

# TO BE REBUILT

## Canadian Lines of Pere Marquette to Be "Big" Gateway

Superintendent Roger S.  
Black is Authorized to  
Spend More on Track

NEW CUT-OFF TO M.C.

Not at Shedden But Just  
West of Bridge; En-  
gineer Here Today

That the Pere Marquette railway through St. Thomas will be the main gateway of the revamped Chesapeake & Ohio Railway system, of which it is now an integral part, is indicated in the official announcement this morning by Roger S. Black, superintendent of the Canadian lines, that a more elaborate track program than originally planned is to be carried out immediately. A few weeks ago the Pere Marquette began a ballast program on the west end and completed ten miles with washed gravel, but this work has been ordered halted and Mr. Black has been authorized by R. J. Bowman, head of the P. M. R., to use crushed stone. This will cost \$600 or \$700 more per mile and is also proof that the P.M.R. intend to lay heavier steel later. Before completed the track work in Canada will run over a half-million dollars, it is estimated.

Not Good Enough

The change is directly the result of the visit of J. J. Berner, president of the Chesapeake & Ohio Railway, to St. Thomas a short time ago. While making an inspection on the west end he took one look at the washed gravel and said that it was not the kind of road-bed he wanted, even if it was cheaper. That was what the Canadian P.M.R. officials hoped he would say. This morning the official confirmation came through to purchase the more expensive ballast and to alter the track program policy immediately. Although the ten miles will be left on the west end, at least 15 or 20 miles will be ballasted with crushed stone before winter sets in. Mr. Black anticipates. Next year it is expected that the division will be finished or nearly so. At present there is mostly 90-pound steel on the P.M.R., but at the present rate of advancement, 100-pound steel isn't far away.

To Speed Up Service

Mr. Black said that the better ballast meant that the officials desired to speed up the service through Canada and although he has no idea as to the intention of the C. & O., it looks to him as if the Canadian lines were going to form a more important route and feeding line for one of the most prosperous systems on the continent. The Chesapeake & Ohio Railroad is one of the few systems in the U. S. which hasn't been "in the

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## P. M. R. LINE IN CANADA IS TO BE REBUILT

(Continued from page one)

red," in recent years, and, if business continues to improve, there is no telling how much money may be expended on the local division. The announcement of greater expenditure also spikes any possible rumor that the Pere Marquette in Canada might be sidetracked in the "new deal" for railways across the border. Heads of the Pere Marquette and the C. & O. have made repeated visits to St. Thomas and also over the east end of the M.C.R., where the fast P.M.R. trains make their connections with other lines for New York and New England points as well as for export.

To Be Double Track

The Times-Journal also learned this morning that plans for re-routing the Pere Marquette trains to the M.C.R. west of the Kettle Creek bridge are taking concrete form. A. R. De Wees, division engineer of the Pere Marquette, working in conjunction with G. H. Harris, chief engineer of the M.C.R. and also his own chief, is here today making a survey of land west of the city. The plans have been revamped somewhat and instead of a cut-off at Shedden, the plan now is to join the M.C.R. as close as possible to the Kettle Creek bridge. The closer cut-off would also permit the Pere Marquette to retain its facilities as at present locations. The change would be more economical. The cut-off would be double-tracked.

The Pere Marquette cannot afford to lose 30 and 40 minutes going over the long curves from Talbot yards, through the Junction and over the L. & P. S. R. bridge. The M.C.R. is just as eager to have the delays cut to a minimum. The M.C.R. is also inconvenienced when P.M.R. trains come around the Moore street curve.

M. C. R. is Eager

The hitch in the plans a few years ago was caused by the M. C. R. according to Pere Marquette officials but now the Michigan Central is cooperating in every way to have the drastic change carried out as quickly as possible. The change would mean at least 30 minutes off the time of the fast freight trains and along with the new track, road-bed, and heavier power, the time made up would be well worth the expense. It is now believed that the Pere Marquette heads have given up any idea of a longer detour to the M. C. R. south of the city. With the cut-off, west of here, double-tracked, little time would be lost in cutting over from the P. M. R. to the M. C. R. and vice versa.

"We have to do something," one official was heard to remark. "The L. & P. S. R. will not rebuild the bridge for us and we cannot go on using lighter power on the east end than on the west end." Over a year ago R. J. Bowman, president of the Pere Marquette, conferred with L. & P. S. R. officials at London, Ont., but did not reach an agreement and the cut-off is the result. The cut-off will be rushed through if there is any possible way to do it and much will depend upon the survey being made today by A. R. De Wees. M. C. R. officials as well as P. M. R. men have looked over the territory west of the city but it was felt that a cut-off at Shedden was too far away. The closer route will be more satisfactory to both parties. On the whole, the affiliation of the P. M. R. with C. & O. seems to have been a good thing for St. Thomas, as well as the railway.

September 14

1933

St Thomas Times Journal

# M. C. R. FLYER HAS ESCAPE AT WELLAND

Crews Jump to Safety as  
Collision Occurs in Yards  
on East End

NO ONE INJURED

Passengers Awakened by  
Crash; Jolted But Not  
Hurt; No Delay

An investigation is under-  
way today into a serious col-  
lision late Friday night in the  
east end of the Welland yards  
between M.C.R. train No. 39,  
known as the North Shore  
Limited and Pere Marquette  
train No. B.D.C.-XI. There was  
no serious injuries although  
the engine hauling the pas-  
senger flyer ploughed into the  
caboose of the P.M.R. train and  
upset and derailed three cars  
and damaged three others. The  
accident occurred near the east  
end of the yards in such a manner  
that the flyer could proceed with  
only a minor delay while the aux-  
iliary from St. Thomas was rush-  
ed to the scene and the debris  
cleared up.

At the Pere Marquette terminal  
Saturday morning it was learned  
that the damaged cars and the  
wrecked caboose were brought  
back here as quickly as possible  
and are now in the repair track.  
The members of the train and en-  
gine crews also returned to St.  
Thomas. John Netherton was the  
conductor in the caboose but he  
was able to escape before the on-  
coming train crashed into his van.  
Brakeman John Dodson was out  
flagging at the rear of the train.  
The other brakeman on the head

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## P. M. CRASH AT WELLAND

(Continued from page one)

and was John McKinley. The Pere  
Marquette crew observed all the  
rules and had the rear of their  
train protected according to the  
regulations. Fred Mills was the  
engineer on the Pere Marquette  
train and Fireman Donaldson was  
with him. Although suffering  
somewhat from shock Mr. Nath-  
erton went to the P.M.R. offices  
Saturday morning to make his  
complete report of the mishap.  
The Pere Marquette will conduct  
its own investigation.

### Luckily No Explosion

The Canadian Press despatch  
from Welland Saturday morning,  
in part, was as follows:  
"Crashing into the rear end of  
standing Pere Marquette train  
in the M.C.R. yards at Welland,  
the crack New York Central New  
York-Chicago flyer, the North  
Shore Limited, wrecked the ca-  
boose and six freight cars. A fuel  
tank, fifth car from the end, was  
damaged and although it was  
rammed halfway into the sixth  
car there was no explosion. Pas-  
sengers on the train, many of  
whom were asleep, were jolted  
from their seats and berths. Offi-  
cials refused to advance any reason  
as the cause of the smash  
pending an official investigation.  
Persons in the vicinity of the Wel-  
land yards at the time of the  
crash said a caution light was  
burning at the rear of the P.M.R.  
freight train. The passenger train  
was able to proceed after a 15-  
minute delay. The fact that the  
crash occurred just west of the  
yard switches enables re-routing  
to be carried out with little de-  
lay."

### Speedy Work

The M.C.R. auxiliary was order-  
ed out before 11 o'clock Friday  
night and made a quick trip to  
Welland. With many tracks avail-  
able it was easy to replace the  
damaged freight cars on the rails  
and the wrecked caboose was  
brought to St. Thomas also. There  
was no delay of any consequence  
to M.C.R. traffic and early Satur-  
day morning the hook returned to  
its headquarters in the St.  
Thomas yards. The engineer on  
the M.C.R. passenger train was  
Clarence Baburn and the fireman  
was William Sharkey. Although  
their engine almost telescoped the  
caboose and preceding cars they  
were not injured although they  
suffered from shock. The train  
crew were from Detroit.

Train No. 39 was run in two sec-  
tions and it was the advance sec-  
tion which hit the P.M.R. train.  
St. Thomas officials refused to  
discuss the accident.

### A Fine Record

It was recalled that Welland has  
been the scene of other narrow es-  
capes to M.C.R. passenger limiteds  
but fortunately the M.C.R. has  
been able to maintain its un-  
equalled record of never having  
killed a passenger on a moving  
train. About ten years ago a Ki-  
wanis special almost went into the  
Welland canal when the draw-  
bridge was open. The engine went  
in but the first coach remained sus-  
pended over the brink and not a  
person was hurt although the  
members of the engine crew were  
injured. It is believed that the  
C.S. division of the M.C.R. is the  
only railroad line in the world  
which has never had a fatality to  
a passenger on a moving train as  
the result of a train wreck.

### Charlie Hayden on Train

One of the passengers on the M.  
C. R. flyer was Charles Hayden, the  
"Tom Thumb" of the New York  
Central office staff in Buffalo. Mr.  
Hayden was en route to St. Thomas  
to spend the night and take the  
Pioneer Association excursion spe-  
cial to Tashmoo Park. He was  
awake at the time of the crash.  
Unfortunately he was absent in a lo-  
cal hotel and missed the excursion  
train at 6 a.m. He left on train  
No. 18 for Detroit and planned to  
catch another boat for Tashmoo  
Park to join in the 16th annual  
outing and reunion of the pioneers.  
Mr. Hayden, who is under four  
feet in height, is the smallest of-  
ficial in service on any railroad.  
He is coming back from Detroit  
Saturday night to spend the week-  
end with friends in St. Thomas.

June 29  
1935



# Pere Marquette Railway Locomotive Engineer Has Narrow Escape in Wreck

12/16/35  
Alexander Alexander Sticks to His Post in Rear-end Collision  
at Muirkirk as Engine Topples Over; Cut on Leg and  
Bruised but "O. K." Today; Others Jump to Safety

Except for a cut on his right leg and a nasty shaking up, Alexander Alexander, 10 Oliver street, Pere Marquette locomotive engineer is fairly well recovered today from a harrowing experience at Muirkirk Saturday afternoon about three o'clock when he stuck to his post as his fast freight train plowed into the rear end of the local train which had not yet cleared the main line. Alexander stayed on the engine which was hurled cross-wise of the main line tracks. The big locomotive No. 608 fell on its side but the underneath side was that on which the fireman sits and it was probably this fact that saved Mr. Alexander's life. The tender was also derailed. Fortunately no steam of any consequence escaped and the pilot was extricated from the debris with nothing worse than a cut and a few bruises. He visited the terminal this morning.

## Officials Still There.

The engine was pretty well-battered up by the crash which smashed the caboose of the local train into kindling wood and twisted metal. A badly damaged tank car of molasses was also derailed and another freight car of beet pulp

ahead of it. There was little left of the way-car, but what remained was still at Muirkirk Monday with the damaged engine. Officials of the Pere Marquette, headed by Superintendent Roger S. Black, Master-Mechanic E. A. Kuhn and General Car Foreman A. S. Cline, were at the scene of the spill on Monday but main line traffic was moving as usual on Monday. A hole was cleared through the wreckage Sunday afternoon and during the 24-hour period that the Pere Marquette line was blocked, nine P. M. R. freight trains were detoured over the M. C. R. from Fargo to St. Thomas. M. C. R. pilots were used on the P. M. R. trains from Fargo to St. Thomas. In the St. Thomas yards of the M. C. R. the P. M. R. cabooses and engines were changed to save time.

## No Others Hurt

Fireman James Crona and brakeman James Nelson, both in the cab of the engine, jumped to safety just before the crash. Although the ground was hard and the weather foggy, the men did not hurt themselves to any extent. Conductor T. L. Brady and his brakeman on the local were not in the caboose. They were out

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## PERE MARQUETTE RAILWAY LOCOMOTIVE ENGINEER'S NARROW ESCAPE IN WRECK

(Continued from page one)

superintending switching operations but unfortunately the rear of the local was not clear before the oncoming fast freight reached the switch which was near the main crossing. Train No. 56 was in charge of conductor Ken Scott. P. M. R. officials are beginning a rigid investigation today but it will be some time before all of the details are cleaned up. It was reported from one source that a fuse was burning to warn the oncoming train and another report was that it had gone out. Some M. C. R. men passing the scene said a fuse was burning after the mishap. The Pere Marquette flares burn for ten minutes.

## Hitting Fast Clip

The trains were running about 15 minutes apart. It is understood, but the local had heavy tonnage and had difficulty getting up the Highgate hill. For this reason it was decided to go into the side-track at Muirkirk and orders were received to this effect. Train No. 56, however, is one of the fast P. M. R. freight trains which has a schedule like a passenger train and it was coming along at a rapid clip behind the local train. The accident occurred on a clear stretch of track but the weather was murky and foggy on Saturday afternoon.

The car of molasses and the car of beet pulp ahead of it were not extensively damaged. The biggest difficulty was the engine which was lying on its side across the tracks. The local derrick was dispatched to the scene quickly in charge of General Car Foreman A. S. Cline.

An eye-witness of the accident was W. J. Ferguson, manager of the Muirkirk elevators, which are parallel to the P. M. R. tracks at this point. He said the local train was backing into the switch when train No. 56 came out of the fog unexpectedly and crashed into the way-car. The trainman had lit a flare to protect their backing-up operations but apparently it was not seen in time to prevent a collision.

Both were eastbound trains en route to St. Thomas.

December 16  
1935



# BROTHERHOOD OFFICIALS ARE PRESENT AT P. M. R. "PROBE"

F. E. Crawford, B. Johnson and R. A. Redemsky Here from  
Grand Rapids, Mich., Over Wreck; Other Bits

Brotherhood officials of the Pere Marquette Railroad from Grand Rapids, Mich., who were here on Monday in connection with the investigation over the rear-end collision at Muirkirk last Saturday returned to their headquarters Tuesday morning on train M. C. R. No. 15. F. E. Crawford, general chairman of the trainmen; Ben Johnson, general chairman of the engineers were all here to confer with Superintendent Roger S. Black. The Times-Journal railroad reporter met the officials en route to the M. C. R. station but they had nothing to give out for publication. All facts of the case are being considered carefully before placing the blame on any particular individual. The wrecked engine No. 608 is expected to be brought back from Muirkirk Tuesday and it will be overhauled in the shops before re-entering service.

## Conditions Were Bad

Conditions at the time of the rear-end smash-up at Muirkirk on Saturday were most unfavorable and even through Engineer Alexander Alexander applied his brakes as forcibly as possible, the wheels skidded along the greasy rails. At the same time visibility was bad. A further report from Muirkirk reveals that besides W. J. Ferguson of the Muirkirk elevators, T. Birch of Highgate and Pete Lalonde of Muirkirk were also witnesses of the wreck. These fellows claim that they saw members of the local train crew run back on the track waving torch signals to the oncoming train but that there was a heavy fog and visibility was bad. The brakes of No. 56 were applied but failed to halt the train owing to the slippery rails. It is believed that the local train had trouble between Highgate and Muirkirk and was longer getting into the side-track than under ordinary circumstances and for this reason No. 56 crept up too close behind it. An engineer of another line said he applied brakes once and his train slid 32 car lengths. The P. M. R. officials are also investigating a fatal crossing accident at Pelton which occurred on Monday.

## More Crews Back

In addition to the two train crews which were added to the M. C. R. freight pool on Monday, it was learned Tuesday that three engine crews had been put in the pools, too. The

locomotive engineers put into the regular pools were: C. Shore, W. E. Hardy and P. Sinclair. The following firemen were put on the engineer's spare list: Messrs. Allward, McCurdy, Murphy, Murray and J. Cook. Four spare firemen have been added to make 16 in all. Many other runs for engineers and firemen are being changed. The addition of the three engineers and firemen are being changed. The addition of the three engine crews and two train crews means 16 more in service. M. C. R. officials are preparing for heavy passenger travel during the Yuletide season. Two sections of M. C. R. train No. 8, the Wolverine, were operated on Monday night and two more are expected tonight. The Detroit Red Wings en route to Boston were accommodated on No. 8.

## Elect Officials

F. H. Carroll has been re-elected president of the Tecumseh division No. 35 of the C. B. of R. E. at London, Ont. Other officers elected are: R. D. Cowans, vice-president; H. T. Harrison, secretary-treasurer; E. W. Hebben, warden; H. H. Mann, inside guard; A. J. Cunningham, outside guard; G. F. McWaine, R. T. Clark and the president, audit committee; D. S. Vebben, reporter. The local lodge nominated officers on Monday night and the election will take place at the next meeting.

## Here and There

Jack Jordan, C.N.R.-Wabash yardman, is making progress at his home where he is receiving treatment for trouble which has set up in his leg. He must remain off it for some days yet and Bill Clements will continue to relieve him.

Wes Wilmarth had a narrow escape from death while trying to start his car on the N. Y. C. Lines' crossing at North Tonawanda, N. Y. He was warned in time and jumped clear but his car was smashed and the engine of the train derailed.

Pete Rosselitt, Wabash brakeman is taking a three-month's holiday for the winter.

Many well-known N. Y. C. officials are taking part in the annual Christmas card party and dance of the N. Y. C. Athletic Association in Buffalo on Tuesday night.

Frank Miller, Wabash brakeman, has booked off for two week's vacation.

December 17  
1935



# Signals Were Changed on P. M. R. Train Inside Circuit

No Fault of Engine Crew That Train Went Through Derail at Pelton; Details are Explained; Investigation Opens

Previous reports of a Pere Marquette derailment at Pelton 12 miles south-east of Windsor were found to be incorrect when an investigation opened at ten o'clock Wednesday morning in the office of Superintendent Roger S. Black. Although the investigation was held privately some official information was obtained from a member of the engine crew who was an eye witness to the mishap. With the exception of Towerman Flexen, of Pelton, all members of the train and engine crews are from St. Thomas and were present. A switchman, it was reported had nothing whatever to do with the accident and no switch was pulled. The derail was put on by the towerman who jointly looks after M. C. R. and P. M. R. traffic at the Pelton crossing.

## Lights Change

The engineer of the Pere Marquette train which was No. 56, one of the eastbound "hot shots" out of Windsor, was Charles B. Wilkie, 21 Wilson avenue, St. Thomas and he had engine No. 607 and 35 cars of valuable freight and not 16 cars as in the previous report. He told the reporter that he was coming along from Windsor about 30 miles an hour which was all the speed possible owing to a fairly steep grade coming into Pelton. The distance signal as he approached was yellow which means caution and then it turned to green before he entered what is known as the circuit which is a distance of about 80 rods and stretches to a point at the other side of the M. C. R. crossing. Just after he entered the circuit and had informed his fireman, Kenneth See that they were "on the green" he approached the home signal and it suddenly flashed red which of course meant danger. He immediately applied the brakes but saw that the derail was open against him and he told his fireman that he couldn't stop in time. He did get his heavy train down to about ten or 12 miles per hour but the engine left the tracks and landed on the highway. It remained upright and Mr. Wilkie and his fireman struck to their posts. The tender of the engine sunk into the mud.

The change from green to red when a train is inside the circuit is entirely against the rules the re-

porter was shown a clause in the rule book to bear out his statement. Even so the engineer had about 500 or 600 feet more to stop his train before reaching the M. C. R. if the derail hadn't been put on.

## A Narrow Escape

The M. C. R. passenger train was No. 15 and it was running ahead of time and it was believed that the signals were first set against it to stop then fearing a delay the signals were changed for the M. C. R. and set against the P. M. R. The automatic train control system was set working anyhow and is said to have stopped the M. C. R. train. It was about eight minutes before the brakes could be released and the delay was longer than if the P. M. R. train had been allowed to go through first. It was a mix-up all around and if Engineer Wilkie had not had perfect control of his train, a serious accident with fatal results might have occurred as he said there was a 30-foot embankment on the other side of the highway. The train crew on the train were, Conductor Dan Fisher. Brake-

—Turn to page 9, col. 1.

Thames River  
Flood.

## OTTER CREEK WAS AT ITS HIGHEST

Water Ten Inches Higher at Vienna Than Ever Before

For over seventy years John McQuiggan has lived near the Otter Creek at Vienna and has kept records on flood conditions. He told J. P. Coombe, clerk of Vienna, Tuesday, that the creek is ten inches higher than it has ever been in any previous flood he has experienced in nearly three-quarters of a century. The Otter Creek reached an all-time peak on Tuesday, Mr. McQuiggan declared.

## BUILT 160-FOOT TRESTLE IN 18 HOURS; C. N. R. LINE OPEN

Situation to West of London Grows Serious as Men Fight Cove Bridge Flood; 1,500 Bags of Sand Lost

TORONTO, April 28 (CP).—Canadian National Railways construction crews built a 160-foot trestle in 18 hours to clear the main line from London to Toronto, it was announced here today. The track was washed out Monday and three

bridge and building gang worked feverishly for hours this morning placing 1,500 sand bags against the west end abutment of the railway bridge on the south branch of the Thames river.

Just as the last bag had been

ST Thomas  
April 28  
1937



# Spectacular Blaze at P. M. Roundhouse

## Damage to Building Roof, Locomotives; Two Men are Injured

Loss to Building Estimated at \$3,000 and to Engines \$700; Fire Starts When Tire Was Being 'Sweated On'; Prospects of Rebuilding or Repairing

The roof of the Pere Marquette Railroad roundhouse was burned off, damage to the extent of about \$700 done to locomotives that were in the building for repair, and two men injured, early Wednesday evening, in a rather spectacular fire that is said to have originated from oil and gasoline that was being used in "sweating on" a locomotive tire. The injured men are Robert Moorehead, Pere Marquette machinist, 30 West avenue, who suffered nasty burns on both hands, and Merle Schultz, a member of the city fire department, who was burned on the nose by hot tar dropping from the blazing roof. Damage to the building was estimated at about \$3,000 by Superintendent R. S. Black. The damage to the locomotive was confined largely to the sheeting in the cabs. The fire started shortly after five o'clock, Wednesday evening, the call to the city fire department being sent in at 5:15 o'clock. According to the report given by Pere Marquette shop officials, Mr. Moorehead, the injured machinist, was engaged in setting a tire on a locomotive, almost under the central part of the west end of the roundhouse, when an explosion occurred, the flames leaping up and igniting the dry understructure of the roof. The roof was blazing before other shopmen in the roundhouse realized what had occurred. The flames spread very rapidly and within a few minutes the whole roof was ablaze.

The Pere Marquette fire department was put quickly into service but the shopmen were handicapped in fighting the flames through lack of steam pressure to supplement the pressure of the four inch water main. The city firemen were also delayed and handicapped to some extent by defects in two lengths of hose, one length bursting. Two lines of hose were in use by the city firemen, water being tapped off the six inch main hydrant at Wilson avenue and Ada street. A total of 1,350 feet of hose was laid by the city firemen.

J. B. Halliday, divisional master mechanic, expressed the belief that too much oil or gasoline had probably been used in "sweating on" the locomotive tire or too much air supplied in the torch that was being used by the machinist. The process is to rim the tire with gasoline or oil and then "sweat" it in with heat under air pressure. There were no defects in the equipment being used, Mr. Halliday told The Times-Journal. Mr. Moore-

### DAMAGE TO BUILDING ROOF AND LOCOMOTIVES

(Continued from page one)

head, the injured machinist, is experienced at such work, having been in locomotive repair work for many years. He came here from Stratford some years ago.

He stuck to his post until the flames had been subdued, assisting the other shopmen and firemen before going to the first aid station to have his injuries attended to. The palms of both of his hands were badly burned. He was later taken to the office of Dr. D. L. Ewin

where his injured hands were dressed.

The huge clouds of black smoke that rolled up from the blazing roof took citizens to the scene of the fire by the hundred. Wilson avenue was congested with motor vehicles for two blocks or more, while other citizens, who hurried to the fire in their automobiles, used the armory ground as a parking area. Spectators milled around the burning building, not a few of them getting soaked with water as streams from the hose nozzles swept over the roof.

The roof was a built-up structure of tar and gravel on wooden sheeting. The burning tar created the clouds of black smoke and made the fire-fighting very unpleasant as hot tar and gravel stones dropped down on the fighters' hands and faces. Three or four suffered minor burns.

The shopmen in their hose line and the city firemen combined forces to extinguish the blazing mass as quickly as possible and prevent serious damage to the seven locomotives that were in the roundhouse undergoing repair. Officials reported that the locomotive damage was all of a minor nature.

#### Operations Continue

Locomotive repair work in the roundhouse was only halted during the period of the fire. The fire extinguished, the four o'clock shift continued working under the charred remains of the roof, Wednesday

night, being favored with the weather. It was a new experience for the shopmen, as they could look up and see stars twinkling in the heavens above them.

No official word has been received from the headquarters at Detroit regarding repairs to the building, but it is expected that a new roof will be started without delay.

Local officials were awaiting the arrival of the insurance adjusters, Thursday morning. The officials were not in a position to discuss the possibility of a new roundhouse being built in the Talbot yards, just west of the city and the present structure being abandoned. Tentative plans for a new and larger roundhouse, to accommodate the larger freight locomotives in use on the Canadian Division, were prepared some months ago, but economic conditions in the United States, which have affected the railroads quite seriously, necessitated the plans being pigeon-holed for a time, at least.

The roadhouse that was damaged by fire is an eight stall, brick-walled structure, built many years ago when smaller locomotives were in service on the Canadian Division. The need of a larger roundhouse has been evident for three or four years.

June 23 1938  
ST THOMAS

# NO DECISION REACHED YET ABOUT P. M. R. ROUNDHOUSE

## Temporary Repairs Likely; New Engine Garage When Business Picks Up; Other Local Rail Items

To what extent the Pere Marquette roundhouse, which was gutted by fire a week ago, will be repaired at this time is not definitely known. In view of the fact that tentative plans have been made for a new and more up-to-date engine garage, it is not believed that anything but temporary repairs will be carried out. What work is done will be done by the company's bridge and buildings department of which Charles F. Weir is supervisor. Mr. Weir went to Windsor and Kingsville on Monday on inspection trip but before leaving he said he had received no official orders about proceeding with repair work. It is understood that the insurance adjusters have finished their inspection work and that a definite start to renovate the roundhouse will be ordered this week.

### Shops Are Working

The Pere Marquette locomotive shops have been working for the past two weeks but it is understood that the main part of the shops will close down on Wednesday. A number of men, however, are to be kept working right through to the end of the month. No information has been received about working time in July but it is hoped that another ten-day period will be announced as the P. M. R. shop men have had little work since last November. If there is a continued pick-up in freight traffic, it is possible that longer working time will be ordered in the future. The M. C. R. shops have been idle for over a month and no bulletin has been received yet regarding resumption of work in July. Over 200 shopmen are affected by the shut-down orders.

### Freight is Light

As usual at the first of the week, through freight traffic on U. S. lines has been light so far. General figures are slightly higher than they were but not up to the totals of a year ago. The C. S. division of the M. C. R. continues to move extra passenger and express business. On Tuesday morning two sections of No. 58 the De Witt Clinton, were run eastbound, between Detroit and Buffalo. The civil war veterans' special will go through here Tuesday night at 7.55 o'clock en route to Gettysburg Pa., via Buffalo. On Monday a special train was

moved into Niagara-on-the-lake from Brantford and Hamilton with the Dufferin and Haldimand Rifle party who will return from camp on July 2. There was a deadhead equipment special moved east Monday afternoon. If freight traffic was as brisk as passenger business there would be less pessimism.

### Here and There

The annual basket picnic of Unity Lodge No. 47, B. of R. T. has been arranged for Pinaford Park on Tuesday July 5. President A. J. Newkirk and Secretary Bert Sharp have announced an attractive program of races augmented by a softball game. The program starts at 4 p.m. with the picnic supper at 6 p.m.

Robert C. Robertson, 36, Carthage, N. Y., was killed on Sunday when his automobile was wrecked by a New York Central train near Theresa N. Y. Robertson, a milk inspector in northern New York was riding alone. There were no eye-witnesses of the fatality.

Adam Fulton, retired M. C. R. main line conductor, went to Detroit last week-end to see the New York Yankees and the Detroit Tigers in action. Fred M. Little M. C. R. passenger locomotive engineer was in Thorold last week-end.

### Back and Forth

William E. Mellor, C. N. R.-Wabash roadmaster, was in Montreal last week-end to attend the marriage of a relative.

A new departure for taking care of passenger's baggage in railway coaches is pictorially portrayed in a recent issue of the C. N. R. magazine. Baggage space is provided beneath chair seats which obviates the necessity for the time-honored baggage racks. New cars so equipped have been placed in the pool service between Montreal and Toronto.

Railway union in Ireland are appealing to the public not to patronize highway freight services. Bulgaria expects to link its railways with those of Central Europe and Poland within a year or so.

H. D. Bingham, whose 31 years of service with the Delaware, Lackawanna & Western Railroad started in Buffalo, was promoted to the office of manager of the central accounting bureau of the railroad. He was formerly ticket agent at East Buffalo.

June 28  
1938

ST Thomas

# NEW PERE MARQUETTE POWER HAULS MUCH LARGER TRAINS

The two big super-powered freight locomotives recently placed in service on the Canadian division of the Pere Marquette Railroad are operating daily and are assisting materially in taking care of one of the heaviest business periods in the history of the division. The locomotives are about 28 per cent. larger and more powerful than the freight engines which have been in service on the Canadian division and are hauling freight trains from 28 to 30 per cent. larger than have been operated. The new locomotives are of the M.K.1 or Mikado type, and are comparable in size and performance to the super-power type of locomotives which have been in service for some time past on the Canadian division of the Wabash Railroad, operating through St. Thomas. The Pere Marquette Mikados have larger tanks and greater combustion capacity than the Wabash locomotives. The weight of one of the new Pere Marquette locomotives is 626,000 pounds.

It is not expected that additional super-power locomotives will be placed in service on the Canadian division of the Pere Marquette for a few months, at least. Regarding the reported plans to build a ten-stall roundhouse to handle the larger locomotives, R. S. Black, divisional superintendent, reported this week that there has been no announcement from headquarters that this project is to be started next spring. Local officials have nothing at all definite on the matter.

Several additional crews have been set up on the Pere Marquette Canadian division in the last few weeks and a number of new men have been taken on. No additional new men are to be taken on for the time being, Mr. Black stated.

December 7

1940



# P. M. R. AND M. C. R. RAILWAY

## Dec SHOPMEN TO WORK STEADY

37 1940  
Six-Day Policy in January; 1940 Was Best Year for Long Time; Other Local Rail Items

Some weeks ago when predictions regarding locomotive shop work were made, it was intimated that the steady work would continue at least until the end of December. At the master-mechanic's offices of the Pere Marquette and Michigan Central on Thursday afternoon it was learned that the steady work was expected to go right along in 1941. As a start, both locomotive shops expect to work without a lay-off during January and possibly longer, if the present volume of traffic continues. The shopmen enjoyed a holiday on Christmas Day and will have a holiday on New Year's Day, but no lay-off was scheduled in between and none is contemplated. Except for the holidays, the shopmen are working six days per week, and while no official tabulation has been made public, it is believed that 1940 will finish as one of the best years for shopmen in ten years or more. The extra shop work is due to the heavy traffic. There is no indication that the traffic will ease up, so there is no reason to expect a change in policy for some time.

### Two Large Engines

Recently the Canadian Division of the Pere Marquette Railroad System was assigned two large engines, Nos. 1030 and 1031. These big moguls are now in service on the long haul between Windsor and the eastern frontier. No more of the big ones are expected at the present time. The Times-Journal was informed. More may come by next spring, at which time it is possible that a new roundhouse may be constructed at the local terminal. However, the P. M. R. shopmen have a large fleet of engines to keep repaired and a certain class is being equipped with automatic stokers. There are over 125 P. M. R. shopmen working at the present time. There is no let up in the work at the M. C. R., where Wabash engines are still being repaired along with the N. Y. C. engines. Over 250 M. C. R. shopmen are working steadily at the rate of six days per week. The six-day per week schedule was only booked until the end of December, but it is now expected that the long schedule will continue until the end of January and perhaps longer. For over two years now both the M. C. R. and P. M. R. shopmen have worked without a serious lay-off.

### Holding Up Well

Despite the holiday season, freight traffic is holding up well on the local divisions of United States steam roads. There is generally a lull between Christmas and New Year's, but so far reports are steady. It is felt that if the traffic keeps up that all the additional men recalled recently will be retained and will have work for some time during the first of the year. Earle C. Turnbull, acting assistant

superintendent of the St. Thomas Division of the C. N. R. and the Buffalo Division of the Wabash Railway System, reported that traffic out of Windsor had been heavy both passenger and freight. He referred to the C. N. R. and Wabash. Mr. Turnbull was in Windsor to personally supervise the holiday business, and reported that all trains were operated smoothly with "not a hitch."

### Chas. Swartz's Report

Referring to the Wabash freight reports, Charles Swartz, acting chief train dispatcher, said in four days, the Wabash had handled 73 trains and 4,646 cars, comprising 2,398 loaded cars, and 2,247 empties. He said that C. N. R. passenger travel had been moved swiftly and added that he had never known business to operate so smoothly. The weather was mild and trains kept on their fast schedule. The daily S. A. M. reports for the previous 24-hour periods were as follows: Friday, 18 trains, 1,174 cars, 532 loaded cars and 642 empties; Thursday, 18 trains, 1,340 cars, 810 loaded cars and 530 empties; Wednesday, 18 trains, 994 cars, 538 loaded cars and 456 empties; Tuesday, 19 trains, 1,137 cars, 518 loaded cars and 619 empties. The totals are said to be some higher than last year at the same time. The percentage of loaded cars was firm, the average ranging between 43 and 48 loaded cars per train.

### Rail Briefs

Traffic on all lines Thursday was handled through a dense fog. Local officials said that after ten o'clock Thursday night the fog began to lift. No accidents and no delays were reported.

The Wabash is going to assign a brakeman to the west end pool with Conductor Richardson. R is a temporary vacancy.

The condition of Arthur F. Sharpe, joint superintendent of the St. Thomas Division of the C. N. R. and the Buffalo Division of the Wabash Railway System, continues about the same. Mr. Sharpe, unfortunately, has been confined to the hospital in Windsor for over a month, following an accident.

Engineering departments of local steam roads have been preparing for cold weather when frost penetrates deep in to the road-beds. It is believed that all frost has left the ground again.

Several sections of M. C. R. passenger trains were operated over the local division Thursday night and early Friday morning. The next big rush is expected to be around New Year's Day.

M. C. R. train No. 51, the Frontiersman, was hauled by a doubleheader to Windsor on Thursday night; not because of the length of the train, but to even up power on the west end.

December 27  
1940

# GET P. M. R. ENGINE ON TRACKS; BIG N. Y. C. MOGUL THROUGH

Pere Marquette Derrick Now at Wreck Scene; No. 5453 on  
Nos. 35 and 8; Other Local Rail Items

In an effort to get the wrecked Pere Marquette engine back on the tracks and into the St. Thomas shops Saturday, a P.M.R. derrick has been aiding in the work at Townsend Centre, three miles east of Waterford on the east end of the M.C.R. main line, where a rear-end collision occurred last Wednesday afternoon. It is understood that the big tender of the engine has been placed on the rails, and the derrick is now working on placing driving wheels of the engine, which was one of the large "1,000" class, back on the tracks, along with what remains of the boiler, engine cab and other parts. It has been reported that the engine rolled over three times after it collided with the caboose and cars of the M.C.R. freight train — J.S.-2 — ahead of it. The M.C.R. train crew were not in the caboose at the time, and the Pere Marquette engine crew and the head end brakeman jumped down an embankment without serious injury. Ever since Wednesday wrecking crews, supplemented by sectionmen, have been working steadily and although traffic is moving close to normal again there is still considerable debris to be picked up. The T. H. & B. Railway derrick from Hamilton was also used Thursday and Friday.

## Mishap East of Buffalo

Thomas L. Coughlin, assistant superintendent of the Canadian lines, of the New York Central System, was still at the scene of the wreck on Saturday along with other M.C.R. officials, and Pere Marquette officials. In the meantime plans for the joint investigation are proceeding. While no official estimate has been given out by the officials of either railroad, it is believed that the total damage will run as high as \$250,000. Although traffic is moving smoothly over the Canada Division, there was a mishap on the New York Central at Palmyra, N.Y., near Rochester, early Saturday morning, and the early westbound passenger limiteds were behind time. It was the engine of No. 33, which is believed to have broken down, and Nos. 17 and 47 were behind it. However, some time was made up on the Canada Division and there was no serious interruption in the schedules. The eastbound limiteds were virtually on time. Passenger travel is steady and the week-end

is developing into the busiest since New Year's.

## Streamliner on Wolverine

Engine No. 5433, the big "streamliner" of the New York Central System, which went west to Windsor on Friday morning, hauling train No. 35, returned eastbound on Friday night, hauling No. 8, the Wolverine. This engine is one of a fleet of ten streamliners which haul the various sections of the Twentieth Century Limited, between New York and Chicago via the Lake Shore route. This series run from 5435 to 5454. There are two other streamliners, Nos. 5426 and 5429 which haul the Empire State Express, and they have also "wandered" over the Canada Division occasionally. The latter two have immense tenders, much bigger than the one regularly in service. Although all of the engine crews who had No. 5453 on Friday are not known it is understood that Engineers Ed Long and H. Dawdy, and Firemen Claypole and L. Fowler had rides on the "big fellow." And in their opinion they "ride like Pullmans."

## Railroad Items

Sectionmen who repaired track damage at Townsend Centre after the M.C.R.-P.M.R. rear-end collision this week said that there was no frost in the ground below the ties. Never before has there been so little frost in the ground at this time of the year.

Brakeman E. W. Farr, of the Canada Division of the M.C.R. has been reported "O.K." for duty.

Peter Stewart received cuts and bruises about the legs, when he was struck by a C.N.R. jigger at Wingham. He was about to cross the tracks after a train passed and failed to see or hear the jigger.

Canadian Pacific and Canadian National issues added fractions on the New York Stock Market on Friday.

When H. W. Shortland was fined \$85 for theft from a railway company recently at Birmingham, England, the magistrate, Sir Percival Bower said: "Thefts from railways are assuming such proportions that they have become of great gravity."

C.P.R. reported net earnings of \$49,211,567 for the year ended December 31, compared with \$48,187,689 for the previous 12 months, an increase of \$1,023,878. The 1943 net earnings were the highest since 1928.

JANUARY  
29th  
1944



# **P. M. R. CREWS ESCAPE UNHURT; 75 SHOPMEN TO RETURN JULY 15**

1946  
**Head-on Collision at Wallaceburg Cleaned Up; Traffic Rise  
Results in Men's Recall**

Traffic was reported to be moving normally over the Canadian Division of the Pere Marquette Railway System on Thursday morning, following an interruption due to a head-on collision of two locomotives on a side-track in Wallaceburg on the west end of the division. At the St. Thomas terminal it was learned that the locomotives involved in the crash were back on the rails late on Wednesday evening and that there was no serious delay to through-freight traffic. Local trains were delayed somewhat. Members of the train and engine crews from St. Thomas and Chatham escaped unhurt owing to the fact that the engines were moving slowly at the time and that visibility was 100 per cent. Charles Smale, divisional superintendent, along with the St. Thomas derrick and crew were at the scene as quickly as possible Wednesday evening. Mr. Smale was reported still in Wallaceburg on Thursday morning and no official statement as to the cause of the derailment could be learned.

## **Members of Crews**

It was reported from Wallaceburg that the freight train was in charge of Engineer A. Jeffries with E. Snyder as the locomotive fireman and Charles Wilson, conductor, all of St. Thomas. The shunting engine's crew included H. Russello, engineer, of Chatham, former of St. Thomas; H. McArthur, locomotive fireman, of St. Thomas, and W. D. Gray, yard conductor, of Chatham. One Pere Marquette locomotive was hauling a fully-loaded train of freight cars and the other was engaged in switching operations in the side-track of the Greenmilk Company, Wallaceburg. The wreck was clocked at 3:30 p.m. The force of the collision derailed both engines and the tender of one of them. Whether or not the switch was accidentally left open, was not learned, but it is understood that the freight train traveled into the side-track where the yard engine was located. It is reported further that considerable difficulty was experienced getting the engines back on the rails because the rails themselves had been spread for some distance.

## **An Open Switch ?**

Reports from Wallaceburg indicated that the engineer of the northbound St. Thomas-to-Sarnia freight train had traveled into the side-track. His train rolled into the sidetrack through the alleged open switch. The locomotive and tender of the freight train were both derailed and it is believed that his train caused the track to spread, probably due to the application of the emergency brakes. The front of the shunting engine was also derailed but its tender remained on the track. The crash caused a traffic blockade at the King street level crossing until 9:30 o'clock Wednesday night as cars of the freight extended back beyond this point on the line. The derrick and crew were expected back to St. Thomas early on Thursday afternoon.

## **Traffic Expansion**

Freight traffic on other local lines besides the Pere Marquette has increased during the past couple of days. New York Central business soared. For the 24-hour

men would be recalled have been current for some days, and it was believed certain Thursday that they would return. Traffic has increased sharply during the past couple of days and the outlook is bright for further expansion. The laid-off men, for the most part, were from the back shop and a great number of them took advantage of the lay-off to enjoy their annual vacations with pay so that they did not really lose much time. A number of changes in the staffs occurred when the lay-offs took place, some of the older men "bumping" younger men in other departments. The "back shop" was virtually closed during the lay-off, only a skeleton staff being maintained for emergency work.

## **At Wabash Terminal**

W. Sproule, Wabash main line brakeman, is back on the job after being off for a couple of months due to an operation. Conductor Bob Marringer is improving steadily. Russell McKechnie, C. N. R. Wabash yardman, is on a trip to Montreal. Joe Pollock, of the C. N. R. Wabash freight house staff, is away for some holidays.

## **On Inspection Tour**

W. E. Robinson, general superintendent for the Central Ontario region, Canadian National Railways, passed through the city Wednesday en route to Windsor. He is making a routine inspection trip of Western Ontario lines.

July 11 1946

# EMPLOYEES ON U.S. LINES TO GET INCREASES AND BACK PAY

Ottawa Said to Have Passed Raise in Pay for Virtually All  
Unions; August 1, at Latest; Other News

Employees of United States steam roads residing in St. Thomas and at other points on the local divisions are going to receive a mid-summer Christmas present, it is understood, in the form of back time payable in most instances from January 1, 1946. Virtually all rail unions of the Pere Marquette, New York Central and Wabash are included and several thousand will be affected. It is understood that some brotherhood officials in St. Thomas received official word on Thursday afternoon from Ottawa that the increases could be paid to employees of American roads residing in Canada. But not all the general chairmen received the joyful news. The delay this time in permitting the increases to be paid is not so long, as about two years ago when the increase with the war still on was held up by Ottawa for nearly a year and in some cases over a year. It is understood further that the increased rates of pay are now in effect and that the back time pay checks are expected to start by August 1 at the latest. Not all railroads will pay the back pay at the same time, although it is believed that funds have been earmarked for this purpose ever since the increase was granted. The engineers are said to have received word first on Thursday.

## Notices Received

Official word was received by local brotherhood officials, including craft unions (shopmen) Friday at noon that the joint approval for all employees had been made on July 4. Notices to the respective union heads had been delayed until July 12. Some 4,000 employees in Canada between Windsor and the eastern frontier are affected and will receive some \$1.48 increase per day and back time for some six months. The notices came from the National War Labor Board, Ottawa.

ago when the increase with the war still on was held up by Ottawa for nearly a year and in some cases over a year. It is understood further that the increased rates of pay are now in effect and that the back time pay checks are expected to start by August 1 at the latest. Not all railroads will pay the back pay at the same time, although it is believed that funds have been earmarked for this purpose ever since the increase was granted. The engineers are said to have received word first on Thursday.

## Only Employees Affected

The definite scale of increases for all departments is not known officially, but generally speaking an increase of some 16 cents or so went into effect on January 1, 1946 and a further increase of a couple of cents or more went into effect on May 23, 1946. In some cases the increase will be as high as \$45 per month and back pay cheques are likely to range between \$250 and \$300 in most cases. The "catch" is that the Federal Government will pluck anywhere from 20 to 40 per cent. of the back time cheques, depending on whether or not the recipient's yearly earnings are over the tax exemption. In the case of some employees who have been laid off or whose rate of pay is low, their back pay cheques are likely to be untouched. In any event, many thousands of dollars will be paid to the employees, who will start getting higher rates of pay at once. The back pay alone to employees in Canada should be between \$200,000 and \$400,000, although an exact check-up is impossible at this time. A sad feature of the increase is that while employees share in it, supervising officials do not. At least not at present, anyhow.

## P.M.R. Engines Involved

The Pere Marquette engines involved in the head-on collision at Wallaceburg on Wednesday afternoon were Nos. 625 and 615. The fronts of both engines, according to further information from Wallaceburg, were damaged by the impact and one engine was knocked completely off the tracks as it spread the rails. The other was partially derailed. The brakemen not mentioned in Thursday's report were S. Johnson and T. Bagley, of St. Thomas; Bill McCallum and

Thomas Hanna, of Chatham. The conductors were Charles Wilson and W. D. Gray, and the engineers and firemen were Alex Jeffries, E. Snyder, H. Russelo and H. McArthur. The big driving wheels crushed the ties for some distance. The St. Thomas wrecking crew did admirable work and the damage was repaired as quickly as possible by gangs of the engineering department.

## Allan Allen Hurt

Allan Allen, train dispatcher at the St. Thomas terminal of the Canada Division of the New York Central System (Michigan Central Railroad), suffered an injury while visiting at his country home near Comber. The exact extent of his injuries was not learned, but he is in the Chatham Hospital for X-rays and observation.

## Railroad Items

The New York Central is going to assign a brakeman to the Leamington local. A second fireman and engineer will be assigned to work train service starting Monday.

Joseph Rann has been promoted to the spare uniform passenger service as conductor and will operate out of Detroit.

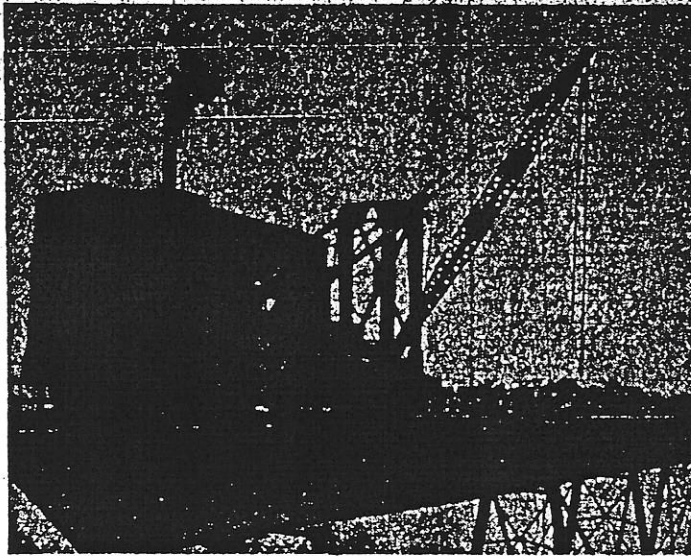
The N.Y.C. is going to assign a train baggage man to the joint M.C.R.-T.H. & B. service, and also a brakeman. A brakeman is to be assigned to the rear end of group No. 6, X-50 and box-car special, working Wednesdays, Fridays and Sundays.

Brakeman E. Whitehead has been assigned to a vacancy in Brakeman Deny's place on the N.Y.C. C. V. Cascadden has gone in group No. 4 in Brakeman McLeod's place. Conductor Pete Dodson and Brakemen Branton and J. D. Rowe have gone in work train service, starting Monday.

July 12  
1946



## Reinforcing Pere Marquette Bridge Here



Photos by Stolley

Five-ton steam hammer, operating from this traveling crane, drives the piles for the reinforced bridge.

## Strengthen Structure For Heavier Loads

P.M. Bridge Abutments Being Reinforced and Rebuilt

The demands made by the heavier and heavier locomotives that are being placed in service are necessitating the strengthening of the high level steel bridge spanning the Kettle Creek valley between the Pere Marquette Railroad's divisional yards for the second time in five years. Five years ago heavier steel was constructed at a cost of approximately \$100,000. Now the abutments are being reinforced and rebuilt and new steel sections installed at a cost that probably will exceed the figure of five years ago. The strengthening of the masonry abutments of the C.N.R.-Wabash bridge that also spans the Kettle Creek valley has also been started.

The Pere Marquette program that is being carried out by the Canadian Bridge Company of Walkerville is a big one that will probably run into January of next year. The major item in the program is the driving of 40 foot tubular steel piles into the hardpan. The piles, which are filled with concrete, are being placed in nests or spreads of five each to form a pedestal for the new abutments. As the work progresses, the present concrete piers will be removed.

There are 96 of these tubular piles to be driven. So far about 20 have been driven. It takes a five-ton steam hammer, operated from the travelling crane, to drive the piles. Each pile has a five-ton carrying load. In addition a similar plan to that employed at the C.N.R.-Wabash bridge is being used to reinforce some of the masonry of the abutments. Mixed concrete is forced into the masonry under high pressure.

If the Pere Marquette bridge were more conveniently located, it would furnish much entertainment for the "kibitzers" or "railbirds," with steel-workers scampering up and down the girders of the lofty bridge, or working on a precarious perch 100 feet above the ravine bottom.

Also of interest is the expert way in which a section of the bridge is jacked up in order to remove an old steel cross beam or upright and put in a heavier one. All this has to be done without holding up the movement of freight trains over the bridge any more than is absolutely necessary. The work naturally causes some delays but surprisingly not nearly as many as the average person would expect.

The program of rock ballasting and laying heavier rail on the Canadian Division of the Pere Marquette will be completed by the end of October, Division Superintendent Charles Smale reported. By then rock ballast and 105-pound rails will have been laid from St. Thomas to the Windsor yards, a distance of 125 miles. Much rock ballasting is also being done this year on the branch line into Sarnia.

Another improvement made this summer in keeping the Canadian Division up to a high point of efficiency is the construction of new steel operating platforms on the big coal chutes in St. Thomas and at Blenheim.



Ninety-six of these forty-foot tubular steel piles are being driven into the hardpan to strengthen the abutments.

August 17  
1946