

TWO ENGINES BACK INTO FREIGHT AND BRAKEMAN FRANK REID IS KILLED

Two Locomotives on Way to Take Out Wolverine Crash
Into Caboose of P. M. Train in M. C. R. Yards and
Brakeman Standing on Rear Steps is Instantly Killed;
Inquest is Opened.

A terrible fatality occurred in the local M. C. R. yards near the freight house Friday evening at 7.15 o'clock when Frank Reid, aged 25, who had only been in the employ of the Pere Marquette as brakeman for three weeks, was instantly killed.

Mr. Reid was rear brakeman on a Pere Marquette train which had just arrived here from the east over the M. C. R. and which had pulled down the east-bound main line track prior to being transferred to the P. M. yards. The train was followed along the track by two M. C. R. engines, which were on their way to await the arrival of the Wolverine, the intention being to have the engines go doublehead with the fast passenger train to Buffalo.

Brakeman Waved Lantern.

The freight train had just stopped when the engines, traveling backwards at good speed, crashed into the caboose. The stories of the incidents immediately prior to the accident are conflicting, but it appears that Brakeman Reid saw the engines approaching and was waving his lantern—some say he was giving them a slow-down signal and others say he was giving an incorrect signal. In any case, he could easily have saved his life by getting out of the way, but apparently he thought the engines would come to a stop in time to avoid a crash.

The men in charge of the engines, John Curnin and James Cain, did not see the P. M. train ahead of them, nor any signal from Brakeman Reid until it was too late to stop. They were on the proper track, which is generally used for passenger traffic, but occasionally used for freight when other tracks or sidings are congested.

The engine struck the caboose with considerable force, wrecking the platform and crushing Mr. Reid so badly that death must have been instantaneous.

The Pere Marquette train was in charge of Conductor John Ryan.

Inquest Ordered.

Coroner Ewin, who was notified at once, ordered an inquest, in order that the true facts can be learned. The body in the meantime was removed to the undertaking parlors of Kerr & Company.

The inquest was opened on Saturday morning, and after the jury had viewed the remains, adjournment was made until Monday evening at 7.30 at the City Hall.

The jury consists of: G. W. Smith, ex. foreman; Chas. Riddle, Thos. Williams, A. E. Hamilton, J. G. Lang, W. Peacock, Earl Ponsford, Chas. Dutton and James Belbin.

Belongs to Leamington.

The deceased is not very well known in St. Thomas, having come here only three weeks ago from Leamington, where his mother lives. He boarded at the Park House since coming here. He was a splendidly built specimen of manhood and when taken on by the railway company gave his former occupation as policeman.

His relatives in Leamington have been notified.

JANUARY 13
1917

BRAKEMAN HURT AS TRAINS CRASH

WELLAND, March 19. — Thomas Smalidown, a brakeman on the Pere Marquette freight train, was slightly injured when his train, westbound, early this morning plowed into a Michigan Central freight train, going in the same direction. The Michigan Central train had proceeded half way on to the main line on which the Pere Marquette was travelling when the crash came. Four freight cars were smashed and a large number of ties were torn up. Trains were held up pending the repair work, which was completed this morning.

Lewiston Free Press

March 20 1923

TRAIN HIT COW; ENGINE AND CARS DERAILED

Sarnia, May 16.— A docile cow, which had wandered onto the tracks from a nearby pasture, was the cause of the partial derailment of the incoming Pere Marquette passenger train from Chatham about four miles south of this city late last night. The engine and tender, baggage car and the front end of one passenger coach left the rails, and Engineer David Barwell, of this city, had a leg broken when the engine turned on its side. The train carried only a few passengers and they received a slight shaking up. The cow was killed.

Sault Star

MAY 16 1923

MONDAY, AUGUST 20, 1923.

COLLISION ON P.M. AT LEAMINGTON

Brakeman Injured In Rear End
Smash

HEAVY LOSS ENTAILED

Two Trainmen Save Lives By
Jumping

LEAMINGTON, August 19.—That two railway trains cannot pass on the same track has again been demonstrated and the cost of the experiment to the Pere Marquette Railway Company will possibly total \$100,000. A brakeman was seriously injured and two others narrowly escaped by jumping.

At 2 o'clock on Saturday morning a through freight had stopped at Leamington to do some switching and take water and it is said that the failure of the flagman to properly protect the rear of the train was the direct cause of the wreck, which proved a disastrous one. Closely following this train was an extra fast freight, which in the parlance of railroaders, is called a "high-ball" running at high speed around a sharp curve and down a steep grade. With but a few seconds' warning to the crew this train crashed into the rear of the through freight at high speed. The engineer and fireman of the "high-ball," after reversing their engine and applying the brakes, jumped and this in all probability saved their lives.

The highball plowed its way through the caboose and box cars of the train ahead, which was a solid train of sedan bodies for several automobile companies. The flagman of the forward train was found under caboose after the wreck occurred. He was taken to Hotel Dieu at Windsor, where his condition is reported as serious.

The wrecking crew was quickly upon the scene and by 6 o'clock in the afternoon all traffic had been resumed. The impact of the trains was so great that the monster locomotive of the "high-ball" was thrown completely off the tracks and some of the cars were thrown from the trucks and entirely off the railway company's right-of-way. Although happening in the hours of the night the force of the collision was so great as to awaken many from their slumbers.

It is understood that an investigation fixing the responsibility for the wreck has been ordered by Pere Marquette officials and until this is done there will be nothing for publication from the company.

Miller was in the caboose of the first train and narrowly escaped instant death when the locomotive struck the caboose, smashing it into kindling. He was removed to Hotel Dieu, Windsor.

August 20
1923

Stone Shot From Under Train Like Bullet Grazes M. C. R. Agent's Neck

W. H. Patterson, at Dutton, Has Narrow Escape From a Very Painful Accident, When Stone Embeds Itself in Wall of His Office; Caused by Passing Express Train.

Traveling with the speed of a rifle bullet, a small stone lodged itself into the wall of the M. C. R. station at Dutton after crashing through the window and grazing the neck of Agent W. H. Patterson, the other day. The stone was hurled with terrific impact by express train No. 39 as it passed the station, and Mr. Patterson was certain that it was a bullet until he examined the stone in the wall of his office.

There was another peculiar accident on the M. C. R. Wednesday night as the local freight train from Windsor was coming out into the yards here, a big box-car collapsed and the crash of splintering wood could be heard for a great distance. Without warning the car toppled on its side and was dragged for many feet before the train could be stopped. The derrick had to be summoned to pick up the scattered debris and right the remaining portion of the car.

Recovers Rapidly.

Fred Finney, the Pere Marquette Railway fireman who was reported to be seriously injured when a freight train plowed into the ditch at Harrow near Windsor, Tuesday evening, was reported Thursday to be recovering rapidly. Mr. Finney, who was the only one to remain in the engine, went down with the locomotive and was rescued from the wreckage in an unconscious condition. He was rushed to the Windsor Hospital but was in such an improved condition that he was brought to his home here at 52 Chester street, Wednesday evening. Mr. Finney is now expected to recover rapidly. The first report gave the name of Thomas Flynn as the fireman which is incorrect. The engine and five heavily loaded cars went into the ditch but no report has been given out as to what caused the train to leave the rails. The wrecking outfit from St. Thomas was called to clear away the wreckage. Only the fact that the men jumped from the engine prevented any casualties.

No Wire Trouble.

The electrical storm Wednesday afternoon and evening did not do any serious damage to the wires on the local railways, according to reports given out this morning. C. T. Mero, wire chief for the M.C.R.,

stated to The Times-Journal that nothing serious had occurred. He said the gangs were out Thursday making certain that the wires were in condition. W. R. Brandon, lineman at Windsor, is working between Essex and Comber doing special work, it was reported here.

Railway Briefs.

J. A. Benjafield, chief despatcher of the Pere Marquette Railway, is taking his annual vacation and has motored to Warton and other points in the north of the Province.

Conductor Barkwell of the M. C. R. has returned to work after being off for a few days. He was relieved by Conductor Armstrong. Brakeman Rowe had charge of train No. 36 on Thursday in place of Kinsley. Conductor Grainger is now in charge of the work in the vicinity of Waterford which is hauling gravel from the gravel pit.

The local division of the Wabash Railway will handle the circus train for the Sparks shows which will be seen here Friday. There are 25 cars on the train which will be en route from Woodstock.

B. F. Cascadden, general yardmaster of the M. C. R. has resumed his duties after a holiday of two days which he spent at the big Shriners' convention at Windsor.

T. A. Clarke, chairman of the committee in charge of the annual picnic of the Brotherhood of Railway Trainmen at Port Stanley next Tuesday, reported Thursday that a record crowd was expected. The ladies are bringing the lunches while soft drinks and certain refreshments will be provided by the committees.

The Pere Marquette Schedule.

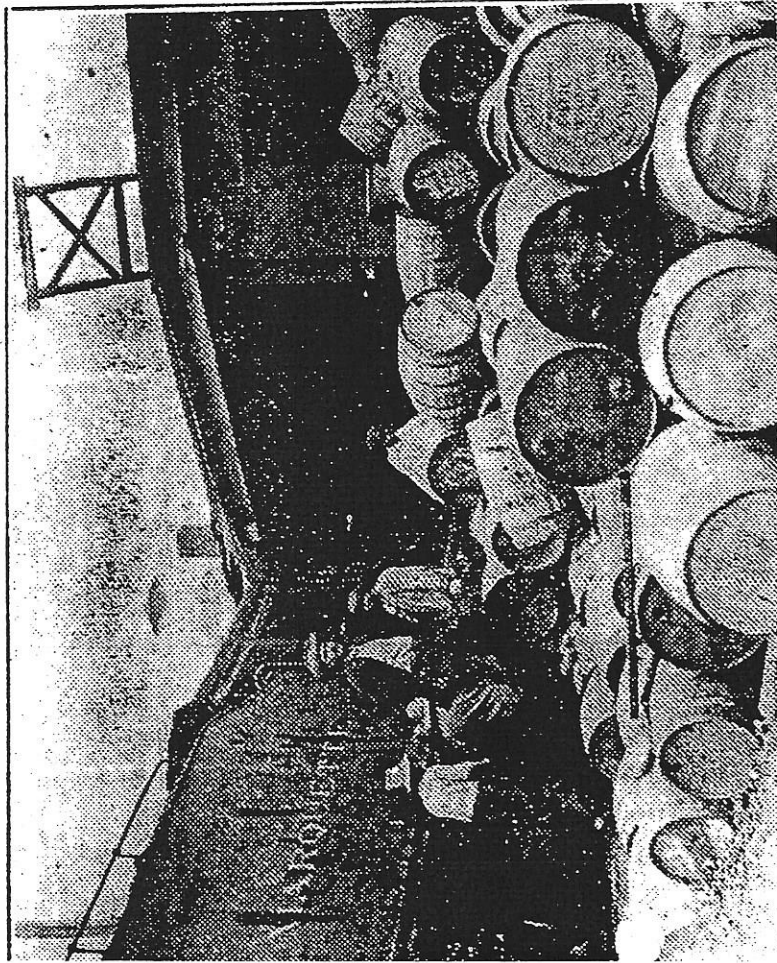
Detroit Free Press: Van Sweringen interests of Cleveland and bankers for the Pere Marquette and Erie railroads were reported in New York, Wednesday, to have arrived at a "trading basis" in their negotiations for a merger of these roads with the Nickel Plate system. Conferences, which were resumed Tuesday will continue throughout the week, according to present indications. The Wheeling & Lake Erie railway was linked Wednesday with the Pittsburgh & West Virginia railway in the merger rumors.

ST THOMAS

August 7
1924

oaded Gas Tanks Scattered by Engine

8/15/1926
1926



anying illustration shows the used to the Imperial Oil Com-
ouse, Ford City, when the Pere
ixed train No. 183 was deflect-
main line to a siding by an open
t 11 o'clock last night. The
ight car in the foreground was
about 100 feet in front of the
when the crash occurred. By

the force of the impact, it was driven
through the warehouse, one-half of which
was laid in ruins as a result. Many of the
gasoline tanks lying near the locomotive
were punctured, and their contents spilled
about the scene of the wreck. By some
unaccountable decree of fate, no fire broke
out in the oil-soaked debris surrounding
the engine.

—Photo by Staff Photographer of The Border Cities Star

WINDSON

August 18 1926

ENGINE HITS GAS DRUMS

Train Crashes Through Building; Miracle Stops Explosion

Ground Soaked With Fluid, But Firemen Act Quickly

Deflected from the main line to a siding by an open switch, Pere Marquette mixed train No. 183 crashed head-on into a freight car loaded with gasoline casks, and drove it through one end of the Imperial Oil company's warehouse, near St. Luke road, Ford, about 11 o'clock last night. No one was injured.

THROUGH WAREHOUSE

The oil company's warehouse is situated at the end of this siding, which is about 300 feet in length. At the time the smash-up occurred, a freight car loaded with a quantity of oil in casks was resting on the track a short distance in front of the warehouse. So terrific was the impact when No. 183 smashed into this car that it was driven completely through the warehouse and shoved into the ditch at the rear of the oil company's building.

Severe as the damage was to the Imperial Oil Company's warehouse, the officials of that sub-station feel that it might have been much worse. Had a fire started around the battered and punctured oil casks that were strewn in profusion about the wrecked warehouse, a devastating explosion could be the only result, it is believed. That a fire did not start there is regarded as more or less of a miracle. The Ford firemen, who were summoned to the scene of the wreck immediately after its occurrence, report that one cask of gasoline that was jammed against the fire-box of the engine leaked its entire contents without igniting.

SOAKED WITH GASOLINE

SOAKED WITH GASOLINE

The ground around and about the engine was soaked with gasoline, but quick work on the part of the Ford fire department prevented what might have been a disastrous conflagration. Working with frantic haste, the firemen heaped rain-soaked clinders over the oil-saturated grounds, and by doing so, minimized the possibility of an outbreak of fire.

The cause of the accident is as yet unknown to the railway officials. Yesterday morning at 10:30, they say, a train passed through that section of the line, and locked the switch after passing. At 6:26 p.m. yesterday another train passed through that place. On that occasion the switch was still locked. However, when No. 183 came through there a few hours later, the switch, for some unaccountable reason, was open. Yesterday's rain-storm was not in any way responsible for the mishap, as far as can be determined.

NOT TRAVELING FAST

Fortunately, No. 183 was travelling at a slow rate of speed when it struck the open switch. Otherwise, it would certainly have left the rails and have piled itself in a nasty heap in the soft earth, it is said. After the smash-up was reported to the local agent's office at Walkerville, an engine was sent out to remove the passenger and freight cars from the scene of the wreck. This engine arrived at Walkerville at 12:20 a.m., a little more than an hour behind No. 183's scheduled time.

The engine of No. 183 is still buried in debris at the oil company's warehouse, but is on the rails. A wrecking crew is now at work removing this locomotive from the heap of bricks, mortar, and oil casks under which it is buried.

MOSTLY RUINS

The amount of damage to the Imperial Oil Company's warehouse has not yet been determined, but it is believed that it will be necessary to rebuild the entire structure. About one-half of it is now in ruins, and the remaining portion has been greatly weakened by the crash. The loss in oil is not great, but a number of steel drums have been badly battered and unfitted for further use. Mixed train No. 183 was in charge of Conductor George Hayes. Engineer Thomas Brown and Fireman Waite were in the cab when the accident occurred, but escaped uninjured.

PERE MARQUETTE SENDS OUT S.O.S. FOR MORE MOTIVE POWER

Four New Locomotives Placed in Service Week Ago Not Enough
to Cope With Increased Freight Traffic; Silk

Special on the Wabash

The freight business on the Canadian Division of the Pere Marquette Railroad is reported to be so good at the present time that the local officials have sent an S.O.S. to headquarters in Detroit for more power, this despite the fact that four new locomotives of the 600 and 900 class were placed in service on the local division about a week ago and are now in almost constant operation. An official reported Tuesday that more power is needed to take care of the freight shipments and it is expected that two locomotives of the huge 1100 type will be sent here in a few days. Much of the freight business that the road is enjoying this month is from the automotive trade, shipments of cars from the Walkerville automobile plants being exceptionally heavy.

Two of the new locomotives delivered last week are of the 600 class and two of the 900 class. They have a hauling power of about 4,000 tons each. The ordinary type of freight locomotive that has been in service on the local division of the Pere Marquette has a hauling power of about 2,000 tons.

The new compressed air plant is now in operation in the Talbot yards of the Pere Marquette and is

greatly facilitating the movement of trains. The new equipment enables the yard employees to test the air brakes on a train immediately it is made up and while the locomotive is being coupled on, the whole operation requiring only about ten minutes' time. Formerly about 40 minutes' time was required for testing air brakes after a train was made up.

Another Silk Special

Another "silk special" was rushed over the C.N.R. Wabash Division, Tuesday morning, the train, consisting of seven cars, making a record run from Windsor to Niagara Falls. The shipment is consigned from San Francisco to New York city and was closely guarded.

Officials of the road reported that the freight business continues heavy with the result that all the available train crews are in service.

Divisional Superintendent H. W. Matthews is in Windsor this week attending special meetings with the general superintendent and other officials in regard to improvements planned for the division this year. It is expected that Mr. Matthews will have several important announcements to make on his return.

April 12 1927

Freight Interchange at Chatham, Ont.

The Board of Transport Commissioners for Canada holds that there is no just cause for complaint in the fact that an interchange track is considerably further from the yard of one railway than from the yard of the other.

LAST autumn, the Board of Transport Commissioners for Canada had before it an application from the Pere Marquette Ry. Co. for an order, under section 253 of the Railway Act and/or otherwise, setting forth the terms under which interchange traffic should be transferred from Pere Marquette Lines to Canadian Pacific Ry. lines, or vice versa, in or in proximity to Chatham, Ont. In a decision issued October 3 last, by Assistant Chief Commissioner Wardrope, concurred in by Chief Commissioner Cross and Commissioner Stoneman, the Board declined to issue an order setting forth the interchange terms, and by order 67,981 of October 4, the Pere Marquette application was dismissed. In the proceedings before the Board, in which W. B. Reid appeared for the Pere Marquette and J. Q. Maunsell, K.C., for the Canadian Pacific, it was recorded that the C.P.R. London-Windsor main line crosses the Pere Marquette line at right angles, one mile north of the center of the Pere Marquette Chatham yard, with the center of the existing interchange tracks about one-half mile east of the crossing. The interchange tracks, which have been in use since about 1903, parallel the C.P.R. line, and are within the C.P.R. right-of-way. While the interchange arrangements have been in effect since about 1903, neither the Pere Marquette nor the C.P.R. was able to find any written agreement in connection with them. The interchange traffic between the two roads has increased greatly during recent years. The P.M.R. complaint was that it has been put to unfair and burdensome expense in delivering cars from the P.M.R. to the interchange tracks, and in picking up the interchange cars of the C.P.R. and hauling them from the interchange tracks to the P.M.R. yard. It offered to provide interchange tracks in its own yard, for the use of the C.P.R. in making delivery of interchange cars to the P.M.R.; in the alternative, the P.M.R. suggested an apportionment of the expense to which it has been put in delivering interchange cars to the C.P.R. and receiving from the C.P.R. destined for interchange to the P.M.R. The C.P.R. opposed the P.M.R. application on the ground that the Board has no jurisdiction under section 253 or any other section of the Railway Act, to issue such an order as that requested by the P.M.R. Also, the C.P.R. contended that the interchange tracks in use comply with rule 7 of the Code of Car Service Rules of the Association of American Railroads, which are observed by both the P.M.R. and C.P.R. Rule 7, in its first paragraph, states:—"Cars shall be considered as having been delivered to a connecting railroad when placed upon

the track agreed upon and designated as the interchange track for such deliveries, accompanied or preceded by proper data for forwarding and to insure delivery, and accepted by the car inspector of the receiving road."

Assistant Chief Commissioner Wardrope, in his judgment of October 3, pointed out that what the P.M.R. was really seeking was a duplicate set of interchange tracks in its own yards. He found that this would necessitate the C.P.R. switching locomotive proceeding on the P.M.R. main line and travelling back and forth to the P.M.R. yard one mile each way, crossing over the C.P.R.-P.M.R. crossover, and again, further south, crossing over the Canadian National-Wabash-P.M.R. crossover. Even if this was a practical method of interchange, which he did not consider it to be, Mr. Wardrope said, he would still be at a loss to know why there should be two sets of interchange tracks. He found that this would be contrary to all practice in Canada. He was of the opinion that section 253 of the Railway Act can be relied upon only in the case where there are no interchange tracks, and the Board orders their establishment. Nor did he think that section 313 of the act would be of any help to the applicant. As concerns paragraph 7 of the Code of Car Service Rules, he held that the present arrangement exists by reason of agreement expressed or implied, with the result that the present interchange tracks are those designated and agreed upon. He therefore concluded that the P.M.R. application should be dismissed, and, as stated, it was so dismissed by order 67,981.

Notice of Application for Leave of Appeal—On October 31 last, the Pere Marquette filed notice with the Board of application for leave to appeal the Board's order to the Supreme Court of Canada. In the letter accompanying this notice, the P.M.R. asked the Board to review and vary its order. At the hearing, the P.M.R. counsel stated that the application was for a variation of the order, and, in the alternative, for leave to appeal. A number of questions as to jurisdiction arose, but counsel for the P.M.R. and C.P.R. requested that, in its review, the Board first give its opinion on the merits of the application. This the Board proceeded to do, and its findings were incorporated in a judgment of December 4 last, given by Chief Commissioner Cross, Assistant Chief Commissioner Wardrope and Commissioner Stoneman.

In its December 4 judgment, the Board members expressed the opinion that there is no just cause for complaint in the fact that interchange places more expense on the P.M.R. than on the C.P.R. because the P.M.R.

yard tracks are further from the interchange tracks than are the C.P.R. yard tracks. The judgment said in part:—There are hundreds of interchange tracks in Canada, and in a large proportion of cases a considerable inequality exists between the burdens of expense imposed by the interchange of traffic upon the railways concerned. If such inequalities be grounds for asking remedial action by the Board, it would seem probable that many applications would have been made to the Board for relief. But the Board has not been referred to any previous application of this kind, nor has it found any such application in its records.

"The fact is that yard tracks are located to suit the convenience of the railway company concerned, and that the bearing of the expense of moving traffic between the yard tracks and an interchange track is an ordinary and necessary incident in the business of railroading. There is no precedent for imposing any part of such expense on another railway company, and in the Board's opinion it would be improper as well as impracticable to attempt to do so.

"In view of what has been said, it is unnecessary to refer to the various suggestions which the applicant has made in regard to the forms of relief to which the applicant contends it is entitled."

Also, the Board members did not find it necessary to deal, in their review, with questions of jurisdiction, and in this connection the judgment said:—

"Assuming for the moment that the Board has jurisdiction to do what the applicant asks it to do, the Board is of the opinion that no sufficient reason has been shown for the granting of any relief. It seems obvious that no leave to appeal from an order should be granted on any question of law or of jurisdiction, unless it will be necessary for the Board to rescind or vary the order appealed from, if the Supreme Court of Canada answers the question in a sense favorable to the party asking leave to appeal. In this case it is evident that an appeal on questions of jurisdiction could have no practical effect, and might well be considered a frivolous proceeding."

The judgment concluded by dismissing the P.M.R. application for a variation of order 67,981 and, in the alternative, for leave to appeal from that order.

Maintenance of Way Personnel

A Dominion Bureau of Statistics review of steam railway employees and their remuneration, over the period 1926-1945, records that the average number of employees engaged in work connected with railway maintenance of way and structures decreased from 45,472 in 1926 to 40,413 in 1945. In 1928, the number increased to 50,247, but in 1935, when business activity was at a very low point, it decreased to 27,810.

MARCH 1927

PERE MARQUETTE WILL SPEND MONEY ON CANADIAN LINES

New Coal Station Here; New Steel at West Lorne and Yards at
Chatham; Two New Steamers; Other Items of Inter-
esting Local Railway News

Word has been sent out by H. C. A. Maisonneville, publicity agent for the Pere Marquette Railroad that St. Thomas and other places are to benefit in the 1929 budget of the company which calls for an expenditure of many millions of dollars. St. Thomas is directly interested in the report that a coal station costing over \$10,000 is to be erected here to replace the present dilapidated structure. For some years a lot of coal has been stored in the yards but no suitable place has been provided. A year ago a new water tank was constructed near the Park house. Some new 85-pound steel is to be laid in the vicinity of West Lorne, while additional tracks in the Chatham yards will cost \$30,000 and new tracks for the Chrysler plant at Walkerville will cost about \$18,000. The local division between St. Thomas and Walkerville will cost about \$18,000. The local divisions between St. Thomas and Walkerville and Sarnia and Erieau will also share in the ballasting, tie-distributing and general track improvements to be carried out. Two more big steamers for Lake Michigan form perhaps the biggest outlay of the year. These will help to bring the freight from the mid-western states for movement through the Canadian gateway.

The full announcement of the report is as follows: The Pere Marquette-Railway budget for 1929, approved by President Frank H. Alfred, aggregates an amount that leaves no doubt of the management's complete confidence in the business outlook for the particular territory served by this company. The major items include two new steamers for the Lake Michigan traffic to operate between the Wisconsin ports of Milwaukee, Manitowish and Kenaunee and Ludington, Mich., involving \$2,500,000; 10 new switch engines, \$550,000; 1,000 automobile box cars, 40 tons capacity, \$2,500,000; 400 composite gondolas, 50 tons, \$84,000; 100 all-steel hopper ballast cars, \$240,000; five 2-8-2 Mikado freight engines; rail and ballasting and other items that will make the aggregate outlays run well up over \$10,000,000.

Incidental to the construction of the two new car ferries, which are to be turbine-electric propulsion with a speed of 18 miles per hour, a new slip dock and improvements to the existing slip at Ludington are projected. With the new trackage that will be provided, the approximate cost for this particular work will run upwards of \$400,000.

The motive power department will be expanded by the acquisition of ten 0-8-0 eight wheel switchers, similar to the 20 which were purchased in 1923, these involving an outlay of about \$550,000. Incidentally, five new Mikado 2-8-2 freight engines will also be added to the equipment. The rolling stock items include 1,000 automobile box cars, 40 ton capacity, single sheathed, similar to the last ones purchased, by this company, with the exception, that these will have twelve-foot automobile doors, 10 feet inside height instead of 9 feet 2 inches. In addition, the budget provides for 400 gondolas, 50 ton capacity, similar to the 17,000 series purchased a few years ago, with the exception here that these will have no bottom doors. One hundred new

Chatham, Ontario, at a cost of \$30,000 a new coal and water station at Lake Station to cost \$50,000 and a coaling station at St. Thomas, involving \$10,000 are other significant works that are planned.

All of these works will be carried out under the supervision of Chief Engineer H. A. Cassill, while the purchase of new equipment falls under the purview of R. J. Williams, superintendent of motive power.

To Repair Engine Here

Engine No. 8428 which belongs to the M. C. R. but which was being used on the T. H. and B. at the time of the frightful accident at Stoney Creek is to be brought to the local shops for extensive repairs. Master-mechanic M. R. Benson told The Times-Journal. The locomotive was one of the best in its class and it is believed that it can be repaired and overhauled so that it can be used for a number of years yet. The T. H. and B. is using a number of the fast passenger locomotives which have been fixed up in the local shops.

Discussing the power situation, Mr. Benson said that a present no new engines were to be assigned to the Canadian division. Five new engines of the '82' are being sent to the U. S. lines of the M. C. R. out of Detroit being the product of the American Locomotive works at Schenectady, N. Y. These new engines passed through here during the past few days en route to Detroit. Some of the biggest engines are still making the long haul between Windsor and Harmon, N. Y.

Week-End Rush on Wabash

The Wabash catered to another rush of freight over the past week-end. The reports for the past three days were as follows:

Sunday—39 trains, 1877 cars, 1431 loaded cars, 446 empties, 22 eastbound trains, 941 eastbound loaded cars, eight Ford specials.

Saturday 39 trains, 1844 cars, 1351 loaded cars, 493 empties, 20 eastbound trains, 843 eastbound loaded cars, 11 Ford specials.

Friday—40 trains, 1904 cars, 1256 loaded cars, 648 empties, 20 eastbound trains, 794 eastbound loaded cars, 10 Ford specials.

Big Safety Meeting

Officials of various departments of all the Canadian lines of the M. C. R. gathered in the office of Superintendent E. E. Wright Monday morning when the regular monthly safety meeting was held. Mr. Wright who is chairman of the Canadian division safety committee presided and the meeting was one of the best on record. The officers desire to make a splendid show in this year and early reports so far have been encouraging.

Little Accidents

One of the big M. C. R. engines left the rails at the Pere Marquette wye at Fargo when the rails turned over. There was little damage done and no delay to traffic.

One of the fast M. C. R. westbound freight trains Saturday tore up the Springfield station platform Saturday. A bar hanging from a car caught in the planks and sent two of them flying into the air. No one was hurt.

February

4

1929

214/1929

P. M. RAILWAY CONSIDERS LATEST DEVICE; NEW CARS ON THE M. C. R.

Mouth-Pieces May Do Away With Night Operators; Plans For Ni- agara Falls De Luxe Limited

If a report current in local rail-
way circles Thursday is true, train
operation on local steam roads may
be revolutionized in the near future.
The report pertained particularly to
the P. M. R. as it was rumored that
this company was seriously consid-
ering the installation of new equip-
ment which would do away with a
number of night operators at cer-
tain points. The device is similar to
the mouth-piece of a telephone. As
the train passes a number of the
crew shouts the time, the train num-
ber and the station into the mouth-
piece which is transmitted to the
dispatcher's office at St. Thomas,
West Lorne and other points
on the P. M. R. between here and
Walkerville have been equipped with
the new devices.

When approached on the subject
local officials of the Pere Marquette
Railway stated there had been talk
of such a change but that it would
be a long time before anything de-
finite was done. It would mean the
installation of amplifiers at St.
Thomas instead of ear phones now
used by the dispatchers. Amplifiers
were installed in the M. C. R.
dispatcher's office about three years
ago. One P. M. R. official laughingly
remarked that their trains sped
along so rapidly that he didn't see
how any member of the crew would
have a chance to shout into the
mouth-piece.

At the M. C. R. the officials were
greatly interested in the proposition.
At the present time the M. C. R. has
an "S.O.S." signal at Iona Station
which does away with a night opera-
tor. Every time a train passes that
point a buzzer rings in the depot here
announcing the fact to the dispatch-
ers. An official told The Times-
Journal that when this was install-
ed a number of years ago another
was put in at Millier on the Middle
division and they were the only two
devices of this kind on the contin-
ent. The proposed equipment on the
P. M. R. is just a step farther and
any developments along this line will
be watched closely by local railway
men.

Beautiful Colors

Citizens in Ontario along the main
line of the M. C. R. were privileged
on Wednesday afternoon to get a pre-
liminary glimpse of the beautifully
colored equipment to be operated on
the new Niagara Falls de Luxe spe-
cial which will be inaugurated
through here one week from Sunday.
Six of the M. C. R. coaches arrived
at the M. C. R. depot here and were
closely inspected by those fortunate
enough to be in the vicinity. Four
of the cars were taken to Iona
on the rear of the mail train put on
a stop at every station between here
and Windsor. Every car is decorated
in rich brown and beige with red
stripes and a stripe of fawn along
the middles of the sides and around
the window casements. The
will have a combination baggage car
and club smoker with wicker chairs
and carpeted floor. The coaches have
double rotating seats and rubber
aisle strips and coach observation
with wicker chairs. All equipment is

comfortably upholstered in mohair.
It was further reported here that
the luxurious coaches will have
moderate stipulations and that a con-
ductor will be in charge of each coach
to attend to the comforts of the pas-
senger. Chief Dispatcher William W.
McNabb is working out details for
the operation of the new line and
other changes of time are to become
effective April 25.

The Niagara Falls de Luxe spe-
cial will leave Buffalo at 10 a.m.
and reach Windsor at 5:10 p.m. pass-
ing through here between 11 a.m. and
one o'clock on Wednesday and
then the train will reach here regularly
after five o'clock in the afternoon.
Another change on the new time-
table will be Train No. 26 which
will arrive here from Toronto at 2:30
p.m. instead of 2:47 p.m. Train No. 26
will make a regular stop at Water-
ford. It is expected that the com-
pleted time tables will be sent the pres-
ent end of the week and distrib-
uted to all departments for careful
study next week. Train No. 63 which
operates westbound is to be taken off
at this time will be sent one new
train on the timetable and put two
as previously reported.

Immigrant Special

The Canadian division of the Wa-
bash Railroad handled an immigrant
special this week consisting three
coaches. There were 113 passengers
on the special which made a splendid
run between Black Rock and Wind-
sor. The train left Black Rock at 2:16
a.m. and reached Windsor at 2:57 p.m.
The 226-mile stretch was covered in
five hours and 40 minutes which is
the schedule for the silk trains.

Decatur Official Here

J. B. Hurley, general road foreman
of engines for the Wabash Railroad
with headquarters at Decatur, Ill.,
called at the local depot on Tuesday
morning. Mr. Hurley conferred with
Mechanic J. N. Robertson and
D. Britt, road foreman of engines.
After transacting some business he
left for Buffalo. It is expected that
Mr. Hurley will come to St. Thomas
again on April 23 for the regular
monthly fuel meeting.

Best Safety Record

Lorne Lodge, storekeeper of the
Canadian lines of the C. N. R. and
Wabash Railroad was at Fort Wayne,
Ind., recently where he attended a
banquet at which head officials
of the company were present. The
banquet and meeting was in honor
of the store and car departments of the
Wabash for making the best safety
record during the past year. Many
compliments were tendered these de-
partments for their excellent show-
ing. Among the officials present
were S. E. Corbin, general manager,
and vice-president General Super-
intendent T. J. Jones and others.

J. Pickston Promoted

James Pickston has been appoint-
ed assistant foreman of the station
department of the C. N. R. here
working with Foreman Harry Wil-
kinson. Mr. Pickston will also act as
billing clerk.

Snow Down East

Local M. C. R. railway officials
report that snow flurries were pre-
valent on the Eastern frontiers
Thursday morning. This is prob-
ably the last entry of the severe storm
which hit eastern points.

April 18
1929