

-1951-

January 2, 1951

Wabash General Manager R. A. Messmore arrived in St Thomas in his private car that was attached to the end of a freight train. The Wabash now have three diesel units in service between Windsor and Fort Erie. They are: 1155, 1156, and 1157. No. 1158 may come from GMD London next week

January 4, 1951

The Wabash in three days ran 58 trains and hauled 3813 cars.

January 11, 1951

Wabash Diesel No. 1158 is due from GMD London on Thursday and will be delivered to the Buffalo Division at once. This will be fourth engine for the Windsor to Fort Erie fast freight service. A local engine No. 122 is due this week. A slight delay in delivery has occurred for this small type model will be used on th Jarvis to St Thomas local line.

January 12, 1951

Delivery of Diesel Power to the Wabash is to be stepped up, No. 1158 had arrived at the St Thomas terminal on Thursday night and would be inserted into the pool for freight service between Windsor and Fort Erie, along with 1155, 1156, and 1157. This means four road diesels and a switcher is coming. Mr Scherer added further that a switcher was to be received on Sunday at the local terminal. No. 122 will be suitable for the Jarvis to St Thomas local way-freight run. Next week GMD of London is really going to town" with the delivery to the Wabash, Mr Scherer declared. The GMD has promised another road engine or general purpose engine similar to the first that is to delivered to the Chesapeake and Ohio Railroad shortly. An engine for the swing run on the eastern frontier.

-1951-

January 11, 1951

Many Wabash engineers and firemen have passed their Diesel tests. In the meantime steam power is being taken out of service gradually and it understood that the engines will be taken to Decatur, Illinois to be scrapped. There are three "dead" engines already on the old coal dock track just east of Flora Street.

January 13, 1951

Profitable day for the Wabash for in a twenty-four hour period there were 25 trains and 1655 cars moved, Ford ships sixty freight cars a day.

January 15, 1951

Wabash Diesel No. 122 is on the Jarvis to St Thomas way-freight service. No. 1158 has joined three other Diesels and four are expected by the end of the month.

January 16, 1951

Wabash is going to assign a brakeman to caboose 2543 with Conductor Fred (Buck) Owen.

January 19, 1951

Wabash in a three day period ran 73 trains with 4222 cars.

January 20, 1951

Wabash engineer John McRaidl retires.

-1951-

January 21, 1951

Wabash Diesel power tour. Locomotive Department officials of the Wabash Railway from Montpelier, Ohio and Decatur, Illinois are on the Buffalo Division Tuesday looking over the motive power situation. The Wabash Diesel power fleet continues to grow, No. 453 a 1000 Horsepower Diesel (GP-7) general purpose engine was received last weekend and it will be used on the swing run between Welland Junction to Fort Erie and Niagara Falls. Two more Diesels are expected this week after which only five more Diesel road engines will be delivered to complete the fourteen engine order as the Wabash Diesel fleet grows the "graveyard" of the Wabash steam engines east of Flora Street on the old coal dock track increases steadily. There are five of the "2200" class on one track, and No. 1680, a former light engine on another track. It is understood they will be sent back to the United States and scrapped. Before being taken out of service all of them had made their maximum mileage.

January 25, 1951

A Wabash train makes a non-stop run from Niagara falls to St Thomas, train 97 with 67 cars made the run in three hours and twenty minutes. The train was the first section of No. 97 hauled by 1158. It was announced that the fifth Diesel will be added late Thursday, and there are still five more to come.

January 26, 1951

The Wabash in a three day period ran 69 trains hauling 4266 freight cars. One of the new Wabash Diesel switchers of 1000 Horsepower pulled 3200 tons on the east end the other day. About 1900 tons is supposed to be their limit.

January 27, 1951

Wabash Diesels are working well so steamers disappear from train No. 97 "The Flying Saucer."

-1951-

February 8, 1951

The Wabash shortage continues, only 16 trains and 955 cars.

February 9, 1951

The Wabash has received six of its Diesels, 1155, 1156, 1157, 1158, 1159, 1160. No. 1161 is due next week from GMD.

February 15, 1951

The seventh Wabash Diesel for road service is arriving, No. 1161 is due Thursday and will go to Glencoe and then St Thomas.

A. T. Scherer, Assistant Master Mechanic of the Wabash was on the eastern Frontier on Wednesday and he saw No. 1160 officially placed in service and taking a trip on her.

Steamers are scrapped. As the six engines enter service the old steamers are being taken out of service. Eight are stored just east of Flora Street, on the old coal dock track and others behind the shops. Most of them will be scrapped, although a couple of the 1600 and 2200 class may be used out of Decatur, Illinois shops.

Wabash in a six day period ran 122 trains hauling over 7000 cars.

February 19, 1951

No. 1161 arrives. No. 1161 the latest Diesel engine from GMD London went east on the Buffalo Division of the Wabash Monday. It is the seventh road Diesel to be received.

February 23, 1951

The Wabash in a three day period ran 71 trains hauling 4653 freight cars.

-1951-

February 26, 1951

No. 1162 reaches the Wabash. No. 1162 arrived at th Wabash Terminal on Sunday leaving only two more engines to come from GMD. The next one is due Thursday and the last one within two weeks to complete the fourteen engine order which will completely Dieselize the Buffalo Division.

February 27, 1951

More steam is taken out of service. It is understood that three of the 1600 and 1700 class were sent to the United States terminals to be scrapped last weekend. There are eight steam engines stored on the old coal dock track east of Flora Street. It is understood that they will be scrapped later on. No. 1162, the eighth road engine reached the division from GMD London last weekend and No. 1163 is due on Thursday.

March 3, 1951

A.T. Scherer Assistant Master Mechanic reported that No. 1163 had arrived from GMD and had been received on Thursday. This leaves only one more road engine to come no. 1164. When it arrives i a week or two the Wabash will have ten Diesel road engines. There are eight steam engines on the old coal dock track.

March 10, 1951

Diesel engines are helping the Wabash to set new records.

March 15, 1951

The Wabash Diesel order will be completed tonight. The last and tenth road engine is en route. By Thursday night it is espected that the Buffalo Division of the Wabash Railroad will have its full quota of engines. Steam engines of the 1700 and 2200 class are stored at Flora Street and other terminals.

-1951-

March 16, 1951

The Wabash in three days ran 65 trains, 4233 freight cars.

March 21, 1951

The Wabash now haul 75 automobile cars a day.

March 21, 1951

Wabash steam engines have been taken out of service as Diesel power takes over. They are being stored and gradually returned to the United States to be disposed of. Two have gone but there are ten stored in St Thomas.

April 4, 1951

The Wabash have added two new train and engine crews.

April 9, 1951

The St Thomas Wabash yards looked like a GMD assembly plant on Monday morning. There were three double unit engines bringing in and taking out trains and No. 124, a switcher was on the turntable. Business was really huge.

April 11, 1951

The Wabash have 26 crews in service.

April 23, 1951

The new Wabash Diesel facilities are inspected.

April 25, 1951

Work is proceeding swiftly on the reconstruction of two engine stalls in the Fort Erie roundhouse to serve the new Wabash Diesel engines.

-1951-

May 3, 1951

The Wabash ran 64 trains hauling 4613 cars in three days.

John N. Schraeder, the Special Agent for the Wabash since 1941 retired on May 1st at the age of sixty-two. For four years in his younger years he was a silent movie actor starring with Pauline Fredrick and Enid Bennett in the Perils of Pauline movies.

Diesel power continues to aid the Wabash performances. During April the Wabash yarded 40,173 cars. There were 1281 carloads of Ford automobiles in March and 1724 in April.

May 11, 1951

A new rail laying program on the CNR Wabash lines.

May 12, 1951

Big day on the Wabash with 22 trains and 1360 freight cars moved.

May 21, 1951

All Wabash trains are pulled by Diesels

May 25, 1951

A Wabash inspection from Montpelier and Decatur. The Wabash plans to get some diesel engine re-service work done at the New York Central when the shops reopen as expected on June 4th.

May 31, 1951

On Monday the Wabash ran 17 trains with 1045 freight cars, and on Saturday there were 23 trains and 1302 cars.

June 4 1951

TILLSONBURG

A derailed Wabash freight train crashed into the Tillsonburg station. The cause of a four car derailment at Tillsonburg on the mainline of the St Thomas Division of the CNR-Wabash Railways early Sunday morning was a loose wheel on a freight car. The wheel was said to be wobbling for some time before the mishap and finally caught in a frog of a switch near Tillsonburg station. Four trailing cars left the rails and two freight cars crashed into the station building which fortunately was empty.

The depot was shifted several feet off its foundation as two of the wrecked cars piled up on the platform. The front end of the station which houses the ticket office was reduced to splinters. Two big hooks from Fort Erie and London were rushed to the scene.

June 5, 1951

Clearing up the Wabash wreck at the Tillsonburg station. The station is being rebuilt.

June 8, 1951

The CNR is going to construct new tracks leading to the Diesel-House, roundhouse and shops.

The Wabash station at Tillsonburg is being rebuilt.

June 9, 1951

The Wabash in May ran 622 trains.

July 3, 1951

The Wabash is completely Dieselized.

The Wabash Diesel Instruction Car is here.

-1951-

July 3, 1951

The Wabash last week the first section of no. 91 comprising of 78 loaded cars of high class Acme freight came from Fort Erie to St Thomas in two hours and fifty minutes. The engine was No. 1161 and the tonnage was 3600 tons. This is as close to passenger train time for the 109 mile trip.

July 4, 1951

The Wabash plan a four month project on the Kettle Creek bridge at St Thomas.

July 5, 1951

Wabash conductors are assigned cabooses:

F. J. Gilling	car	2506
Wm. Hammersly		2539
W. L. Keyes		2503
W. H. Erwin		2501
F. R. Else		2543
Harry Martin		2552

July 6, 1951

The Wabash in four days ran 74 trains, 4854 freight cars,

-1951-

July 12, 1951

The Wabash steam engines are off to the scrap heap. Ten of the steam engines left for the east, including No. 2268 which had quite a history in one way or another, including a bad wreck a few years ago. All day Wednesday Diesel No. 51, the small 500 horsepower Diesel switcher pulled and tugged getting the big steamers from the sidetracks behind the roundhouse to the old coal dock tracks between Flora and Hughes Streets. There are nine engines left.

July 17, 1951

Four more Wabash steam engines have gone to the scrap heaps of dealers in Ohio. There are still about a half dozen still left.

July 19, 1951

The last four of the 2200 class Wabash engines left Thursday for the scrap heap. Bought by scrap dealers in Buffalo the quartet left the St Thomas terminal yards for the eastern frontier leaving the yards and coal dock track bare of steam engines. Only Diesels are now on the line.

July 26, 1951

T. B. Reddix, the Wabash Master Mechanic from Montpelier was in St Thomas.

Assigned Wabash vans:

Carl Gormey	2526
Harvey Patterson	2544
A. Kimbel	2515

August 2, 1951

Wabash vans 2610 and 2541 are being rebuilt.

-1951-

August 2, 1951

The Wabash ran 55 trains in three days hauling 3709 freight cars.

August 16, 1951

The CNR and the Wabash move nine old Chesapeake and Ohio steam engines to the scrap yard. They were first pulled along the electric London and Port Stanley to the Wabash engine terminal then the Wabash pulled the dead steamers to Glencoe and the CNR took them to the steel mills at Hamilton.

August 17, 1951

The Wabash in three days ran 54 trains, 3457 freight cars.

August 18, 1951

The Wabash on Thursday ran 22 trains and hauled 1338 cars.

August 23, 1951

A diesel now hauls the east end local run on the Canadian National Railway-Wabash lines. The change takes place Thursday morning. It will be the last puff of smoke at the local Wabash roundhouse. The CNR steam engine brought the east local into St Thomas at about eight o'clock on Wednesday night. Thursday morning Wabash No. 127 a new 600 horsepower Diesel switcher locomotive from the GMD plant in London took the east local to Fort Erie. A Diesel is also on the west local between St Thomas and Windsor. The locals are operated jointly by the Canadian National and the Wabash rail lines, but it was the CNR that requested the Wabash that a Diesel be used on the east end local. This meant the last steam engine to come to St Thomas and the Buffalo Division, unless an emergency occurs. The Wabash now have a total of 19 Diesels, 10 double unit road engines, 6 800 HP local switchers, 2 big switch engines at Windsor and the little No. 51 which is called "Tillie". (Note that the name Tillie was the

-1951-

name of a popular comic strip character from the 1920's and 30's called "Tillie the Toiler")

September 5, 1951

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

September 7, 1951

The Wabash in August hauled 34,570 freight cars.

September 13, 1951

The Wabash caboose 2541 was repaired.

September 14, 1951

On Monday the Wabash ran 20 trains hauling 1186 cars.

October 11, 1951

The Wabash in four days ran 76 trains hauling 5110 freight cars, the best day was Sunday with 23 trains and 1385 cars.

November 5, 1951

There was two feet of snow at Welland and some Wabash trains had to be routed through Port Colburne.

November 6, 1951

The Canadian National has a building permit to build a Diesel shop at Fort Erie. The foundation work is being done.

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.

-1952-

January 15, 1952

The Wabash in December 1951 ran 536 trains and yarded 32,800 freight cars.

January 17, 1952

The Wabash on Saturday ran 19 trains with 1200 cars, on Sunday 24 trains with 1443 cars and Monday 22 trains and 1285 cars.

January 22, 1952

One of the quietest spots on the local rail front is the local CNR-Wabash roundhouse west of the L&PS. The big engine garage is virtually closed with Diesel engines operating through St Thomas between Windsor and Fort Erie.

January 28, 1952

Wabash van 2526 is in the shops.

February 1, 1952

The Wabash ran 24 trains with 1397 cars on Thursday.

February 4, 1952

A Wabash inspection by R. A. Messmor the General Manager of the Wabash on train No. 82 to Fort Erie. There are new facilities at Fort Erie.

February 26, 1952

Like the Canadian Division of Pere Marquette (C&O) the Buffalo Division of the Wabash has used three Diesel units occasionally. This is quite common on the C&O, but the Wabash has used three units sparingly.

DETAILS OF REAR-END SMASH ON C.N.R.-WABASH CHECKED

Prior to a full-scale official investigation, details of the wreck on the Joint St. Thomas Division of the C.N.R. and the Buffalo Division of the Wabash Railroad being checked over Wednesday by officials, it is understood. Damage was not so extensive as at first feared as the freight car involved was empty. The caboose, which was knifed by Diesel engine No. 1161, was a complete wreck although the train crew were able to salvage some belongings and equipment out of it. The engine was placed in the roundhouse here and it is expected to go over to the New York Central locomotive shops for a check-up. The top headlight was smashed and also one narrow window but otherwise the big oil-driven mogul came through its brush with the caboose in good style. However, it will be inspected thoroughly before re-entering service.

Running Independently

The second section of No. 91 was traveling slowly at the time of the rear-end collision but it jack-knifed the caboose and sent the freight car up in the air. When the engine was pulled back the freight car fell on its side into the ditch. There were 85 empties on the second section of No. 91 while the first section had 38 loaded cars and some empties. Some of the cars contained automobile parts for the plants in Detroit. The train which was struck was picking up freight cars at Glencoe at the time and the train crewmen were out of the caboose checking signals when the second section hove in sight. Dawn was breaking at the time of the crash. The exact location of the accident was two miles east of the Glencoe station and the main line was blocked for over three hours. Clifford Clarke, locomotive fireman on No. 1161, jumped when he saw the caboose ahead of him but first applied the emergency brakes. He suffered abrasions to one hand and wrenched his shoulder. There were no automatic block signals on the stretch of track where the mishap occurred and both trains were running independently under routine orders.

Cleared Up Quickly

The collision occurred a few hundred yards east of the switch where the Wabash tracks merge with the C.N.R.'s double-track stretch running to Windsor. The C.N.R. crane from London was rushed quickly to Glencoe and the track cleared in record time. St. Thomas officials went to the scene at an early hour. Had the second train been traveling at a rapid rate of speed a serious catastrophe might have happened. Mel Watson, engineer of the second train escaped unhurt as he remained at his post which was on the opposite side of the engine. L. Machan, head-end brakeman of the second train also leaped out of the cab and suffered minor in-

juries. William Zimmerman, Jr. The second train was in charge of Conductor Frank (Barney) McAteer. The crew of the first section of No. 91 were Engineer, Jack Roth; fireman, Frank Mycroft; conductor, Gus Coville, all of St. Thomas, and Arthur Gosnell, of London. The first train was hauled by No. 1157 and 1157-A and the second train by 1161 and 1161-A. Expert manipulation of traffic by the St. Thomas train dispatchers, and Lorne A. Sears, divisional chief train dispatcher, kept the delays down to the minimum. Alex R. Wilson, divisional superintendent, conferred with D. W. Eining, assistant divisional superintendent Wednesday morning regarding the cause of the collision.

Rail Items

T. B. Reddix, master mechanic of the Wabash Railroad, from Montpelier, Ohio, was at the local terminal Wednesday conferring with A. T. Scherer, assistant master mechanic in connection with the damaged Diesel engine.

Wabash caboose No. 2507 is being over hauled and repaired at the St. Thomas terminal.

Alex. R. Wilson, C.N.R.-Wabash divisional superintendent, was at Fort Erie and other eastern frontier points on Tuesday looking over conditions.

Feb 6/19

February 6.
1952.

-1952-

February 23, 1952

One of the busiest days on the Wabash, for on Thursday 27 trains were run hauling 1721 cars,

February 18, 1952

Wabash diesel No. 1162 is in the New York Central locomotive shops being checked up after its accident at Glencoe recently. No. 51 the 300 horsepower Diesel switcher is back from the NYC shop after being overhauled.

March 3, 1952

One car derailed on a westbound Wabash freight at New Sarum.

March 3, 1952

All the American railroads at St Thomas are hit by a meat embargo. There was a hoof and mouth epidemic. No meat or animal by products were moving. Both the C&O and the Wabash are losing 75 to 125 refrigerator cars daily.

March 11, 1952

A labour strike on the New York Central Railway makes the Wabash very busy.

March 14, 1952

The Wabash is busy on Thursday with 25 trains, 1550 cars.

March 20, 1952

R. A. Messmor toured railway.

March 21, 1952

The Fords are rolling, Thursday 24 trains and 1488 cars.

-1952-

March 29, 1952

Diesel Engine operation hitting new high on the Wabash, in two days there were 43 trains hauling 2726 freight cars.

April 1, 1952

Ford shipments account for 150 to 200 cars daily.

April 23, 1952

A derailment at Welland Junction holds up ship traffic. A Wabash freight engine derailed just as the train was crossing the Welland Canal bridge.

April 28, 1952

Wabash caboose 2543 rebuilt.

May 8, 1952

The Wabash carried five cars of marine Bouys. An unusual shipment for each one weighed 2000 pounds and each car carried 23 of them.

May 29, 1952

Wabash caboose 2543 is out of the shops.

-1952-

Car-ferry Strike

July 4, 1952

A strike by the marine officers union attacks all the car ferry operations of both the Wabash and the C&O.. Both rely on car ferries and they have no other of their own means of crossing the Detroit River. Wabash trains had to change their routings. Wabash trains are now operating between St Thomas and Detroit over the Canada Division of the New York Central Railway. They are reaching Detroit from the Wabash yard by running through the wye at Barwick Street then down through St Thomas on the London and Port Stanley through the L&PS-NYC junction NYC yard engine No. 7052 takes hold of the rear of the train and hauls it back into the NYC mainline around the C&O wye at Moore street where the Wabash Diesels are cut off. New York Central engines and crews take the Wabash trains to Windsor, where NYC electric engines take the trains through the Detroit River Tunnel right into Detroit.

July 8, 1952

The Wabash is hard hit by the ferry service strike. On Monday morning there were five double unit Diesel locomotives in the St Thomas yards at one time. The total business during the four day strike period was 21 trains and 1510 freight cars, Saturday there were 4 trains, Sunday 6 trains, and Monday 5 trains.

July 9, 1952

Both the Wabash and the C&O are still using the New York Central route.

July 10, 1952

The Wabash are still routing trains over the NYC.

July 15, 1952

-1952-

Slight improvement in Wabash train operation, more trains move via the NYC. The Wabash in three days ran 31 trains, 2242 cars.

July 19, 1952

The Wabash ran 7 trains.

July 28, 1952

Wabash has heavy losses because of the strike of the officers on the car ferries.

July 29, 1952

Wabash trains still using the New York Central tracks. In three days the Wabash ran 29 trains and yarded 1983 cars.

July 31, 1953

Low automobile production due to national steel strike affects all railways.

August 11, 1952

Progress in ferry talks with the union.

August 15, 1952

Since 12:01 A.M. July 4th, 1952 the Wabash has been operating trains between Detroit and St Thomas over the west end of the New York Central Railway.

August 20, 1952

Ferry strike hits local railway crews. The C&O have furloughed men.

August 21, 1952

Ford shipments have begun to boost Wabash freight traffic. During the past 24 hours 11 trains and 607 cars were yarded at st Thomas, but the Wabash trains still go over the NYC.

-1952-

August 26, 1952

Wabash is reporting solid trains of Ford car frames and parts westbound and finished automobiles eastbound.

August 27, 1952

The Wabash in three days ran 30 trains, 1713 cars.

August 28, 1952

A. T. Scherer the Assistant Master Mechanic has been promoted to the position of Division Master Mechanic at Owosso, Michigan, headquarters of the Ann Arbour Railway.

WRECKAGE CLEARS ST

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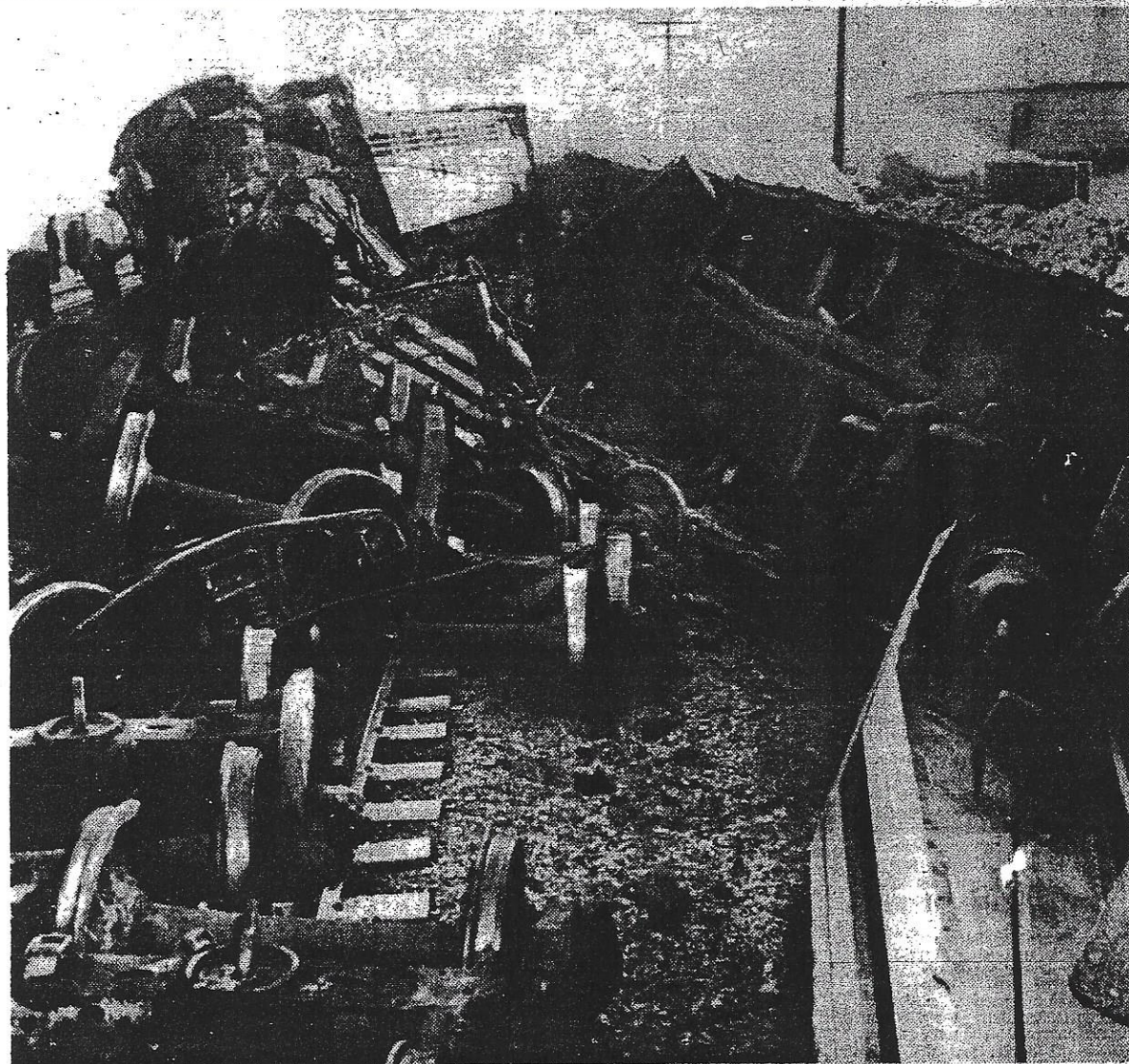
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TANGLED WRECKAGE WHERE RAILWAYMAN KILLED—Frank J. McAteer of St. Thomas was killed this morning when a C.N.R. freight train drawn by two Diesel locomotives sideswiped a shunting engine and caboose and rammed into a standing train on the eastern outskirts of St. Thomas. The dead man was the conductor of the standing train and his body was not recovered from the splintered wreckage of the caboose for some time after the crash. Two other men were injured.

—Wirephoto from London Free Press.

Two Ge Not To In Arm

**Prime Minister
Made In Currie
Corrections Sup**

By W
(From the Spectat

Ottawa, Dec. 17 — Prin
any responsibility for the i
where disclosed by the Currie
Guy Simonds.

Fail To Settle Anglo-Iranian Dispute On Oil

**British-U.S. Talks
Will Be Continued**

Paris, Dec. 17. (Reuters) — T
level talks between Britain and
United States have failed to ar
at a new formula for trying to s
the Anglo-Iranian oil dispute.

State Secretary Dean Ache
had discussed the matter w
Foreign Secretary Anthony Ed
A British official said today t
had failed to reach agreement
discussions will continue thro
diplomatic channels.

The U.S. is anxious to break
deadlock in the interests of M
East security. Iran's rocky fin
have been made worse by hei
ability to find markets for her
still claimed by the Anglo-Ir
Oil Company despite nationaliz
by Iran.

It was understood that the
proposals for settlement pict
dollar aid for Iran, coupled w
arrangement that would p
world oil companies to ship
market Iranian stocks.

Moslem Moves Left

Tehran, Iran, Dec. 17. (AP)
The Tehran press, both govern
and opposition, indicated today
the rift between Nationalist Pre
Mohammed Mossadegh and reli
leader Ayatollah Khashani is de
ing. Khashani was pictured as
tending ever closer to the exit
leftist elements.

Khashani has denied any qu
with Mossadegh and specif
denied that he is seeking the p
ship for himself. He contends
British interests planted the ru
to cause dissension.

Recently Khashani sent a l
sage to the Communist-contro
"Vienna world peace cong
describing himself as a "servan
the Iranian people and Mos
of the Middle East denoun
Western imperialism in the M
East and Africa." He urged
forts to ensure "the cause of
does not remain the monopol
particular political groups."

U.S. Asia Expert With Communists

**Lattimore To Face
ring Friday In Case**

By Charles T. Nichols
Washington News Bureau. Copyright 1952
the Southam Co. Ltd.)

Dec. 17—Two men among the relatively few
a study of Far Eastern affairs before the
that part of the world to objective observa-
ia during the last 24 hours as friendly

Faces Perjury Count

One was Owen J. Lattimore, a vet-
eran student of events in Mongolia
and China and subsequently a pro-
fessor at Johns Hopkins University,
who was indicted by a grand jury
here on charges of perjury for deny-
ing, before a Senate committee,
that he knew some of his acquaint-
ances to be Communists.

The other was John Carter Vin-

MacArthur Confers With Eisenhower

New York, Dec. 17. (UP) —
President-elect Eisenhower's head-
quarters announced today that Ei-
senhower and Gen. Douglas Mac-
Arthur are meeting at lunch in the
home of Secretary of State-designate
John Foster Dulles.

Thus three days after Eisen-
hower's return from his 22,000-mile trip
to Korea he met with his former
commander to get MacArthur's
announced new "clear and definite"
solution to the Korean conflict.

The dramatic get-together was
the first between the "old soldier"
who was fired from his Far Eastern
commands by President Truman
and Eisenhower since 1946, when
Eisenhower, as chairman of the
joint chiefs of staff, visited Mac-

Near-hurricane Hits U.K. Storms Imperil Shipping

**Big American Vessel Damaged
When Hurlled Against Dockside**

London, Dec. 17. (AP)—The American liner United States
was damaged and other shipping imperilled today by furious winds
buffeting the British Isles. There were gusts of more than 100
miles an hour. The United States had just pulled away from the
Southampton dock on a homeward voyage to New York when a
gale caught her broadside and drove her back to the quay.

Delay Sailing

The port side of the ship's bridge
jammed in between two high dock-
side cranes denting the bridge work
and scraping paint off the observa-
tion deck.

The liner quickly worked loose
and tugs resumed trying to get her
out to sea. After an hour of tricky
manoeuvring in the gale-force gusts,
It was decided to wait until the wind
died down. The liner was tied un-

**Late
News**

Consider Mail Change

TO DAILY STAR: Wed., Dec. 17, 1952

OPEN HEARTS, MAKE I.A.S. FULL FOR NEEDY

(Continued from Page One)

months, which makes them all eligible for 35 a week in a nearby factory and as the close in about him he finds it harder to get with the others.

perfect vision, can surmise how far \$35 a week of food and clothes six small kiddies. If you youngsters deserve a break send them six Christmas morning. It will make all the difference.

CASE HISTORY NO. 61
who found out from a free X-ray taken at ago she had a touch of tuberculosis. But she natorium treatment, stayed there for a year and 100 per cent. cured.

way, however, things changed back home. Her the little flat she had grown so attached to was ne else and her three children—eight, five and to go and live with their grandparents.

her mother and father now. Mrs. A. sits up sewing clothes for friends and neighbors, trying id folks' pensions so they can all eat and be

ause of the long hours she puts in, she suffers of migraine. There is no trace of her husband shhood he'll be back for Christmas. But these for Santa Claus and they'll wait in vain.

ase let us have your contribution today to The und, 80 King St. W., Toronto 1, Ont. The tax-deductible and will be acknowledged in

C PENSION SCHEME
LIFT \$1,200 CEILING

BEAT WOMAN, 75 TRYING TO SAVE \$600 IN NIGHTIE

Awakened by masked prowlers early today 75-year-old Mrs. Molly Katz, Baldwin St. greengrocer store in case \$600 she took to bed in her night clothes. She was beaten on the head with an iron bar and fell unconscious in a pool of blood.

When she came to and tried to telephone police, she found the telephone wires cut.

Mrs. Katz is in Toronto Western hospital. Because of her age, police said, they fear the shock might prove fatal. Her condition was reported improved today.

The man was seen with Mrs. Katz's store and next quarters and police said the robbery may be the work of someone living nearby.

The fact they were masked led detectives to believe she might have recognized them.

They were ransacking the store in search of two cigar boxes, which were store proprietors told they had been usually kept in the store. Last night she decided to keep it in a pocket in her nightgown.

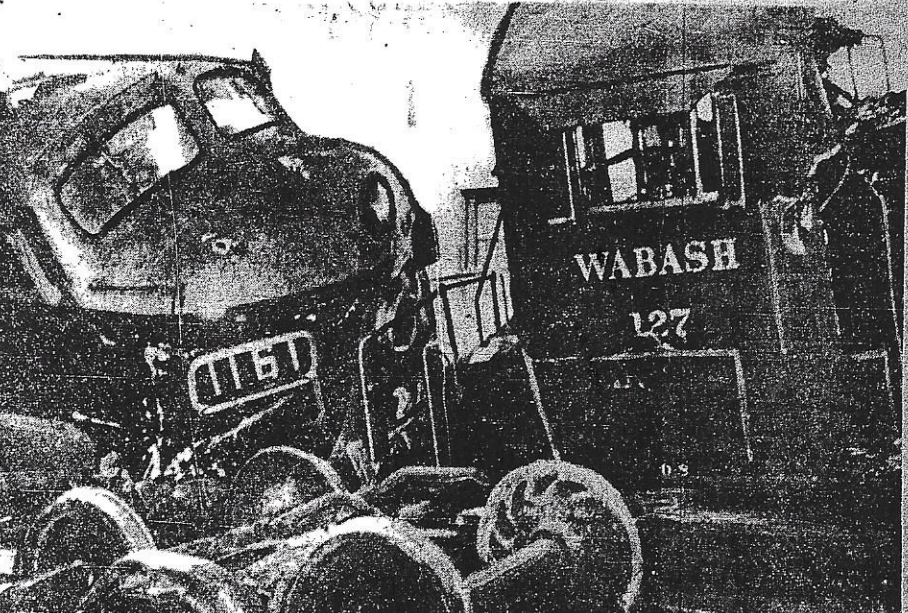
At 1 a.m. Mrs. Katz heard a noise in her store. She called "Which way?" and then started downstairs, was not by the third and struck a blow on the head and over one eye.

Later, Mrs. Katz said she had shouted for help on Victoria St. She is unable to speak English. A passerby who understood called police. The man and woman were taken to the hospital.

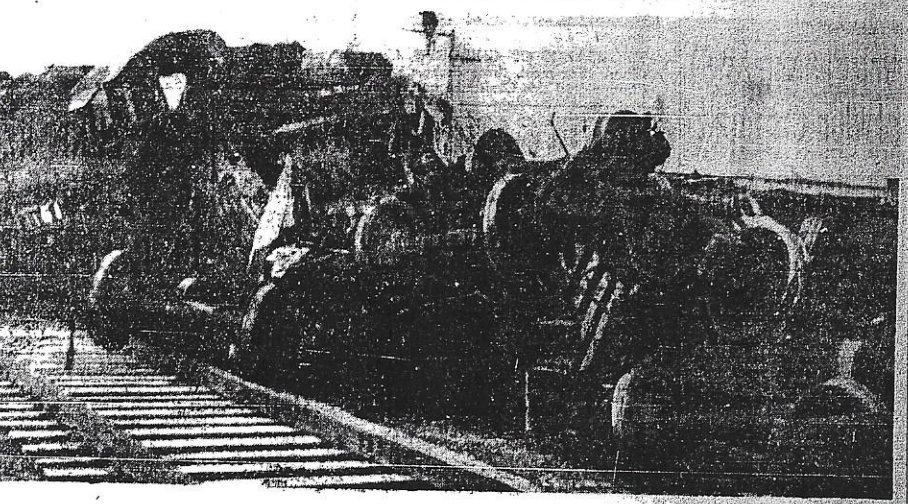
LOCOMOTIVES CRASH AT ST. THOMAS, ONE MAN KILLED, TWO INJURED



AIRVIEW SHOWS scene of wreckage in the Wabash railway yards at St. Thomas today after a diesel freight, travelling at high speed, crashed into a yard shunting locomotive and smashed it into a caboose being attached to another freight train. Crew of the yard engine managed to jump to safety but men in caboose didn't hear their yells.



ONE MAN WAS KILLED and two injured, one critically when freight train slammed into the shunting locomotive, caboose and freight train which was being made up. Locomotives are seen here after impact. Killed was Frank J. McAtter, St. Thomas, conductor. Injured are Charles Fraser of London, and Harold Clark of St. Thomas.



ACCIDENT HAPPENED when an engine was bringing caboose to a standing freight. As it approached, a 45-car freight, pulled by two diesel engines, went through open switch, sideswiped engine and caboose and then plowed into rear of standing freight. Two diesels were derailed and number of cars were tipped, spilling cargo as shown.

ASK CERTIFICATION IN TELEGRAM EDITOR

THREE C AID

The Ontario Labor Relations board today considered an application by Toronto local 87 of the American Newspaper Guild (A.N.G.) for certification as bargaining agent on behalf of editorial employees of the Telegram Publishing Co.

In referring judgment, E. N. Davis, board chairman, said the board's decision would be forthcoming in three or four weeks.

The guild claimed its members of the editorial department were eligible for membership in the union while the company said the bargaining unit should be limited to 127. It opposed the guild contention that office boys and messengers should be included.

Eight members of the editorial department opposed the application opposing certification of the guild. They were Margaret Aiken, Ernest H. Bartlett, Allen Napleton, Harvey M. Telford, Robert DeHart, Art Holland, and James and Reginald Griffith.

John Oiler, counsel for the guild, described the appropriate unit to be all employees in the editorial department except executives and above the level of city editor, sports editor and financial editor and confidential secretaries to executives concerned with labor relations.

John Bassett, publisher of the Telegram, claimed the suburban editor and Ontario editor should also be excluded from the unit because of supervisory responsibilities.

Mr. Bassett contended office boys and messengers should be excluded because they left the paper at 10 or 11 and their job required no training.

Mr. Bassett said he felt he could reach an agreement with the guild over the status of the Ontario and suburban editors without having to lay down formally by the board.

Would Leave Matter Open. Mr. Oiler said the guild is not entirely satisfied to exclude the Ontario editor and suburban editor. He asked the board to leave the matter open.

"Leave it to, when we get to bargain," suggested Mr. Oiler. "If we get to bargain," interjected Mr. Bassett. "Yes if we do," Mr. Oiler agreed.

He said the guild is willing to undertake to allow management to bring up the question of any exclusions in bargaining.

"On the messengers, Mr. Oiler said the board had ruled on the previous occasion that they be in the unit. He said they were in the unit. He said they were in the unit. He said they were in the unit.

Mr. Oiler said the guild is not entirely satisfied to exclude the Ontario editor and suburban editor. He asked the board to leave the matter open.

There is a question of where they would go," Mr. Oiler said. "I suggest it would be better to leave them in than to carve them out as a bargaining unit."

The drivers' unit was different because the helpers could not become drivers because of the age minimum required for drivers.

Mr. Oiler said the guild is not entirely satisfied to exclude the Ontario editor and suburban editor. He asked the board to leave the matter open.

Mr. Bassett said the editorial department numbered 144, ranging from executives to office boys and only 127 should be included in the unit.

Speaks for Interveners. Mr. Noblitz objected to inclusion of messengers because they would be given the same voting rights as permanent editorial employees whose livelihood depended on their jobs.

Mr. Bassett objected inclusion of one confidential secretary in the unit as proposed by the guild. He said if Telegram employees wanted a guild, that's all right. He said if Telegram employees wanted a guild, that's all right. He said if Telegram employees wanted a guild, that's all right.

BUS SKIDS INTO RIVER SEVEN ARE INJURED

A bus carrying 25 passengers skidded into the river today, injuring seven people. The bus was carrying 25 passengers and was skidding into the river.

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FALL DEATH Y MINE

A miner fell from a height of 25 feet today, killing him. The miner was working in a mine and fell from a height of 25 feet.

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HERE AND THERE ON WEATHER MAP

A cold front moving south today will bring a change in the weather. The cold front is moving south and will bring a change in the weather.

The cold front is moving south and will bring a change in the weather. The cold front is moving south and will bring a change in the weather.

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COSTS 11 TAXES

The cost of 11 taxes is being paid by the government. The cost of 11 taxes is being paid by the government.

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The cost of 11 taxes is being paid by the government. The cost of 11 taxes is being paid by the government.

HALT MURDER HEARING

A hearing on the murder of a man was halted today. The hearing was halted today.

The hearing was halted today. The hearing was halted today.

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The hearing was halted today. The hearing was halted today.

The hearing was halted today. The hearing was halted today.

The hearing was halted today. The hearing was halted today.

YOU WON'T DARE TO RUN FOR

A man who was running for office was told he wouldn't dare to run. The man was told he wouldn't dare to run.

The man was told he wouldn't dare to run. The man was told he wouldn't dare to run.

The man was told he wouldn't dare to run. The man was told he wouldn't dare to run.

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MAJOR, SAUNDERS DECLARES

A major and Saunders declared today. The major and Saunders declared today.

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The major and Saunders declared today. The major and Saunders declared today.

CNR, CPR HEADS MEET

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