

IC LULL OVER SOON; & O. ENGINE TURNS OVER

Reports Fair; Rise Is on the Way; No. 1026 Off Tracks at Niagara Junction; Other News

in freight traffic on main roads will be over within a few days. The passenger travel is subject to some college students to be accommodated in their schools of learning over the week-end quite good consideration of holidays. Some held back because conditions was handled the week-end so that checked on Monday were higher than might be at this time of the week. Monday predicted more serious weather conditions that a heavy volume of business would be rolling divisions by the middle of the week. There was a fairly good passenger travel Sunday as the last of the holiday patrons were turned back to their homes at the big rush is over for special parties and only the regular passengers to be handled from Monday. Despite rough conditions passenger travel was close to their schedule. The patrons were given possible service under existing conditions. Freight was handled fairly well although covered with ice and snow. As well as the cars were with ice and snow; especially from the western region the sleet storm last was unusually severe.

More Autos Coming

Mobile production, which started during the Yuletide is now going ahead at full speed. This means much to the local steam roads, both Canadian and American. Business of the Canada Division of the New York Central System (Michigan Central Railroad) is expected to improve sharply by the middle of the month. Also on the Canadian side of the Pere Marquette of the Chesapeake & Ohio Railway and the Buffalo of the Wabash Railroad, operating over the St. Lawrence Division of the C.N.R. The New York Central recently moved a number of the large all-steel mobile cars for the Windsor area and these have been back loaded. They will be back and forth steadily now in the future. It is understood that cars are of the "7000" series in bright red in color, trimmed with white. Much other new equipment has been seen on local roads represented new freight of various railroads in the United States. Reports on the C. and O. P. R. have been fair-

ly good and a big rise is expected. Interchange reports between American and Canadian steam roads and also the London and Port Stanley Railway in St. Thomas are expected to soar, too.

Had Narrow Escape on P. M. R.

Members of an engine crew on a Pere Marquette District train of the Chesapeake & Ohio Railway, had a narrow escape at Niagara Junction Saturday night when Engine No. 1026 was derailed and toppled over into the ditch. On the engine was Gordon Primeau, engineer, of 38 Forest avenue, and John B. Gray, locomotive fireman, of 58 Myrtle street. They were shaken up and jarred but not seriously injured. The conductor in charge of the train was Stanley L. Burke, 163 Wilson avenue.

Investigation Is On

Charles Smale, divisional superintendent, was in Detroit on Monday, and no official statement was issued at the St. Thomas Terminal of the Canadian Division but The Times-Journal understands that a rigid investigation is underway into the cause of the accident. No reason has been released yet regarding the derailment of the engine; one of the largest in freight service through here. The accident might easily have ended with fatal consequences and the incident will be probed to the limit by the officials.

Carries 1,000 Passengers

Although no extra sections of C.N.R. trains were necessary out of Windsor on Sunday night, the popular passenger flyer, No. 18, accommodated about 1,000 passengers, Lorne A. Sears, chief train dispatcher here, reported on Monday. Other trains enjoyed plenty of business. New York Central trains, in some instances, were behind schedule due, it is understood, to storm delays east of Buffalo and west of Detroit. The only delay on the Canada Division is said to have resulted from a crossing mishap at Canfield Junction on the east end.

It's a Boy!

James (Mac) McLelland of the C. N. R. Wabash superintendent's staff and Canada Iron Foundry hockey star is the proud papa of a bouncing baby boy. The cigars were on him at the local terminal Monday.

Diesel to Brantford

A diesel-electric locomotive will replace the steam engine in the T. H. & B. yards in Brantford for switching purposes. W. J. Sweetman, agent in Brantford, said the engine would arrive this week. Four of the engines arrived in Hamilton last week going by way

of St. Thomas to Waterford on the M.C.R. and then over to Hamilton. They will be "brushed up" in the Hamilton shops before going on duty. A steam engine went to Waterford to take the four diesels to Hamilton. Each engine weighed 125 tons.

January 5

1948

SOON; URNS OVER

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Other News

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DIAMOND BRACELET MYSTERY IS SOLVED

\$40,000 Piece of Jewelry Dropped
In New York Taxi

MONTREAL, Jan. 5 (CP). —
Municipal police authorities report
the solving of the mystery sur-
rounding a \$40,000 diamond brace-
let, brought to Canada by travel-
lers from New York City and
thought for a time to have been
part of some jewels stolen last
year from the Duchess of Windsor.

The owner, police said, was re-
ported to be a Mrs. Clark of Hull,
England, who lost it near a large
hotel in New York during a visit
last summer.

When the bracelet first came in-
to the news in late fall, there was
mystery attached at that time as
to how it got to Canada.

Then from Farnham, Que., tele-
grapher Gerald Theberge reported
to police that he found the brace-
let in a taxicab during a New
York visit last August. He brought
it back to Canada.

Just how police learned that the
bracelet was in the Dominion re-
mains the secret of the police, but
Sgt. Detectives Guerin and Poulin
traced it to the Theberge home and
Theberge delivered it himself to
Assistant Police Director Wilfrid
Bourdon in Montreal.

That was Nov. 24. The question
was, who owned it.

The main clue was that it had
been made by the world-famous
jewellery firm of "Cartier" and
from a picture of the bracelet the
company was able to identify it as
a valuable piece prepared by them
especially for a prominent English
woman many years ago. Further
research brought out that the wo-
man was dead and a daughter had
fallen heir to the bracelet, later
losing it in New York.

Named to Baghdad Embassy

VIENNA, Reuters).—Sir William
Mack, British Minister in Vienna,
has been promoted and appointed
British Ambassador in Baghdad. He
will leave Vienna shortly to take
up his new appointment. The Aus-
trian government has agreed to
appointment of Frederick Millar,
Assistant Under-Secretary at the
British Foreign Office, as Sir Wil-
lam's successor in Vienna. Millar
has served in Berlin, Paris and
Cairo and during the war was a
member of the British Embassy
staff in Washington. Sir William has
served in the British Diplomatic
Corps in Istanbul, Berlin, Cairo,
Prague, Rome and Paris. He was
British Civil Liaison Officer with
Gen. Dwight Eisenhower, Allied
Commander-in-Chief in North Afri-
ca, in 1942.

LAG IN BRITISH SHIP LAID TO REDUCED

LONDON, Jan. 5—Charges that ha-
reduced working hours in Britain's shi-
shipyards have cut output by 33 per
cent and increased absenteeism
were made at Birkenhead by Sir
Robert Johnson, chairman of Cam-
mell Laird's, leading British ship-
builders.

Speaking on the occasion of the
launching of the new 17,500-ton re-
frigerated cargo vessel Ceramic,
Sir Robert said the promise of in-
creased output by the workers on
the inception of the forty-four-
hour week had not been fulfilled
and that absenteeism now amount-
ed to between 8 and 10 per cent
every day.

"The output from the shipyard
today is only two-thirds of the
number of ships we should be
building," Sir Robert said. "If we
got back to pre-war standards we
could build nine ships where we
are now building six."

The past year, Sir Robert said,
was "extremely difficult" for ship-
builders and they have received
many complaints from purchasers
concerning the high cost of the ves-
sels and late delivery. He said ship-
builders' profits were limited to a
"very small percentage" of the ac-
tual cost of the ships and that al-
though the costs were high he did
not feel that they were out of pro-
portion to the cost of "ordinary
things" purchased by any citizen.

The remarks of Sir Robert aroused
interest in maritime circles. It
has been pointed out that Britain's
shipyards are busier than they have
ever been and the back-log of or-
ders for the industry as a whole is

Deposits

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Jan
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1948

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on
Grie from
Niagara
Falls
to Buffalo

INJURED C. & O. MEN HOME; N. Y. C. MISHAP AT DUNNVILLE

Conductor Stapley Burke, Brakeman L. Balsdon, Suffer Injuries in Derailment; No. 40 Is Hit; Other News.

Additional details from Niagara Falls, N.Y., regarding the derailment of a Pere Marquette-Chesapeake & Ohio engine and cars at the Hooker Electro-chemical Co., cut-off Niagara Falls, N.Y., reveal that while, Engineer Gordon Primeau and Fireman Jack Gray, of St. Thomas, escaped with a shaking up, Conductor Stan Burke, 51, 163 Wilson avenue, suffered chin and left hand lacerations, and Leehman Balsdon, 33, of 32 Elm street, sustained possible back injuries when they were thrown to the floor of the caboose in which they were riding even though it did remain on the track. They were brought to their homes in St. Thomas after receiving hospital attention. In addition to Engine No. 1026, five box cars left the rails. The whole train comprised 35 cars.

Due to Open Switch

The accident according to the border report was due to an open switch through which a train had passed previously. While the derailed engine fell on its side at a dangerous angle with the loaded cars piled up near it, the engine crew escaped injuries. The point of the accident is between Suspension Bridge and Buffalo on part of the Erie Railroad tracks, used jointly, it is understood by other lines, too. Brakeman Archie G. Binns, 32 Isabel street, also escaped injuries. It is understood that he was riding on the head end with the engine crew. The New York Central, which also operates in that territory, was not involved. The P.M.R. uses N.Y.C. tracks from St. Thomas to the eastern frontier. The engine is to be brought back to St. Thomas for a general overhauling as soon as possible.

Wm. B. Salter Optimistic

Considering the Yuletide holiday season, freight traffic has kept up well on the Canada Division of the New York Central System (Michigan Central Railroad). William B. Salter, divisional superintendent, told The Times-Journal on Tuesday morning. The New York Central had 12, and the Pere Marquette six, through freight trains, during the past 24 hours," he declared. "Damage from the sleet storm last week west of here has been repaired," he added. "Wintry conditions are general on the division but there is absolutely no trouble on this account now." He said. Heavier freight traffic is anticipated on the New York Central as the big plants resume full-scale production. Tuesday morning two sections of No. 17, the westbound section of the Wolverine, were operated out of Buffalo to Detroit.

American Involved

Details of a peculiar crossing accident near Dunnville were learned Tuesday from a special despatch in the Hamilton Spectator from that point. Theodore T. ... an officer in the Unit.

ger train approaching from the opposite direction.

Struck Journal

The car struck the tender of the engine and is said to have damaged the Timken Bearing Journal cover of the big locomotive. Then it skidded along and rammed it into the tender before being almost demolished and tossed aside. The train was an early morning eastbound flyer No. 40, known as the North Shore Limited. It is understood that the engine had to be repaired later. The train was in charge of Conductor W. Burkhurst of Windsor and Engineer Gordon Spencer of St. Thomas. The victim who was traveling alone was rushed by ambulance to the Dunnville Hospital where, with Dr. A. H. Marshall attending it was found he had sustained a fracture of the skull, severe head lacerations and shock. The accident was probed by F. B. Lymburner, provincial constable, of Dunnville.

Add N. Y. C. Firemen

In order to even up the pools after the Yuletide holidays, the New York Central is adding five locomotive firemen to the spare list, it was reported in a bulletin here on Tuesday.

Railroad Items

Clare Osborn relieved Charles McLean, stationmaster and crew despatcher, at the St. Thomas Terminal of the Canada Division of the New York Central System (M.C.R. lines), on Tuesday.

Charles Smale, divisional superintendent of the Canadian Division of the Pere Marquette District of the Chesapeake & Ohio Railway Company, was in Detroit on Monday to attend a meeting of officials.

The continued heavy snowfall although of a light nature made local rail officials keep their snow-fighting equipment in readiness in case of a blizzard and lower temperature. To date the worst weather conditions comprised the sleet storm last week.

JANUARY 6
1948

PERE MARQUETTE RUSH IS ON; START RE-LETTERING ENGINES

C. & O. Freight Traffic Volume Expanding Rapidly This Month; Busy on N.Y.C. East End; Other News

Keeping pace with other United States' steam roads, the Canadian Division of the Pere Marquette District, of the Chesapeake & Ohio Railway, is moving a tremendous volume of freight traffic at the present time; the Times-Journal learned on Wednesday. Wednesday morning in the St. Thomas terminal yards of the Canada Division of the New York Central System (Michigan Central Railroad), a long P.M.R. train from Montrose, pulled into the yards shortly before ten o'clock and an eastbound train came through from the St. Thomas Junction before 10.30 o'clock. Last week anywhere from nine to a dozen P.M.R. trains moved daily over the east end of the New York Central and indications on Wednesday were that the present volume was due to expand still more with a record movement certain toward the end of the week and over the week-end. The month of March on the P.M.R. and Chesapeake & Ohio is certain to be the best month since last fall.

New Engine Number

The Pere Marquette is giving away to the Chesapeake & Ohio with engine numbers now being changed and caboose and other equipment, buildings and facilities due to be re-lettered within the next few months. Engine No. 1023 has become No. 2367 and it took a train east over the New York Central on Tuesday. It just came out of the shops after being re-serviced. N.Y.C. officials quickly spotted the new engine number which was put on their train sheets for the first time.

N.Y.C. Classes Well-Attended

Peter J. McNabb, group leader for the New York Central System's Public Relations' Course, reported that 37 attended the Tuesday night class which proved interesting and enlightening. The meeting was featured by an explanation by Clinton Bennett about the telephone machine in his wire-chief's office. Peter Laing, Jr., also explained about devices used to detect flaws in metal. The third week of the six weeks' course is now underway. The next class in St. Thomas will be on Friday night.

C.N.R. Is Largest

The Canadian National Railways System is the largest rail chain on the North American continent operated under one management.

Dan Shoots His Rooster

Dan McCormick, New York Central rail mail clerk, of Fort Erie, who makes frequent trips over the Canada Division, often coming to St. Thomas, is a chicken-fancier but he may have to give up the hobby following a recent disaster. Rats and mice

bothered Dan's chicken-coop to such an extent that he procured a rifle with which to reduce the menace. Instead he had the misfortune to shoot dead his only rooster. Dan's face is still red.

Victim Identified

The track walker who was killed by a New York Central train near Buxton on Tuesday morning was identified late Tuesday as John Hawley, aged 79, of Raleigh Township. The second section of No. 50 struck the man who was said to be picking up coal along the right-of-way. Provincial Police said that they believed that Hawley who was hard of hearing, was hurled 65 yards by the express train.

Suspend Gateman

Melville Whyte, 46, C.N.R. gateman, was given suspended sentence on a criminal negligence charged in Toronto following an accident. He did not lower the crossing gate and Robert Buckingham of Montreal was injured in a train crash. In pronouncing sentence, Magistrate J. L. Prentice said: "I am taking into consideration the fact that you have lost your employment and any benefit under the pension plan but there will be a conviction. You will be given suspended sentence."

Operator Is Named

John Acton, assistant agent at the C.P.R. depot, Ayr, for the past nine months, has been transferred to the station at Orr's Lake, where he is "second hour" operator. W. J. McAllister, of Strathroy, is relieving at the Ayr station.

Control of Gasoline Sale Hours Back to Cities

TORONTO, March 17 (C.P.) — Labor Minister Daley said in the Ontario Legislature yesterday that the government will proceed with its bill to return control of gasoline sale hours to the municipalities.

There will be no public hearings on the matter, he declared, asserting that the matter had been investigated thoroughly.

Mr. Daley made the statement after reading a telegram from the gasoline section of the Retail Merchants Association asking that the bill to transfer control be referred to a committee and hearings be held.

There could be no point to hearings, the minister said. The measure was simply returning to municipalities a duty that had been theirs for years.

The bill to transfer control of sale hours has been given first reading. It applies particularly to the cities of Brantford, Windsor, Toronto and Ottawa, where at present operating hours are regulated by the province.

MARCH 17 1948

FREIGHT TRAFFIC REPORTS ARE HIT BY TWO HOLIDAYS

Upward Trend Starts But No Big Pick-up Likely Until the Week-end; Hope for Big Month; Other News

Traffic, according to local freight department officials, has become more steady recently and it is expected that July will continue like June with totals fairly high on both Canadian and American steam roads. There has been a forecast that July would surpass June in regard to aggregate figures if no serious strikes occurred. Following a profitable week-end there have been good totals although the July 4 holiday hit traffic on the U. S. lines as did the July 1 break on the Canadian roads. A sharp upward trend is due by the end of the week to carry over the week-end again.

Evidence of last week-end's substantial traffic was learned at the St. Thomas terminal of the joint Buffalo Division of the Wabash Railroad Company and the St. Thomas Division of the C.N.R. The Wabash handled 39 trains, and 2,305 cars, during the 48-hour period, ended at 5 a.m., Monday. In this volume there were 1,851 loaded cars, and 454 empties. The Monday report showed 20 trains, and 1,184 cars, comprising 910 loaded cars, and 274 empties. The day previous 19 trains, and 1,121 cars were yarded. In this total there were 941 loaded cars, and 180 empties. A high percentage of 54 loaded cars, per train, was recorded by Lorne A. Sears, chief train dispatcher. Wabash engines averaged well over 200 miles, each, daily.

Reception on Train

Miss Marian Zarembo, of Glen Cove, N. Y., was given a bridal shower by her friends on the last car of a Long Island Railroad railroad commuter train. She was on her way to work. Refreshments were also served, according to a New York report.

Had 30-Year Record

Irwin B. Attrill, veteran worker at the East London C.N.R. carshops, has retired after 30 years' service. He joined the company

pairing and maintaining passenger cars.

Canadian Carloadings

Carloadings for the week, ended June 26, totalled 79,020 cars, compared with 80,827 cars, in the previous week, and 79,065 cars, in the same week a year ago, the Bureau of Statistics in Ottawa, has reported. Increases were in coal, coke, ores, building materials, pulpwood, gas, iron and steel. But there was considerable decline in almost all agricultural items, with grain and grain products showing the largest decreases.

More C. & O. Engines

In the St. Thomas Terminal Junction Yards of the Canadian Division of the Pere Marquette District of the Chesapeake & Ohio Railway System is a rebuilt engine No. 771 which has been re-lettered, too. It is doing yard service here at the present time. No. 2360, a large C. & O. mogul was seen Wednesday night standing in the yards. Numerous "1,000" and "600" type are in main line service; many having been re-lettered from P.M. R. to C. & O.

No B of R. T. Meetings

Unity Lodge No. 47, Brotherhood of Railroad Trainmen, is not meeting during July and August, according to a bulletin posted by W. B. Plastow, president; and H. Sharp, secretary.

Wabash Assignment

The Wabash is going to assign a brakeman on the east end in caboose No. 2507 with Conductor Wilkinson, in place of Joseph Beckley, off for 23 days. It is a temporary vacancy. Bids will be received until 10 a.m. July 12, it was announced by J. William Farrah, assistant divisional superintendent.

July 8
1948

FREIGHT TRAFFIC TOTALS STEADY ON LOCAL DIVISIONS

First Half of Month Best in Long Time, Week-End Check-
Up Reveals; Seasonal Rise Begins; Other News

Along with the bitter weather last week came considerable extra freight traffic over the local divisions of Canadian and United States steam roads, and fortunately atmospheric conditions were not bad enough to interfere seriously with the rush which continued over the week-end, according to a check-up at the local terminals on Monday. As in past weeks, the expansion was steady throughout the entire week, and if the remainder of March continues as brisk as it has been during the first two weeks, the predictions made some time ago about the first quarter of 1948 equalling the high figures of 1947 will come true. There would have been no doubt about this but for the unusually rough weather for over a month early in the year when much freight was held back in the distant loading areas of the east and west regions. Late in February this traffic was released and it has been coming fairly steadily ever since although there have been minor interruptions from time to time. The seasonal rise in business at this time of the year is expected to offset the loss of business which annually occurs to lake boats around April 1, or later. The volume of business was more extensive last week than during any period since last November. The week-end totals rose anywhere from 100 to 300 cars daily at the local terminals.

Rum Extra Trains

The movement of buildings supplies, farm implements and spring supplies of all kinds, including wearing apparel, has been getting heavier all the time. Express traffic on the Canada Division of the New York Central System (Michigan Central Railroad), has increased, too, while on

the Buffalo Division of the Washburn Railroad Company, operating over the St. Thomas of the C.N.E., and the Canadian Division of the Pere Marquette District of the Chesapeake & Ohio Railway, merchandise and other valuable consignments have been handled on high class freight trains. Most of this business is westbound from the manufacturers in the east to Detroit, Chicago and other points in the west, mid-west and Southern areas. The return of colder weather also stimulated the movement of coal, coke and other types of fuel which had begun to slacken off during the late February mild spell. With manufacturers reporting a backlog of orders, the outlook for a continued heavy movement of all kinds of traffic is exceedingly heavy. Not only the American steam roads but the Canadian lines have been busy and expect to be for some time to come. Local traffic to and from intermediate points and from remote points of divisional points between the two borders has been breaking all previous records. The New York Central has operated extra trains in addition to locals almost daily to move the surplus business.

Auto Shipments Heavy

Some years ago daily way-freight trains were operated on local divisions but the increased use of automobiles and trucks for a time cut into this business to such an extent that most railroads changed to alternate day trains which were sufficient to take care of freight to and from local points. This policy was satisfactory until the Second World War and since. Now business has grown to such an extent that extra trains have to be operated to augment the local way-freight

runs. New York Central daily totals have ranged anywhere between 200 and 400 cars. These high figures have been fairly steady during the past year or two and there is no indication of any easing up yet awhile. Week-end reports also revealed no decrease in the movement of new automobiles and trucks out of the Detroit-Windsor loading region and more business can be expected with the arrival of spring. The automobile plants have been enjoying the steadiest work period since pre-war days, and despite the shorter work week, production totals have been getting close to those of 1939 and 1940, according to Detroit summaries. All trains through St. Thomas carried automobile shipments last week-end and in some cases special trains were moved. Raw materials and parts moved westward and the finished products eastward. Export business was reported heavy; also interchange business among all railroads in and out of St. Thomas.

Will Noon Disabled

Will Noon, popular shopman at the St. Thomas locomotive Terminal of the Pere Marquette District of the Chesapeake & Ohio Railway (Canadian Division), has been off duty suffering from an aggravating charley horse on his left leg, which has necessitated special treatment in London. He hopes to return to work, however, in the near future.

From P. M. to C. & O.

A policy which was announced some time ago but which is just taking effect is that of changing equipment on the Canadian Division of the Pere Marquette District of the Chesapeake & Ohio Railway from P.M.R. to C. & O. Some engines are being re-lettered in the local shops. No. 1023 is now 2267. It is understood that cabooses and other equipment will be re-lettered later on; also buildings and other facilities.

No. 5373 Is Back Again

New York Central Engine No. 5373 is back in service after going through the Canada Division shops at the St. Thomas M.C.R. Terminal. It made a trip on

freight last week, coming down from Windsor and going right back again with another "drag." It will return to international passenger service at once; it is understood.

No. 44 Has Hot Journal

En route to St. Thomas, on its fast Detroit-Buffalo run, New York Central train No. 44, was delayed west of Kettle Creek Bridge, St. Thomas, on Sunday night as the result of a hot journal on one of its Pullman cars. The crews on the train detected the defective journal and it was stopped west of the city to cool off and later pulled slowly into St. Thomas. A delay of only 2 minutes was caused to the flyer which was due at 8.50 p.m. The passengers in the Pullman were transferred to other cars at St. Thomas and the car was left here for repairs. No. 44 is known as the New York Special and has a fast schedule between Chicago and Gotham.

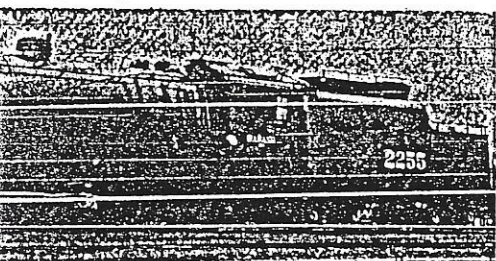
MARCH 15
1948

POWER STILL RULES ON THE RAILWAYS

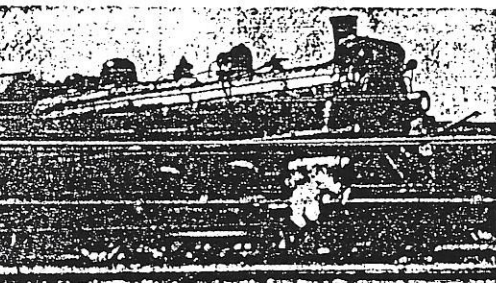
What About the Future of Locomotives? Moguls of Many Roads Reconditioned Here



the Canadian Division 4-6-2 type locomotive, familiar to many people, is employed in the fast passenger and freight service.



is one of the heavy-powered engines used on freight service over the Buffalo Division of the C.N.R.-Wabash. These engines, built in 1923-24 by the American Locomotive Works, are equipped with feed water heating system and pump.



used by the Canadian Central yards recently. It is classed as the small Mikado type of locomotive, and has a tractive power of about 38,000 pounds.

33 N.Y.C. Passenger Trains Are Now Drawn by Diesels

The New York Central Railroad, in a progress report on its rapidly climbing \$43,000,000 postwar passenger equipment program, announced today that 33 of its passenger trains now are drawn by Diesel-electric locomotives — with more to come.

Twenty-nine of these are leading mainline trains, including the newly-Dieselled Advance Commodore Vanderbilt, Paenemaker, and Chicagoan, as well as the westbound Lake Shore Limited, all serving numerous cities between New York and Chicago, and the Ohio State Limited, running between New York and Ohio points as far south as Cincinnati.

The other four Diesel-drawn Central passenger trains are Nos. 55, 56, 57 and 58, between Utica, Watertown and Ogdensburg, on the road's St. Lawrence division in upper New York State.

The increased Diesellization of leading Central passenger trains has made possible by receipt of eight new 4,000-horsepower road passenger Diesel locomotives, compared of two units each, since the start of 1946.

The Central also has received and has placed in service this year 22 more 1,200-horsepower road freight Diesel-electric units (varying with the territory, two or three such units normally compose one locomotive); nine 1,000-horsepower Diesel-electric road switchers, as well as four 1,000-horsepower Diesel-electric switching across the Atlantic.

locomotives on the affiliated Indiana Harbor Belt road.

The road freight Diesels have been placed in service at many points along the Central. The Diesel road switchers are operating on the Central's Catskill Mountain and Wallkill Valley branches in New York State.

The Central system announced last week orders for 91 new Diesel-electric locomotives of various types. With other Diesels on order, they will bring the system's total Diesel-electric locomotive horsepower to 700,000, which the Central believes is larger than that of any other railroad.

Two Sea Lions, Much Food for Britain

MONTREAL, May 5.—Two sea lions were headlining the act as the Canadian Pacific cargo liner Beaverdel headed down-river from Montreal, bound for London.

The sea lions are replenishment for a run in England, and while, perhaps they are the most colorful items, they constitute only a small part of the 9,000 tons of cargo stowed away in the Beaverdel's holds.

Almost 2,700 tons of bacon and 3,000 tons of flour included in the cargo are slated for consumption by hungry Britons. In addition the ship is carrying 80 tons of mail horsepower Diesel-electric switching across the Atlantic.

What does the future hold in railroad locomotive power? Will the engine of tomorrow be an improved type of diesel, the steam jet type or the steam or gas turbine generating electrical energy? Or will atomic power propel the trains of the future, possibly over a single rail?

Engineering authorities admit that the locomotive power of the future is still a matter of conjecture. Atomic powered locomotives are actually being discussed as a possibility, but the next advancement in railroad locomotion will likely be the steam jet or the steam turbine. As a matter of fact, research and experimentation is taking place in the steam turbines. The Pennsylvania Railroad has been experimenting with a steam turbine locomotive for a year or more, and although it may not be generally known, the New York Central System is also carrying on experiments.

The problem, right now, according to J. L. Stewart, superintendent of machinery, New York Central System, is one of gears in the perfection of a steam turbine.

"It may not be in the too distant future that steam turbines will be a reality," Mr. Stewart told The Times-Journal.

"We may have coal, oil or gas fired turbines that generate the electrical energy to haul our trains. There is no doubt that the locomotive builders can construct an axle in the building of steam turbines; although the weight is needed for tractive power. That is one of the advantages of the diesel locomotive. It has the weight for tractive power."

It is generally conceded, however, that diesel-powered locomotives are not the last word in railroad power. The diesel locomotive is more or less an advancement over the steam-powered locomotive, but it has its disadvantages, due to climatic conditions and other factors. The search for perfection in railroad

locomotives will undoubtedly go on and on.

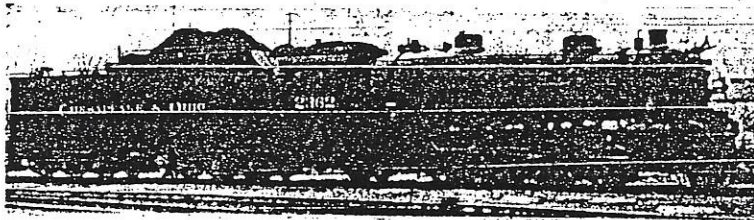
"We are in a transitionary stage at the present time," Mr. Stewart said. "Engineering experts are faced with problems which are rather baffling. The next few years will see much done in the field of experimentation. In fact, it has started already. Atomic power for locomotives is not a Jules Verne dream — by any means. We may not see it for years, but it may be the power of the future. Who knows?"

More and more diesel-powered locomotives are being placed in service on the major railroads of the continent. The next year or two will see increased numbers of diesels operating over the Canadian Division of the Michigan Central Railroad (New York Central System).

But it will be a long time before the steam locomotive will be entirely supplanted. Generations of St. Thomas people have literally grown up to the sight of big steam locomotives operating in and out of the city. The

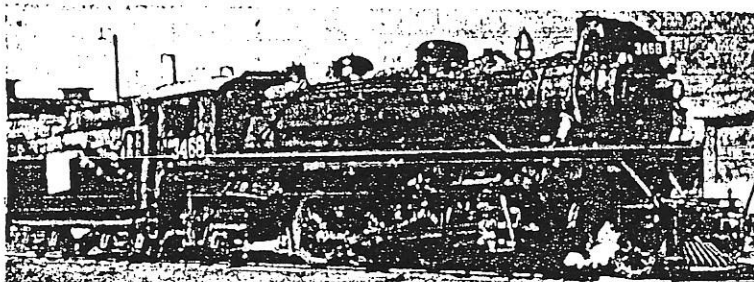
are a revolution of the steam locomotive dates back for 80 years in St. Thomas. And, steam locomotives are still the major power on the railroads that operate through St. Thomas. Steam locomotives still power many of the long freight trains and the fast express and passenger trains that run through here over the Michigan Central Railroad (New York Central System), the Chesapeake & Ohio (Pere Marquette District), the Wabash Railroad, the Canadian National Railway and the Canadian Pacific Railway.

As proof that the steam locomotive is still a monarch of the steel rails, The Times-Journal photographer visited the New York Central shops in Chicago, Ohio shops, where the big fellows are overhauled and repaired and kept in top operating condition. In addition to the locomotives that are used on the Canadian Division of the Michigan Central (N.Y.C.), Canadian National, Wabash and Canadian Pacific are also conditioned in the N.Y.C. shops.



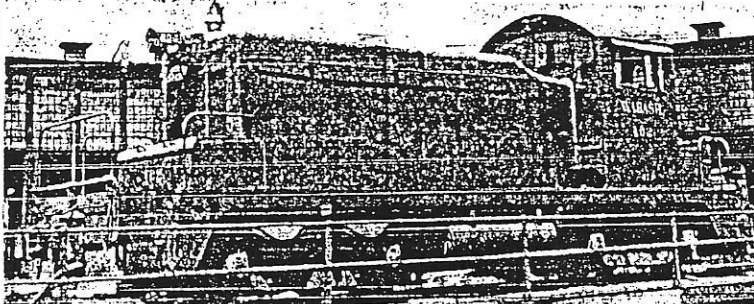
One of the Chesapeake & Ohio Railway Company's freight locomotives that is operating over the Canadian Division (Pere Marquette District). This is the first of the Pere Marquette locomotives to be reconditioned and repainted for the Chesapeake & Ohio service in

the locomotive repair shops in St. Thomas. It is of the Mikado type, designed as K-4, taking the place of the Mikado type that the Pere Marquette operated through St. Thomas. It has 54,700 pounds tractive power.



The first Canadian National Railway locomotive to be rebuilt in the New York Central shops. This is a Mikado type freight locomotive,

used on the Buffalo Division of the C.N.R.-Wabash. It has about 50,000 pounds tractive power.



Diesel-powered locomotives have been competing in a more or less minor way with steam locomotives in yard engine service, with the Wabash Railroad using them to good advantage in the St. Thomas and Windsor yards. The above diesel is used in the Windsor yards

and is a 600 horsepower locomotive, weighing 92 tons, with 60,000 pounds with about 60,000 pounds tractive power. The diesel used in the local yards is of 300 horsepower. The Windsor diesel was photographed when at the N.Y.C. shops in St. Thomas for servicing.

MAY 6
1948

Pere Marquette traffic on the Chesapeake & Ohio is steady. A double-header, comprising P.M.R. engine No. 1037 and C. & O. engine No. 2370 brought a west-bound freight train through the St. Thomas yards about ten o'clock on Friday morning. East-bound traffic was also reported to be brisk and a busy week-end is getting under way.

October 8

1948

First Diesel Delivered to the C. & O.



THE first Chesapeake & Ohio diesel switch engine to be delivered, is shown above as it stood in the C. & O. yards on Sunday. Those shown in the picture are, left to right: Charles Smale, superintendent of the

Canadian Division; E. L. Flint, engineer; W. J. Leeson, assistant road foreman of engines; F. W. Carruthers, divisional trainmaster, and Joe Casey, fireman. The diesel left at 12.30 for Sarnia, pulling a freight train, and will

do switching duty in the Sarnia yards. Engineer Flint and Fireman Casey returned to St. Thomas on a steam engine drawing a freight. The diesel was made in the General Motors plant at London, Ont. —Photo by Stollery

JANUARY 29
1951

NORMAN J. SHUEL, C. & O. VETERAN, 72

Well-known Locomotive
Engineer Succumbs to

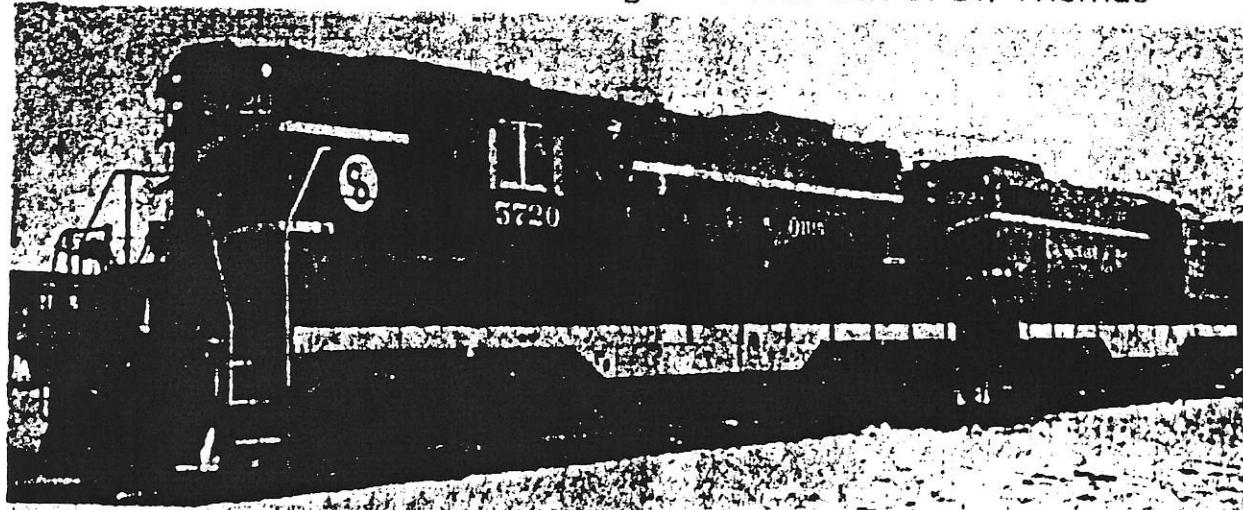
Norman James Shuel, 72, of 22 Regent street, retired locomotive engineer of the Canadian Division of the Pere Marquette District of the Chesapeake & Ohio Railway system, died in the Memorial Hospital on Saturday afternoon following a long illness. Born in the Windsor district, he started his railway career with the Lake Erie and Detroit River Railroad in 1898.

St. Thomas Times-Journal

INCORPORATING THE ST. THOMAS DAILY TIMES AND THE ST. THOMAS JOURNAL

ST. THOMAS, ONTARIO, SATURDAY, MARCH 24, 1951 —TWENTY PAGES

First Diesels in C. & O. Freight Service Out of St. Thomas



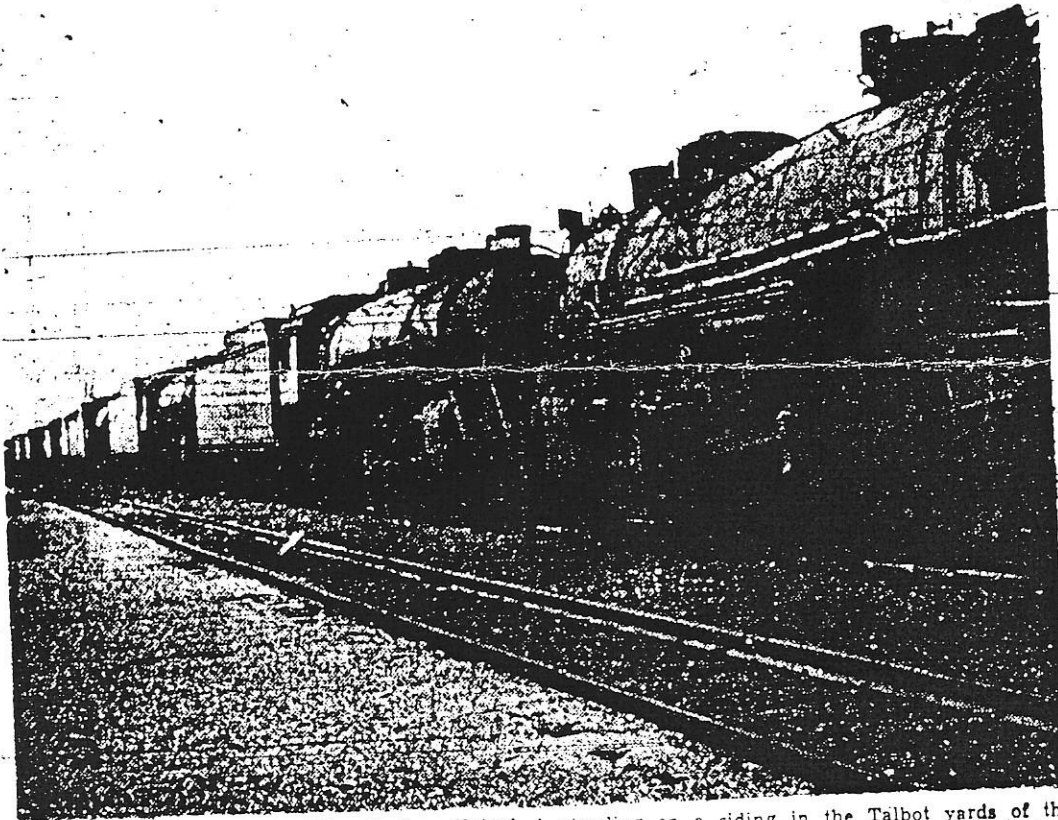
THE first diesel-powered locomotives are now in service on the Canadian Division of the Chesapeake & Ohio Railway, making a round trip between St. Thomas and Buffalo daily, hauling symbol freight over the line. The two units, designated as Nos. 5720 and 5721, were received from the General Motors diesel plant at London, Ontario, last week, and started their daily service runs on Monday of this week. The above photograph was taken as the double power factor was leaving the St. Thomas yards for Buffalo, Thursday morning. The crew on this train were Engineer Lawrence Lampman, Fireman Bert Swanson, Conductor Ed Watson and Brakemen Frank Currier and Lorne Wilkinson. Each of these diesel units is equipped with 1,500 horsepower motors. They can be used singly or in pairs on freight service. Pits in the roundhouse at the St. Thomas terminal are to be reconstructed for the servicing of the diesels. The depressed type of pit with platforms or catwalk is designed so that the diesel motors will be on a level with the top of the engine pits. Thus motors can be lifted from one repair pit to another with traveling overhead crane.

—Photo by Stollery

MARCH 24 1951

July 17 1951

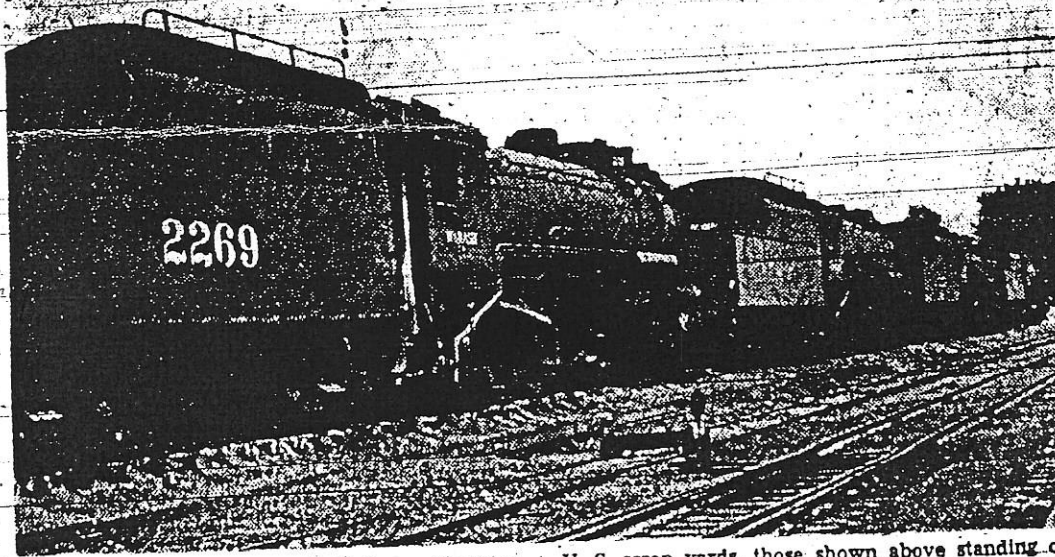
Last of Steam Locomotives on Two St. Thomas Roads



COMPLETE DIESELIZATION of the United States-owned railroads operating through St. Thomas has resulted in the faithful old steam locomotives, the "iron horse" of the past few generations, being relegated to the scrap heap. The picture above shows a string of the locomotives

standing on a siding in the Talbot yards of the Chesapeake and Ohio here ready to be shipped to a so-far-unknown destination, which will likely be a scrap heap at some United States point where steel is required.

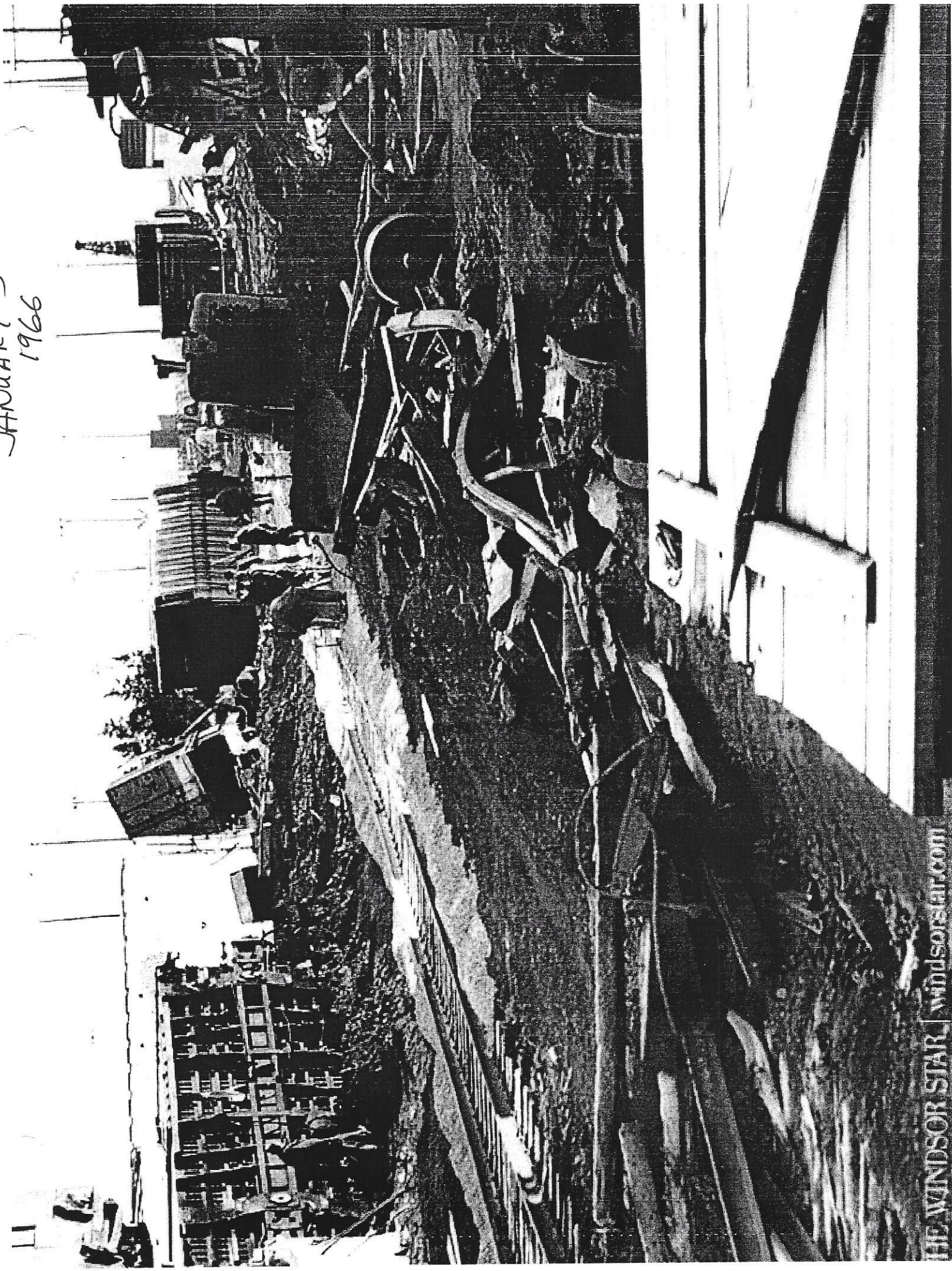
—Photos by Stollery



LIKEWISE on the Wabash, whose Canadian division now uses diesels only, stand several of the once-powerful steam moguls. Already many of the locomotives have been shipped to

U. S. scrap yards, those shown above standing on the coal dock siding off Flora street, are, like the C. & O. locomotives, awaiting "marching" orders.

JANUARY 5
1966



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Newsletter

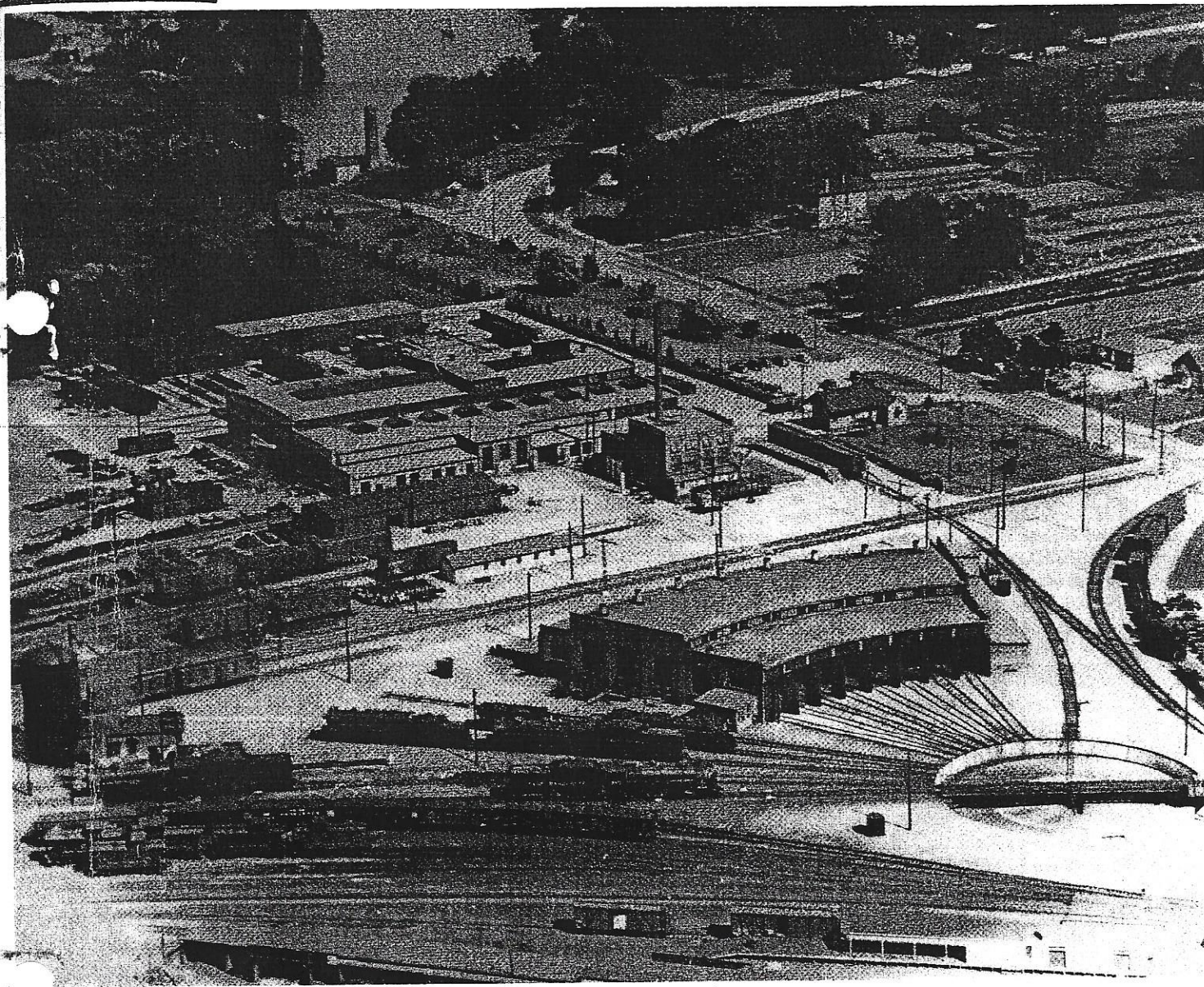
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