths of Judson E. Whiteman, 71, and his wife, Daisy, 73, of 618 East Jackson street, a widely known local couple instantly killed when their auto was struck by a southbound train of the C & O. railroad at the Jackson street crossing.

The car, driven by Mr. Whiteman west on Jackson street, was struck by the passenger train, extra No. 434, and carried over 100 feet down the track. Both were thrown clear from the demolished auto.

Skull fractures were responsible for the deaths of both. The bodies were crushed and the heads of both badly lacerated.

The extra was in charge of Engineer William Bigham, Conductor C. L. Carlson, Fireman F. W. Righter, and Brakemen J. Duffy and R. Braun, all of Columbus.

While police contacted no eyewitnesses it was reported at the scene of the accident that, with the passing of a freight train, Mr. Whiteman started the auto onto the tracks, apparently not seeing the approach of the passenger train.

Mrs. Daisy L. Whiteman was born at Green Springs, August 31, 1868, the daughter of James W. and Sarah Drake Robinson, making her age 73 years.

Judson E. Whiteman was born near Republic, September 11, 1870, the son of William and Emma Grosseup Whiteman, and had reached the age of 71 years. He

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WIDELY KNOWN-

(Continued From Page One)

spent his entire life in Seneca county and was a resident of Fostoria for the past 45 years.

Mr. and Mrs. Whiteman were united in marriage December 16, 1891 at Green Springs, where they both attended the Green Springs academy. Had they lived until next December Mr. and Mrs. Whiteman would have celebrated their golden wedding anniversary.

To this union two sons were born, Paul, who died in infancy and Stanley Whiteman of Indianapolis, Ind. Mr. Whiteman is also survived by one sister, Mrs. William Spooner of Fostoria; a brother, E. T. Whiteman of South Bend, Indiana; one granddaughter, Miss Rita Rae Road of Indianapolis, Indiana.

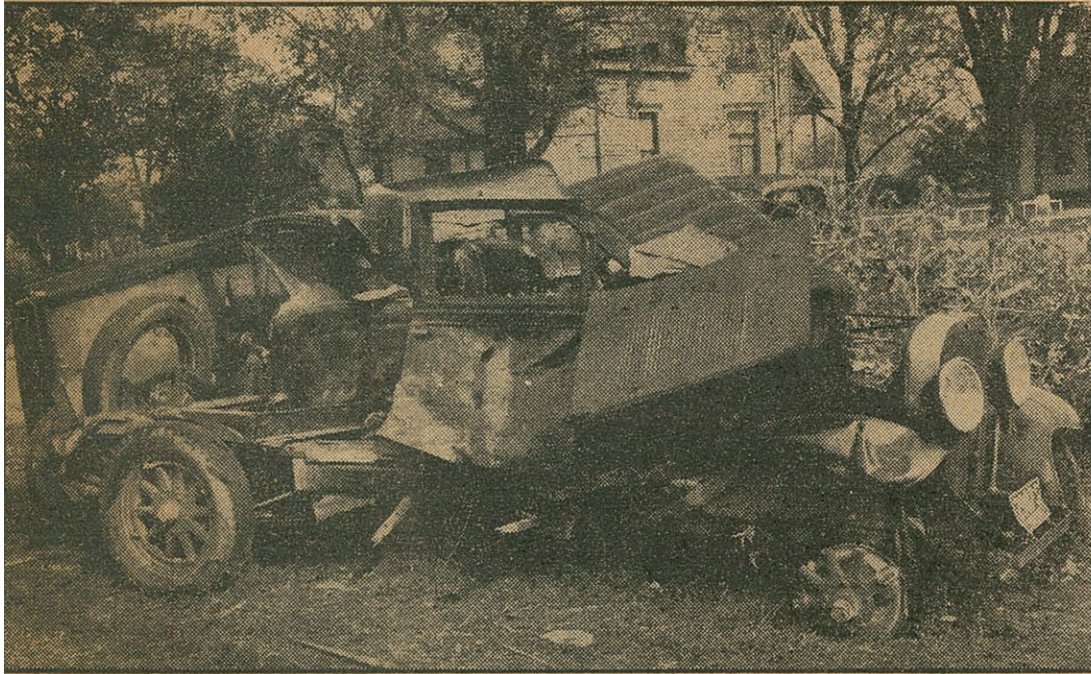
Both Mr. and Mrs. Whiteman were life-long members of the Methodist church. Mr. Whiteman was president of St. Paul Brotherhood class and Mrs. Whiteman taught a Sunday School class for 30 years and at the present was assistant teacher of the Ruth class. She was the first president of the Service Star Legion War Mothers in which she was very active and a charter member of the Fostoria Woman's club.

Mr. and Mrs. Stanley Whiteman will receive their friends this evening at the Mann funeral home.

Funeral services will be held from the First Methodist church Tuesday at 2:00 p. m., the Rev. D. Finley Wood officiating. Burial will be at Oak Ridge cemetery, Green Springs. The caskets will remain closed.

Man Drive Before Moscow

Wreckage of Car in Fatal Accident



ictured above is a photo of the wreckage of the automobile in which Mr. and Mrs. Judson E. White-

man were killed Saturday at the C. and O. grade crossing on Jackson street.

MAN FATALLY HURT AT FARM

Clarence A. Boas, 28, RFD 2, Sycamore, died in Tiffin Mercy hospital Sunday morning from injuries sustained Saturday afternoon when he was caught in the mechanism of a corn husking machine at his farm.

Boas, alone in the field, was operating a tractor pulling the husking machine. It was believed he fell from the tractor into the husking mechanism. All of his clothes were torn from his body and he was badly injured but he retained consciousness and stopped the tractor. A friend found him some time later and took him to the hospital.

He is survived by his mother, Mrs. Mary Boas, of Sycamore; one sister, Mrs. Oscar Ball, Bloomville and two brothers, Leo of Norwalk, and Eugene, at home. Funeral services will be held at St. Joseph's church, Tiffin, at 9:30 a. m. Wednesday.

DAUGHERTY WILL AIDS CHARITIES

COLUMBUS—The estate of Har-

M. Daugherty, former U. S. attorney general who died October 12, is estimated at "somewhat under \$100,000" today by its executor. Daugherty's will, probated today, made bequests to churches and to relatives. To his widowed daughter, Mrs. Emily Rarey, he left his personal papers, including correspondence with his close friend, President Harding. The will provided that she may sell or publish the papers.

Mrs. Rarey received a cash bequest of \$5,000 and the will provided that she receive half of the annual income from the residue of the estate, to be never less than \$4,000 a year. If she sells the personal papers, the income is to be divided among her, Katherine M. Carroll, Daugherty's secretary for many years, and Mal S. Daugherty, his brother.

The will left \$4,500 to Miss Carroll and \$2,500 to R. B. Gray.

New Pharmacist At Cunningham's

Howard E. Nolan, a native of Clyde, has taken a position as pharmacist at the Cunningham drug store. Mr. Nolan, who came to Fostoria from Toledo, was graduated from Ohio State university with a degree in pharmaceutical chemistry.

Mr. Nolan, who lives at 425 Union court with his wife and daughter, has had twenty years experience in pharmacy and has had considerable training in truss and appliance fitting.

Pheasant Supply Good This Year

COLUMBUS, O. —A survey made by the Ohio Wildlife Research Station at Ohio State University, made available by the State Conservation Commission reveals that in five counties in the pheasant belt that there is an average increase of 23.7 per cent in the pheasant population this year, as compared with last year.

The survey is further proof of the prediction that Ohio nimrods are



MRS. J. E. WHITEMAN

GEORGE WEAVER IS FOUND DEAD

George A. Weaver, 74, was found

Charged Carrying Concealed Weapon

Donald E. Williams, 24, of 625 Bennett street, Findlay, was arrested by Captain E. A. Richard and Patrolman William Baeder Saturday night and was held in jail on charges of disorderly conduct filed by Grafton L. Payne, 272 East Eagle street, following an altercation at Chet's tavern, East Culbertson street. Williams was carrying a German-make automatic pistol when he was arrested and charges of carrying concealed weapons were filed this morning.

Bumpers Fastened, Car Gets Tow Ride

Virgil Thompson, 409 Cleveland street, reported to police Saturday night that after he pulled away from a parking place on South Poplar street near Center street, he discovered his car was dragging another machine, bearing license plates 2616-S. He told police he disconnected the bumpers, which had become fastened together, and parked the machine near the Enarco service station.

Local Collectors

Columbus, Ohio, October 20th, 1941. c

Mr. Dunham:

Fostoria, Ohio, October 18th, 1941, at about 2:05 P.M., Extra passenger engine No. 434, pulling one coach eastwardly on C&O eastbound main line, speed about 30 miles per hour, in charge of Conductor C. L. Carlson and Engineer W. Bigham, struck a 1930 Oldsmobile sedan, owned and being driven by J. E. Whiteman and also occupied by his wife, both white, residence 618 East Jackson St., Fostoria, Ohio, on Jackson Street crossing, the automobile having approached crossing from the north, or fireman's side, resulting in fatal injuries to both occupants and the automobile being demolished. Both Mr. and Mrs. Whiteman were reported to have been 70 years of age, Mr. Whiteman being a farmer. The bodies were taken in charge by the Harold Funeral Home, Fostoria. This crossing is protected by regular crossarm warning signs. According to statements of members of the crew of the passenger train, proper crossing signals were sounded. The weather was clear.

This case is being investigated, and regular write-up will be sent you as soon as possible.

F C A -

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Richmond, Va., October 20, 1941. s

K-4278

F C A -

- Fatal injuries Mr. & Mrs. J. E. Whiteman, white, travelers on highway, Fostoria, Ohio, October 18, 1941 - Damage to automobile belonging to J. E. Whiteman -

Please investigate this case and let me have write-up promptly.

Please advise as soon as you have ascertained what the facts are whether the accident did happen on a public highway crossing, what, if any, protection is at the crossing, and the source of your information. I need this in connection with a report that has to be made to the Ohio railroad commission.

H L D -

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

VI.

STATEMENT OF H.S.HOOVER, ASSISTANT ROAD FOREMAN OF ENGINES; in service 40 years.

Q - You were riding Ex. 434 East when at 2:05 P.M., Oct. 19, 1941, this train struck an auto on Jackson St. Crossing, Westoria, O. What was weather condition?

A - Clear.

Q - Where were you riding?

A - In rear end of coach on engineer's side.

Q - About how fast was train moving approaching this crossing?

A - About 30 mph.

Q - Did you hear the bell ringing and whistle sounded?

A - I heard the whistle, but I cannot say about the bell.

Q - Did you observe any NYC or C&O trains approaching or on this crossing while your train was approaching it?

A - No, sir.

Q - What was the first indication you had that everything might not be right.

A - About the time the engine was on crossing I felt an impact and the brakes were applied into emergency, and I said to Brakeman Braum - "Did we hit somebody?", and he got up and looked out the rear door and said, "Yes, there lies the machine". After we stopped, the crew got off rear of coach and then we backed up to within several coach lengths of wreckage and I went back to scene of accident. By the time we got there the ambulance had arrived and there was quite a crowd collecting. I told the conductor there really wasn't anything that I could do so I'll go over and inspect the engine, which I did. I assisted in making repairs to the pilot which was hanging down, and would not clear crossings. About that time the conductor came over and when he found the engine ready, we left.

Statement taken at Parsons, Ohio, 2:45 P.M., Oct. 21, 1941, by C.M. Ryder, Trainmaster; and P.E. Snider, Assistant Trainmaster.

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

V.

STATEMENT OF C.R. BRAUN, BRAKEMAN, in service 27 years, promoted 4 years.

- Q - You were head brakeman on Ex. 434 East when at 3:05 P.M., Oct. 18, 1941, an auto was struck at Jackson St. Crossing, Fostoria, O. What was weather condition?
A - Clear.
- Q - About how fast was your train approaching this crossing?
A - About 30 mph.
- Q - Did you observe this auto approaching the track?
A - No, sir.
- Q - What was your first knowledge that something was wrong?
A - I felt the air go into emergency and I got up and looked out the rear and saw the machine when we went by.
- Q - Did you hear whistle sounded and bell ringing for this crossing?
A - I heard the whistle, but not the bell.
- Q - What did you do after train stopped?
A - I heard a westbound train coming and I started over to flag it, but Brakeman Duffy was already doing that so after we backed up I protected the rear.
- Q - Did you observe any NYC or C&O trains while you were approaching this crossing?
A - No, sir.
- Q - How is this crossing protected?
A - By two standard crossing signs.
- Q - Did the crossing appear to be in good condition?
A - Yes, sir.
- Q - How many tracks cross this street?
A - Two NYC main tracks; two C&O main tracks, and three C&O yard tracks.
- Q - Were there any cars on these tracks that would have limited the vision of the driver of the auto?
A - No, sir.

Statement taken at Parsons, Ohio, Oct. 21, 1941, by C.M. Ryder, Trainmaster; and P.B. Snider, Assistant Trainmaster.

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

IV.

STATEMENT OF W.B. BISHAN, ENGINEER, in service 35 years, promoted 21 years.

Q - You were engineer of Ex. 434 East handling one combine car when at 2:05 P.M., Oct. 18, 1941, your engine struck an automobile at Jackson St. Crossing, Fostoria, O. What was weather condition?

A - Clear.

Q - About how fast were you moving approaching this crossing?

A - About 30 mph. I had respected a yellow block about 1/8 mile west of this crossing and it had turned green when I got to it, but I just drifted on down because I had to make a safety stop for the L&M Crossing.

Q - What was the first indication you had of an impending accident?

A - I didn't see a thing and the first thing I knew of it was when the fireman called to "big hole her because I don't think they'll get stopped." I let go the whistle cord and grabbed the brake valve and put her in emergency, and just about that time I heard a thud.

Q - Was your bell ringing and whistle sounded?

A - Yes, sir.

Q - About how far did you travel before your train stopped?

A - About 15 or 20 car lengths.

Q - Did you go thru to the wreckage?

A - Well, I looked over the engine and then there was such a crowd around I couldn't get near, so I went to work on the pilot to get it fixed up.

Q - What was the damage to your engine?

A - Pilot was bent down.

Q - What part of your engine struck the auto?

A - About the center of the pilot.

Q - Did you observe any NYC or CAO trains approaching or on this crossing as you approached it?

A - No, sir.

Statement taken at 10 A.M., Oct. 19, 1941, at Fostoria, Ohio, by C.M. Nyder, Trainmaster; H.E. Hoover, Assistant Road Foreman of Engines; and P.B. Snider, Assistant Trainmaster.

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

III.

STATEMENT OF J.V. DUFFY, BRAKMAN, in service 22 years, promoted 4 years.

Q - You were brakeman of Ex. 484 East handling passenger coach at Fostoria, Ohio, 2:05 P.M., Oct. 18, 1941, when auto accident occurred at Jackson St. Crossing, resulting in fatal injuries to occupants. What was weather condition?

A - Clear.

Q - State what you know of this accident.

A - We were moving about 30 mph when air brakes went into emergency at Jackson St. After we stopped, I heard westbound train coming at L&N Crossing, so I lighted a red fusee and stopped train, then went toward automobile and looked it over. I did not assist in removing wreckage or bodies because that was already being done by the time I got there.

Q - Did you observe or detect the odor of intoxicants about wreckage?

A - No, sir.

Q - As your train approached this crossing, did you notice any C&O or NYC trains approaching or about it?

A - No, sir.

Q - Did you observe the approach of this auto toward tracks?

A - No, sir.

Statement taken at Parsons, Ohio, 9:55 A.M., Oct. 19, 1941, by C.E. Ryder, Trainmaster; P.B. Snider, Assistant Trainmaster; and H.E. Hoover, Assistant Road Foreman of Engines.

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

STATEMENT OF F.W. RICHTER, FIREMAN, in service 21 years, promoted 17 years.

Q - You were fireman with Engineer Bigham, when at 2:05 P.M., Oct. 18, 1941, your Ex. 434 East struck an automobile at Jackson St., Fostoria, O. What was weather condition?

A - Clear.

Q - As you approached this crossing was your bell ringing and whistle sounded?

A - Yes, sir.

Q - Did this auto approach tracks from your side of engine?

A - Yes, sir.

Q - How fast was your train approaching the crossing?

A - About 30 mph.

Q - When did you first observe this auto and what transpired from the time you first saw it?

A - I first saw this auto when we were about 150 ft. from the crossing, and when it was just coming onto the first yard tracks. This track is about 100 ft. from the track we were on. The car looked to be going about 15 or 20 mph. I didn't say anything to the engineer because I thought it would do like the rest of them - pull up to the main track and stop. But when I saw him keep on going and start onto the westbound main I hollered to the engineer to "big hole" her and I jumped down on deck and braced myself when I saw we were going to hit. The engineer placed air into emergency and we stopped shortly after.

Q - After you backed up, did you help remove bodies or auto from track?

A - No, sir.

Q - How is this crossing protected?

A - I think there are two crossing signs. One on each side of the tracks.

Q - Did you notice any witnesses to the accident?

A - No, sir.

Q - Did you notice any NYC or C&O trains approaching or crossing this crossing prior to or at time of this accident?

A - No, sir.

Q - Were there any cars or other obstructions on or about the yard tracks that would have obscured driver's vision?

A - No, sir. There was no cars or anything there that would have kept him from seeing us.

Statement taken at Parsons, Ohio, 9:50 A.M., Oct. 19, 1941, by C.M. Ryder, Trainmaster; P.B. Snider, Assistant Trainmaster; and H.E. Hoover, Assistant Road Foreman of Engines.

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

I.

STATEMENT OF G.L. CARLSON, CONDUCTOR, in service 43 years, promoted 35 years.

- Q - You were conductor of Ex. 434 East handling one combine car, 2:05 P.M., Oct. 18, 1941, when your engine struck a 1930 Oldsmobile sedan at Jackson St. Crossing, Fostoria, O., Ohio license H907-S, presumably driven by Judson E. Whitman, age 71 years, also occupied by his wife, Daisy L. Whitman, age 73, both of 618 E. Jackson St., Fostoria, O. What was weather condition?
- A - Clear.
- Q - What was the first indication you had that something might be wrong.
- A - When air went into emergency.
- Q - Did you hear the bell ringing and whistle being sounded?
- A - I could hear the whistle, but not the bell.
- Q - How far did train go before coming to a stop?
- A - I counted the rail lengths to crossing. We went 750 ft. beyond the crossing.
- Q - About how fast were you moving approaching this crossing?
- A - About 50 mph.
- Q - Please describe what you did and saw after your train stopped.
- A - Well, I heard a westbound train coming east of us so I sent Brakeman Duffy to flag it. Then we backed up to within about 150 ft. of the car. The machine was lying partly on the westbound and between the main tracks. The man's body was between the rails of the westbound about 8 ft. west of the car, and the lady's body was partially under the car between the tracks. They were dead when I got there. They must have been killed instantly.
- Q - How far from the crossing was the car lying?
- A - About 350 ft. east of the crossing.
- Q - Did you call an ambulance?
- A - No, sir. Very shortly after we backed up an ambulance arrived. I believe it was a Mann Company ambulance. Shortly after that an auto wrecker and the City Police arrived.
- Q - Who called them?
- A - The only person I know of would be the NYC dispatcher in CTC Tower, located about 300 ft. west of the crossing.
- Q - Did you detect the odor of any intoxicants about the auto or the bodies?
- A - No, sir.
- Q - Do you know of any witnesses to accident?
- A - Only that it might be the NYC Dispatcher in the tower, who, I think, called ambulance.
- Q - How long were you clearing the westbound?
- A - About 20 minutes from time of the accident.
- Q - How long were you delayed?
- A - 25 minutes.
- Q - How is this crossing protected?
- A - By two standard crossing signs.

(continued)

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

Carlson - Sheet 2

Q - What is condition of crossing?

A - Crossing is in good condition - level, and is wide enough for 2 cars to pass.

Q - How many tracks over this street?

A - Well, on our right in the direction in which we were going, there are 2 NYC main tracks. Then there are our two main tracks. On our left are 3 yard tracks.

Q - From which side of your train was this auto approaching?

A - I understand from the left. I did not see it.

Q - Were there any cars standing on these tracks that would obstruct the vision of these people?

A - No, sir. There were no cars or anything that would obstruct their view of our train.

Q - How far is the last yard track from the eastbound main?

A - About 85 ft.

Q - How far and in which direction is this crossing from the passenger station?

A - About 2000 ft. west of station.

Q - What was damage to engine?

A - Some bolts were broken in the pilot frame and the pilot bent a little. We fixed it up before we went on.

Q - Was the auto completely wrecked?

A - Yes, sir.

Q - Were there any articles of value picked up by you or your crew?

A - No, sir. The City Police took care of that.

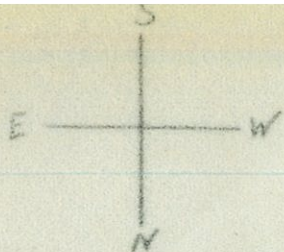
Q - Did you see any NYC or C&O trains other than your own approaching or crossing this street, at time of accident?

A - No, sir.

Q - Where did auto appear to have been struck, and with what part of engine?

A - As near as I could tell, it looked like the center of our pilot hit the car in about the middle of the right side of the car.

THE CHESAPEAKE AND OHIO RAILWAY COMPANY



N.Y.C.
Tower

N.Y.C. TRACK

N.Y.C. TRACK



EASTWARD MAIN

EXT 82 427

WESTWARD MAIN

NO. 6 TRACK

NO. 8 TRACK

NO. 9 TRACK

SHIFF
JUNK
YARD

JACKSON
STREET
↑
AUTO



GARAGE

Johnson
Home

SITUATION AT JACKSON STREET
CROSSING, FOSTORIA, OHIO, IN
CONNECTION WITH FATAL
INJURIES MR. & MRS. J. E.
WHITMAN AND DAMAGE TO
AUTO, OCTOBER 18TH, 1941

SPRING STREET