

-1946-

January 10, 1946

Pere Marquette has a new colour light interlocking system that has been installed and is now in operation at Blenheim Junction.

January 26, 1946

During the war 1400 cars of oil passed through St Thomas daily. The oil trains started in 1943. The Pere Marquette and the Wabash hauled about 300 cars a day.

Regarding war munitions the NYC was exempt from hauling munitions through the Detroit River Tunnel. Therefore the Wabash and the Pere Marquette did haul lots of explosive munitions.

February 12, 1946

Pere Marquette double-header engine No. 1019 and No. 1031 came into Talbot yards.

February 18, 1946

Pere Marquette engine No. 608 left the rails. Pere Marquette yard engine left the rails in the Talbot Yards of the St Thomas terminal during shunting operations. There was some damage to the track and roadbed but the locomotive was rerailed as speedily as possible by local crews.

February 25, 1946

A Pere Marquette derailment occurred Sunday night on the wye connecting to the mainline..

The Pere Marquette goes into Flint, Michigan and therefore gets all the Buicks and Chevrolet traffic.

-1946-

March 6, 1946

The C&O and Pere Marquette merger vote is slated for April 23rd and May 7th.

March 22, 1946

C&O merger plan submitted to the ICC.

March 23, 1946

Pere Marquette engine No. 908 has come out of the shops after being reserviced which included two new cylinders,

April 26, 1946

Pere Marquette officials hope for the C&O merger to go forward as the C&O now sends alot of traffic to the Pere Marquette.

May 10, 1946

Pere Marquette engine No. 1027 is out of the shops.

May 13, 1946

Pere Marquette engine No. 1034 derailed and nearly turned over and blocked the mainline near the subway.

June 13, 1946

Pere Marquette engine No. 1025 is out of the shops.

The PM lays off 75 people.

July 10, 1946

The Wabash gives the Pere Marquette about 35 refrigerator cars per day.

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July 11, 1946

Head-on collision on the Pere Marquette at Wallaceburg.

July 26, 1946

The Pere Marquette shops are busy with three engines. Because the tenders on the 1100 class engines hold so much water it was not thought necessary at first to equip them with automatic scoops to scoop up water while en route on the east end, but these big tenders are to get water scoops. One of which will be engine No. 1035 which was damaged on the NYC wye about a month ago.

August 14, 1946

Pere Marquette engine No. 1021 has come out of the shops.

August 15, 1946

A Seaman's Union strike ties up the ferries of the Wabash and the pere Marquette. The strike started on Wednesday afternoon. The Wabash and the Pere Marquette are forced to use the NYC Detroit River Tunnel as a detour route.

August 17, 1946

The Pere Marquette Kettle Creek bridge.

August 20, 1946

Pere Marquette and Wabash see a 75% drop in traffic since the start of the Seaman's Union strike and the car ferries at Detroit stopped running.

-1946-

August 22, 1946

More Pere Marquette and Wabash trains have to be rerouted through the NYC tunnel.

August 23, 1946

Pere Marquette caboose A-600 is at the car shops.

August 26, 1946

Pere Marquette and Wabash traffic is back to normal as the car ferries resume service.

September 6, 1946

Pere Marquette engine No. 1020 is back in mainline service after being overhauled. It pulled a heavy westbound freight train into the Michigan Central Railroad yards about ten o'clock Friday morning en route to the Wilson Avenue terminal.

October 30, 1946

A Pere Marquette freight train bound for Buffalo, smashes into an Erie railroad caboose. The rear end collision occurred just south of Niagara Street, Niagara Falls, New York on a track used jointly with the Erie and Pere Marquette Railroads. The Pere Marquette reach buffalo by going over the NYC from Montrose Yard in Niagara Falls, Canada to Suspension Bridge Yard in New York then over the Erie to Buffalo.

November 5, 1946

Pere Marquette engine No. 1022 has come from the shops. Engine No. 1030 which was in the rear end collision with the Erie Railroad caboose has been brought back to the St Thomas shops for repairs.

-1946-

November 19, 1946

Pere Marquette is strengthening the Kettle Creek bridge.

December 30, 1946

Pere Marquette engine No. 616 has come out of the shops.

-1947-

January 13, 1947

Pere Marquette engine No. 1040 out of the shops.

February 4, 1947

Pere Marquette boilers replaced.

March 3, 1947

Pere Marquette engine No. 607 overhauled.

April 8, 1947

Pere Marquette engine No. 607 out of the shops and takes a stone train out to ballast the tracks.

June 9, 1947

The Pere Marquette is merged with the Chesapeake and Ohio Railroad.

June 10, 1947

The Pere Marquette is still the Pere Marquette.

June 27, 1947

Pere Marquette caboose No. A 359.

July 3, 1947

The Pere Marquette is to run their first passenger train since 1929 from St Thomas to Lansing, Michigan.

July 16, 1947

The Chesapeake and Ohio merger with Pere Marquette.

-1947-

July 21, 1947

Pere Marquette special passenger train.

July 28, 1947

Pere Marquette engine No. 1011 is back in mainline service.

July 31, 1947

Pere Marquette engine No. 606 is out of the shops.

August 5, 1946

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

August 14, 1947

The Pere Marquette is becoming the Chesapeake and Ohio Railway.
The first sign was the sign on a pickup truck lettered for the C&O.

November 13, 1947

Turkey refrigerator trains over the Pere Marquette.

November 14, 1947

Pere Marquette engine No. 1026.

-1948-

January 5, 1948

C&O/PM engine No. 1026 derailed at Niagara Junction.

March 15, 1948

Pere Marquette to become Chesapeake and Ohio Railway.

March 17, 1948

The start of relettering Pere Marquette equipment to Chesapeake and Ohio Railway begins. The first was Pere Marquette engine No. 1023 became Chesapeake and Ohio engine No. 2367.

June 1, 1948

C&O caboose A-562 is back from the shops and is relettered to C&O.

July 8, 1948

More C&O engines, engine No. 771 was rebuilt and relettered to the C&O.

August 27, 1948

C&O engine No. 2377 hauled a seventy car train with C&O caboose A-503 on the rear.

September 23, 1948

Pere Marquette engines are being relettered for the Chesapeake and Ohio Railroad.

October 8, 1948

A doubleheader on the C&O with Pere Marquette engine No. 1037 and Chesapeake and Ohio engine No. 2370.

-1949-

February 1, 1949

C&O engine No. 2378 out of the shops and hauled a train westbound.

March 11, 1949

C&O derailment.

March 25, 1949

PM (C&O) engine 2372 derailed over the wye en route to the NYC.

April 26, 1949

A C&O inspection train planned for Thursday.

August 30, 1949

C&O engine No. 2364 is being put back in service.

September 7, 1949

Most of the Pere Marquette engines have been relettered to Chesapeake and Ohio. Three cabooses are to be relettered to the C&O.

September 16, 1949

Pere Marquette engine No. 1020 and caboose A 45 are still both lettered for the Pere Marquette. Most equipment has been relettered.

September 30, 1949

Wallace Brothers carnival train over the C&O from Chatham to Wallaceburg.

-1949-

October 14, 1949

Diesel power for the Canada Division of the C&O is still very much the matter of the future.

C&O engine No. 2365 is out of the shops.

November 21, 1949

C&O engine No. 752 had a mishap with an automobile.

-1950-

November 1, 1950

Both the Wabash and the C&O are waiting for Diesel power delivery and are getting low on steam power as repairs have been cut because of the change to Diesel.

November 13, 1950

C&O freight trains collide. While switching at Corum, a locomotive coal tender and three tank cars were derailed Saturday night when two freight trains crashed together on the C&O at the south limit of the Village of Corona. The southbound train, engine No. 751 hauling 16 tank cars plowed into the end cars of a northbound freight train.

November 20, 1950

The C&O is laying new rail near Wallaceburg.

December 19, 1950

More power for the C&O. On the Canadian Division of the C&O traffic has been so heavy that four steam engines are said to be assigned to the local lines from the United States headquarters. There has been a delay with the C&O Diesels.

December 26, 1950

A C&O engineer makes his last run on engine No. 2356, train No. 42.

-1951-

January 5, 1951

The C&O water tank will be used to store oil.

January 11, 1951

The C&O expect their first Diesel at the end of the month.

January 17, 1951

A huge tank was shipped over the C&O through St Thomas.

January 23, 1951

C&O Dieselization. Work is being done on the Chatham enginehouse.

January 29, 1951

The first C&O Diesel engine took a train to Sarnia.

January 30, 1951

C&O yard switcher for Sarnia is the first of three which will reach Sarnia this week to be used as "yard switchers"

March 1, 1951

C&O dieselization. The switchers are here and they expect the road engines soon.

March 19, 1951

C&O Diesel. One of the first C&O Diesel road engines for the Canadian Division was said to have gone east to Montrose Monday morning and will likely return with another train late Monday night.

-1951-

March 21, 1951

The first of the C&O freight service Diesels, No. 5720 and No. 5721.

March 30, 1951

Grade crossing accident at Dutton. C&O engine No. 2369 on train 457.

April 5, 1951

C&O obtain more Diesels and are in service. Engines 5721 and 5723 took a heavy train westbound.

April 6, 1951

C&O busy with engines No. 5722 and No. 5720 on freight, the caboose was A-613.

April 9, 1951

Diesel power hauls a heavy volume of freight traffic. They have operated over the NYC line.

April 13, 1951

A car drives right into the side of a C&O Diesel at the Wilson Street crossing.

April 19, 1951

Steam engines are still hauling a considerable amount of freight on the C&O, Engine No. 2360.

April 25, 1951

C&O cabooses are renumbered A-800.

-1951-

May 3, 1951

The C&O are acquiring GP-7 engine.

May 7, 1951

More C&O Diesels, The Sarnia Blenheim line has heavy traffic that requires a double unit Diesels, more GP-7 reached St Thomas over the weekend. Ten units will be in service this week.

May 14, 1951

Grade crossing accident at Blenheim.

June 4, 1951

The C&O need only three more Diesels to complete Dieselization.

June 11, 1951

The C&O is now 100% Dieselized, the 16th engine arrived on Tuesday, and the 17th and 18th engines are on order.

June 18, 1951

C&O caboose A-800 is out of the shops.

-1951-

August 14, 1951

C&O locomotives are going to Hamilton for scrapping. Nine of the big engines sold will be going under their own power.

August 16, 1951

The C&O steam engines leave Talbot Yard and go via the L&PS to the Wabash yard , where they are taken by the Wabash to Glencoe and then over the CNR mainline to Hamilton.

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September 5, 1951

Two more C&O engines were at the Wabash terminal at St Thomas on Tuesday being put in the shops to make the trip to the scrap heap in Hamilton. The engines are routed via Glencoe and bask through London to Hamilton on the CNR mainline. Nine were sent previously.

September 12, 1951

Three C&O units, 5734, 5732, 5722 brought in a westbound train.

September 25, 1951

C&O van A 800 is out of the shops.

October 16, 1951

C&O Diesels 5731 and 5728

November 1, 1951

Five car pile up on the C&O at Leamington Thursday at the north end of town at 9:00 am ., five flatcars at the Erie Street crossing.

December 7, 1951

Old iron horse goes to the grave yard, C&O engine No. 2361

1952-

April 22, 1952

The last C&O steam engine on the Canadian Lines was replaced by a Diesel last week, it was used as a switching engine in the yards of the Lake Erie Coal Company at Erieau. The engineer was William Asby.

May 13, 1952

C&O train with Diesels No. 5728 and No. 5721.

July 4, 1952

Wabash and C&O trains use the NYC Detroit River Tunnel because a Maritime Union strike that tied up the Windsor car ferries. C&O is using Pelton to Windsor stretch of the NYC to reroute their trains. An NYC pilot is required on the C&O trains.

July 26, 1952

Changes being made at the C&O St Thomas yard. An increase in shop forces.

August 13, 1952

C&O crossing accident at West Lorne. The engineer was William Gowdy.

August 20, 1952 C&O furlough men.