

GRAND
TRUNK
WESTERN
DIARY

WINDSOR EVENING
RECORD

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A new locomotive called the "Michigan," made at the works in Taunton, Mass., arrived in Port Huron on Monday, for the C. & N. E. Railroad, and a man starts East to-day to bring another one. Four new passenger cars for this road have been received, lettered "Chicago, Port Huron and Canada."

January 26
1877

—On Tuesday evening a locomotive of the Chicago and Lake Huron Railway ran off the track at Battle Creek, plunged down an embankment twenty feet deep, and smashed the engine to pieces. No person was hurt.

January 26

1877

The morning express on the Grand Trunk ran from Port Huron to Detroit last Thursday in an hour and thirty minutes. Ben. Walters was the engineer. The piece of road between Port Huron and Detroit is one of the smoothest and best kept in the country.

April 12
1877

ere.
—Mr. Thos. Fielden has been appointed Gen-
eral Master Mechanic over the entire line of the
& L. H. & C. & N. E. R. R., with head-
quarters at Port Huron.

February 23
1877

REDUCED RATES TO CHICAGO.—During this month, and up to 30th of October next, the Chicago and Lake Huron Railroad will give cheap excursions from Port Huron to Chicago and return, for the low fare of \$6. Tickets will be issued on Mondays and Wednesdays of each week for the train leaving Port Huron at 10, P. M., and good for five days. The return train leaves Chicago at 8.15, P. M., arriving in Port Huron early the following morning.—W. DONNER, General Ticket Agent.

September 13
-1878

The Question Solved.

HOW THE GRAND TRUNK WILL SECURE A CHICAGO CONNECTION.

Since Manager Hickson, of the Grand Trunk, came back from England, he has kept his eyes and ears open and his mouth shut. He has listened politely, nay even cordially, to advances from the Vanderbilt interest, who, from an uneasy feeling that he held several trump cards back, have been almost extravagantly liberal in their propositions to do what they call a fair thing. Manager Hickson brought the authority and financial backing with him to do either of two things—to obtain from the Michigan Central such terms as would make unnecessary the construction or purchase of an independent line to Chicago, or failing in that, to acquire and maintain such a route. In the negotiations and conferences between these roads, Vanderbilt has made many important concessions, but he has not conceded the standing demand of the Grand Trunk, for lower rates for freight and passengers, on account of the length and other disadvantages of that road as a competing through line. Mr. Hickson has not specially insisted on continuance of this self-granted privilege, but has not given the slightest intimation of giving it up. The length of the diplomatic tether seems now to be reached, and the Grand Trunk will shortly show its hand. It has been determined to acquire an independent line over this State, and although the route reported to be chosen is not apparently an advantageous one, it is said to be the best that could be adopted in view of the many complications in the matter. The Grand Trunk will head for Chicago by leaving its own main line at Ridgeway, in this State, and using, first, its own purchased road, the old Air Line, which runs through Romeo and to a point within six miles of Rochester. Here a new road will have to be built to Jackson, a distance of 90 miles; from there it is proposed to use the Fort Wayne, Jackson & Saginaw road, which connects with the Baltimore & Ohio road at Auburn and from that point the Chicago connection, if afforded by the latter road. It will be a longer route than the Michigan Central or any of the great through lines, by at least 20 miles, but has been adjudged good enough for the Grand Trunk. *Detroit News.*

September
20
1878

THE HARVEST of 1877 is now nearly over, and a great many men who have been renting farms, or are discontented with the ones they now have, will this fall seek the fertile lands of the Great West. To all such let it be known, that the Chicago and Lake Huron R. R. Co., who now operate a through line from Port Huron to Chicago, are making special efforts to secure a goodly portion of this travel, and will SELL YOU THROUGH TICKETS LOWER THAN ANY OTHER LINE; also make ~~give~~ inducements on baggage. These are facts worth remembering, as every person travelling wishes to save all the money they possibly can. Write or call and see us, and if we do not prove to you that we can save you money, do not patronize us. When coming to Port Huron for rates or tickets, beware of unprincipled runners, who hang around the depots and houses, and who will by false statements seek to divert you to other and more round-about and expensive lines, as they can make money out of you. This Company employs no such runners. Have nothing to do with them, and buy no tickets until you have visited our office and seen our regular agent. — Enquire for C. & L. H. R. R. Day Ticket Office. It is in the Marcus Young building on Huron Avenue. Any one can tell you where it is. Write to Mr. J. E. Quinn, our agent, and get times of departure of trains, maps, and other information that will be necessary to you. Remember it is to your interest to buy no tickets till you have seen or written to him. — J. M. S.

October 18
1878

INS Station Wrecked When Train Jumps Track



The end of a Lansing, Mich., railway depot was demolished (top) when a fast freight left the rails and crashed into it, killing a magazine salesboy and injuring twelve other persons. The fifty-car train

laden with fruit and other perishables, spilled much of its load over a three-block stretch. One car rolled over and panicked an automobile (below) in a nearby parking lot.

REMINDS A.F.L. THAT COUNTRY 'COMES FIRST'

Green Implores Members to Keep Industry Going Until U.S. Foes Beaten

BACKS ROOSEVELT

Seattle, Oct. 8 (AP).—In direct response to President Roosevelt's appeal for labor peace and unity without work stoppages, President William Green of the American Federation of Labor tonight called "upon every member and every union in the American Federation of Labor to stay on the job and keep defense production going at full blast until the enemies of America are soundly defeated."

As to the plea for AFL-CIO unity, Green declared that the A.F.L.'s proposals for resumption of peace negotiations had been "rejected or ignored each time," and added:

"Under the circumstances, I am compelled to say to the President of the United States—there is no point in directing further appeals on this subject to the American Federation of Labor. We are willing to talk peace and make peace at any time we are afforded an opportunity to do so."

"We suggest that you direct your future appeals to the C.I.O. with all the influence at your command until the representatives of that organization agree to confer with us."

The labor leader's reply to the President was on a nationwide broadcast.

President Roosevelt's appeal to the A.F.L. unions to utilize available government mediation and conciliation agencies was delivered in a message read to the convention yesterday.

Green said in his response to night.

"I appeal to every man and woman of the American Federation of Labor to remember at all times and under all circumstances that the national interest comes first. I urge them not to gamble for pennies at the risk of losing everything we hold dear in America. I assure them that the Federal agencies set up by the President are ready and willing to give labor a square deal."

Seven-Point Program

Green's business shaped up today into a seven-point program of action aimed at dealing with the war emergency.

The opening of convention brought some controversial resolutions before the members of the union, and later speakers, including Green, called for the A.F.L. to back the President's war program.

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formed in temperatures as high as 110 deg. F., and at altitudes up to 8,000 ft. It has worked in tunnels up to a mile long with no indication of difficulty. Complete operating statistics will not be assembled until some time next summer when later phases of the test work are completed.

The locomotive is now in the shops at Los Angeles, Cal., undergoing thorough inspection before undertaking a new test phase stressing cold weather and long distance operation. G. W. Wilson, manager of G. E.'s Locomotive and Car Equipment Divisions, said it is hoped that, during the remainder of the winter, the unit can be placed in road freight service on U. P. divisions subject to extremely low temperatures.

Approve Site for South-Side Union Station in Chicago

With little more than a rough estimate of the cost (\$200 million), and no specific idea whatever as to how financing would be effected, or of the many legal aspects involved, the City Planning Advisory Board to the Chicago Plan Commission, on February 6, voted favorably upon the commission's plan for consolidation of Chicago's south side passenger stations on a site a block or more south of the southwest corner of the city's elevated rapid transit loop, and almost directly south of the LaSalle Street station.

The stations involved in the consolidation plan include Dearborn; Grand Central, and LaSalle Street. The Illinois Central's Central station on the lake front, serving the I.C., the Michigan Central and the Cleveland, Cincinnati, Chicago & St. Louis (both New York Central), would not be involved.

The board had before it three plans for consolidation, as well as a plan proposed by the 14 roads serving the Dearborn, LaSalle Street and Grand Central stations for modernization and extension of existing south-side passenger terminals, which proposed the essential street improvements sought by the city under any of the plans to improve traffic conditions. Details of the railroads' plan are set forth in a feature article in this issue.

The other two consolidation plans were proposed by the South Side Planning Board, a slum clearance and improvement group, and the Illinois Central, both of which plans are mentioned briefly in the feature article referred to.

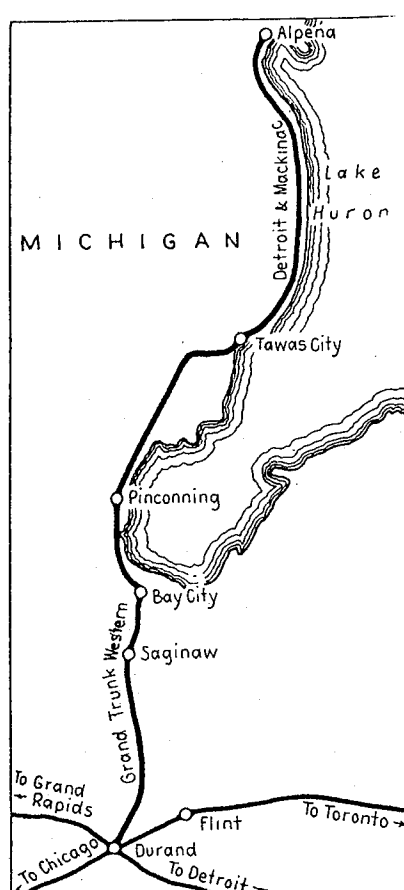
The action of the board to adopt the City Plan Commission's proposal was taken in spite of an amendment supported by many on the board, which would have postponed a decision pending a study of the costs and legal aspects. It was explained, however, that the action of the board is merely a recommendation to the City Council, which, necessarily, will have to give consideration to all phases of the problem. The

railroads have attacked consolidation under any of the proposed plans as unnecessary and economically unsound.

G.T.W.-D. & M. Establish Detroit-Alpena Passenger Train

C. A. Skog, vice-president and general manager of the Grand Trunk Western, and C. A. Pinkerton, Jr., president and general manager of the Detroit & Mackinac, held a ribbon across the track at Alpena, Mich., on February 6, to be severed by the inaugural departure of a new interline train to Detroit, 244 mi., via Bay City and Saginaw.

The new service — made possible by re-arrangement and coordination of existing Grand Trunk and D.&M. passenger service — makes direct connections at Durand, Mich., with G. T. trains to and from Chicago, Battle Creek, Mich., and the state capital at Lansing; Toronto, Ont., and Flint, Mich., and Muskegon and Grand Rapids. An air-conditioned coach is operated through between Detroit and Alpena. From Alpena to Durand the train is handled by a D. & M. 1,500-hp. Diesel road-switching locomotive. Beyond Durand, the through equipment is consolidated with a Muskegon-Detroit passenger train.



The new Alpena, Mich.-Detroit train, operated jointly by the Grand Trunk Western and the Detroit & Mackinac, provides service to many destinations through direct connections at Durand

The new service leaves Alpena at 9:35 a.m. and arrives at Detroit at 5:55 p.m. Returning, the train leaves Detroit at 1:40 p.m. and arrives at Alpena at 10:00 p.m. The connections at Durand make possible, for the first time in a number of years, a daylight railroad trip between D.&M. points and Detroit, Chicago, Toronto and intermediate stations.

Asked by the press—who were guests of the two railroads on the inaugural run—whether the new trains would eventually provide dining or parlor car service, Mr. Skog stated that additional equipment would be provided to the extent that patronage warrants; that he hoped operation of a through parlor-buffet car to Chicago might prove justified.

Conemaugh & Black Lick Strike Called Off

Striking employees of the Conemaugh & Black Lick, all members of the C.I.O.'s steelworkers' union, returned to work late last week. The strike had been attributed to the alleged posting of signs by the company saying that a social insurance program was being discontinued (see last week's *Railway Age*, page 57). The strike was called off after the union reportedly agreed to administer an interim social insurance program until a permanent program can be negotiated.

Signaling Order Modified For Santa Fe and U. P.

Division 3 of the Interstate Commerce Commission has granted petitions of the Atchison, Topeka & Santa Fe and the Union Pacific for modification of its June 17, 1947, order which requires railroads to install automatic train-stop or train-control systems, or automatic cab-signal systems, on lines over which any train is operated at a speed of 80 m.p.h. or more. The modifications were made, respectively, in the commission's sixth and seventh reports (both by Commissioner Patterson) on further hearing in No. 29543.

The relief accorded the Santa Fe will permit a different scheduling of the required installations, but does not change the December 31, 1952, deadline by which all such installations must be completed. The basic order, as amended, stipulated that when the required installations were to be made on 100 mi. of track or less, they should be completed by December 31, 1948; and that when they were to be made on more than 100 mi. of track, specified percentages and mileages were to be completed each year through 1952.

The modifications made for the Santa Fe provide that the installations required of it "be made on not less than 33⅓ per cent of the miles of track during each of the calendar years 1950 and 1951, and on the remainder of the miles of track during the calendar year 1952." The report indicated that about

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