Michigan Central Railroad Company.

J. E. Johnson.

Please order work train for 5:45 am Lemon's May 23 to work on both tracks between Fellsmere and Springfield.

and pick up men at Mt. Lucas, Keyserill and Springfield, cars to unload are at Fallsomburg.
St. Thomas, May 27, 1917.

Please order work train for 5.45 A.M. tomorrow May 28th, to work on both tracks between Tillsonburg and Springfield, and pick up man at St. Thomas, Kingsmill and Springfield. Cars to unload are at Tillsonburg.

Yours truly,

JAS/m

Div. Engineer.
Please order Short Train with Two engines for 7:15 Saturday May 29 taking all the cinders at St. Joseph and unload at St. Clair Branch. Want 2 engines as we cannot handle train millions and will work between Melton and C. Valley.
St. Thomas, Ont., May 28th, 1917.

Mr. G.E. Gott,
Mr. F.E. McElroy.

Please furnish a work train with two engines for 7.15 a.m. Tuesday May 29th, taking all the cinders at St. Thomas and unload on St. Clair Branch. Will require two engines as we cannot handle train with one and will work between Melbourne and Oil City.

J. E. JOHNSON.

JAS. R.
Please order work train for to be at Alton at 7 a.m Thursday and arrive Monday at 12th and report to foreman at Alton for orders. And take following cars of coats from Wines:

3412526 - Big 9 - 67176 on mud track
D+86466 - D+96054 - Q+915389 on hopper

And take all cars empty at Melbourne. Have extra empty cars on for men to ride on.

[Signature]

J.E. Kennedy

Messrs. G. E. Gott,
F. E. McElroy.

Please furnish work train to be at Alvinston at 7 a.m. Thursday, May 31st, and report to Foreman at Alvinston for orders. They will take the following cars of ties from St. Thomas, which are in No. 2 Pit:

NYC 341526,  Big F 67176,
D&I 6456,      D&I 6054,
NC 15889.

Also pick up eight cars of cinders at Melbourne.

Please have an extra way car put on train for men to ride in.

You are truly,

Division Engineer.

J.H.R.
St. Thomas, Ont., June 2, 1917.

Maj rs. G.E. Gott,
F.E. McKroy.

Please furnish an engine and crew to be at Hagersville at 7 a.m. Monday the 4th to pick up old steel. I understand from file 7 that the flats will be at Hagersville by that time.

J. E. JOHNSON.

Wired O. Dawson.
Mr. John Evans, Division Engineer.
Mr. E. G. Houston, Division Engineer.
Mr. J. E. Decker, Division Engineer.
Mr. J. E. Elder, Division Engineer.
Mr. E. G. Watson, Division Engineer.
Mr. J. E. Johnson, Division Engineer.
Mr. C. G. Tuthill, Acting Bridge Engineer.

Dear Sir:

I am quoting below a letter from General Superintendent asking that when orders are placed for work trains, that his department be advised where the crew will be required to work, in order that they can determine whether to call a yard crew or a road crew. Will you please see that such information is given in the future.

"There has been more or less contention between the Trainmen and Switchmen in the assignment of construction work in the yard and on the road, each claiming they have been discriminated against by the Company.

In order to maintain peace among the men, I shall be glad if you will arrange with your subordinates that when ordering a work or construction train crew that the order to the Train Department state as definitely as possible what work the crew will be required for, i.e., whether within yard limits or on the road, and if both how much of the work or time will be within the yard limits and how much of it will be on the road. The necessity for this is to enable the Train Department to determine whether to call a yard crew or a road crew."

Yours truly,

[Signature]

Chief Engineer.
St. Thomas, July 19th, 1917

Mr. J. Halkett,  
Mr. Supt.

Dear Sir:

On your statement of work train service, month June, you show 27th, 28th, and 29, picking up scrap for Car Department, Windsor. As this is not a Track Department charge, will you please allow credit in July bill.

Yours truly,

Division Engineer.
Wagner,
Ridgetown,

I have ordered a worktrain to be at Shedden at 7.00 AM, with 14 cars of gravel. Please arrange to unload 7.10 PM.

J. E. Johnson
Mr. J. Balkwill, St. Thomas, Aug. 9th, 1917

Div. Supt. St. Thomas,

Mr. F. Elroy,
Trainmaster, St. Thomas,

Please order an worktrain to be at Shedden
at 7.00 in AM with the 14 cars of gravel that are coming
in from Waterford this PM. on Conductor's Barkwell.

The gravel is to be unloaded at Shedden.

Yours truly,

J. E. Johnson,
Mr. J. Balkwill,
Div. Supt. St. Thomas,

Mr. F. McElroy,
Trainmaster, St. Thomas,

St. Thomas, Aug. 10th, 1917

Please arrange for a work train to be at Stevensville at 7.00 in AM. to unload the following cars of ties as Roadmaster F. Western will direct. The ties are now in St. Thomas Yard:

- MCR 7285, 75712, St. L&J 51128, CN&W 17401, CO 28367, MC 75726
- MC 75274, CJZ 986, MC 75220, MC 79669, 79904, I&G 8377, MC 75330
- MC 79959, 79808, 75729, 79858, 79762, 79659, 79935, 75636, 75647
- MC 75248, 75629, 75315, 75685, CN&W 70542, MOP 19481, SN PS 202336
- LN 59072, 33838, and GTR 51067

Please see that car MCR 7285 goes on this train as it has been here for several days in Pit 3.

Yours truly,

J. E. Johnson.

This train arrived Stevensville 8 AM.
St. Thomas, Ont., August 14, 1917.

Messrs. F. E. McElroy,
G. E. Gott.

One of the work trains will bring in 14 or 16 cars of gravel from Waterford this p.m.

Please arrange to have work train out of St. Thomas in a.m. with what gravel cars are brought in by the work train this evening, also MC flat car 57203 now on No. 4 Pit Track.

J. E. JOHNSON.
St. Thomas, Ont., August 27, 1917.

Messrs. J. Balkwill,
F. E. McKelroy,
G. E. Gott.

Please furnish a work train out of St. Thomas in a.m. picking up the rail loader and what cars of new rail are at Waterford, also picking up car of ties at Hagersville and work between Hagersville and Attercliffe, unloading the car of ties and what cars of rail are picked up at Waterford.

Please arrange to have this crew called so they will arrive at Hagersville at 8 a.m.

Roadmaster Dawson will meet the train at Hagersville.

J. E. JOHNSON.
St. Thomas, Ont., August 27, 1917.

Mr. J. BALKWILL:

We need another assigned crew for Road Train Service, so we can work them east and west of St. Thomas on the same day.

Will you please arrange.

J. E. JOHNSON.

JEJ:R
St. Thomas, Ont., Sept. 7, 1917.

Mr. J. F. Hayden,
Conductor,
St. Thomas, Ontario.

Dear Sir:—

Please arrange to pick up all the stone that MacIntosh will leave for you at Waterford and also what gravel there is in the gravel to be unloaded between Hairkirk and Taylor and the stone at Fargo. Do this tomorrow.

Leave about six empties at Waterford some place where MacIntosh can get them and put the balance of the empties in the pit.

Yours truly,

Division Engineer.

JAS.E
4:30 pm.

St. Thomas, Ont., Sept. 7, 1918.

D. Wagner, Nidgetown,
A. Dubuis, Fargo.

Work train will be at Fargo tomorrow morning with train of stone. Please arrange to unload.

J. K. Johnson
St. Thomas, Ont., Sept. 7, 1917.

Mr. A. B. Crawford;

St. Thomas, Ont.

Referring to the attached telegram, I wish you would make a copy of this telegram, addressed to Mr. J. Kenney, Roadmaster, so that Mr. Kenney will know how many loads there are on hand in the evenings, so he can instruct the work train for the following day's work.

J. N. Johnson.

Cc: J. Kenney.

J. N.
Left hands,

Please order work train for 7 cars

Lumina Sept 20. Taking all
the hurdles at St. Thomas and
embark on both tracks between
St. Thomas and Wingfield also
have 2 supply flat cars on
main

Bennett
St. Thomas, Ont., Sept. 19, 1917.

Messrs. F. E. McIlroy,
G. V. Gott.

Please furnish a work train for 7 a.m. tomorrow Sept. 20th, taking all the oilders at St. Thomas and unloading on both tracks between St. Thomas and Springfield. Also arrange to have two empty flat cars on train.

J. S. Johnson
Please order work train for 715 am.
Dec 4th with one small express taking polling cars Wc 327714, Wc 32785, mail in No 1, V.
and CES 1465 exph. 12071, DTP 8572, MHSF 81440.
Trees on new Lead and embank between Southark and abutments. Have entrance car
on bunk car on for men to ride in.

White River
A. E. McElroy

Denneny
St. Thomas, Ont., Dec. 3, 1917.

Mr. G. E. Gott,
Mr. F. E. McElroy.

Dear Sirs:-

Please order work train for 7:15 a.m., Dec. 4th, with one small engine, taking following cars:

MC 32711, MC 32785, rail in #4 pit, and C&H 1468,
UP 12071, DT&I 16522, StL&SF 31440, ties on new lead,
and unload between Southwold and Alvinston. Have extra way car or bunk car in for men to ride in.

Yours truly,

JAS:B Division Engineer.
St. Thomas, Ont., Dec. 15, 1917.

Mr. J. Balkwill,
Div. Superintendent,
St. Thomas.

Dear Sir:-

Please arrange for work train with flat cars for handling snow and ice from Victoria Yard to begin work at 7 a.m., Sunday Dec. 16th, under the direction of Yard Foreman L. Towers.

Please arrange for work train with flat cars for handling snow and ice at Montrose Yard, to begin work at 7 a.m. Sunday Dec. 16th, working under the direction of Yard Foreman E. Underhill.

We will work one of our crew, Condr. McDonald, at Welland, on Sunday Dec. 16th, handling snow and ice at that point.

Yours truly,

Division Engineer.

CC - H. Western,
F. McElroy,
Mr. J. Balkwill,
Div. Sup't.

Dear Sir;

Please see my request of date for work train for Montrose yard also one for Victoria Sunday the 16th. Have just been informed that our men will not work at Victoria tomorrow so that we will not require the work train at Victoria tomorrow as ordered, but will want the train at Montrose, and will use McDonald at Welland as per my letter of date.

Yours truly,

Div. Engineer.

St. Thomas, Dec. 15th. 1917
Please arrange for a work train for handling snow in Victoria Yard to be ready at 7 AM. Copy JH.

H Western 250 PM.
St. Thomas, Ont., Dec. 15, 1917.

Mr. J. Balkwill,
Div. Superintendent,
St. Thomas.

Dear Sir:-

Yesterday we asked for work train at Victoria for a day and for one at Montrose for a day to handle flat cars for removing snow and ice out of the Yard. We were furnished work train at Victoria, no crew being furnished at Montrose.

In view of conditions and the necessity for having snow and ice removed at Victoria and Montrose it would seem that some consideration should be given to our requests for work trains.

Yours truly,

JBJ:B
Division Engineer.
St. Thomas, Ont., Nov. 21, 1917.

Mr. G. E. Gott,
Mr. F. E. McIllroy.

Dear Sirs:-

Please arrange to furnish an engine crew to take all the cars that McIntosh will bring in this p.m. and all the cinder cars except 5 from St. Thomas and be at Windsor 7 a.m. to unload.

Arrange for this crew to bring the empties back to St. Thomas tomorrow night as we are short of empties at the Quarry and Waterford Pit.

Yours truly,

Division Engineer.
Mr. J. E. Johnson,
Div. Engineer
St. Thomas.

Dear Sir:

Refering to our conversation on telephone yesterday, I wired J. W. Hayden the following messages:

Tie up at Montrose Saturday night.

There are 7 cars of stone at Montrose in the Ice yard, arrange to unload these on curves at Montrose Jct, tomorrow, then take the rail loader and empty ballast cars west. Leave the empties at Hagersville Quarry. Pick up car of 105# rail at Lasalle and unload the same. Tie up at Waterford to-morrow night.

Hayden arrived back at Montrose from Niagara Div. about 3:25 p.m. and then took the rail loader and 2 cars of rail to St. Thomas. That left me with no crew to unload the stone to-day. I was at Montrose this morning and found out that Hayden had received my messages.

Yours truly,

[Signature]

Roadmaster.
Dear Sir:-

Account of the urgent necessity for conserving as far as possible the locomotive power, it is expected that road train service will be cut to a minimum consistent with the actual necessity for taking care of work to close up this season's operations.

It is expected that only such power will be asked for as will actually meet the needs. That is to say, a large engine will not be asked for when a smaller one which is not suitable for freight service will answer. I realize that some of the work train operation, such as the picking up of rail requires a large engine so that an adequate air pump will be furnished for operating the rail loader, but I believe in such cases if you put the matter up to the Division Superintendent, explaining to him the necessity for heavier power to get the rail unloaded that he will arrange to see that you are furnished with an engine which will be satisfactory.

Yours truly,

[Signature]

H-K

Ass't, Chief Engineer.

Detroit, Dec. 3rd, 1917.
St. Thomas, Ont., Dec. 5, 1917.

Messrs. C. Hawkins, Windsor,
   " D. Wagner, Ridgeway,
   " J. Kenney, St. Thomas,
   " H. Western, Welland,
   " O. Dawson,

Dear Sirs:

Account of the urgent necessity for conserving as far as possible Locomotive power it is expected that road train service will be cut to a minimum consistent with the actual necessity for taking care of work to close up this season's operations.

When it is necessary to order a work train where a small engine will do the work, you should so state in your request the smallest size engine that will do the work and where work around the yards can be done by yard crew it is expected that all we will ask for will be a yard crew. Now that the ballast season is over and we are not dumping ballast which requires a fair size engine I can hardly see any necessity for asking for heavy power. The only trouble we may experience for the rest of the season now probably will be getting an engine with a large enough pump to handle rail loader when we are loading and unloading rail.

Yours truly,

JEJ:VB Division Engineer.
St. Thomas, Ont., Dec. 5, 1917.

Mr. G. H. Harris,
Asst. Chief Engineer,
Detroit, Michigan.

Dear Sir:—

Your circular letter of Dec. 3rd concerning matter of conserving of Locomotive power.

We will keep close watch of this situation and will not order work trains which specify engines larger than may be necessary to take care of our requirements consistent with good practice.

Yours truly,

JEJ:B
Division Engineer.
St. Thomas, Ont., Jan. 7, 1918.

Mr. E. E. McElroy,
Trainmaster,
St. Thomas.

Dear Sir:-

We now have 5 cars of new 105# rail at Waterford, which we would like to unload between Waterford and LaSallette tomorrow.

Will you arrange for a work train out of St. Thomas in a.m. to be at Waterford about 7 a.m., also have the rail loader, which is on a flat car at Montrose, moved to Waterford some time tonight so that it will be there for the work train to use in a.m.? We are using the rail loader this afternoon on the Niagara Branch, but will be through with it about 5 p.m.

I think it will be well to have the night Chief Dispatcher keep track of the rail loader and if it is not possible to get the rail loader up to Waterford tonight he can cancel the order for the work train, as work train will be of no use unless the rail loader is there.

Yours truly,

J.K.J.
Division Engineer.
St. Thomas, Jan. 15th, 1918

Mr. J. Balkwill,
Div. Supt.

Dear Sir:

On your statement of work train service, month December, you show Laughlin & Crew, Dec., 15th, engine 8597, flanging St. Thomas-Victoria.

This should not be charged against Track Department, as snow plow was taken to Victoria by light engine to be stored there.

Please allow credit on January Statement.

Yours truly,

Division Engineer.
Jefferson

Please order work train for 6:30 a.m. Jan 22.
Taking all the candoes at St. Thomas
and unloading at Kilmarnock.
Have Bunk car one 25771 on Old
route go in track at old coal dock
on train for men to ride in.

J. Kennedy

1/4/15
St. Thomas, Ont., Jan. 21, 1918.

Mr. J. Balkwill,
Div. Superintendent,
St. Thomas.

Dear Sir:-

Please arrange to have work train, Conductor Hayden, and crew, tie up at St. Thomas tonight and have all the cars of cinders now in St. Thomas Yard put on this train out of here to be unloaded at Tillsonburg. There are about 20 cars of cinders and it will require a large engine.

Will you please arrange?

Yours truly,

jas/b

Division Engineer.
St. Thomas, Ont., Jan. 29, 1918.

Mr. J. Balkwill,
Div. Superintendent,
St. Thomas.

Dear Sir:

McIntosh has tied up at Windsor and will not be able to get him to take the train of cinders west tomorrow.

Please arrange to furnish another engine and crew to take all the cars of cinders in St. Thomas yard, also bunk car 25171, which is coming in on #41 today, and be at Shedden at 7 o'clock tomorrow, Wednesday, to unload cinders.

Yours truly,

Jas B
Division Engineer.
St. Thomas Ont., Feb. 5th, 1918.

Mr. J. Balkwill,
Div. Superintendent,
St. Thomas.

Dear Sir:—

Attached is note from A. McIntosh, Condr. work train, in which he shows delay of 3 hours and 40 minutes at St. Thomas Yard, waiting for his train.

Instructions were given the night before to have the train ready for 6.30, but it appears that no attempt was made to make up the train until 7.20.

Wish you would please investigate this and advise.

Yours truly,

JAS. B. Division Engineer.
St. Thomas, Ont., Feb. 7th, 1918.

Mr. J. Balkwill,
Div. Superintendent,
St. Thomas.

Dear Sir:-

Please furnish an engine and crew to be ready to leave St. Thomas at 6 a.m. tomorrow, Friday, taking all the cars of cinders in the yard, and unload at LaSalette. Have train make stops at Kingsmill, Springfield, Tillsonburg and Cornell to pick up section men.

Yours truly,

JAS;B
Division Engineer.
St. Thomas, Ont., March 5th, 1918.

Mr. J. Balkwill,
Div. Superintendent,
St. Thomas.

Dear Sir:-

Please furnish an engine and crew to take all the cars of cinders from St. Thomas and be at Iona at 7 a.m. tomorrow, Wednesday, to unload.

Yours truly,

J.A3:B
Division Engineer.
St. Thomas, Ont., May 1st, 1918.

Mr. J. Balkwell,
Mr. F. McIlroy,

Dear Sirs:-

Please furnish an engine and crew to be ready to leave here at 6:30 a.m. tomorrow, and taking all the cars of cinders to unload on eastbound track between St. Thomas and Springfield.

Yours truly,

JAS.B
Acting Division Engineer
St. Thomas, Ont. June 3rd, 1918.

Mr. J. E. Johnson,
Division Engineer,
St. Thomas.

Dear Sir:

Attention is invited to attached letter from Mr. Shearer, regarding work train crews being held on duty excessively. Please return this letter to me.

On the 8th this crew arrived at Waterford where they tied up at 9.50 PM. Letter says they tied up at 11.15 PM. On the 8th they tied up at 11.15 PM while the train sheet shows them arriving Welland at 10.10 PM. On the 13th they arrived at Waterford at 10.50 PM and they apparently tied up at 1.210 AM.

I have had to issue instructions to the Conductors that in no case are they to hold the engine crew on duty in excess of 14 hours, and they should get a reasonable days work done in less time.

Does your check correspond with the figures submitted by Mr. Shearer? Please advise.

Yours truly,

J. Balkwill.

Division Superintendent.

Dictated. J. Balkwill.
W. M.  

Note attached and give me full report of your work on these three days.  

J. E. Johnson
Mr. J. E. Johnson

Dear sir,

In regards to Mr. Shearer letter of working 10 long hours now on May 8th Mr. Shearer letter says called for 4:30 am at St. Thomas. Now this is a mistake. I was called for 6:30 am at Waterford. Mr. Shearer has it Tied up at Waterford at 11:15 PM. We tied up at 10:30 PM making a mistake of 2 hours and 45 minutes. We made 1 round trip between Waterford and Victoria unloaded 22 cars of stone.

May 9 called at Waterford for 6:30 AM made 1 round trip between Waterford and Stevensville and back to Welland. Tied up at Welland at 10:45 PM. Engine tied up at Montrose at 11:15 PM unloaded 24 cars of stone. Between Welland and Stevensville hauled 20 cars to Welland and tied up. Engine had to go to Montrose to tie up on account of coal.
May 13 made trip from St. Thomas to Victoria.
I returned to Waterford; called at St. Thomas for 1:30 am. Laid up at Waterford at 11:45 P.M.
Unloaded 24 bars of iron at Stevensville.

Now it is impossible to arrange our work to be on duty about 14 hours or 16 hours as on Monday we have got to make a long day if we get in behind a drag, part of the day is gone before we get started to unload. We have got to arrange to lie up Engines at Montrose, Victoria, or Waterford on account of night-watchman. For cool? I don't think Mr. Shearer look in to consideration the number of trains we have to contend with while working on west-bound track between Victoria and Welland. It is not the same as we had both tracks to unload on the same as we had other years. You know it is the worst place on the road to work.

Yours Truly
A. Mcintosh
Mr. J. Walkwill,
Divn. Superintendent,
St. Thomas.

Dear Sir:-

Referring to the attached letter from Mr. Shearer concerning number of hours for engineer Cottrell on engine 7567 on May 8th, 9th and 13th.

On May 8th this crew was called for 6:30 a.m. According to your letter of June 3rd they tied up at Waterford at 9:50 p.m., while the Conductor's statement is to the effect that they tied up at 10:35 p.m.

On May 9th crew was called for 6:30 a.m. and tied up at 11:15 p.m. In this case the train crew tied up at Welland at 10:45 p.m. and the engine crew ran to Manotick putting up there at 11:15 p.m.

On May 13th this crew was called for 4:30 a.m. and tied up at Waterford at 11:45 p.m. making the hours on duty 19 hours and 15 minutes.

This train is engaged in handling stone from Hagersville Quarry to the Fort Erie Division and I quite agree with the suggestion that there should be some limit placed on the working hours.

Yours truly,

JEJ:B     Division Engineer
Detroit, June 24th, 1918.

Mr. J. E. Johnson,
Division Engineer.

Dear Sir:-

The General Superintendent has called attention to several instances where road trains on your territory have worked excessive hours, the engineer putting in such hours that his pay has amounted to as high as $17.55 per day, this amount being made up of mileage run and hours worked.

Your work train schedule should be worked out so that work trains will not be kept on duty to exceed fourteen hours, except in cases of emergency.

I see no reason why you cannot work out your road train schedule so that road trains hauling stone between the quarry and point of unloading will make practically straight mileage, ordering another crew at Victoria or Montrose to take care of the work at the point of unloading, and the other miscellaneous road train work, which will give them practically working hours for their pay, in this way eliminating the necessity of paying one crew both mileage and working time.

Please go into this matter thoroughly and advise me what you are able to work out. If your two present road trains are now making time aggregating three road trains, it would be a much better proposition to put the three road trains on than to work two road trains excessive time each day.

Yours truly,

[Signature]

Ass't Chief Engineer.
St. Thomas, Ont., June 26th, 1918.

Mr. Geo. H. Harris,
Asst. Chief Engineer,
Detroit, Michigan.

Dear Sir:-

I have your letter of June 24th concerning the matter of number of hours for engineer in work train and we have an arrangement now that if they make a round trip from Stegemsville to Nageraville, which is their mileage for ordinary days work, on the stone train, that they do not work either before they leave or after they return and on days that they spend their time unloading stone they will only make a trip one way.

This is a matter which will have to be checked up each day by myself and instructions given to the train despatcher and to the Conductor on the work train, as I do not believe that we can lay down a rule and have the train conductor follow it to our satisfaction.

I believe that with this arrangement we can keep the hours down to considerable less than 14 hours per day.

Yours truly,

Division Engineer
St. Thomas, Ont., July 2nd, 1918.

Mr. S. R. Webb,
Div. Master Mechanic.

Mr. J. Balkwill,
Div. Superintendent.

Dear Sirs:-

We have been trying to have our engine crews tie up at Belland when the train crew ties up at the same point.

There is no reason why they cannot tie up there as far as I can see, if they have tanks low enough so that the man who does the shoveling at Belland can shovel coal on.

We have had instances where engine crews with low tanks have insisted on running into Montrose to tie up, when it was evident that the only reason they wanted to run into Montrose was in order to make the additional miles.

Yours truly,

JEJ:B
Division Engineer
St. Thomas, Ont., July 12th, 1918.

Mr. J. W. Hayden,
Conductor.

Dear Sir:-

I notice that your work train reports, while as a general rule do not exceed 14 hours, yet they run always between 13 and 14 hours.

If you keep this up you will force me to reduce the working hours of a work train, which will certainly reduce the pay.

If you would tieup after 9 or 10 hours part of the time, and around 13 hours at other times nobody would have any fault to find.

Yours truly,

JEJ:B
Division Engineer.
ST. THOMAS, July 30th, 1916.

Mr. J. Balkwill,
Div. Superintendent,
St. Thomas.

Dear Sir:—

Please furnish an engine and crew with two flat cars
St. Thomas Yard, Wednesday, 7 a.m.

We will require a Conductor only, no brakeman.

Yours truly,

JAS: B

Division Engineer

Michigan Central Railroad Company.

Detroit, August 6th, 1918.

Mr. J. D. Elder, Mr. J. Evans, Mr. W. C. Houston, Mr. J. E. Johnson, Mr. E. C. Wurser, Mr. S. D. Williams, Jr.

Division Engineers:

Gentlemen:

I believe that there have been instances where delay has resulted to our work trains account of engine crews tying up for meals at a time when work is somewhat inconvenienced, and have consumed an hour and upwards in obtaining a meal.

In order that there may be a clear understanding on this subject, would advise that the schedule provides that engine crews will be allowed time for meals as near as possible to meal hour, no exact time being specified, which leaves it somewhat to the discretion of the man in charge of the road train, to select a time for tying up which will not delay the work.

The time allowed for meals is specified to be not less than thirty minutes, which limits the time to not more than thirty minutes, if it is possible for the engine crew to obtain their meal within such time, so that a strict application of this rule does not allow the engine crew to use up an hour or an hour and a half in obtaining the noon meal.

You should have your men in charge of road train operation watch this matter, reporting to you any case where engine crews consumed time in excess of thirty minutes to obtain their meals when there were no circumstances prohibiting them from obtaining the meal within such time; you should then report the matter to the Division Superintendent for correction, sending copy of such reports to me, as the General Superintendent has promised me that he will see that the matter is corrected, in case the Division Superintendent does not correct the trouble.

Yours truly,

[Signature]

Asst Chief Engineer.
St. Thomas, August 5th, 1918.

Gentlemen:

I believe that there have been instances where delay has resulted to our work trains account of engine crews tying up for meals at a time when work is somewhat inconvenienced, and have consumed an hour and upwards in obtaining a meal.

In order that there may be a clear understanding on this subject, would advise that the schedule provides that engine crews will be allowed time for meals as near as possible to meal hour, no exact time being specified, which leaves it somewhat to the discretion of the man in charge of the road train to select a time for typing up which will not delay the work.

The time allowed for meals is specified to be not less than thirty minutes, which limits the time to not more than thirty minutes, if it is possible for the engine crew to obtain their meal within such time, so that a strict application of this rule does not allow the engine crew to use up an hour and a half in obtaining the noon meal.

You should watch this matter and report to me any case where engine crews consume time in excess of 30 minutes to obtain their meals when there were no circumstances prohibiting them from obtaining the meal within such time.

Yours truly,

Division Engineer
ST. THOMAS, Sept. 16th 1918.

Mr. J. Balkeill,

Mr. J. J. Crowley.

Dear Sir:-

Please furnish an engine and crew to be ready to leave St. Thomas at 6.30 a.m. tomorrow, Tuesday, taking the leveller, which is on 500 track, 2 box cars, 2 flat cars, and also bunk car 25212, on the old go-in track, to load and unload material between St. Thomas and Cornwall.

Please have Roadmaster Keoney called to go over the train.

Yours truly,

JAS.B

Division Engineer
St. Thomas, Ont., Sept. 20th, 1918.

Mr. J. Balkwill,
Mr. J. J. Cruzeley.

Dear Sirs:

Please furnish an engine and crew with 4 flat cars to be ready at 6:30 a.m. tomorrow, Saturday, to load scrap from St. Thomas east.

Yours truly,

[Signature]

Division Engineer
Detroit, September 18th, 1918.

Gentlemen:

A case recently occurred whereby a road train conductor received pay for which no services were rendered, on account of receiving instructions to tie up over Sunday away from the home terminal, direct from the Track Department, instead of having the matter arranged thru the Operating Department.

Hereafter when making requests upon the Operating Department for road trains, a clear understanding must be had with the Division Superintendent as to the character and period of work for which such road train is desired, and at the expiration of the actual work to which the road train is assigned, such crew returns automatically to the jurisdiction of the Operating Department, and no arrangements for further service or for tying up away from home terminal should be made directly with the conductor in charge of such road train, such arrangements to be made thru the Division Superintendent who will issue the necessary instructions to the road train conductor.

Please see that arrangements as above outlined are strictly adhered to hereafter.

Yours truly,

[Signature]

Ass't Chief Engineer.

Copy - H S
ST. THOMAS, Ont., Sept. 23rd, 1918.

Mr. C. Hawkes, Windsor,)
Mr. D. Wagner, Haldimand,)
Mr. J. Kenney, St. Thomas,)
Mr. O. Dawson, Welland,)
Mr. C. Durham, Welland,)

ROADMASTERS.

Gentlemen:

Quote below letter received from Asst. Chief Engineer, dated Sept. 15th, regarding road trains.

"A case recently occurred whereby a road train conductor received pay for which no services were rendered, account of receiving instructions, to tie up over Sunday away from the home terminal, direct from the Track Department, instead of having the matter arranged thru the Operating Department.

Hereafter when making requests upon the Operating Department for road trains, a clear understanding must be had with the Division Superintendent as to the character and period of work for which each road train is desired, and at the expiration of the actual work to which the road train is assigned, each crew returns automatically to the jurisdiction of the Operating Department and no arrangements for further service or for tying up away from home terminal should be made directly with the Conductor in charge of such road train, such arrangements to be made thru the Division Superintendent who will issue the necessary instructions to the road train conductor.

Please see that arrangements as above outlined are strictly adhered to hereafter."

Please be governed accordingly.

Yours truly,

Division Engineer
St. Thomas, Sept. 30th, 1918.

Mr. J. Balkwill,
Mr. J. J. Crowley.

Gentlemen:

Please furnish an engine and crew with Conductor only.
St. Thomas, at 7 a.m. tomorrow, Tuesday, to handle scrap in Yard.

Yours truly,

Division Engineer.
St. Thomas, Ont., Oct. 9th, 1918.

Mr. J. Balkwill,
Div. Superintendent,
St. Thomas.

Dear Sir:

Please arrange for yard crew with Conductor for 7 a.m. tomorrow, to pick up scrap and place cars in St. Thomas yard.

Please see that engine and crew is out at 7 in a.m.

Yours truly,

Division Engineer
ST. THOMAS, Ont., April 23rd, 1919.

Mr. B. W. Benahum,
Division Superintendent.

Dear Sir:—

Will you please have the newly assigned crew, Condr. Laughlin, with a compound engine, at Waterford tomorrow, Thursday, at 7.30 a.m. Have him report to either Roadmaster Dawson or Extra Gang Foreman O’Brien for instructions.

Yours truly,

JAS: B.
Division Engineer

CC: J.J. Crowley.
ST. THOMAS, Ont., May 2nd, 1919.

Mr. T. G. Courtney,
Mr. J. Laughlin.

Gentlemen:

Please arrange to give me each night a report of any delays you have on work train.

Yours truly,

JAS.B Division Engineer
## Freight Train Delay Report

**Date Starting:** May 3, 1910

### Train Information
- **Train:** Work train
- **Direction:** West
- **Engine No.:** 700

### Engine Information
- **Engine:** Thomas
- **Conductor:** Langston

### Trip Information
- **Trip From:** Detroit
- **Trip To:** St. Thomas
- **Train Ready:** 6:30 AM
- **Engine On:** 5:30 AM

### Car Information
- **Left:** 735 loads, 10 empties
- **Arrived:** 613 loads, 10 empties

### Volumes Handled
- **Total Tons:**
  - **Loads:**
  - **Empties:**
  - **Total:**

### Analysis of Delays

<table>
<thead>
<tr>
<th>Cause</th>
<th>Hrs.</th>
<th>Mins.</th>
<th>Location and Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waiting for Trains</td>
<td>1</td>
<td></td>
<td>Train out of pit + way line is obstructed</td>
</tr>
<tr>
<td>At St. Thomas</td>
<td>50</td>
<td>13</td>
<td>Drift later on we were haste to keep 30 min delay of 50 13</td>
</tr>
<tr>
<td>Testing at St. Thomas</td>
<td>15</td>
<td></td>
<td>13 / 13 Drift table be we have to follow up</td>
</tr>
<tr>
<td>Derailment</td>
<td>40</td>
<td></td>
<td>We backed your rear track company</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>40</td>
<td></td>
<td>Swiching track</td>
</tr>
</tbody>
</table>

### On Road Delays

<table>
<thead>
<tr>
<th>Cause</th>
<th>Hrs.</th>
<th>Mins.</th>
<th>Location, and Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Way work</td>
<td>1</td>
<td></td>
<td>On loading stage, between hoists + yard for test balloon track</td>
</tr>
<tr>
<td>Train parting</td>
<td>30</td>
<td>15</td>
<td>From puller machine</td>
</tr>
<tr>
<td>Lumber</td>
<td>30</td>
<td></td>
<td>Turning tug, water</td>
</tr>
<tr>
<td>Engine failures</td>
<td>25</td>
<td>5</td>
<td>Local ahead hose</td>
</tr>
<tr>
<td>Hot journal and etc</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Superior trains to pass</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Held for targets</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Held out of yards</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:-

I wish to advise that work train Cond. Laughlin's delay report for Monday, May 5th, shows that he was called for 6:30 a.m. and was delayed 1 hour through his train being in the pit tracks and his way car in the caboose track. After he got this train together he was delayed further 50 minutes on account of #13, the dispatcher telling him that he would have to keep clear of #13 30 minutes. He was further advised by the dispatcher that he would have to follow train #11, which caused another delay of 15 minutes. Also another delay of 40 minutes through an extra west breaking down, necessitating the backing over and using the eastbound track to West Lorne.

You will notice that the delays in St. Thomas Yard amounted to 2 hours and 5 minutes, and it would seem that this delay could have been entirely eliminated had the way car been placed on Laughlin's train, as it should have been. If that had been done he could have got out ahead of #13 and would not have had to follow #11.

We are endeavouring to keep the work trains down to 8 hours as closely as possible, but with the consideration which these trains are receiving, it is quite impossible to do so.

I should be glad if you will undertake to give us some assistance in handling these trains, so as to eliminate any unnecessary overtime.

Yours truly,

W.J.B. Division Engineer
Michigan Central Railroad Company.

St. Thomas, Ont., May 9th, 1919.

Mr. B. W. Connelly
General Yardmaster.

Dear Sir:

I am handing you herewith letter from Mr. W. J. Shaw having reference to delay to their worktrain morning of May 5th.

I wish you would arrange so that way cars on worktrains will be placed with the trains and every possible effort made to avoid delay to these trains. You understand that the Engineering Department have a large number of men working and when they are delayed from one to two or three hours, it means a lot of money to be thrown away and I am sure you would not care to have the responsibility of such delay laid at your door; therefore, please do the necessary.

Yours truly,

C. W. J. Shaw.

Div. Superintendent.
ST. THOMAS, Ont., June 4th, 1919.

Messrs. T. Courtney, B. Thomas,
A. McIntosh,
J. M. Hayden,
J. Laughlin,

Gentlemen:

Mr. Donahue has requested that any unusual or unnecessary delays be reported to him each day. You will, therefore, send a report to Mr. Donahue under personal cover, marking the envelope "personal," giving any delays that are out of the ordinary, either delays at terminals waiting for your train, or delays on the road on account of being held in for trains.

This report is in addition to the one you send to this office.

Yours truly,

JASIE
Division Engineer
Michigan Central Railroad Co.

Delay Report.

Trip from St. Thomas to Waterford, return. Engine 8181.

Train Ready 6:20 P.M. Arr. 4:15 a.m. Eys. 31. Train York.

Overtime 4 h. 5 m. Date June 3, 1897.

<table>
<thead>
<tr>
<th>Place</th>
<th>Hours</th>
<th>Mins.</th>
<th>Cause for Delay</th>
</tr>
</thead>
<tbody>
<tr>
<td>St. Thomas</td>
<td>1</td>
<td>10</td>
<td>Waiting for Engine.</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td></td>
<td>Switches out Shop cars, testing.</td>
</tr>
<tr>
<td>Waterford</td>
<td>4</td>
<td>30</td>
<td>Long failure, Waiting for Engine.</td>
</tr>
</tbody>
</table>


Mr. D. W. Donahue,
Division Superintendent.

Dear Sirs:

Work train Conductor Courtenay reports that he was held yesterday, St. Thomas yard, 1 hr. 10 min. waiting for engine and 20 min. switching out shop cars.

As per our conversation if we are going to keep these road trains down to the 8 hour basis it will be necessary that an engine is out on time, and that the road crew is not held in here switching out shop cars.

This for your information and attention.

Yours truly,

JAS.B
Division Engineer
# Freight Train Delay Report

**Date Starting:** May 27th

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train</td>
<td>Work train</td>
<td>630A</td>
</tr>
<tr>
<td>Engineer</td>
<td>Allan</td>
<td>60M-M9</td>
</tr>
<tr>
<td>Trip From</td>
<td>Willard</td>
<td>0 PTG CO</td>
</tr>
<tr>
<td>Called For</td>
<td>630A</td>
<td>04</td>
</tr>
<tr>
<td>Left</td>
<td>720R</td>
<td>14</td>
</tr>
<tr>
<td>Arrived</td>
<td>710PM</td>
<td>32</td>
</tr>
<tr>
<td>Cars Handled</td>
<td>33</td>
<td></td>
</tr>
</tbody>
</table>

## Analysis of Delays

<table>
<thead>
<tr>
<th>Cause</th>
<th>Hrs.</th>
<th>Mins.</th>
<th>Location and Detail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waiting for Trains</td>
<td>20</td>
<td>for Eng</td>
<td>Willard</td>
</tr>
<tr>
<td>Testing Air</td>
<td>30</td>
<td>40 5 + 7 FF B Fees Trains from wa</td>
<td>Willard</td>
</tr>
<tr>
<td>Doubling of Train</td>
<td>15</td>
<td></td>
<td>Willard</td>
</tr>
<tr>
<td>Waiting for Engine</td>
<td></td>
<td></td>
<td>Willard</td>
</tr>
<tr>
<td>Waiting for Engine</td>
<td></td>
<td></td>
<td>Willard</td>
</tr>
<tr>
<td>To Follow Other Trains</td>
<td></td>
<td></td>
<td>Willard</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td></td>
<td></td>
<td>Willard</td>
</tr>
</tbody>
</table>

## On Road

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Way Work</td>
<td>Windham</td>
<td>20</td>
</tr>
<tr>
<td>Train Parting</td>
<td>Blooming</td>
<td>35</td>
</tr>
<tr>
<td>Engine Failures</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hot Journals and Other Car Failure</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Superior Trains to Pass</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Held for Targets</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Held Out of Yards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Detroit, May 26th, 1919.

Mr. N. A. Hornung,
Mr. H. C. Fethill,
Mr. John Evans,
Mr. E. D. Elder,
Mr. E. G. Wharf,
Mr. W. O. Houston,
Mr. W. J. Shaw, Jr.,
Mr. S. D. Williams, Jr.

Gentlemen:

You are probably aware that under some late wage orders that the old rate schedules for train and enginemen are increased. This will mean our work trains will cost considerably more than they have in the past. I think you should at once have a meeting with the Division Superintendents, and explain to them the work you have on hand for which train service is required, and work out with them the most economical way for doing the work. To obviate over-time it may be possible in some cases that two trains would be cheaper than one train working long hours.

All departments are held strictly accountable for over-time. This makes it necessary for cooperation between yourselves and the Superintendents in this matter of handling work trains.

Please give this prompt attention and advise what you do in the matter.

Yours truly,

[Signature]

Asst. Chief Engineer.
ST. THOMAS, Ont., June 5th, 1919.

Mr. J.F. Deimling,
Asst. Chief Engineer,
Detroit, Michigan.

Dear Sir:—

Referring to your circular letter of May 24th, respecting work trains.

Would advise that I had a meeting with Mr. Donahue regarding the question of work trains, and he has agreed to give us every assistance, having instructed the dispatchers to give our trains every advantage possible in order to expedite the work. We are also adding another train which will make four that we will have. The additional train is expected to relieve the situation of long hours.

Yours truly,

DIV. ENGINEER

Division Engineer
<table>
<thead>
<tr>
<th>LETTER</th>
<th>WORK TRAIN</th>
<th>DIRECTION</th>
<th>ENGINE NO</th>
<th>CALL FOR TRAIN</th>
<th>POS</th>
<th>TOTAL TONS</th>
<th>LOADS</th>
<th>LOADS</th>
<th>TOTAL TONS</th>
<th>CARS HANDLED</th>
<th>TONS HANDLED</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>4015</td>
<td>East</td>
<td>7869</td>
<td>6K A</td>
<td>625</td>
<td>0</td>
<td>6</td>
<td>1</td>
<td>635</td>
<td>28</td>
<td>25</td>
</tr>
<tr>
<td>B</td>
<td>6021</td>
<td>West</td>
<td>8269</td>
<td>6A A</td>
<td>625</td>
<td>0</td>
<td>6</td>
<td>1</td>
<td>635</td>
<td>28</td>
<td>25</td>
</tr>
</tbody>
</table>

**ANALYSIS OF DELAYS**

<table>
<thead>
<tr>
<th>CAUSE</th>
<th>HRS.</th>
<th>MINS.</th>
<th>LOCATION AND DETAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>25</td>
<td></td>
<td>Waiting for trains</td>
</tr>
<tr>
<td>B</td>
<td>10</td>
<td></td>
<td>Leaving</td>
</tr>
<tr>
<td>C</td>
<td>35</td>
<td></td>
<td>Switching out 14 Bulk Cars from 14 Truck Pit + 30 Misc.</td>
</tr>
<tr>
<td>D</td>
<td>10</td>
<td></td>
<td>Waiting for trains</td>
</tr>
<tr>
<td>E</td>
<td>35</td>
<td></td>
<td>Setting out 14 Bulk Car + Picking up 13 Loads of Stone</td>
</tr>
</tbody>
</table>

**ON ROAD**

<table>
<thead>
<tr>
<th>LETTER</th>
<th>HRS.</th>
<th>MINS.</th>
<th>LOCATION AND DETAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>F</td>
<td>10</td>
<td></td>
<td>Split East + 45 32</td>
</tr>
<tr>
<td>G</td>
<td>15</td>
<td></td>
<td>Orders</td>
</tr>
<tr>
<td>H</td>
<td>10</td>
<td></td>
<td>For Division</td>
</tr>
</tbody>
</table>
St. Thomas, Ont., June 17, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:

Will you kindly advise when you expect to tie up engine of the stone train at Nagersville. I notice from Engineer's reports that he suffers some delays at night going to Waterford, on account of trains ahead and locals switching at Waterford.

Yours truly,

Division Engineer,
 Dear Sir:

For your information will advise that
Conductor Laughlin, work train, was delayed 25 min.
in St. Thomas yard yesterday, waiting for way car to
be switched out.

Yours truly,

JAS:O

Division Engineer.
ST. THOMAS, Ont., May 29th, 1919.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:—

Will you please arrange to advertise for another work train to haul gravel between Waterford and St. Thomas?

Would like to get this crew as soon as possible.

Yours truly,

JAS. H. Division Engineer
ST. THOMAS, Ont., May 29th, 1911.

Dear Sir:-

I notice that you have been in the habit of ordering your train to leave St. Thomas at 6:30.

So far as work is concerned I cannot see that you are gaining anything by this, as you have to wait until after train #11 leaves before you can get to work.

I think that if you arrange to follow #11 that you will accomplish just as much work in shorter hours than you are doing at the present time. In any event, I wish you would try it out.

Yours truly,

[Signature]

Division Engineer
ST. THOMAS, Ont., May 29th, 1919.

Mr. J. Pervis,
Trainmaster.

Dear Sirs:

The work train, Cargo, Courtenay, will bring a train of gravel into St. Thomas tomorrow about 7 o'clock. Please arrange to have empties that McIntosh will have this afternoon ready on some convenient track so Courtenay can get them to take back to Waterford on his arrival at St. Thomas so that we can keep him within the hour limit.

Yours truly,

J.H.B. Division Engineer

C.E. - J.T. Cascadden.
Mr. D W Donahue,
Mr. J. Purvis,

Dear Sirs:-

Please have the leveller put on Courtnays work train on its arrival at St. Thomas tomorrow morning from Waterford. Arrange to have him work between St. Clair Jct. and Shedden with the leveller, as directed by Roadmaster Wagner.

Yours truly,

Division Engineer

CC- J. Purvis.
ST. THOMAS, Ont., June 2nd, 1919.

Mr. D. W. Donehue,
Division Superintendent.

Dear Sir:-

Please arrange to have Conductor Courtenay
with one compound engine and one of wheel or Klondike
engine take all of the empties that McIntosh will have,
also all the empties that Hayden will bring in this p.m.,
and place empties at Waterford and Hagersville, and pick
up all the cars of stone at Hagersville and all the cars
of gravel at Waterford and bring to St. Thomas. Have
train ready to leave on arrival of Hayden's work train
from Ridgeway this p.m.

Yours truly,

JAS: B
Division Engineer

CC - J. Purvis.
ST. THOMAS, Ont., June 9th, 1917.

Condr. J. Laughlin,
St. Thomas.

Dear Sir:-

I notice by your work train report that you tied up at Welland at 1:30 Saturday afternoon and had 13 cars of stone left under load.

It seems to me that you could have remained on duty and unloaded the 13 cars and still have been within your proper time, for in this particular case your mileage would have exceeded your hours on duty and in any event you would take the mileage.

The result of the tie up which you made Saturday is that we are set back one day in our handling of the work. I think you could regulate your hours on duty by taking into consideration the mileage which you run or the hours, as the case may be, and from that you can easily tell whether you are going to receive time limit and not unusual amount of overtime.

I should be glad to have your opinion on this question.

Yours truly,

Division Engineer
St. Thomas, July 5th, 1919.

Mr. J. V. Hayden,
Conductor.

Dear Sir,-

Train Despatcher, Mulvaney called on me this afternoon regarding time of calling your train to-day.

He states that Mr. Nolan ordered the train for 1:30 PM, while we had it ordered for 3:00 PM. Mr. Nolan was advised of that fact and became insulting in his remarks to Mr. Mulvaney when his (Nolan) orders were cancelled.

You may advise Mr. Nolan that our orders respecting the worktrains are positive and if there are any changes made, that we will make them and I wish you would give Mr. Nolan to distinctly understand that fact.

Yours truly,

[Signature]

Div. Engineer.

Copy Mulvaney.
Michigan Central Railroad Company.

St. Thomas, Ont., July 18th, 1919.

Mr. W. J. Shaw,

Div. Engineer.

Dear Sir:

Referring to the matter of ordering worktrain in charge of Conductor J. W. Hayden as per your letter of July 5th:

Brakeman Nolan was called to the Trainmaster's office and investigation developed the fact or at least he made the statement that he had ordered the worktrain on instructions from Conductor Hayden. He was instructed by the Trainmaster that the ordering of road trains was in the hands of the Division Engineer's office and he (Nolan) or Conductor Hayden did not have any right to order a worktrain except on instructions from the Engineering Department.

If you have any more trouble, I would be very glad to hear from you.

Yours truly,

[Signature]

Div. Superintendent.
St. Thomas, Ont., June 29, 1919.

Mr. B. F. Cascaddan, General Yardmaster.
Mr. A. McIntosh, Conductor,
St. Thomas.

Gentlemen:

I received Conductor McIntosh's delay report covering delay to his train on June 27th in St. Thomas, 1'40" waiting for way car.

I would be pleased to have explanation from Yardmaster Cascaddan, also from Conductor McIntosh, as to why some effort was not made by Conductor McIntosh to switch out his way car instead of waiting for the yard force to do so. Conductors in charge of worktrains are supposed to help themselves in a great many cases and not wait for yard forces to switch their trains when it is possible for them to do it themselves. This does not in any way excuse the yard from making every effort to have worktrains ready so far as possible and I am satisfied that if Conductor McIntosh had switched out his own way car considerable of the delay would have been eliminated.

I would like prompt explanation from both you gentlemen:

Yours truly,

[Signature]

Div. Superintendent.

W. J. Shaw,
C.C.
Subject: Delay in Worktrain

St. Thomas, Ont., July 2nd, 1919.

Mr. W. J. Shaw,

Div. Engineer.

Dear Sir:

Replying to your personal letter of June 28th having reference to worktrain in charge of Conductor McIntosh delayed 1'40" waiting for way car:

I have taken this up with Yardmasters, also with Conductor McIntosh as to why he did not take his own engine and get his way car instead of waiting for the Yard forces to switch it out for him. With a little activity on the part of Conductor McIntosh I am satisfied he could have avoided some of the delay; however, I have instructed Yardmasters to help out worktrains in every way possible. For your information regular Night Yardmaster McNish has been off on his vacation and I daresay when he returns delays such as referred to in your letter will be eliminated.

I had taken this up before receipt of your letter as I received copy of the delay report.

Yours truly,

[Signature]

Div. Superintendent.
**United States Railroad Administration**

**Director General of Railroads**

**Michigan Central Railroad**

**Freight Train Delay Report**

**Date Starting:** June 27, 191...

---

**A. Train:**

**B. Direction:** East

**C. Engine No.:** 7363

---

**D. Engineer:**

**E. Conductor:**

---

**F. Trip From:**

**G. Trip To:**

---

**H. Called For:**

**I. Train Ready:** 7:20 PM

**J. Engine On:** 7:20 PM

---

**K. Left:**

**L. M. Loads:**

**M. N. Empties:**

**N. O. Total Tons:**

---

**P. Arrived:**

**Q. G. Loads:**

**R. P. Empties:**

**S. S. Total Tons:**

---

**U. Cars Handled:**

**V. Tons Handled:**

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**Analysis of Delays**

**At Initial Terminal:** St. Thomas

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<table>
<thead>
<tr>
<th>Cause</th>
<th>Hrs.</th>
<th>Mins.</th>
<th>Location and Detail</th>
</tr>
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<tbody>
<tr>
<td>W. Waiting for Train</td>
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<tr>
<td>X. Waiting for Engine</td>
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<tr>
<td>Y. Testing Air</td>
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<tr>
<td>Z. Doubling Train</td>
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<tr>
<td>AA. To Follow Other Trains</td>
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<tr>
<td>AB. Miscellaneous</td>
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**On Road**

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<thead>
<tr>
<th>Cause</th>
<th>Hrs.</th>
<th>Mins.</th>
<th>Location and Detail</th>
</tr>
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<tbody>
<tr>
<td>AC. Way Work</td>
<td>50</td>
<td></td>
<td>Waterford, held for train</td>
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<tr>
<td>AD. Train Parting</td>
<td>15</td>
<td>23,39</td>
<td>Windham</td>
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<td>AF. Engine Failures</td>
<td>10</td>
<td>45,2</td>
<td>Windham</td>
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<td>AG. Hot Journals and Other Car Failure</td>
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<td></td>
<td>Fremont, grade points</td>
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<td>AH. Superior Trains to Pass</td>
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<td>AJ. Held for Targets</td>
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<td>AK. Held out of Yards</td>
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<td>AM. Miscellaneous</td>
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</tr>
</tbody>
</table>
ST. THOMAS, Ont., June 26th, 1919.

Personal

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:

Yesterday morning McIntosh's work train was held in St. Thomas Yard 1 hour and 40 min. waiting for way car. He also had to go to Iona for his train of gravel, which Hayden took there the night before on instructions from Yardmaster at St. Thomas. The result was that McIntosh did not get started to work until 11.10 a.m.

Courtenay's work train also was delayed in St. Thomas yard yesterday morning 1 hour 50 min. waiting for his train to be made up and way car. Courtenay was also held up last p.m. in St. Thomas yard 1 hr. waiting to get in. The result is that Courtenay had 15 hours and 10 minutes yesterday.

This, as you will see, is serious delay to these work trains, and inasmuch as we are endeavouring to hold the work trains to the 8 hour basis as much as possible, it would seem that we are not getting co-operation from all concerned.

I wish you would please investigate these cases, and see if we cannot get better service.

Yours truly,

JAB: B
Division Engineer
St. Thomas, Ont., July 9th, 1919.

Mr. W. J. Shaw,
Div. Engineer.

Dear Sir:

Your personal letter of June 28th, having reference to delay to worktrain in charge of Conductor McIntosh 1:40 at St. Thomas, waiting for way car;

I have taken this up vigorously with our yard force, also with Conductor McIntosh. Mr. McIntosh will understand that as a Road Train Conductor he should try to help matters instead of waiting for a switch engine, when he found the yard could not take care of him promptly.

Both the Yardmaster and Conductor understand that this is what they are to do in the future.

Yours truly,

Div. Superintenden.
ST. THOMAS, Ont. August 5th, 1919.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:—

Please arrange to put on Conductor McIntosh work train at St. Thomas in a.m.; four empty flat bottom coal cars and one empty flat car for picking up rail and scrap at Hawley tomorrow.

Yours truly,

[Signature]

Division Engineer
St. Thomas, August 7th, 1919

Mr D W Donahue,
Division Supt.

Dear Sir:-

Please arrange to put on work train, Conductor Alex McIntosh, train in the A.M. three empty flat cars and car of splice C&O 33330 now in Petrolia track to be unloaded from Ridgetown East. Flat cars are for loading scrap.

Yours truly,

Division Engineer.

MGD-M
St. Thomas, August 7th, 1919.

Mr. Alex McIntosh,
Work Train Conductor,
St. Thomas, Ont.

Dear Sir:—

You will arrange to be at Hidgetown at 8 o'clock in the A.M. to unload a car of splice and pick up scrap as Roadmaster D. Wagner will direct. I have arranged to have the empty flat cars and car of splice put on your train here at St. Thomas.

Yours truly,

Division Engineer.

MOE-H

CC:— D. Wagner.
W. Johnson

Please order work train for
5 K cars taking 10 cars of Hecedes
and unload 3½ miles west of Bigder
have Bunk cars on for men through
air and pick up Sections men
at Glenstein. Amwood and Oil
daily. Please have a X endorsed
agrees on train

Mc. 9873 carsenders in ends
Oil billed to Lasalette. Do not
send on train

Drovers
ST. THOMAS, Ont., August 8th, 1919.

Mr. D. N. Donahue,
Division Superintendent.

Mr. J. Furvis,
Trainmaster.

Dear Sirs:—

Please arrange to have Conductor McIntosh's work train leave here in a.m. with 10 cars of cinders to be unloaded 1½ miles east of Brigden.

Please arrange to have bunk car for men to ride in, and pick up section men at Alvinston, Inwood and Oil City. Klondike engine preferred. Do not send car of cinders No. 9973, which is billed to La Bellelette.

Yours truly,

B. B. Division Engineer
ST. THOMAS, Ont., August 12th, 1919.

Mr. D. W. Donohue,
Division Superintendent.

Dear Sir:-

Please arrange to put on Conductor McIntosh work train in a.m. 3 empty flats to pick up scrap between Tillsonburg and St. Thomas.

Yours truly,

W. L. S. Division Engineer
W. J. Shaw

Please order work trucks by 6:30 am on

Saturday. Take 8 cars coaders around track
and 3 cars via South Bender track,
and unload some at St. Clair Junction
on eastbound train on hill and
balance between walkers and switchers.
Have bunk cars on freemore to ride in and KLindahe express if possible
to get.

Jeffrey
ST. THOMAS, August 13th, 1919.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:-

Please arrange to order McIntosh's work train to leave here at 6:30 in a.m. with 11 cars of cinders, 8 cars in mud track and 3 cars in south center track, and unload same at St. Clair Jct. and Walkers. Have bunk car put on train for men to ride in. Klondike engine preferred.

Yours truly,

[Signature]

NORTH
Division Engineer.

CC - J. Purves.
Detroit, September 6, 1919.

Mr. W. J. Shaw, Jr.,
Division Engineer,
St. Thomas, Ont.

Dear Sir:

On your Train Service report for the month of June you show engine No. 7557 working on the following dates:

6th, 7th, 9th to 14th, inc., 16th to 20th, inc., 23rd to 28th, inc., 30th.

Owing to a considerable shortage in the coal charged for the above service, we have taken the matter up with the Purchasing Department and have been requested by them to have our records in connection with the above locomotive verified. Will you please have careful check made and advise as soon as possible.

If it is found that your records are correct, we will again take up with the Purchasing Department, and instructions will be given foremen in charge of coaling stations to see that a report of engines coaled is accurate as to service in which engine is working.

Yours truly,

Assistant Chief Engineer.

JSC: DM
St. Thomas, Ont., September 9th, 1919

Mr. J. J. Stilings,
Ass't. Chief Engineer,
Detroit, Mich.

Dear Sir:

Replying to your letter of Sept. 6th, with regard to engine No. 7587 on Train Service report for the month of June.

Below please find the correct dates which this engine was working and which are shown on my Train Service report for June.

5th, 7th, 9th, 10th, 11th, 12th, 14th, 16th, 17th, 19th, 20th, 22nd, 23rd, 24th, 26th, 27th, 30th.

Yours truly,

Dy. Engineer,
St. Thomas, Sept. 21, 1919.

Mr. D. W. Donahue—

Please order work train for Monday Sept. 22nd,
7:35 AM to take 6 cars stone, three flats and rail loader to
West Lorne.

Yours truly,

Division Engineer.

CC- J. Purvis
C. Scott
M. J. Shaw

Please order work trains for
5 a.m. Monday Sept. 22nd
Taking 9 cars of cinders and Bunk
Cars 1927
and unload between Kuntsals and Country N.
as directed by Foreman.
Pick up Section men at Alexander
Oil City and Bridgeton.
Have a Klondike By-pass on Train if
Possible.

[Signature]

9/24/19
St. Thomas, Sept. 21, 1919.

Mr. D. W. Donahue,—

Please order work train for 5 AM Monday, Sept 22nd, taking 9 cars of cinders and bunk car NC 1927, to unload between Kimball and Courtright as directed by Foreman — Pick up sectionmen at Alvinston, Oil City and Brigden.

Have a Klondike engine on train if possible.

Yours truly,


Division Engineer.

CC— J. Parvio
   C. Gott
Mr. W.J. Shaw,
Division Engineer.

St. Thomas, Ont. September 25th, 1919.

File 10232.

Mr. W.J. Shaw,
Division Engineer.

Dear Sir:—

I am quoting you below a personal letter from the General Superintendent, having reference to time taken for meals by engine and train crews.

I called at your office this morning and advised your Chief Clerk that on September 23rd, Chief Train Dispatcher asked Conductor McIntosh how much time engine crew used for dinner and he advised about 50 minutes. Your Chief Clerk advised that you did not receive information with regard to time men are allowed for meals. In future I will give you a copy of such correspondence.

Referring again to my letters of Sept. 30th and Nov. 4th, 1918, and Aug. 14th, 1919 in regard to Engineers and Firemen on Locals and work trains taking time for meals in excess of 30 minutes.

I wish you to use every means in your power to satisfy yourself that in excess of 30 minutes is not being taken for meals by either enginemen or trainmen, and when such cases do occur, to report to me at once showing the actual delay and all the facts pertaining to each case.

It is further reported that Enginemen on through freight trains are tying up on the road to get meals although their schedules do not specifically provide for this class of trains doing so. It will be well for you to also watch for such cases and when you find them get the facts and report them with your views and recommendations.

Yours truly,

Div. Superintendent.
Mr. D. W. Donahue,

Division Superintendent.

Dear Sir:-

I wish to acknowledge your letter of September 25th, file 10232, enclosing extract from personal letter to you from the General Superintendent respecting time used by work trains for dinner.

I wish to thank you for the information contained, for we were not cognizant of it.

Yours truly,

WJS:3

Division Engineer
ST. THOMAS, Ont., October 10, 1919.

Mr. J. J. Crowley,
Asst. Superintendent.

Dear Sir:—

Please furnish an engine and crew to take 4 cars of ties, two cars of cinders and 1 flat car to be unloaded between St. Thomas and Tillsonburg on both tracks.

Please have train ready to leave at 7:30 a.m. tomorrow, Saturday.

Yours truly,

[Signature]

Division Engineer

CC - J. Purves.
Please order work Team No. 7

Jumps Oct 20, taking 9 cars of

Ice and Brine, over Ame 1927

and embed between Jellinger

and Thomas, on Bottleneck.

Signed: [Signature]

[Date: 10/19/19]
vi b n watersville 815pm oct 17-18

DWD
JP
T J gilley

Delayed today at Waterford from 6150AM until 1235pm waiting for an engine to come from St Thomas Had engine 7548 and it was leaking so bad this AM engr B Garside would not take her out got engine 7557 from St Thomas

A McIntosh 711pm
Mr. D. W. Donahue,

Division Superintendent.

Dear Sir:-

I wish to draw your attention to joint message, dated October 17th, from A. McIntosh, Conductor in charge of work train, wherein he states that he was delayed from 6.30 a.m. to 12.35 p.m. waiting for an engine to come from St. Thomas. The engine which he had, 7542, was leaking so badly that Engineer Garside, who was in charge of it, would not take it out.

We have had considerable trouble for some time with engines placed in work train service, on account of leaking and other defects, which have resulted in paying considerable overtime to the Engineer in bringing the engine from Waterford to St. Thomas for repairs.

The result of this delay on the 17th, on account of engine 7542, required McIntosh to work 15 hours, which was altogether too long. The engine which was sent from St. Thomas left here at 8.50 a.m. and did not get to Waterford until 12.35 p.m. taking 3 hr. 45 min. to make the trip. This seems to be an unusual length of time to go 47 miles.

Will you kindly take up the matter and see that we are given engines which will not cause the delay and expense which has been caused in this particular instance.

Yours truly,

Division Engineer
St. Thomas, Ont. October 23rd, 1919.

Mr. W.J. Shaw,
Division Engineer.

Dear Sir:—

Replying to your letter of October 20th, regarding delay to work extra October 17th from 6.30 AM until 12.35 PM waiting for engine from St. Thomas.

I find on investigation that Conductor McIntosh called Chief Despatcher shortly after 7.00 AM on date in question and reported condition of the engine. Chief Train Despatcher got immediately in touch with the Engine House and ordered another engine and despatcher it to Waterford with the least possible delay. If Engineer Garside or Conductor McIntosh had reported the engine leaking on night before when they tied up we could have had an engine at Hagersville to relieve the 7542.

I am taking up today with Conductor McIntosh as to why some action was not taken before it was time to go to work in the morning.

Yours truly,

[Signature]

Div. Superintendent.

CC- A. McIntosh
ST. THOMAS, October 25, 1919.

Mr. D. M. Donahue,
Division Superintendent.

Dear Sir:

Work train, Conductor W. West, unloading cinders on St. Clair Branch on the 23rd did not arrive back to St. Thomas until 9 p.m., train left Brighden at 3:30 p.m.

I wish you would investigate and advise cause of so much delay to this train coming to St. Thomas as we paid this crew 16 hours on this date.

Yours truly,

Division Engineer

JAS:B
St. Thomas, Ont. October 28th, 1919.

Mr. W.J. Shaw,
Division Engineer.

Dear Sir;-

Referring to the matter of delay to work train at Waterford October 17th.

On investigation with Conductor McIntosh he advises that when train tied up at night engine was in good condition. But in the morning when Engineer reported for work he discovered that engine was leaking very badly and was not safe to take out on the road. Mr. McIntosh got in touch with Chief Despatcher Gott and engine was ordered as promptly as possible. The engine however made very poor time from St. Thomas to Waterford. This was caused on account of some defect developing on the road and Engineer had to make some necessary repairs before he could move the engine.

Yours truly,

A. W. Donahue
Div. Superintendent.

Dictated by MR. DONAHUE
St. Thomas, Ont. October 29th, 1919.

Mr. G.E. Gott,
Chief Train Dispatcher.

Dear Sir:

Referring to the matter of delay to work extra, Conductor W. West on St. Clair Branch October 23rd.

You will please instruct dispatchers that work extras must have every possible show to get over the road and do their work. Division Engineer usually has quite a gang of men on the work trains and you can readily see that it is a very expensive matter where work trains are delayed as in this case.

Yours truly,

[Signature]

Div. Superintendent.

CC- W.J. Shaw.
St. Thomas, Oct. 19th, 1919.

Mr. D. W. Donahue,  
Superintendent,  
St. Thomas, Ont.

Dear Sir:

Please order work train for 7 A.M. tomorrow October 30th, taking 9 cars of ties and bunk car #6 1927 and unload between Tillsonburg and St. Thomas, on both tracks.

Yours truly,

[Signature]  
Division Engineer.

CC - J. Purvis  
G. S. Gott
Mr. D. W. Doname,
Division Superintendent.

Dear Sir:

McIntosh's work train is coming to St. Thomas tonight. Will you please arrange to have crew called for 5 a.m. tomorrow, to take all the cars of cinders in St. Thomas yard and unload at Brigidon, on the St. Clair Branch? Please have Klondike engine ordered.

Yours truly,

JAS:B.
Division Engineer

CC - J. Purves.

This all unloaded.
To: Mr. W. K. New

From: E. H. Sage

St. Thomas

St. Thomas Dec 5, 1917

Quarries -

There are 2 cars of tiees now on the 6th track, NYC 311798
SRT 751326, LV 48302, LV GE 1286

J. H. Hurd
ST. THOMAS, December 5th, 1910.

Mr. O. W. Donahue,
Division Superintendent.

Dear Sir:

Please furnish an engine and crew to take the boarding cars that Conductor Freels is bringing in from the west this p.m. Also 4 cars of ties, NYC 511792, PL 751328, LV 48508 and LNE 1286. Also pick up 10 cars of ties that are at Waterford, and go to Welland.

Arrange to have train ready to leave here at 6 a.m. tomorrow.

Yours truly,

JAS: B
Division Engineer

CC - J. Purves.
G.H.H. Detroit  St. Thomas Dec 22 - 1919

Engine 8102 worked in St. Thomas yard
4 Hours + 30 minutes Handling Scrap
Then went to Kingsmill and unloaded
2 tons of cinders on Public road
Crossing Started work at St. Thomas
al-7:30 am Fired up at St. Thomas
at-5:10 p.m.

A. McIntosh

 endorsed
ST. THOMAS, December 22, 1919.

Mr. D. W. Donahue,  
Division Superintendent.

Dear Sir:—

We are through with McIntosh's work train for the present, and this crew as well as the engine crew can be put back in the pool.

Yours truly,

JAS. B Division Engineer
St. Thomas, Feb 23rd, 1920.

Mr. D. W. Donahoe,
Superintendent,

Dear Sir:

Please furnish an engine and crew with one yard man
at 8 A.M. tomorrow to load snow St. Thomas Yard. Will require four
or five flats.

Yours truly,

Division Engineer,

G. J. Purvis

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:

I would like to draw your attention to the service which we are getting from work trains at the east end.

Yesterday we ordered a work train for 4:30 and it left here at 4:40. They had way car and a box car on, went to Waterford and picked up 18 cars of cinders there to go to Attercliffe. They did not arrive at Attercliffe until 10:40, occupying 6 hours to go 80 miles.

The result was that instead of getting the 18 cars unloaded they got 8 cars unloaded, and had to tie up at Waterford to take the balance of the train out this morning.

This handling of work trains is getting very common, almost in every instance. Recently the work train has not got to its destination much before noon, with the result that we only get one half day instead of getting a full day, beside the fact that we are keeping the crew on duty about 15 hours.

Will you kindly investigate with a view to seeing if we can get better results with work trains we order?

Yours truly,

W.S.B
Division Engineer
St. Thomas, March 8th, 1920.

Mr. W.J. Shaw,
Division Engineer.

Dear Sir:-

Replying to your letter of March 3rd, regarding delay to work train March 2nd,

I have instructed Chief Train Despatcher that work trains must be given preferred handling as they are a very expensive proposition and delay to work train not only means delay to the train but to the men in connection with the running of the train.

On date in question I find that the train left Waterford at 8.12 AM, passed Villa Nova 8.29, Hagersville at 8.56, Edwards 9.45 and 10.04 Canfield Junction 10.20 and 10.26. They were delayed at Edwards 19 minutes account of extra east ahead of the work train. Delayed 30 minutes at Edwards getting water and having some work to do.

I have also said to Mr. Gott that he must take up personally with Mr. Webb if necessary, to get your engine out on time and with the yard to see that the train is ready to leave.

Yours truly,

[Signature]

Div. Superintendent.
ST. THOMAS, Ont., March 10, 1:20.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:

I have your letter of March 8th, replying to mine of March 3rd, regarding delay to work train.

I wish to thank you for your kindness in taking up this matter, and I feel sure that we will have little reason to complain hereafter.

Yours truly,

WJS: B
Division Engineer
ST. THOMAS, April 8th, 1920.

Mr. D. W. Donchue,
Division Superintendent.

Dear Sir:

Please furnish an engine and crew to pick up the leveler and go to Attercliffe and level up the cinders between Attercliffe and Dufferin.

Please have crew at Attercliffe by 7 a.m. tomorrow.

Yours truly,

JASB Division Engineer

CC: J. Purves.
ST. THOMAS, April 15th, 1920.

Mr. D. W. Donohue,
Division Superintendent.

Dear Sir:

Please furnish an engine and crew to be ready to leave here at 4 a.m. tomorrow, taking all of the nodger ballast cars that are OK to go, I believe about 10, and place them in Hagersville Quarry.

Instruct the Conductor to remain in the Quarry until he gets a train of stone and take to Welland.

Yours truly,

J & B
Division Engineer

CC: J. Purves.
St. Thomas, Ont., April 18th, 1920

Mr. D. W. Bonahue,
Superintendent,

Dear Sir:

Please furnish an engine and crew to take following ballast cars (empty) now at St. Thomas to Hagersville and set in Quarry at Hagersville. Car numbers as follows: No X 681, 669, 552, 514, 590, 550 668, 801, 394, 705

Also to pick up all cars of stone at Hagersville and unload between Niagara Jet. and Bridgeburg. Instruct conductor to weigh cars of stone at Hagersville.

Please have train ready to leave at 4 A.M. to-morrow, Monday, April 19th.

Yours truly

Div. Engineer,

Copy J. Purvis,
St. Thomas, Ont., April 18th, 1920

Mr. D. W. Donahue, Superintendent,

Dear Sir:

Please furnish an engine and crew with conductor, only, at 7 A.M. to-morrow to pick up dirt St. Thomas Yard. Will require four flat cars.

Yours truly,

Div. Engineer,

G.

Copy J. Purvis.
ST. THOMAS, Ont., April 30th, 1920.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:

We will be through temporarily with two of our work trains tonight, the reason being because of the fact that our new rail is not coming as it was expected.

Will you therefore return these crews to the pool until such time as we receive more rail, when we will again require them?

Yours truly,

WJS:B
Division Engineer
St. Thomas, Ont., May 26th, 1920

Mr. J. F. Beimling,
Asst. Chief Engineer,
Detroit, Mich.

Dear Sir:

With reference to your letter of May 3rd, with regard to new forms for making monthly report of work train service.

To date I have not received any more of these forms from you. Will you please advise if I am to make my report of work train service in the usual way or if you are sending a supply of new forms for this report. If the latter is the case will you please furnish me with a supply as soon as possible.

Yours truly,

Division Engineer,

S.
Detroit, May 3, 1920.

G. C. Tuthill, Acting Bridge Engineer,
J. Evans, Division Engineer,
E. C. Wurzer,
W. O. Houston,
J. D. Elder,
S. D. Williams, Jr.,
W. J. Shaw, Jr.,

Gentlemen:

I enclose herewith a supply of forms for use in making your monthly report of work train service. The following illustrates the manner in which the report should be made:

<table>
<thead>
<tr>
<th>Date</th>
<th>Engine</th>
<th>Hours</th>
<th>Rem.</th>
<th>Ice</th>
<th>Rdway</th>
<th>BL &amp; A</th>
<th>T.O.</th>
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<td>8</td>
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TOTAL HOURS: 52 4 14 8 4 8 14

at $6.00 $312.00 24.00 84.00 48.00 24.00 48.00 84.00

Please arrange to use the blank for your April report. If it proves satisfactory, arrangements will be made to have the form printed.

Yours truly,

Assistant Chief Engineer.
St. Thomas, May 28th, 1939.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:

Please furnish an engine and crew to take car CNW 131604 which is coming in on an eastbound from Windsor this p.m. Also 3 or 4 flat cars. Have train at Rodney at 7 a.m. tomorrow to unload between Rodney and Highgate.

Yours truly,

J.A.B. Division Engineer

CC - J. F. Arves.
ST. THOMAS, August 2nd, 1920.

Mr. W. Hayden,
Conductor.

Dear Sir:

I notice on your time report of July 31st that you were called for 5.30 a.m. and you were off duty at 7.10 p.m. Why was it necessary for you to be called so early? It seems to me that 6 hours overtime for one day’s work is a little bit heavy.

Yours truly,

WJSB
Division Engineer
Mr. Shaw

Please order work train to 6:30 am.

Tomor Aug 6. Taking 4 cars of

cauliflower and unload 2 t miles east

of Walker. Have 3 cars easy care on

for men to ride in and Lindale

keep up men at Southold.
ST. THOMAS, August 5th, 1930.

Mr. V. J. Donalde,

Division Superintendent.

Dear Sir:

Please furnish engine and crew to take 5 cases of dynamite and unload 25Allen east of Walkers tomorrow, August 8th, to be ready to leave at 6:30 a.m. Please have way car on train for men to ride in, and pick up men at Southwold. Please furnish Mon. for engine.

Yours truly,

John

Division Engineer

Cc: J. Parvee.
ST. THOMAS, August 2nd, 1920.

Mr. W. Hayden,
Conductor.

Dear Sir:

I notice on your time report of July 31st that you were called for 5.30 a.m. and you were off duty at 7.10 p.m.

Why was it necessary for you to be called so early? It seems to me that 6 hours overtime for one day's work is a little bit heavy.

Yours truly,

[Signature]

WJS:B
Division Engineer
Aug 3 18...

Our Eng.

In reply attached would say that on July 26...had a car of tie plates, etc. at Waynesville, to be unloaded. Each of the cars called on St. Louis, to pick up a...and then cars of St. Louis to pick up at Waynesville, to be unloaded. Each of the ears...so we could be at Buffalo at 11 am...section men could start work, you and...section men could start work. This is noted on our work report for. Thus I noted on our work report for...that the men delayed four hours and

twenty five minutes account bail...Engin 2558 being turned at Watertown, we...did not leave Watertown until 9:30 am and...ended up at Lathem's at 2:30 pm. We...ended up at Lathem's on an hour that

lay home account of west toward the...ahead pulling train for us, and the...caught local at Lathem's and had...
ST. THOMAS, August 6th, 1920.

Mr. H. W. Donalde,
Division Superintendent.

Dear Sir:

I notice that Mr. Hayden's work train report showed that he put in 6 hours and some minutes overtime on July 31st. This struck me as being quite heavy overtime for one day and I wrote him as to why he had so much overtime.

In reply he states that they were delayed 4 hours and 25 min. on account of boiler of engine 9680 being burned at Waterford. He also received further delay of one hour on account of being behind a westbound train which pulled train bar out, as well as getting in behind the local and having to follow it into St. Thomas from Ojibwa.

I am drawing this to your attention on account of the burning of the boiler.

Yours truly,

[Signature]
Division Engineer
Mr. D. J. Donahue, St. Thomas, Aug. 7th, 1920.


Please arrange to furnish at Ridgetown, four empty coal cars and two empty flat cars to be used in picking up rail and scrap Tuesday Morning Aug. 10th, for M. Moylan's Work train.

Yours truly,

Div. Engineer.
St. Thomas, August 9th, 1920.

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:—

This is to acknowledge receipt of yours of August 6th having reference to delay to work extra 7556 July 31st.

It was unfortunate that watchman at Waterford neglected to keep engine filled with water which was the cause of burning of the boiler. The delay behind extra at Springfield account of having draw bar out, Despatcher advises he is unable to make reverse with work extra account of the eastbound trains. However, I have said to the Chief Despatchers that work trains must have preferred handling.

Yours truly,

[Signature]

Div. Superintendent.
St. Thomas, Oct. 16th, 1920

R.W. Penhale,
J. Purvis;

Dear Sirs;

Please order work train for 7 A.M. tomorrow August 12th, taking seven (7) cars of cinders and one (1) empty flat car and No. 575792 on old North iron and unload between St. Thomas and Kingsmill on both tracks.

Yours truly,

[Signature]

Div. Engineer.
**United States Railroad Administration**

**Director General of Railroads**

**Michigan Central Railroad**

**Freight Train Delay Report**

**Data Starting**

- **A** Train: \( T \)
- **B** Direction: \( E \)
- **C** Engine No.: \( 7106 \)

**Engineer**

- **D** Engineer: \( R \)

**Trip From**

- **F** Trip From: \( M \)

**Called For**

- **H** Called For: \( T \)

**Train Ready**

- **I** Train Ready: \( 538 a \)

**Train On**

- **J** Engine On: \( 1 \)

**Left**

- **K** Left: \( 621 A \)

**M Reaches**

- **L** M Reaches: \( 0 \)

**ENGINE NO.**

- **M** Engine No.: \( 1 \)

**Ready**

- **N** Ready: \( 584 B \)

**Total Tons**

- **O** Total Tons: \( 584 B \)

**Cars Handled**

- **U** Cars Handled: \( 27 \)

**Analysis of Delays**

**At Initial Terminal**

- **H** Colors:

**Cause** | **Hours** | **Minutes** | **Location and Detail**
--- | --- | --- | ---
W Waiting for Trains | \( 30 \) | \( 30 \) | Waiting for target
X Waiting for Engine | \( 70 \) | \( 30 \) | Waiting for target
Y Testing Air | \( 30 \) | \( 30 \) | Waiting for target
Z Doubling Train | \( 30 \) | \( 30 \) | Waiting for target
AA To Follow Other Trains | \( 30 \) | \( 30 \) | Waiting for target
AB Miscellaneous | \( 30 \) | \( 30 \) | Waiting for target

**On Road**

**Hours** | **Minutes** | **Location and Detail**
--- | --- | ---
AC Way Work | \( 30 \) | \( 30 \) | Waiting for target
AD Train Parting | \( 30 \) | \( 30 \) | Waiting for target
AE Engine Failures | \( 30 \) | \( 30 \) | Waiting for target
AF Hot Journals and Other Car Failure | \( 30 \) | \( 30 \) | Waiting for target
AG Train to Pass | \( 30 \) | \( 30 \) | Waiting for target
AH Hold for Targets | \( 30 \) | \( 30 \) | Waiting for target
AI Hold Out of Yards | \( 30 \) | \( 30 \) | Waiting for target
AJ Miscellaneous | \( 30 \) | \( 30 \) | Waiting for target
**United States Railroad Administration**
**Director General of Railroads**
**Michigan Central Railroad**

**Freight Train Delay Report**

Date Starting: Symp 14 191

<table>
<thead>
<tr>
<th>A Train Work Exp</th>
<th>B Direction</th>
<th>C Engine No.</th>
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<tbody>
<tr>
<td></td>
<td>East</td>
<td>2846</td>
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<tr>
<th>D Engineer</th>
<th>E Conductor</th>
<th>F Trip From</th>
<th>G Trip To</th>
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<tbody>
<tr>
<td>Melony</td>
<td>Rittard</td>
<td>Waterford</td>
<td>Crossing Rittard</td>
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<tr>
<th>H Called For</th>
<th>I Train Ready</th>
<th>J Engine On</th>
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<tr>
<td>6.30 a</td>
<td>6.30 a</td>
<td>6.15</td>
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<thead>
<tr>
<th>K Left</th>
<th>L Loads</th>
<th>M Empty</th>
<th>N Total Tons</th>
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<tr>
<td>450 a</td>
<td>7 tanks</td>
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<tr>
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<th>Q Loads</th>
<th>R Empty</th>
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<td>5845</td>
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<tr>
<th>U Cars Handled</th>
<th>V Tons Handled</th>
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**Analysis of Delays**

**At Initial Terminal:** Waterford

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<tr>
<th>Cause</th>
<th>Hrs.</th>
<th>Mins.</th>
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<tbody>
<tr>
<td>Waiting for Trains</td>
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<tr>
<td>Waiting for Engine</td>
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<tr>
<td>Testing Air</td>
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<tr>
<td>Doubling Train</td>
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<tr>
<td>To Follow Other Trains</td>
<td>18</td>
<td>7140</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous</td>
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**On Road**

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<th>Cause</th>
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<th>Mins.</th>
<th>Location and Detail</th>
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<td>Way Work</td>
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<td>Train Parting</td>
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<td>Engine Failures</td>
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<td>Hot Journals and Other Car Failure</td>
<td>2.00</td>
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<tr>
<td>Held for Targets</td>
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<tr>
<td>Held Out of Yards</td>
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<tr>
<td>Miscellaneous</td>
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<td></td>
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</tbody>
</table>
J. A. S.

These are help me that

Prude's Conductor I work here

the other day went back to St. Thos.

Why couldn't they have gone to

Palmerston was

Engineer
This was Sept. 9th. Please advise if crew could not have been sent to Montrose instead of St. Thomas, and save so much extra mileage.

W.J. Shaw Jr.
Please arrange to have local engines placed east end of coal dock over night instead of west end unnecessary labor carrying cinders.

A. Dupuis

4:30 pm
Mr. J. P. Donahue,
Division Supt.,

Dear Sir:

Please furnish an engine and crew with two flat cars to be at Welland at 7 a.m. tomorrow, Wednesday September 22nd, to load and unload material.

Yours truly,

Division Engineer.

[Signature]

Copy: J. Purvis
St. Thomas, Sept, 29th, 1920

Mr D W Donahoe

Div Supt.,

Dear Sir:-

Please furnish an engine and crew to take care of cinders from St. Thomas to be unloaded four miles west of Hagersville. Please arrange to have this train at Hagersville at 7 A.M. and have them pick up men at Waterford.

Yours truly,

Division Engineer.

JAS

Copy J. Purvis
St. Thomas, Oct. 7th, 1920.

Mr. D. F. Donahue,
Division Supt.

Dear Sir:-

Please furnish an engine and crew to take all of the cars of cinders in St. Thomas Yard and be at Hagersville at 7 A.M. tomorrow, Friday to unload. Arrange to have train stop and pick up section men at Waterford and Townsend.

Yours truly.

Division Engineer.

JAS-M
CC: - J. Purvis.
St. Thomas, Nov. 16th, 1920.

Mr. D. W. Donahue,
Division Supt.

Dear Sir:—

Please furnish an engine and crew to take the eight cars of screenings, which are first out in the Hagersville quarry, Hagersville, to be unloaded at Attercliffe. Please have the crew at Attercliffe by 7 A.M. tomorrow, Wednesday.

Yours truly,

Division Engineer.

JAS II
CC: J. Purvis.
St. Thomas, Nov. 15th, 1920

Mr. D. W. Donahue,
Division Supt.,

Dear Sir:-

Referring to your memorandum attached to letter you received from Mr. E.R. Webb and which is returned herewith, relative to engine 7560.

When I got on the work train November 11th, at West Lorne Conductor Mr. M. J. Moylan complained very strongly about engine 7560 not being able to perform in such a manner as to expedite the work. He stated that they lost 45 minutes through it having to go back to the round house after being coupled to the train and when it came out again it was a difficult job to see account of escaping steam. He also stated that it took that engine one hour and 25 minutes to go from St. Thomas to West Lorne with the train that he had that morning, some 23 or 24 cars. The engine was not in shape to perform the work required.

I saw the Engineer, Mr. E. Matthews, who stated that the engine was not as good as engine 7566 and did not seem to be able to do the work in as quick a manner as what the 7566 could. He also stated that they had to go for water twice as often as what they did with engine 7566. He also advised that there was no rear head light on the engine and as they were backing up in the dark it was very necessary that a head light be on the rear of the engine. Engine 7566 was equipped with a head light and was doing satisfactory work and 7560 was not equipped with a head light in the rear and was not doing satisfactory work.

I concluded that engine 7560 was not proving as good an engine for our work as engine 7566 and therefore respectfully asked you to make the change, which you very kindly did, and which was very much appreciated by the crew and myself.

I cannot give you the technical defects of engine 7560, nor can I explain what is wrong with it, but can only tell you what faults the crew had to find. I cannot understand the changing of the engine in view of the
fact that engine 7566 was doing good work.

Yours truly,

Division Engineer,

WJS-M
enc -
St. Thomas, Ont., Jan. 23rd. 1921

Mr. D. W. Donahue,
Division Supt.

Dear Sir:

Please furnish an engine and crew to take the 11 cars of Ties now in St. Thomas Yard to leave here tomorrow morning Jan. 24th. at 8 A.M. to unload west of here. 10 of the cars are now on the New Lead.

Yours truly,

Div. Engineer.

Copy - J. Purvis.
THE MICHIGAN CENTRAL RAILROAD CO.

Dec. 22 - 1920

Mr. J. Thomas

Dear Sir:

Following case of 80' rail
and splices more in yards.

With thanks,

Mr. L. L. 56711 - 80' Rail splices
A1 49788
A1# 73558
C5# 90493

15931 - 80' Rail splices

Old North Cinder fuel: 25443

3914: Rail Loader hole

Hande
St. Thomas, Dec. 22nd, 1920.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:-

Please furnish an engine and crew to take the following cars and unload on the St. Clair Division. Arrange to have train leave here at 7 a.m. tomorrow, and furnish a klondike engine.

CM & St.P. - 60611 80# rail on North Iron track
S.P. - 49786 " " " " " "
A.C.L. - 72558 " " " " " "
C.B.&Q. - 90492 " " " " " "
M.P. - 76132 " " " " " "
M.C. - 11627 " " " " " "
M.C. - 32726 " " on Loop
MC - 25443 bunk car on Old Cinder Pit Track
M.C. - 33914 Rail Loader in Hole

Yours truly,

Division Engineer,

JAS-M
CG; J. Purvis,
Mr. W. J. Shaw, Jr.
St. Thomas.

Dear Sir:

The overtime reported by J. Underhill is correct. This overtime was caused by work train getting blocked behind the Niagara Local at Niagara Falls in am, and unloaded ties behind the Local from Niagara Falls to Hydro yard. Then Local left train on main track while they done their switching at Stamford and also went to St. Davids and back. We followed the local from Stamford to Paradise switch. We had to take siding there to let the local pass going south, on account of work train engine having to get water at Niagara Lake.

On our return we caught up with the Local at the Hydro yards at Queenston. Local was stalled with too many cars and work train engine had to assist it up the hill to Stamford, and then return to Queenston for his train. Then following the Local into Montrose and arriving there at 9.00 p.m.

I cannot see how this overtime could be avoided, as it was impossible to pass the local.

Yours truly,

Roadmaster.
St. Thomas, January 23rd, 1921.

Mr. D. W. Donahue,
Div. Superintendent,

Dear Sir:-

We had a work train working between Niagara Falls and Niagara-on-the-Lake, January 21st. We received a report from our foreman showing four hours over time for twenty-three men.

On investigating as to why there should have been overtime Mr. Durham informs me that the overtime is correct. The cause of the overtime was that the Niagara Local got out ahead of the work train and work train had to work behind it as far as Stamford. The Local left its train on the main line while they did their switching at Stamford, also went to St. Davids and back, our work train standing behind all this time. The engine and crew backed to St. Davids coupled up their train and went to Paradise switch, our work train having to follow. The work train had to take siding at Paradise switch in order to let the Local pass going back to Niagara Falls, the work train engine having to go and get water at Niagara Lake.

On the return the work train caught up with the Local at the Hydro Yards at Queenston. Local was stalled with too many cars and work train had to assist it up the hill to Stamford and then return to Queenston for his train, following the Local into Montrose and arriving there at 9:00 p.m.

It would seem there was some bad operating on both the part of the work train conductor and the local conductor. It would surely seem reasonable for the local to let our work train by instead of holding them behind them. The overtime we have to pay amounts to $64.47.

Yours truly,

Division Engineer.
St. Thomas, Febry 7th, 1921.

Mr. D. W. Donahue,
Division Supt.,

Dear Sir:—

Please furnish engine and crew to take fifteen cars of ties that are in the pit at St. Thomas and be ready to leave here at 7:30 a.m. tomorrow, Tuesday to unload from St. Thomas west.

Yours truly,

Division Engineer,

J. S. W.
CC:— J. Purvis,
St. Thomas, Febry 8th, 1921.

Mr. D. W. Donahue,
Division Superintendent,
St. Thomas, Ont.,

Dear Sir:—

Please furnish an engine and crew to pick up eight cars of ties now at St. Clair Junction and unload from there west. Please have train at Iona at 8 a.m. tomorrow, Wednesday.

Yours truly,

Division Engineer,

J13-M
CC: J. Purvis,
St. Thomas, Feb 14th, 1921.

Mr. D. W. Donahoe,
Division Supt.

Dear Sir:-

Please furnish an engine and crew to take fifteen cars of cinders and be at Muirkirk by 8 a.m. tomorrow, Tuesday to unload. Have train make stop at MoInsy and pick up sectionmen.

Yours truly,

Division Engineer,

JAS-N

CC: J. Purvis,
Montrose, February 7th, 1921.

Mr. F. J. Mahoney,
Trainmaster,

Dear Sir:

In answer to attached.

The Niagara Branch was in bad shape, there were 48 cars to come up North of Stamford, had not been down from 17th and this was on the 21st. Had 21 loads and 7 empties from Montrose and picked some up at H.E.P. C. plant at Stamford for Queenston and as our train was made up at Montrose, I supposed we were to go ahead of work train. Work train shoved us out of Niagara Falls and I had to double out of Stamford and when I got back rear end work train was their. So I kept the lead not delaying him. Next I met him at Paradise Switch. I was on way back. I came to Queenston and had to make two doubles up hill, and had 39 cars left on Main line for No. 53, and after I passed No. 53, made another double up hill and was back on train when work train caught me again, this was at 5.30 p.m. I called up Mr. Coulson and told him situation and said I would be at Niagara Falls at 7.00 p.m. with 48 cars and no coal to handle train, leaving 30 cars at H.E.P.C., Stamford.

Yours truly,

(SGD) J. E. Hawkins.

Conductor.
St. Thomas, Ont., February 14th, 1921.

File 10213

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:

Your letter of January 29th, having reference to delay to your work train on the Niagara-on-the-Lake Branch, January 21st.

I am handing you herewith copy of statement made to Trainmaster Mahoney by Condr. J. E. Hawkins, who was in charge of the local on the Niagara Branch, date in question. Regardless of the statement made by Conductor I am satisfied that this work train could have passed him on the Branch and saved the long delay to your work train.

Will you please arrange when necessary to send a work train over the Niagara Branch to notify Train Dispatcher Gott so that he can notify Montrose to see to it that your work train has every possible show.

Yours truly,

(Signed) D. W. DONAHUE

Division Superintendent.
Mr. D. M. Donahue,
Div. Sup't.

Dear Sir;

Please furnish an engine and crew to take 15 ore cars ties and be ready to leave St. Thomas at 8 A.M. tomorrow, Saturday, to be unloaded from St. Thomas West, have extra bunk car put on train for men to ride in, furnish a compound or 0-6 engine.

Yours truly,

Div. Engineer.
ST. THOMAS, February 14th, 1921.

Mr. W.J. Shaw,
Division Engineer,

Dear Sir:-

Your letter to my office January 28th having reference to delay to your road trains particularly the road train in charge of Conductor Murphy at Springfield.

On taking this up with Conductor Murphy he advises that on January 29th he left St. Thomas with 15 cars of ties and unloaded east of Springfield and on North siding until 11.10 AM. As the local and 22 were coming on westbound track and J3-2 and 32 on the eastbound track they were unable to get out on the main track for those train to work east of Springfield. While waiting for the trains to go Roadmaster Kenney instructed the men to have dinner and as soon as the trains passed and when men had finished their dinner there was an extra west passed Brownsville and another left Tillsonburg. B-2 and XN-2 and PM extra east ahead of No. 36 and No. 36 on time. Roadmaster Kenney understanding the situation concluded it was best to let the eastbound trains and No. 36 go before starting out.

Work train delayed: No. 36 and work train followed at 1.10 PM. Delay was 2 hours including time men were taking their dinner.

Yours truly,

W. Donahue,
Div. Superintendent.
St. Thomas, Feb. 21, 1921.

*NOTICE*

TO CONDUCTOR AND BRAKEMEN ———

One Train Crew, consisting of a Conductor and Two Brakemen, will be assigned to Work Train Service within a few days.

The Track Department will use this crew in any Work Train service they so designate from time to time.

Applications for this assignment will be received within three (3) days from date.

J. Purves,
Trainmaster.
ST. THOMAS, January 27th, 1921.

PERSONAL

Mr. "J. Shaw,
Division Engineer.

Dear Sir:-

I am handing you herewith joint letter from the General Manager, copy to G.H. Webb, having reference to co-operation with the Engineer Department in doing road train work.

I wish you would advise what your experience has been on the Canada Division.

Yours truly,

[Signature]

Div. Superintendent
St. Thomas, January 28th, 1921.

Mr. Di W. Donahue,
Division Superintendent,
St. Thomas, Ont.,

Dear Sir:—

I am returning you herewith copy of letter you received from Mr. Shearer with reference to co-operation between your Department and the Engineering Department, respecting road train service.

Your request to be advised as to what our experience has been on the Canada Division in this connection. I wish to state that our experience has been a happy one. We have enjoyed fully the co-operation of you and those under you and it has been reciprocated on our part.

From our experience from the time you have been Superintendent we have always found you ready and willing to co-operate with us in assisting us with work trains, both in furnishing them and handling them on the road. We have found you, too, willing to let us make use of any light power and that we could avail ourselves of, also we have found that you have assisted us in material by having the locals do work for us, in fact I do not think there could be any better co-operation between Departments than there is between the Engineering Department and the Operating Department on the Canada Division at the present time.

We both feel that the Michigan Central is our interest and all our efforts are bent toward performing our duties in a manner that will best serve the interests of the Railroad.

Yours truly,

Division Engineer,

WJS-M
ST. THOMAS, February 1st, 1921.

File 10213

Mr. F.J. Mahoney,
Trainmaster.

Dear Sir:

I am handing you herewith letter from Mr. W.J. Shaw dated St. Thomas, January 29th having reference to delay to work train working between Niagara Falls and Niagara-on-the-Lake January 21st. This work train with 23 men worked 4 hours overtime account of having been delayed by the Niagara-on-the-Lake Local Run.

I wish you would investigate as to why the Conductor on this run did not get out of the way and let this work train proceed after overtaking his train at Stamford. Mr. Shaw reports that the local left it’s train on the mainline while they did switching at Stamford, and also at St. David, following the local to Paradise switch and getting out of the way at that point to let the local pass on its return trip. Work train overtook the local at Queenston where they had picked up more cars than they could handle and did not arrive at Montrose until 9.00 PM.

You will please issue instructions to your Conductors that work trains must not be interfered with. You can readily see that this was a very expensive day for the Engineering Department and you must figure that this work is being done for the Michigan Central Railroad and not any particular Department and every effort must be made to give work trains a clear track when it can be done without seriously delaying other trains and so far as the Niagara-on-the-Lake Branch local is concerned, there is no reason why, as I see it, that they should have delayed this work train longer than the time it would take them to back in out of the way at Stamford. Please investigate and advise.

Yours truly,

[Signature]

Div. Superintendent.

[Handwritten note: W.J. Shaw]
St. Thomas, March 6th, 1902.

Mr. T. B. Donahue,
Division Superintendant,

Dear Sir:-

Please furnish an engine and crew to take all of the cars of cinders in the yard and be at Attawilke at 8 a.m. tomorrow to unload.

Yours truly,

division Engineer.

JAS. O.

Cc: J. Purvis,
St. Thomas, March 29th, 1921.

Mr. J. Allen,
Locomotive Engineer,

Dear sir:—

You were advised by Conductor Knowles that there would be no work for work trains on Good Friday. The instructions that Roadmaster Taylor had given Conductor Knowles was to tie up at Welland Thursday night in order to start distribution of rail Friday morning on Roadmaster Durham's territory.

When you arrived at Welland, you, I understand, wanted to tie up your engine at Welland in face of the fact that you knew there was no employee there to take care of your engine between 7 a.m. and 7 p.m. Friday. In spite of that fact you ignored the suggestion of your Conductor and tied your engine up there. You surely knew from the years of experience you have had on this road that Welland was not the place for you to tie up your engine for any longer period than during the night. You know very well that the logical place to tie up your engine was either at Montrose or Victoria.

I would like to receive an explanation from you, without delay as to why you did not take your engine to either Montrose or Victoria and tie up there. I understand you claim it needed certain work done on it and that it should be brought to St. Thomas. That surely was all the more reason, if any reason at all was needed, why you should have taken the engine to either Montrose or Victoria where, no doubt, the work that you said was required on it could just as easily been done as if it were brought to St. Thomas.

Yours truly,

Division Engineer,

WJS/IM
Mr. W. Knowles, Conductor, St. Thomas,
Mr. J. Allen, Engineer, St. Thomas,

Dear Sirs:-

Referring to tying up the engine of
work train which you were in charge of at Welland
on Thursday night, March 24th, I have had an explana-
tion from both of you respecting the move made
that night and I cannot say that either of you can
be complimented on the part each of you played in
it.

On the face of things it looks as
if both of you were very indifferent to the interest
of this Company. Both of you knew very well that
there was no watchman during the day at Welland and
how you contemplated taking care of the locomotive
during that period I do not understand.

It surely should have been your busi-
ness when you found you were not going to work Good
Friday to have asked for further instructions. In
any event both of you should have known that the prop-
er place to tie the engine up, when you found you
were not going to work was at either Montrose or Vic-
toria. You certainly did not need instructions for
that as both of you have worked long enough for this
Company to know what the right thing is to do at all
times. A little consultation and cooperation between
the two of you would have adjusted matters very nicely,
off we would not have been put to the inconven-
ience of hunting for a watchman to take care of the
engine on Friday.

I would like it understood by both
of you so long as you are operating the work trains
you will be expected to use your best judgement under
any conditions that may arise and when you find you
are up against a problem you will immediately get in
touch with this office or the Roadmaster whose division
you are working on.
I hope it will not be necessary for me to criticise or condemn your actions in the handling of the work trains in the future.

Yours truly,

Division Engineer,
St. Thomas, April 22nd, 1931.

Mr. D. E. Donohue,
Division Superintendent,

Dear Sir:

I notice that Mr. J. McDonald in his time report charges up time to us for relieving L.W. Cole on our work train at Welland April 18th and 19th in excess of the actual hours worked.

He was called, according to his time report, for 2.45 a.m. on the 18th deadheading on No. 14 to Welland where he was called for the work train at 7.50 a.m., tying up at 5.50 p.m. He is charging us up with 7 hours overtime on the 18th as a result of going out on No. 14.

On the 19th he put in a time report for deadheading on No. 133 Montrose to Welland and deadheading on Special West Welland to St. Thomas, 3 hrs and 55 mins.

Will you kindly advise if his claim for time is correct. It does not seem to me fair that we should be called upon to pay any penalty time as a result of L.W. Cole laying off. If L.W. Cole wishes to be off for a day he should, in my opinion, arrange for his relief at his own expense.

I would be much obliged, however, to know what the practice is in connection with cases of this character.

Yours truly,

Division Engineer,
ST. THOMAS, April 25th, 1921.

Mr. W.J. Shaw,
Division Engineer.

Dear Sir:

Your letter April 22nd having reference to claim of Conductor J. McDonald account of deadheading to Welland to relieve Conductor Cole. Conductor McDonald's claim is in accordance with provisions of the schedule.

For your information Conductor L.W. Cole was ordered to report to Doctor Hartman at Detroit for examination. This is the reason why it was necessary to relieve him on April 18th and 19th.

Yours truly,

(Signed) D. W. DONAHUE
Div. Superintendent.
St. Thomas, June 3, 1921.

Mr. D. Wagner,
St. Thomas, Ont.

Dear Sir:—

I understand that you got a work train the other day to unload ties so late at Tilbury that you failed to perform the work that you expected to with this train and the ties had to be unloaded the next day.

I wish you would give me a full statement as to why the train did not reach Tilbury at the time it should and the time it arrived there.

From the information we got in the office we have not sufficient to take up with Division Superintendent Donahue.

Yours truly,

Division Engineer.

WJS-M
Mr. & Mrs. 

Order Mark & Oveta Bond

Branch No. 3 at oil city
at 8 in a.m. 2 conts and
8 ear ends of Mark Oveta
oil city and ear ends at
70 cts each will take charge

me 75 67 6 - 996
79916

Market
Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:—

Please furnish an engine and crew to take 2 cars Ties, 75676 & 79710 now on Market Spur also 8 cars Cinders-in cargo and be at Oil City at 8 A.M. to-morrow morning June 6th. to unload between Oil City and Courtright.

Yours truly,

Division Engineer.

CC. F. McElroy.
St. Thomas, June 9th, 1921.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:—

Please furnish an engine and crew to take all of the cars of cinders in St. Thomas Yard to be unloaded on St. Clair Division. Have train ready to leave here at 7 A.M. tomorrow, Friday.

Yours truly,

Division Engineer,

JAS-M
Cy- F. McIlroy.
St. Thomas, June 3, 1921.

Mr. C. Hawkins,
Windsor, Ont.,
Dear Sir:

I understand that Bocci's gang was not moved in such a manner as to get them in time for work at Essex.

I would like a report from you stating what the cause of delay was. Let me have this report immediately as I would like to take up with Division Superintendent Donahue.

Yours truly,

[Signature]
Division Engineer.

WJS-M
June 6

Courtway arrived at 9:15 am. at 10:20 am was notified. Courtway was dead.

Instructed Randy to give Courtway his engine.

Rancher was through promptly.

Picking up 4 cars about 10:50 am. Rancher's engine came up to depot.

I was informed. They were not three leading.

Material and filling strains made up until 11:40 am. Departed from Zebulon.
at 7:45 am stepped about 2 miles west of Ulbury and cleared some more material. Arrived Comber 12:20 am held for No. 15723 switching and dinner lift Comber. 1:45 pm arrived Essex 2:45 pm

EAC
Mr. W. J. Shaw, Jr.,
Division Engineer,
St. Thomas, Ont.

Dear Sir:-

Referring to the attached note.

It is true they were through picking up cars at 10/50 A.M. and cars pulled up from East end of South siding, but were all ready to go at 11/05 A.M. Whoever told Despatcher that we were not ready did not tell what was true. We did stop about 2 miles west of Tilbury to load up the rail-laying machine which took about 5 or 6 minutes. The cars were put away at Essex at 3.15 P.M. so that men could get their hand cars unloaded.

Roadmaster.
St. Thomas, June 3, 1921.

Mr. D. Wagner,
St. Thomas, Ont.,

Dear Sir:-

I understand that you got a work train the other day to unload ties so late at Tilbury that you failed to perform the work that you expected to with this train and the ties had to be unloaded the next day.

I wish you would give me a full statement as to why the train did not reach Tilbury at the time it should and the time it arrived there.

From the information we got in the office we have not sufficient to take up with Division Superintendent Donahue.

Yours truly,

[Signature]
Division Engineer.

WJS-M
Mr. L. Ramsey

See letter from Mr. Shaw regarding the train we had at May 31. Will you please give me the delays of the trains and understand and at Telephone give cause and oblige.

W. Wagner
St. Thomas, June 11, 1921.

Mr. D. W. Bonshue,
Division Superintendent,

Dear Sir:—

On May 31st we ordered a work train to handle ties out of Windsor, the train to be at Tilbury at 8 a.m. E. W. Hamey was the Conductor in charge of the train and attached hereto is his statement.

You will notice he was called at 5 a.m. to arrive at Tilbury at 8 a.m. and that his train was not ready to leave Windsor until 7.45 a.m. finally getting his orders at 7.54 a.m. and left Windsor at 8.10 a.m. arriving at Comber at 9.05 a.m., suffered a delay of 25 minutes west of Tilbury account of trains ahead and steel gang.

He got orders to pick up a water tank at Tilbury and take it to Fargo for the steel gang. This tank was asked to be moved the day before I believe on the local and for some reason was not done.

If Conductor Hamey’s train had been made up promptly he could no doubt got out ahead of the other two trains that he had to follow.

The result of this was that we had to hold him over for another day to finish unloading ties.

Yours truly,

Division Engineer.
St. Thomas, June 24, 1921.

Mr. D. W. Bonshue,
Division Superintendent,
St. Thomas, Ont.

Dear Sir:

Please furnish engine and crew to take all of the cars of cinders in St. Thomas Yard. Be ready to leave here by 7 A.M. tomorrow, Saturday to be unloaded on the St. Clair Division.

Yours truly,

Division Engineer.

JAS-M

Cy:— F. McIlroy.
St. Thomas, June 29th, 1921.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:

Please furnish engine and crew to take 14 cars of ties that are coming down from Windsor this p.m. and be at West Lorne at 7 A.M. tomorrow, Thursday to unload.

Yours truly,

Division Engineer,

[Signature]

CC: F. McIlroy,
St. Thomas, July 25, 1921.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:

I am advised that work train in charge of Conductor H McCaffery on July 4th unloading ties one-half mile west of Hawtrey on the westbound track ran all the way from there to Tillsonburg to get in out of the road of train No. 15 instead of backing back to Hawtrey siding.

Will you kindly advise if what I have learned is correct. It certainly looks like a very foolish move on the part of McCaffery unless he had some reasonable excuse for doing it, such as going for water. It meant an expensive delay for us as he had to come back to where he left.

Yours truly,

Division Engineer.
Please arrange for a work train to leave Welland with ten cars of Creosote Ties at 8am and unload ties between Welland and Bridgetburg.

C. Durham

537 PM
ST. THOMAS, June 24th, 1921.

Mr. W.J. Shaw,
Division Engineer.

Dear Sir:-

Your letter June 8th having reference to tying up the way freight engine at Fargo over night, on the track east of the coal dock:

I have taken this up with Mr. McLroy and Conductor Grant and Courtenay, and they point out, the fact that eastbound freight trains are setting out their bad order cars on this track during the night hours, and this would undoubtedly block in their engine. Conductor Courtenay also advised that trains very often back over for 13 and 17 and in such cases the way freights would be unable to get their engines out to commence their work until after Nos. 17 and 13 had passed.

I would be very glad to help you out and will try and figure some means whereby we can eliminate blocking of the track and I will arrange to look into the matter in the very near future.

Yours truly,

[Signature]

W. [Handwritten name]

Div. Superintendent.

Mr. W. J. Shaw, Jr.,
Division Engineer,
St. Thomas.

Dear Sir:-

Referring to the attached.

Bocci's gang was ready to move from Tilbury at 11:05 A.M. tools and everything loaded up and the men in the xxx cars at that time. The cars were pulled up from the East end of the South Siding at 10:50 A.M. I stopped them in front of the track tank as I had a little lining to do and to save the men from walking after I had stopped them.

I noticed the engine had cut off and gone up to the depot, I thought it went up there to get water. It stayed up there for sometime and after walking up there from the East end of the tank, I found that the local engine had broken down and that they were taking our engine to pull the local as well as Bocci's cars.

They finished switching at Tilbury and then backed down on the cars and took them over to Comber. They loaded and unloaded their freight and done their switching as they went along between Tilbury and Essex and did not get into Essex until 3:15 P.M.

Yours truly,

[Signature]

Roadmaster.
St. Thomas, Sept. 8, 1921.

Mr. O. Dawson,
Roadmaster,
St. Thomas, Ont.,

Dear Sir:

See that your work train up the branch is through up there by Saturday for we want it to take Hunchberger's boarding cars to Tilbury Monday morning early.

I wish you would also advise us a couple of days before hand when you will require stone for Tillsonburg pan and the quantity you want on each shipment.

Yours truly,

Division Engineer.
Welland 6pm Sept. 22-21

Please arrange for work train to pick up six flat cars at Waterford and be at Welland at 7:30 in AM.

B Taylor 7:28 pm
St. Thomas, Sept. 23, 1921.

Mr. B. Taylor,
Walland, Ont.

Dear Sir:

In your order for work train yesterday you asked that six flats be picked up at Waterford and be at Walland at 7.30 in the A.M.

Let me suggest to you that it would be more economical for you to simply order the work train and say you wanted flat cars and permit the operating department to get them where they wished to, for in the present circumstance the work train was ordered from St. Thomas at 4.25 a.m. and the result was we were paying four hours for train crew running from St. Thomas to Waterford on account of you having asked to have the flats picked up at Waterford.

It is altogether probable that the operating department could have furnished a crew from Montrose or Victoria and given you the necessary cars.

This is a suggestion which I think you can readily see the advantage of.

Yours truly,

Division Engineer.

WJS-M
St. Thomas, Oct. 26th, 1921.

Mr. R. O. Donohue,
Division Superintendent,

Dear Sir:—

Please furnish engine and crew to take 10 cars of ties that are in St. Thomas yard and be at Sutton by 8 A.M. tomorrow, Saturday to unload.

Yours truly,

Division Engineer,

JAS. M.

CC:— F. Molloy.
St. Thomas, October 28, 1901.


Gentlemen:-

It seems sometimes when reading the report of Conductor of work trains that the work train had not accomplished very much for the day's work.

It has occurred to me that possibly the conductors are not giving the attention they should to work trains and their movements, and I think I am justified in some instances in forming the opinion I have.

I wish you gentlemen to understand that, when a work train is on your territory, it is your duty to see that you are getting every minute of time that we are paying for. You should organise your work in such a manner that the work train conductor knows what he has to do and what is expected of him.

You should have a program written out to hand to the conductor each morning so that he may know where he has to start in and what he has to do at each place that your propose working.

If you adopt my suggestion I think better results will be obtained and a lot of unnecessary waste time of train and men will be eliminated.

This is an important question and one which can if properly attended to work out to a very much greater benefit that we often receive.

Yours truly,

Division Engineer.
St. Thomas, Oct 31, 1921.

Mr. F. W. Donahue,
Division Supt.,

Dear Sir:-

Please furnish engine and crew to pick up all the cars of ties at Waterford to be unloaded from Waterford west. Have train ready to leave Waterford by 8 A.M. tomorrow, Tuesday.

Yours truly,

Division Engineer.

Jas-H

CC: F. McILROY,
St. Thomas, Nov. 2nd. 1921.

Mr. D. M. Donahue,
Div. Sup't.

Dear Sir: We will be through with Purvis' work train after 6 P.M. today, please arrange to have this crew put in freight service.

Yours truly,

Div. Engineer.
St. Thomas, Ont Nov. 26th, 1921.

Mr. W.J. Shaw Jr.,
St. Thomas, Ont.

Dear Sir;

On the night of Nov. 23rd, 1921, at 5.55 P.M. I had work train on St. Clair Branch tie up at Petrolia, knowing that there was an Engine Watchman stationed there.

The Engine watchman, however refused to watch the Engine stating that he worked for Marble & Palma Co., and not for the M.C.R.R.

I had to get a Section Starter who formerly watched engines to watch our engine for the night and had to pay him 12 hrs. overtime.

Yours truly,

O. Dawson.
St. Thomas, November 29, 1921.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:—

On November 22nd, at 5:55 P.M. our work train tied up at Petrolia in view of the fact that there was an engine watchman stationed there. The engine watchman refused to watch the engine stating that he worked for Marble and Palma and not for the M.C.R.R. Under the circumstances we had to get one of the section laborers who formerly watched engines to watch the engine for the night and had to pay him 12 hours overtime.

Will you kindly advise us if the watchmen should watch engines of work trains as well as other trains so that we might be clear on the matter for future guidance.

Yours truly,

Division Engineer,

WJS-M
St. Thomas, December 12, 1921.

Mr. D. W. Donahue,
Division Supt.,

Dear Sir:-

Please furnish engine and crew to take all the cars of cinders in St. Thomas Yard, same to be unloaded on St. Clair Division. Have train ready to leave here by 7 A. M. tomorrow, Tuesday.

Yours truly,

Division Engineer,

JAS-M

CC: F. McIlroy,
ST. THOMAS, December 6th, 1921.

Mr. W.J. Shaw,

Division Engineer.

Dear Sir:—

Referring to your letter November 29th in connection with failure of engine watch at Petrolia to watch work train engine.

I am quoting you below a letter from the Marble Palma Company per W.A. Rowe which is self explanatory;—

"Referring to your letter of December 1st to our Detroit office, relative to engine watchman at Petrolia refusing to take care of work train engine on November 22nd, we have advised this man that he is expected to take care of any extra engine tied up at Petrolia without any special instructions.

We do not anticipate any further trouble."

Yours truly,

(Signed) D. W. DONAHUE

Div. Superintendent.

Dictated by D. W. Donahue
St. Thomas, Dec. 27th, 1921.

Mr. D. W. Donahue,
Division Supt.,

Dear Sir:-

Please furnish engine and crew with five flat cars to pick up rail loader at Essex and be at Buxton by 6 A.M. tomorrow, Wednesday, to load rail.

Yours truly,

Division Engineer,

JAS;

CC: F. McIlroy,
St. Thomas, January 16, 1922.

Mr. P. V. Donahue,
Division Superintendent,

Dear Sir:—

Please furnish engine and crew to take all of the cars of cinders from St. Thomas and pick up all cinders that are at Hagersville and be at Canfield at 9 A.M. tomorrow, Tuesday.

Yours truly,

Division Engineer,

Sub:
Cc: — F. McIlroy,
St. Thomas, Dec. 30, 1921.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:

We had a work train working from St. Thomas eastward over Mr. Dewson's territory today. The train was coming back to St. Thomas after having completed the work required by us when it was stopped and the crew sent east to Montrose.

I presume that it is your intention to only charge us for the actual time occupied by the train while working for us and the expense of taking the crew from Kingsmill to Montrose will not be included in the bill against this Department.

Will you kindly advise. Conductor McHish was the man in charge of the work train.

Yours truly,

Division Engineer,
St. Thomas, Jan. 29th, 1921.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:—

Please furnish engine and crew to pick up 19 cars of ties at St. Thomas and be at Highgate at 8 A.M. tomorrow morning January 30th. Ties to be unloaded from Highgate west.

If possible, will you kindly furnish an extra-way car for sectionmen.

Yours truly,

Division Engineer.

cc: P.M. McIlroy
St. Thomas, March 12th, 1922.

Mr. D. W. Donahue, Div. Supt.
Mr. F. H. Moliroy, Trainmaster.

Dear Sir:—

Please arrange to place a car on east local Monday morning, March 15th, giving local order to stop at all stations between Yarmouth to Waterford for the purpose of picking up scrap. Either box or flat car will be satisfactory.

Yours truly,

Division Engineer.
St. Thomas, March 13th, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir: 

Please furnish engine and crew to take the rail loader on car M.C.-33418 now on No. 1 shop track and one flat car, also pick up two flats at Dutton and be at Buxton by 8 A.M. tomorrow, Tuesday, to load rail.

Yours truly,

Division Engineer,

Jab: M
Cy: - F. Wellroy,
St. Thomas, March 15, 1922

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:—

Please furnish engine and crew to pick up all of the cars of ties at Tillsonburg to be unloaded from Tillsonburg west. Have train at Tillsonburg by 8 A.M. tomorrow, Thursday.

Yours truly,

Division Engineer,

JAS;M

Gy:— F. McIlroy.
ST. THOMAS, Ont., April 17, 1922.

Messrs. F. McElroy,
W. J. Shaw,
W. J. McNabb,
ST. THOMAS.

PERSONAL

Gentlemen:

I am quoting below letter from the General Manager, having reference to the ordering of work trains. This for your private and personal information. The information must not be furnished to others.

"I am quoting below letter from the General Manager, dated April 12th:

'Please place instructions with your Superintendents to the effect that they must personally approve of orders for work trains, special trains and switch engines for all departments, and be in position to know what service these trains perform, calling attention to any trains where only a minimum service is performed.'

'In other words, it is believed that there are too many special trains where the service can be handled by some of our local trains or other arrangements made.'

'Please understand I do not want the starting of road trains, etc., hampered, but I do want Superintendents to keep watch on all these different classes of trains and report thereon.'

Please be governed by the above and make weekly report to me on all classes of this service, report to be in my office not later than Tuesday each week covering period ending previous Saturday.

Please acknowledge receipt."

Yours truly,

[Signature]

Div. Superintendent.
St. Thomas, April 19th, 1922.

Mr. C. Hawkins, Windsor,
Mr. D. Wagner, St. Thomas,
Mr. O. Dawson,
Mr. B. Taylor, Walland
Mr. G. Durbin,

Gentlemen:

Kindly note attached copy of letter I received from Mr. Donahue regarding work trains. Please furnish sufficient information in your messages to Mr. Donahue and myself that will enable us to decide your necessity for work trains, also be careful in requesting work trains, that give you have sufficient work for them to occupy the eight hours at least.

Yours truly,

Division Engineer.
Mr. W. J. Shaw,
Division Engineer,
ST. THOMAS, Ont.

Dear Sir:—

Your letter of yesterday regarding engine failure May 1st., work train Condr. Adderman.

At 8.50 am Condr. Adderman advised Chief Dispatcher by telephone that he would require another engine and crew and dispatcher at engine house was advised immediately.

Engine 7557 left St. Thomas 11.55 am and arrived Hagersville 2.32 pm. You will note engine did not leave here until about 3 hrs. after order was placed. No delay after leaving here except 15 minutes Waterford changing engine crews, that is, getting the regular assigned work train crew off the crippled engine onto the relief engine.

I am sending copy of this letter to Mr. Webb with request that he investigate and advise with regard to delay to turning out engine 7557.

Yours truly,

(Signed) D. W. DONAHUE

Division Superintendent.

CC E. R. Webb. Kindly investigate and advise re delay in furnishing engine on this order.
St. Thomas, Ont., April 29th. 1922

Mr. E. Adderman,
Conductor,
St. Thomas,

Dear Sir:

I notice you worked 14 hrs. and 20 minutes on April 26th. 1922.

It is very necessary that your time on duty does not exceed 14 hrs. in any one day and I would like a statement setting forth just why it was necessary for you to work over the 14 hours, as an explanation has to be made to the General Manager. I wish you would see that your work is confined to not more than 14 hours in any one day in future, if at any time it is necessary to work that long, unless it is positively necessary that such hours be exceeded.

Why are you not tying up your way car at Hagersville. There is no necessity that I can see for you going to Waterford with it.

Yours truly,

Division Engineer.

WJS/L.
Mr. T. F. Conklin,
O/o General Manager,
DETROIT, MICHIGAN.

Dear Sir:

Your note May 8th with regard to Engineering Department not releasing crews early enough so that they can be tied up before the expiration of 14 hours.

This matter has been taken up with Mr. Shaw for correction.

Yours truly,

(Signed) D. W. DONAHUE

Div. Superintendent.

Dictated by D. W. Donahue

CC WJS
At 10:19 a.m. arriving at Edward a head of 34. Attached on engine 9604. Wouldn't wish so had to stop and take water and back to back in and away of 34 followed by arriving at Montague at 11:25. Seventeen cars of stone unloaded. At 11:45 went to Perry from there. Stopped 33-10 minutes at Perry and started back. Picking up car of spikes unloading for main road between Bearfield and Edward and from there's with the crewhead bridge West of pythium came from there to Hogansville got out car of spikes and put employees away at Quarry and ties up at 5:10. Time stopped for rain storm. The steady train has 3 cars of stone for Saturday. Quarry didn't work on account of rain也没 result boarded train to fill in the day Saturday.

O.P. Taylor
Re: 240 ft. of Way Stone were batched out of Quarry and weighed and left.

25 cars of stone were switched out of Quarry and was unloaded at 2:00

Hayesville 9:30 arrived at Montvale and was unloaded at 1:00

returned to Hayesville and 25 cars were

Today Friday engine arrived at Hayesville at 7:10. East bound freight

Engine from Waterford to Hayesville stopped at Hayesville and got

cars delayed due to train 3 1/2 minutes. Stone train went to Quarry and got

engine from Waterford to Hayesville. Stone train was ready to come down from

engine when the dispatcher let mail train back over and run from Hayesville

car. Stone train came down to Hayesville then and when they arrived

to Waterford on east bound track. Delay to work train 2 1/2 minutes.

Hayesville.
HAGANVILLE May 20, 1922

[Handwritten text]

[Afternoon Engine 736] Engine 5. Heavy work to day unloading stone & Ganoas. Left town 6 a.m. 3 cars ending at 4.26 n.t. 27 tons. Returned home. 5 cars. 27. 24 West on duty at Haganville at 7:30 AM. Arrived 24 West on duty at Haganville at 7:30 AM. Arrived at Haganville 2:55 PM and bed up at 3:15 PM.

Howkins Concl.
ST. THOMAS, May 19th, 1922.

10663

Mr. W.J. Shaw,
Division Engineer.

Dear Sir:

Your letter May 17th with regard to Conductor Adderman in charge of stone train doing switching for the Newhall Quarry, other than that in connection with the handling of stone.

Have instructed Mr. McElroy to see to it that Chief Despatcher or others do not give Conductor Adderman instructions to switch any commercial cars at Hagersville.

Yours truly,

[Signature]

Mr. Superintendent.

CC - FM
Detroit, May 26th, 1922.

Gentlemen:

My attention has been called by the General Superintendent to the long hours of service that work trains are putting in, resulting in the payment of a great deal of punitive overtime. It does not seem to me that there is any condition in our work that requires this. Active cooperation between departments in accomplishing work where the men of more than one department are involved, to get the maximum amount of work at minimum expense is an absolute necessity and this practice must be closely followed by the Engineering Department.

Work train service is very important and costs a considerable amount of money; therefore, it is necessary that you consult with the Superintendents in laying out your work train program so that the most advantage possible may be taken of doing the work at minimum expense. The Division Engineers will be held responsible for any lack of care in supervision in bringing this about.

I have a case before me now where a train crew was on duty in work train service 15 hours and 45 minutes.

Yours truly,

[Signature]

Asst. Chief Engineer.
St. Thomas, May 27th, 1932.

Messrs. C. Hawkins, B. Taylor, J. Barham, G. Benson, D. Sagar,

Gentlemen:

We are being continually criticized for the long hours that our work trains are putting in in handling our work, and I have received a letter from Mr. Harris, wherein he advises that it is necessary to cooperate with the Operating Department in order to attain the best results.

It is necessary for you to watch the work trains carefully on your territory and see that they do not exceed the time that they should. You should make it a point to see that they stop work in time to permit them to run to the point of tying up and be within reasonable working hours. Under no circumstances must they be more than 14 hours on duty, and in the case where we work rail pickup gangs ten hours a day I do not see why work trains should be on duty more than 10 or 12 hours.

We cannot slight this matter in the least as I am advised by Mr. Harris that Division Engineers will be held personally responsible for this matter and it requires your assistance and very close supervision.

Yours truly,

Division Engineer.
Mr. P. Donahue,
Division Superintendent.

St. Thomas, Ont, May 29th, 1922.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:—

I am handing you herewith reports of
time and delays of Conductor Adderman on stone train
from May 22nd to May 27th, inclusive.

It seems to me that the stone train is
suffering from an unusual amount of delay through
having to lay in side tracks. You will notice that
on May 22nd, there was a delay of 5 hours and 15 mins.
lying in side tracks waiting for trains to pass, etc.
Notice particularly that this train was 1 hour and 25
mins. at Attercliffe and 1 hour and 5 mins. at Perry
in sidings. On the 23rd, 4 hours and 18 mins. lying
in side track; 24th, 3 hours and 20 mins. and on the
25th 3 hours and 46 mins. is shown for delay waiting
for engine. I do not know what caused the delay to
the engine. On the 26th, 4 hours and 44 mins.; 27th
5 hours and 9 mins. lying in side tracks.

All of these reports seem to indicate
that the better part of the time that the stone train
was on duty was spent in lying in side track, and it
would seem that we should get good deal better results
than paying for over one half of the day for work
train to lie in idleness.

Will you kindly go into this matter with
the idea of improving the handling of the train so that
we may eliminate a lot of the overtime that this crew
is now getting.
It may be the fault of the dispatcher, or it may be that our train crew are not doing the best they can, but I think something should be done to change such a situation as has been existing for the last few days.

Kindly return reports when they have served your purpose.

Yours truly,

Division Engineer,

WJS;M
Enc -
St. Thomas, Ont., May 29th, 1922.

Messrs:— J. Hawkins,  
G. Durban,  
B. Taylor,  
G. Dawson,  
D. Wagner.

Gentlemen:—

With further reference to work trains. You must understand that 8 hours constitutes a day's work for train and engine men and you must see when you have work trains that you work them only long enough to take care of your work and let them get to tying up point within a reasonable time after 8 hours and not keep them working so long that they can put in time for 10 and 14 hours.

Yours truly,

Division Engineer,
Detroit, May 26, 1922.

Mr. W. J. Shaw, Jr.
Division Engineer
St. Thomas, Ontario

Dear sir:

Herewith papers regarding excessive hours worked by work trains on the Canada Division.

Please explain reason for these long hours and advise if the work cannot be arranged so that train crews will be released in time to get to tie-up points within the proper limits.

Please reply promptly.

Yours truly,

[Signature]

Assistant Chief Engineer

[Initials]
St. Thomas, Ont., May 29, 1928.

Mr. G. H. Harris,
Asst. Chief Engineer,
Detroit, Mich.

Dear Sir:—

I am returning you herewith papers regarding the excessive hours worked by our work trains on this Division.

The first case of Conductor Decow, April 13th, is one which I do not think we are responsible for. The work train was called at St. Thomas for 6 A.M. to unload ties between LaSallette and Hagersville. This train arrived at Waterford and picked up cars at 7:50 a.m. and finally got through with the train at Waterford at 6:15 P.M. We had the train on duty 35 mins. longer than we might have on account of having to take our men back to Waterford from Hagersville. Instead of the crew tying up at Waterford for the night, or running them to Canfield to pick up a car of express set off by 27. This car of express was in such shape that it required them to run very slowly, and as a result they were on duty 4 hours and 15 mins. after we got through with them. They were actually working for us 12 hours and 35 mins.

The second case, that of Conductor Stanfield April 27th. This train was our regular steel unloading work train. It was called for 6:30 A.M. and finished his work on the west end at 4:50 P.M. He had instructions to bring his equipment to St. Thomas to work on the east end the next day and proceeded from Comber to St. Thomas tying up at St. Thomas at 8:30 P.M. being 14 hours and 30 mins. on duty.

This crew could have been tied up west of St. Thomas when it was found they were going to exceed the 14 hours, or they could have been tied up at Comber at 4:50 P.M. and come to St. Thomas the next morning. We would have lost time of the train, also time of the
men in steel unloading gang for that time that it
took to run from Comber during working hours to the
point where they commenced the work east of St. Thomas.

As it was we were being pressed very strongly
by the Division Superintendent to get foreign cars of
steel unloaded without delay on account of per diem
charge against us. We bent every effort toward doing
it and we felt that in operating our work trains the
long hours we were accomplishing good work in unloading steel and releasing the foreign cars, which were
costing us money.

Then again we work our unloading gang 10 hours
a day, and in order to get 10 hours work out of the men
it is necessary for the work train crew to work more
than the 10 hours.

It may have cost us more money to unload the
foreign cars by work train in the way we did than to
pay per diem charge, but we were being so pressed to
unload foreign cars that it seemed wiser to get them un-
loaded than to hold them underload.

The Operating Department in this particular
case of April 27th, could have tied the train up at
any point on the road they chose in order to prevent the
14 hours.

With respect to the case of April 28th, there
was no necessity for this crew to have run from Water-
ford to Welland on this date, other than to be at Well-
and the next morning to commence work at 7 o'clock.
The Conductor did not use good judgment in doing so when
he knew he could not make Welland within the 14 hours.
I took this matter up with Stanfield at the time of the
occurrence and his explanation was as I have given. He
did not seem to appreciate the fact that it would cost
more money to run his train to Welland after completing
the work at Waterford, than it would have to delay start-
ing in the next morning.

With respect to Adderman's work train, April
28th. The crew of this work train should have tied up
at Ragersville instead of running into Waterford. If
CHR-3-

ey had tied up at Hagersville and let the engine go to Waterford they would have been within the 14 hours. As soon as we found out what was going on we tied them up at Hagersville and let the engine go to Waterford that night.

We are after the work trains very hard and this morning I turned over daily reports to Mr. Donahue asking him to take the matter in hand to see if we cannot get better results and less hours on our work trains.

Yours truly,

Division Engineer.

W.S. M
Inc.-
St. Thomas, Ont., May 20, 1922.

Mr. M. Moylan,
Work train Conductor,
Bidgetown, Ont.,

Dear Sir:

I notice on your time report of May 29th, that you were working 12 hours and 10 mins., that you called yourself for 6.30 A.M. and tied up at 6.10 p.m.

I see no reason why you cannot call yourself for 7 o'clock and be ready to leave at that time. You are tying up in close proximity to your work and it does not seem any necessity for ordering yourself before 7 o'clock. You are expected to leave the point of tying up at 7 A.M. You will arrange to be tied up not later than 6 P.M. every night.

Yours truly,

Division Engineer,

W.J.B.; M
Cy: DW

Please follow this work train and see that not more than 10½ hours or in some cases 11 hours constitutes a days work. This is positively necessary.
St. Thomas, Ont, May 31st, 1922.

Mr. D. E. Donahoe,

Division Superintendent

Dear Sir:—

Please furnish engine and crew and one brakeman St. Thomas Yard tomorrow, Thursday, 7 A.M., with rail loader and six flats or flat-bottom coal cars to load rail in St. Thomas Yard.

Yours truly,

Division Engineer,

J. M.;

Cy; F. McElroy,
St. Thomas, Ont. May 31st, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:-

I am attaching hereto delay report of Conductor Adderman May 29th.

You will notice he suffered 35 minutes delay waiting for an engine to arrive, and 30 minutes delay GTR Express at Hagersville. Total hours delay amounting to 3 hours and 44 minutes. This looks like an excessive delay.

Will you kindly take this matter in hand and ascertain why Conductor Adderman suffered so much delay. Return report as soon as it has served your purpose.

Yours truly,

Division Engineer,
St. Thomas, May 31, 1922.

Mr. T. A. Clarke,
Work Train Conductor,
Hagersville, Ont.

Dear Sir:-

In making your reports for each day's work in handling the stone train I wish you would furnish a report which gives the time you actually occupy in weighing the stone, the time you actually occupy in unloading the stone also the time you finish unloading and the time you leave Perry, as well as show all delays.

I understand there is a new Engineer taking the stone train and I will be obliged if you will advise him for me to furnish us with a report showing the time that he leaves Hagersville, arrives at Waterford and ties up, the time he chills himself for and the time he leaves Waterford and arrives at Hagersville. I wish these reports daily.

If you have any trouble with cars, such as hot journals, or engine trouble I wish you to advise us without delay so that we can take the matter up. It is necessary that the stone train carry out the work required within reasonable hours, and I wish you to utilise every minute in order to eliminate any unnecessary time put in that is not actually required to carry on the work expeditiously.

Yours truly,

Division Engineer.
Please note attached delay report received from Conductor Adderman.

You will note that he shows 3 hours and 30 mins. delay outside the one hour and 30 mins. levelling bank; that his days work occupied 11 hours and 30 mins; that he was 35 mins. in siding for trains No. 45 and No. 27.

It seems to me that 35 mins. in a long time to be in one siding for these two trains.

Will you kindly look into this matter for us.

Yours truly,

Division Engineer,

ST. Thomas, June 1st, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:-

WJ5;M
Enc
St. Thomas, Ont, June 1st, 1922.

Mr. J. Mitchener,
General Car Foreman

Dear Sir;

The stone trains are suffering delays every day through hot journals on the ballast cars. Will you kindly take up and see if the delays through this cause can be eliminated.

Yours truly,

Division Engineer,
St. Thomas, June 1st, 1922.

Mr. E. Adderman,
Conductor,
St. Thomas, Ont.,

Dear Sir:

I notice from your report of May 30th, that you occupied 11 hours and 30 mins.

Will you kindly advise just why it took you so long to cover the road and the only extra work that you had to do was leveling. I cannot see from your delay report that you suffered any serious delays.

Yours truly,

Division Engineer,
St. Thomas, Ont., June 2nd, 1922.

Mr. T. A. Clarke,
Work Train Conductor,
Hagersville, Ont.,

Dear Sir:—

I notice from your work report of May 31st, you finished unloading stone at 11.30 A.M. and tied up at Hagersville at 4.50 P.M. occupying 5 hours and 20 mins.

Will you kindly advise why it was necessary to occupy that number of hours between the time you finished unloading and the time you tied up at Hagersville.

I notice that from the time you were called until you left Hagersville you occupied 2 hours. Will you please explain why you took so much time to get underway. I notice in your delay report you only suffered 15 mins. delay, also when you returned to Hagersville you arrived at 3.20 and tied up at 4.50 P.M., 1 hour and 30 mins. You showed delay of 30 mins. on account of trains and locals switching in the quarry, so that you occupied, I presume, 1 hour in putting in your empties in the quarry.

Will you kindly advise.

Yours truly,

[Signature]

Division Engineer,

[Signature]
St. Thomas, June 2nd, 1922.

Mr. M. Hoylan,
Work train Conductor,
Nidgerton, Ont.

Dear Sir:—

I would like to receive a delay report from you showing all the delays that you meet with, giving the time in each instance that you are delayed.

Mr. Anger is going to issue instructions to the rail loading gang that they take 30 mins. for lunch and quit at 5.30 P.M. This will enable you to get tied up within not more than 11 hours. You may be able to cut even that down.

Yours truly,

Division Engineer,

WJS;M
Cy; DW
St. Thomas, Ont., June 2nd, 1922.

Mr. T. A. Clarke,
Work Train Conductor,
Hagersville, Ont.,

Dear Sir:—

I notice from your work report of May 31st, you finished unloading stone at 11.30 A.M. and tied up at Hagersville at 4.50 P.M. occupying 5 hours and 20 mins.

Will you kindly advise why it was necessary to occupy that number of hours between the time you finished unloading and the time you tied up at Hagersville.

I notice that from the time you were called until you left Hagersville you occupied 2 hours. Will you please explain why you took so much time to get underway. I notice in your delay report you only suffered 15 mins. delay, also when you returned to Hagersville you arrived at 3.20 and tied up at 4.50 P.M. 1 hour and 30 mins. You showed delay of 30 mins. on account of trains and locals switching in the Quarry, so that you occupied I presume, 1 hour in putting in your empties in the Quarry.

Will you kindly advise.

Yours truly,

Division Engineer,

WJS;M
coupling up loads and pulling them down so they could let more loads down behind them! I have to do this every night to make room in tender. Enginemen having it can only make 20 miles an hour whilst I, as Conductor, continue going back.
Haymersville, June 5th, 1924

Dear Sir,

I am pleased to report that after unloading at 1130 I went to Perry and had dinner, and then proceeded to Hagerstown and followed on a P.M. boat, and then to Hagerstown again. I stayed 10 miles above Perry for three days to allow my hands to pass. I followed this hand to Hagerstown and was held up by still going also taking water, and had another boat full of water also at Edward. The boat putting back two included him backing up at Hagerstown and showing another up with both hands above ground, also
St. Thomas, June 3, 1932.

Mr. T. A. Clarke,
Work Train Condr.
Hagersville, Ont.,

Dear Sir:--

On your report of June 1st I noticed you left Perry at 3:40 P.M. and did not get tied up at Waterford until 6:30 P.M.

Please advise what created the delay after you left Perry.

Yours truly,

Division Engineer.
St. Thomas, June 3, 1922.

Mr. E. R. Webb,

Division Master Mechanic

Dear Sir:-

I notice by Engineer D. Hickey's report that it took him 20 mins. in crossing over, taking water and putting engine away. I understood from Mr. Fulton that it would be reasonable to expect Mr. Hickey to put his engine away within 15 mins.

Will you kindly advise if we are asking too much when we expect Mr. Hickey to come within the 15 mins. for putting his engine away after arriving at Waterford.

Yours truly,

Division Engineer.
St. Thomas, June 3, 1922.

Mr. D. Hickey

Work Train Engineer,

Hagerstown.

Dear Sir:

I notice on your delay report of May 1st, that you arrived at Waterford at 4:30 p.m. and did not get tied up until 5:30 p.m.

Please advise why it took you 1 hour and 20 mins. to get tied up. What delays caused you to be so long?

Yours truly,

Division Engineer.
Called at Maidstone 6.30 A.M. engine on at 6.25. Left 7.00
Unig. 1 car ties at Maidstone, 1 car Rail at Maidstone and
1½ cars Splice at Maidstone, Essex and Pelton and unig. 2
cars Cinders in Elevator Spur at Comber.

Completed unig. steel rail and splice at Maidstone. All
foreign cars unloaded. Moved 2 cars Rail, 1 car Tie Plates
1 car Splice and part car Splice and equipment to St. Thomas
Left Rail loader on MC 32940 picked up MC 4947 at Essex
loaded with steel for Welland. Tiedup at St. Thomas at 8.30

Stanfield.

April 27
Called at St. Thomas 6 A.M. engine on 6:00 train left 6:00 with 3 cars steel 2 cars splice. Left 2 cars steel at Kingsmill and picked up 4 cars Rails. Unlg. 3½ cars steel rail and 4 car splice at Waterford. Set 2 empties off at Waterford. Took 5 empties (Flats) and equipment to Welland. Tied up at Welland 6:40

J. Stanfield.

April 28th.
Called for at Waterford at 7 A.M. weighed and hauled 26 cars Stone from Hagersville and Unig. 26 cars Stone on West Bound track between Attercliffe and Perry. Returned to Waterford, setting empties off at Hagersville. Tied up at Waterford at 6:43.

Run from Waterford to Hagersville
Switched out and weight 26 cars Stone Hagersville
Backed up 1 car Stone at Attercliffe
Unig. 26 cars Stone Attercliffe Perry
Run to Hagersville from Perry
Stored empties in Hagersville
Run to Waterford from Hagersville to tie up.

Ed. Adderman

April 23rd.
St. Thomas, June 3, 1922.

Mr. T A Clarke,
Work Train Condr.
Hagersville, Ont.,

Dear Sir;-

On your report of June 1st I noticed you left Perry at 3.40 P.M. and did not get tied up at Waterford until 6.30 P.M.

Please advise what created the delay after you left Perry.

Yours truly,

Division Engineer.

WJS:M
May 24

Dear Sir,

I reply to attached I had delay for steel gang works at Edwards. When I arrived at Hagerstown could not back over until a PM east ward train took picking and Mo 30 went. Then had usual delay at company showing empties and complained of and pulling loads down.

J.A. Clarke
St. Thomas, June 5th, 1922.

H-4224

Mr. W.J. Shaw, Jr.,
Div. Engineer.

Dear Sir:-

Replying to your letter June 3rd, with respect to D. Hickey using 20 minutes in crossing over, taking water and putting engine away.

It has been explained to Engineer Hickey that 15 minutes should be time enough ordinarily to make the engine ready for the night. However exceeding the 15 minutes by 5 minutes might be very necessary, particularly if the East Bound track was being occupied or train approaching from the west.

Yours truly,

[Signature]

Div. Master Mechanic.

l-E.
St. Thomas, June 6, 1922.

Mr. B. Taylor,
Welland, Ont.;

Dear Sir;-

I noticed that you had stone train unloading ties on June 3rd, on section 46. At the time he started to unload ties he had been on duty 10 hours and 25 mins.

I wrote you and called your attention to the fact that we have to keep the hours of the stone train down to as nearly 8 hours as possible, and not to use the work train when you found it was getting over a reasonable amount of overtime.

Please understand that there must be no neglect in this matter. It has to be strictly observed. The result of your unloading means that the work train was on duty 11 hours and 45 mins.

Yours truly,

Division Engineer.

WJS;M
File 179.

Mr. W.J. Shaw, Jr.,
Div. Engineer,
St. Thomas, Ont.

Dear Sir:

I have your letter of the 1st instant, in connection with delays to Stone trains account hot journals on Ballast cars, and wish to advise for the period May 1st to June 5th we have had but ten hot boxes on cars originating at Hagersville in Stone service.

These cars arrived at that point in Stone train after Car Repairer Astles is off duty and loaded out again same night, which accounts for the condition. However, for the period I show below numbers of cars so reported:

May 3rd - 590 and 609. 15th - 669. 23rd - 565. 24th - 590. 25th - 641. 30th - 678. 31st - 609 and 657. June 1st - 614. These, it may be noted, were handled on eight different days.

This matter is receiving careful attention and will be pleased to be advised if any further hot journals on this equipment.

Yours truly,

[Signature]
St. Thomas, June 6, 1922.

Mr. T. A. Clarke,  
Hagersville, Ont.,

Dear Sir:—

I notice on your delay report of June 3rd, you show 40 mins. for switching out cripples out of loads and switching empties up to the crusher for screenings.

Will you kindly advise why it was necessary for you to switch empties up to the crusher for screenings, and how you come to do it, also how many cripples you had to switch out of the loads.

I would like a prompt reply in this.

Yours truly,

Division Engineer,

WJS;M
St. Thomas, June 2, 1922.

Mr. T. A. Clarke,
Rogersville, Ont.

Dear Sir:-

I notice on your delay report of June 3rd, you show 40 mins. for switching out cripples out of loads and switching empties up to the crusher for screenings.

Will you kindly advise why it was necessary for you to switch empties up to the crusher for screenings, and how you came to do it, also how many cripples you had to switch out of the loads.

I would like a prompt reply in this.

Yours truly,

Division Engineer.

WJG

GHH
Thomas, June 6, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:—

Kindly note attached delay report of Mr. T. A. Clarke, wherein he shows 25 mins. delay waiting for train No. 27 and 20 mins. delay for train No. 45, a total delay of 45 mins. for these trains.

It would seem that such a length of time is a little too long to hold his train in the siding.

Will you kindly take the matter up so that we may know that Mr. Clarke is carrying out the work as it should be carried out.

Yours truly,

Division Engineer.

WJS: M
Enc.
Mr. W.J. Shaw, Jr.,
Div. Engineer.

Dear Sir:-

Your letter of May 17th with regard to engine on stone train not working well.

The matter has been investigated by Road Foreman of Engines, C.M. Fulton, who advised that handling of the engine on stone train by D.E. Hickey was really first class.

With regard to the 30 minutes used in tying up the engine at Waterford on the date in question, but 15 minutes were used and 15 minutes is considered sufficient time to tie the engine up.

Yours truly,

[Signature]

Div. Master Mechanic.

J-P.
St. Thomas, June 6, 1922.

Mr. E. R. Webb,
Division Master Mechanic

Dear Sir:—

I wish to acknowledge your letter of June 3rd, advising that Road Foreman of Engines, Mr. Fulton, investigated the handling of stone train by Engineer D. E. Hickey.

I wish to thank you for your promptness in this matter. I am sure it will have the desired result.

Yours truly,

Division Engineer,

WJS: M
THE MICHIGAN CENTRAL RAILROAD CO.

Detroit, May 29, 1923.

Mr. W. J. Shaw, Jr.
Division Engineer
St. Thomas, Ontario

Dear sir:

In connection with criticism being offered account of excessive hours by road trains, I wish you would kindly advise at whose request the four empties were placed in Ingall's quarries, as noted on attached report, also stating if it is the usual practice to do this, giving any instances that you may have record of.

Yours truly,

[Signature]

Assistant Chief Engineer

GHH:R
Inc.
St. Thomas, May 30, 1922.

Mr. E. Adderman,
Work Train Conductor,
Hagersville, Ont.,

Dear Sir:—

Your report of May 27th, shows that you placed 20 empties in MC Quarry and 4 empties in Inglis Quarry.

Will you kindly advise what the empties were placed in Inglis Quarry for and at whose request. Please hurry your reply as the Assistant Chief Engineer is asking for the information.

Yours truly,

Division Engineer,

WJSM
St. Thomas, May 30, 1922.

Mr. E. Adderman,
Work Train Conductor,
Hagersville, Ont.,

Dear Sir:-

Your report of May 27th, shows that you placed 20 empties in MC Quarry and 4 empties in Inglis Quarry.

Will you kindly advise what the empties were placed in Inglis Quarry for and at whose request. Please hurry your reply as the Assistant Chief Engineer is asking for the information.

Yours truly,

Division Engineer.
St. Thomas, June 6, 1922.

Mr. G. H. Harris,
Asst. Chief Engineer,
Detroit, Mich

Dear Sir:—

Replying to your letter of May 29th, wherein you requested to know at whose request the 4 empties were placed in Inglis Quarry as noted in E. Adderman's report of May 27th.

Conductor Adderman advises that he placed these 4 empties at the request of Mr. Cronin for loading stone for our ballasting.

It appears that Hagersville Quarry have not as much sale for the 2 inch stone as they have for the larger and smaller sizes and were disposing of the 2 inch to the Newhall Company, and it was to get that stone that the empties were placed in Inglis Quarry.

Yours truly,

Division Engineer.

WJS:m
enc—
ST. THOMAS June 7th, 1922.

10213

Mr. W. J. Shaw,
Div. Engineer
ST. THOMAS.

Dear Sir;

Replying to your letter of June 1st, regarding delays to work train on May 30th.

While this train met with numerous delays on that date, the only delay that looks excessive outside the 1 hour 30 mins levelling bank and 35 mins Engineer at Di mer. There is a delay of 35 mins for trains 45 and 27. Those trains passed Perry 10 mins. apart viz, 2.51 PM and 3.01 PM. If this work train was to do any work on Westbound track West of Perry, the best they could possibly do would be to occupy that track until until 2.45. This might have allowed them 15 mins. and possibly could not have reached working point by that time.

I see by train sheet Adderman did not leave Perry until 3.58 PM or 57 mins after No. 27 passed. If he was waiting for No. 45 and 27 to pass, it would have been possible for him to leave there at 3.05 PM instead of 3.58 PM. It is just possible they were not ready to leave Perry before that time. Twenty-five trains passed Perry 7.00 AM to 7.00 PM. In order to give these trains any kind of show the work train cannot hold main track otherwise trains would get bunched.

I am satisfied Despatchers Kirby and Whitmore gave the work trains every possible show.

Yours truly,

(Signed) D. W. DONAHUE

Div. Superintendent.
MUGSHORE

June 7th

Mr. Thomas.

In reply to attached. When I arrived at eleven I put some empty up under crusher for loading. I was then asked by chief at crusher to put some empty up for loading dust as they had no cars there and the bin was full and if they did not get empty to empty bins they would have to stop work. I had to throw the loads out before I could put empties in.

There was twelve empty and one empty box car mixed in loads that I switched but as loads would be straight for Monday morning.

W. Floyd
Conductor
St. Thomas, June 10, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:—

I notice on one of our stone train reports that Conductor Clark showed 40 mins. delay for switching cripples out of loads and switching empties up to the crusher for screenings.

On taking this matter up with him he advises that when he arrived at the quarry the man in charge advised him that he had to have some empties put up for loading screenings as they had no cars there and the bin was full, and, if they did not get empties to the bin they would have to stop work. He also had to throw out two cripple loads and one empty box car that were mixed up in the loads in order to get his train straightened for the morning.

I understand there is a switch engine working in the vicinity of Waterford and Hagersville and it seems to me that this switch engine should take care of the handling of cars for loading screenings and if box cars get in among our ballast cars the switch engine should take care of switching them out as that is certainly revenue work.

In view of the fact that we are being so severely criticised for the long hours our trains are on duty I think that every effort should be made to facilitate the handling of loads and empties by our train at the quarry. If the switch engine will handle the revenue work, such as placing cars for screening loading and getting them out of our road I think it would be of material assistance in reducing the time of the train on duty.

Yours truly,

Division Engineer,
St. Thomas, June 10, 1922.

Mr. G. Hogan,
Work Train Engineer,
Waterford, Ont.

Dear Sir:—

I notice from your report of June 7th and June 8th, shows you occupied 20 mins. crossing over and getting coal and water.

Mr. Webb and Mr. Fulton, foreman of engines are both of the opinion that this should be done in no more that 15 mins. and 20 mins would be a very outside length of time and should not occur frequently.

Please advise why you cannot do the work in 15 mins.

Yours truly,

Division Engineer

WJS;H
ST. THOMAS, June 12th, 1922.

10213

Messrs. F. McElroy,
F. W. Cowley,
Conductor Switch Run:
Waterford-Hagersville.

Gentlemen:—

I understand the switch run is not taking
care of the switching of empties to the crusher for
screenings, and the switching out of the screenings from
among the cars loaded with crushed stone.

Messrs. McElroy or Cowley will look into
this feature and see that the switch run does all of the
necessary switching, relieving the stone train crew of
doing this work.

Yours truly,

G. E. Robbins,
W. J. Shaw.
ST. THOMAS, June 8th, 1922.

Messrs: W. J. Shaw,
F. McElroy,
W. H. McHabb.

Gentlemen:

I have a file of papers in connection with road trains on duty an excessive length of time, and running considerable distance to tie up point.

I wish you would arrange to meet in my office Sunday June 11th and we will go over the matter and see if we cannot figure out a more economical plan of tying up engines.

Am asking Mr. Webb to furnish me statement showing just what it would cost to have hostler with road trains so they could be tied up at the working or quitting point. This of course could not be done unless they were located at watering station, and it would be necessary every other day to run for coal, unless we could furnish a partial load of coal for the crew or at the working point.

Yours truly,

[Signature]

Div. Superintendent.

CC: Ed Webb
St. Thomas, June 12th, 1922.

Mr. G. E. Harris,
Asst. Chief Engineer,
Detroit, Mich.

Dear Sir:—

Mr. Donahue received a letter from Mr. McKee, concerning hours that our work trains were getting in and yesterday I had a meeting in Mr. Donahue's office with Mr. Donahue, Trainmasters and Chief Dispatcher.

One of the difficulties in the handling of the work trains is that the engine has to be sent to a point for tying up where there is coal and water. Another contributing cause to the number of hours in excess of the 8 hours is that the train crew and engine men are allowed 30 mins. preparatory time when called; also they are paid for 1 hour at noon, in other words they have been receiving pay for 1½ hours for which we get no return.

I took that phase of the question up with Mr. Donahue sometime ago to see if we could not eliminate the 30 mins. preparatory time and have the crew paid only for such time as they actually work instead of paying them for their lunch time.

I was advised by Mr. Donahue that we could not escape the preparatory time, nor could we escape paying for the lunch time. At yesterday's meeting he decided that the train crew was not entitled to the preparatory time and instructed the trainmaster to issue instructions accordingly.

We are working our steel pick-up gangs 10 hours, commencing at 7AM until 12 noon and from 12.30 until 5.30P.M., allowing the men only a half hour for lunch and cutting them off at 5.30 p.m. I considered we would save some of the overtime that the train crews are getting, but even with those hours for our gang the train crews manage to get from 11 hours to 11 hours and 30 mins a day in. They call themselves so as to be ready for work.
at 7 o'clock, which puts them on duty at 6.30 and quitting at 5.30. Going to the point of tie up gives them 11 hours in any event plus the time it takes for them to put their train away. I do not see how we can reduce the hours of these trains and maintaining 10 hours for our men.

I advised Mr. Donahue that in my opinion, we could cut down the time of the enginemen provided they would furnish a car of coal with the equipment, and when the train has to take side track have the coal in the spur at Edward, when they are working on the east end and our men could coal the engine. We could then tie engine up with the train crew. It would be necessary for them to furnish engine watchman. Mr. Donahue agreed that such a suggestion would work out satisfactorily and would prepare to furnish the car of coal and watchman while our train is working in the vicinity of Carfield, Edward and Dufferin.

We have not worked out a solution for the handling of the stone train. The practice is to run it to Waterford every night; on account of it having to back up it takes at least 36 mins. to go from Hagersville to Waterford and from 15 to 20 mins. to tie up after arriving at Waterford.

I advised Mr. Donahue if he would furnish a car of coal and engine watchman, who could coal the engine we could tie the engine up at Hagersville along with the crew. He is going to see what he can do in that connection.

If Mr. Donahue cannot furnish engine watchman and coaling the engine at Hagersville I suggested to him that it should be possible to run the stone train two days without coaling and third day have the engine go to Waterford to be coaled. He is going to take the matter up with the Master Mechanic and see if it cannot be worked out.

Yours truly,

Division Engineer.
St. Thomas, June 12, 1922.

Mr. B. Taylor,
Welland, Ont.

Dear Sir:-

I wish that hereafter you would not call on the stone train to perform any work other than handling the stone and unloading. The hours that the train is getting in are yielding unfavorable consent from the General Manager.

If you have any extra work to do you can easily order a work train for it, such as banking, unloading cinders, levelling and unloading material for road crossings.

Yours truly,

Division Engineer.

WJSWM
St. Thomas, June 13th., 1922.

Mr. W. J. Shaughnessy
Division Engineer,
ST. THOMAS, Ont.

Dear Sir:

I am returning herewith work train Cond. Clarke’s delay report, time ticket and report covering work done for Track Department June 2nd. and in reply to your letter of June 6th., wish to advise that this Conductor asked for information on Nos. 45 and 27 when going out after dinner.

As #45 is not due out of Buffalo until 1:40pm and we do not hear from #27 until passing through depot at Buffalo, Dispatcher could not give him good information so far in advance. No. 27 passed Perry 3:00pm and #45 3:22pm, 40 minutes late.

Conductor Clark did not leave Perry for 30 minutes after these trains had gone.

Yours truly,

(DW Donahue)
Division Superintendent.
Mr. W.J. Shaw,

Div. Engineer.

Dear Sir:

Your letter May 29th with which you sent me delay reports furnished your office by Conductor Adderman, handling stone train East Canada Division.

I am handing you herewith letter from Mr. W.H. McHabb advising number of trains run and giving it as his opinion that Conductor Adderman could cover more ground than was covered during the period shown on delay reports.

I have instructed Mr. McHabb to watch the operation of this stone train carefully and see that they were given the best possible show to do their work.

Yours truly,

(Signed) D. W. DONAHUE

Div. Superintendent.

Dictated by D. W. Donahue
St. Thomas, June 14, 1922.

Mr. T. Clarke,
Work Train Conductor,
Hagersville, Ont.

Dear Sir:-

Please refer to your daily report of June 2nd, where you show delay on account of train #27 and #45 of 45 mins.

I am informed by Mr. Donahue that you did not leave Perry for 30 mins. after these trains had gone. Will you please explain why you remained in Perry 30 mins. after trains had passed, although showing a delay of 45 mins. waiting for trains.

Yours truly,

Division Engineer,

WJ3;M
St. Thomas, June 14, 1922.

Mr. T. Clarke,
Work Train Conductor,
Hagersville, Ont,

Dear Sir:

Please refer to your daily report of June 2nd, where you show delay on account of train #27 and #45 of 45 mins.

I am informed by Mr. Donahue that you did not leave Perry for 30 mins. after these trains had gone. Will you please explain why you remained in Perry 30 mins. after trains had passed, although showing a delay of 45 mins. waiting for trains.

Yours truly,

[Signature]

Division Engineer,

WJS:M
Hagerstown June 15-45

In reply I attached I was unloading

condensed that day and had the following

of two cars to clear about 1 mile west of

Pine. W27 was delayed that day at

Walland larger than expected figures

and I could not get out to do that work

between these trains. I left Pine as soon

as I finished cars at 3:33 p.m.

J.A. Clark, Conductor Silver Train
Hagerstown Jan 23 65

In regard to our talk at Perry today I have looked through our mile book and find on miles for engines backing up old book gave 20 miles per hour. This card says engines backing up will make a speed of 25 miles per hour 15 miles per hour on level road crossings. I have instructed engines to make this speed when possible.

Yours truly
Conductor

WM Thomas
St. Thomas, June 13, 1922.

Mr. W. J. Heylen,
Conductor,
Edward, Ont.

Dear Sir:

It is the intention that your engine tie up at the same station as the train crew. It is considered that it can be done by having a car of coal along for coaling the engine. The coaling can be done by our men when you have to take siding and wait for trains to pass. This, of course, holds good where there is a spur to put the car of coal on and allow the engine to stand alongside for coaling.

There will have to be a watchman provided for watching the engine and such a man will be provided for. When you get to a coaling station you can coal the engine with a full tank and it is our opinion that a full tank should last not less than two full days and may possibly go three days.

You will keep the Chief Dispatcher and this office informed each day as to where you will tie up so that a watchman will be provided.

Mr. Wagner will see that the engine is coaled by his gang when in siding waiting for trains.

Yours truly,

Division Engineer,

[Signature]

cc: W.W.

R.T.
St. Thomas, Ont. June 17, 1922.

Mr. O. W. Donahue,
Division Superintendent,

Dear Sir:-

I have to advise that on looking up Mr. Hoylan's reports since last Sunday that he is still charging up 30 minutes preparatory time in the morning.

It was my understanding with you that this preparatory time was to be eliminated. Will you kindly advise if you issued instructions concerning this so that I may take up with Mr. Hoylan.

Yours truly,

Division Engineer.

W.J.S.; M
Hagerstown June 16

M.W. Town

C.D. Ing.

I had two hot journals today on one car. I would suggest that the ballast cars in service be oiled. Can

men have been no oil left on them. The journals were fresh seen to be dry and want oil.

Mrs. Mitchell

Z. Atack & Co. D. E. Smith & H.
St. Thomas, Ont. June 20, 1922.

Mr. A. J. Mitchener
Car Foreman
St. Thomas, Ont.

Dear Sir:

I have a report from Road Train Conductor, T. A. Clarke, advising that he had two hot journals on ballast cars on the 16th inst., also advising that car inspector tells him he has no oil at Hagersville to oil these cars.

Will you kindly give this necessary attention.

Yours truly,

Division Engineer.

JAS:M
St. Thomas, Ont., June 23, 1922

Mr. D. S. Donahue,
Division Superintendent,

Dear Sir:-

Conductor of the Stone Train, Mr. T. A. Clarke's daily report of June 19th, shows that he received orders to take a dining car from St. Thomas to Hagersville and put on train No. 13 at Hagersville. He was called for 5:30 A.M. and got out of St. Thomas at 5:45 A.M. being delayed 15 mins. on account of train No. 40, arriving at Hagersville at 7:20 A.M. putting diner on train No. 13, which left at 8 A.M.

We do not pay the train crew for going from St. Thomas to Hagersville on Monday mornings, but do pay the engine crew as the engine has to be brought in for to be washed out every Saturday.

Will you kindly deduct from the bill against this Department, in so far as the train crew is concerned, for taking the dining car from St. Thomas to Hagersville and putting it on train No. 13.

Yours truly,

Division Engineer,

W.J.S. M
CC: SSR
Mr. W. J. Shaw,

Division Engineer.

Dear Sir:

Your letter June 17th relative to engine watch to take care of engine at Hagersville, instead of it being necessary to run the engine to Waterford to tie up.

I have taken up with the Newhall Company and they advise they will be able to furnish engine watch within the next few days.

Yours truly,

(Signed) D. W. DONAHUE

Div. Superintendent.

ST. THOMAS, June 19th, 1922.

File 10213

[Stamp: DIV. ENGRS. OFFICE]

[Stamp: RECEIVED
JUN 19 1922
DIV. ENGRS. OFFICE]
Mr. W. J. Shaw, Jr,
Div. Engineer.

Dear Sir:

I have your letter of the 20th, in connection with report made by Condr. T.A. Clarke, in regard to hot journals on ballast cars, 16th inst., and wish you would kindly advise Mr. Clarke to the effect that inspector at Hagersville has a good supply of prepared packing on hand which meets with all requirements and when free oil is necessary will furnish.

Yours truly,

A. J. Mitchell
Hagerstown, Jan 26th 1863

Wm. W. Sherwin

I was delayed today with kit journal and had almost one or four last week which I had to unpack at Perry. All these boxes seemed to lack oil. It is true, fair man, here has lots of prepared stores but I think a little fine oil would help these cars a lot.

T. Altair
St. Thomas, June 27th, 1922.

Mr. A. J. Mitchener,  
General Car Foreman,  
St. Thomas, Ont.,

Dear Sir:—

Referring to your letter of June 23rd, in connection with hot journals on ballast cars on the 16th inst.,

I am advised by Conductor T. A. Clarke that on June 26th he was delayed on account of hot journal and three or four weeks previous he had to repack at Perry.

Mr. Clark states that all these boxes seem to lack oil. He also suggests using a little free oil with the prepared dope.

Will you kindly give this matter your attention.

Yours truly,

Division Engineer,

WJS: M
St. Thomas, June 28th, 1922.

Mr. T. A. Clarke,
Hagrsville, Ont.,

Dear Sir:—

On June 26th, you show 3 hours and 20 mins. unloading your train at Perry, and on the 27th, 2 hours and 55 mins.

Please advise why it took so long to unload on these dates.

Yours truly,

[Signature]

Division Engineer,

JAS: M
My journey Dec 1917

On June 24th my record shows unloading from 1130 am until 2:50 pm with a delay for dinner and B01 of 50 min. Actual unloading time of 12 hrs and 30 min.

Was unloading on east-bound track that day also unloaded on west-bound track.

On June 27th was unloading from 10:25 am until 1:20 pm with a delay of 35 min for dinner. W34 and W39 actual unloading time 2 hours was unloading on both tracks.

Your truly

T. Allen

Corporal

H. Harris
St. Thomas, June 28th, 1922.

Mr. T. A. Clarke,
Hagrawville, Ont.,

Dear Sir:-

On June 26th, you show 3 hours and 20 mins. unloading your train at Perry, and on the 27th, 2 hours and 55 mins.

Please advise why it took so long to unload on these dates.

Yours truly,

Division Engineer,
Mr. P. Donahue,  
Division Superintendent,  

Dear Sir:—  

I notice Conductor J. Brown's report of June 27th, shows that he was 13 hours and 25 mins. on duty having charge of the work train for that day. He shows 30 mins. preparatory time.

Is he justified in claiming this 30 mins., or was it the intention only to eliminate the 30 mins. preparatory time from our regular work trains?

Yours truly,

Division Engineer,
St. Thomas, Ont, July 5, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:

According to Stone Train Engineer Hogan's report of July 3rd, he was delayed at Waterford forty minutes trying to get crossed over to tie up, on account of him having to allow three eastbound trains to pass and also having to take siding to allow two westbound trains to pass.

Could he not have been allowed to cross over between some of these trains instead of holding him in the siding and doing so without delaying any of the trains as it was only the engine to cross over?

Yours truly,

Division Engineer,

W.J.S.M
CC; GHH
St. Thomas, Ont., July 5th, 1922.

Mr. A. J. Mitchener,
General Car Foreman,

Dear Sir:—

Conductor on same train is reporting nearly every day delays to his train account of hot journals.

Will you please take necessary action to eliminate delays to this train account hot journals.

Yours truly,

Division Engineer,

JAS: M
St. Thomas, Ont. July 6, 1922.

Mr. E. T. Donahue,
Division Superintendent,

Dear Sir:—

Stone train Engineer G. Hogan on his report of July 5th, shows 20 min. delay at Waterford in the north siding for freight train.

In view of the fact that it is only the engine that has to be crossed over at Waterford is it not possible that delays of this kind to be eliminated?

Yours truly,

Division Engineer,
St. Thomas, Ont., July 7th, 1932.

Mr. D. A. Clarke,

WORK TRAIN CONDS.,

Hagersville, Ont.,

DEAR SIR:

I notice on your report of July 6th, that you were in Edward 35 mins. for train No. 45 and taking water.

Will you kindly advise how long it took to get water and how many minutes you were delayed waiting for train No. 45 to pass.

Yours truly,

Division Engineer,

WJS M.

CC: GHH
DWD - Conr. Clark shows delay of 35 mins for water and train No. 45 at Edward. He only had 15 empty cars to handle and surely he could have been allowed to get out of there sooner than he did.
St. Thomas, Ont, July 6, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:

I noticed that Conductor T. A. Clarke, on his daily report of July 4th, shows 30 mins. delay waiting for train No 45 and train No 27 to go.

Will you kindly advise if Conductor Clarke could not have been allowed to get out of Perry without this delay. He had only four empty cars to take back to the quarry with him.

Yours truly,

Division Engineer,

WJS;M
CC: TAG
GHK
ST. THOMAS, July 7th, 1922.

12245

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:—

Your letter June 29th with regard to 30 minutes preparatory time reported by Conductor J. Brown:

I am of the opinion that when extra Conductor is furnished for one day or so that we cannot get away from allowing the preparatory time, as the Conductor is required to get in touch with Foreman or whoever is in charge of work train so that he will be ready to leave at the time marked for.

Yours truly,

(Signed) D. W. DONAUDE
Div. Superintendent.
St. Thomas, Ont, July 7th, 1922.

Mr. D. A. Clarke,

WORK TRAIN CONDR.,

Hagersville, Ont.,

DEAR SIR:

I notice on your report of July 6th, that you were in Edward 35 mins. for train No.45 and taking water.

Will you kindly advise how long it took to get water and how many minutes you were delayed waiting for train No.45 to pass.

Yours truly,

Division Engineer,

WJS:M

CC: GHH

DWD
Hagerstown, July 1848

My dear Mr. Stone,

We took water while waiting for No. 45. It takes 10 mi to fill tank with water therefore we had 25 mi delay for water. This includes filling, mid-rail and pulling out and shunting switches.

Yours truly,

T. Albro

Conductor

J. H. Hurren
St. Thomas, Ont, July 10, 1932.

Mr. D. E. Donahoe,

Division Superintendent,

Dear Sir:-

I notice on Stone Train Conductor Clarke's report of July 8th, he shows 20 mins. delay switching out car of express and crossing car over and putting it in wye track for train No. 5 to pick up. Conductor Clark put in 10 hours and 40 mins. on that date, 20 mins. which is chargeable to handling express car.

Yours truly,

Division Engineer,
St. Thomas, July 13th., 1922.

File 10213

Mr. W. J. Shaw,
Division Engineer,
ST. THOMAS, Ont.

Dear Sir:-

Your letter July 6th., with reference to 20 minutes delay to stone train July 5th., Engineer Hogan.

Engineer Hogan arrived Waterford 5:30 pm and could not cross over for #30 that passed at 5:32 pm.

In order to avoid stopping SDL that passed 5:37 pm, Dispatcher put Engineer Hogan on passing track to let SDL go.

Actual delay in this case was not over 10 or 12 minutes.

Yours truly,

Dw. Supt.
Dear Sir:

Your letter of July 10th relative to stone train, Conductor Clark delayed 20" handling express car.

It was necessary to handle this express car from the South to the North side of the track so that train #5 could pick the car up without any great delay. I have said to Chief Dispatcher that road trains must not be used to do unnecessary work only in extreme cases.

Yours truly,

(Signed) D. W. Donahue

Div. Superintendent.

Dictated by D. W. Donahue
St. Thomas, July 13th., 1922.

Mr. W. J. Shaw,
Division Engineer,
ST. THOMAS, Ont.

Dear Sir:-

Your letter July 6th., regarding delay to stone train Condr. Clark, July 4th., 30 minutes waiting for train Nos. 45 and 27 to go.

Conductor Clark reported ready to follow #45 from Perry at 3.16 pm and as #27 was following 13 minutes, Despatcher could not move stone train between these trains, making a delay of about 25 minutes, which was unavoidable.

Yours truly,

(Signed) D. W. DONAHUE

Div. Supr.,
Mr. W. J. Shaw, Jr.,
Div. Engineer,
St. Thomas, Ont.

Dear Sir:

I have your favour of the 5th in regard to report from Conductor of Stone Train as regards hot journals and wish to advise the number of hot journals do not bear out the statement of Conductor in question. The delays for July thus far are as follows:

July 3rd - X-608 - 10 minutes Canfield

" 6th - X-694 - 10 " "

" 7th - X-694 - 10 " Attercliffe

" 8th - X-580 - 10" " Canfield

This matter is receiving careful attention and as Car Repairer Astles has been furnished supply of free oil do not anticipate any further trouble in this connection.

Yours truly,

St. Thomas, July 14, 1922.

Mr. C. Hogan,
Engineer, Work Train,
Hagersville, Ont.,

Dear sir:

I notice by Conductor T. A. Clarke’s report of July 13th, that he shows that he sent engine 7601 to Montrose to get engine 7553, that you left ferry at 1:35 P.M. and did not get back until 4:10 P.M. occupying 2 hours and 35 minutes to go to Montrose and return a total distance of 38.38 miles.

Will you please advise why it took you that length of time to go to Montrose and return with light engine both directions. What delays did you meet with, if any?

Yours truly,

Division Engineer.
St. Thomas, Ont., July 14, 1922.

Mr. T. A. Clarke,
Conductor,
Hagersville, Ont.

Dear Sir:—

I notice by your report of July 12th, that you left Ferry at 5.55 p.m. and did not arrive at Hagersville until 6.10 p.m.

Your running time appears to have been at the rate of 19 miles per hour. This speed seems to be exceedingly slow. I passed you west of Alburnette at 4.22 p.m. and you did not seem to be going any more than 10 or 12 miles per hour.

Will you please explain why it took you so long to cover the 32 miles. According to your time card and according to my understanding an engine backing up is permitted to run at the rate of 25 miles per hour. I think we should expect 25 miles per hour with 18 empty cars.

Please advise what the occasion was for operating the train so slowly.

Yours truly,

Division Engineer,

WJS: M
CO: GHH;
DWD
St. Thomas, Ont, July 15, 1922.

Mr. J. Hogan,
Engineer, Work Train,
Hagersville, Ont.,

Dear Sir:—

In looking over your report of July 3rd, I find that you were delayed 40 mins. at Waterford, arriving there at 3.30 P.M. you having to take the north siding to let trains pass.

I took this matter up with Superintendent Donahue and find that you arrived at Waterford at 5.30 P.M.; that W.B. -2 passed there at 5.05 P.M. and left there at 5.30 P.M.; P.M. Eastbound train arrived at 2.50 P.M. and left at 3.40 P.M. Dead freight train at 3.30 P.M. and left at 3.58 P.M.

Mr. Donahue advises that you did not ask for permission to cross over until after 4:5 had passed. It is the opinion that you had plenty of time to cross over after W.B. -2 had passed at 3.30 P.M. Will you please explain why you did not get permission to cross over.

I notice on your report of July 8th, you show a delay of 20 mins. going into the north siding for freight train to pass. I took this delay up with Superintendent Donahue and find that you arrived at Waterford at 5.30 P.M., that you could not crossover on account of No. 30 passing at 5.32 P.M. and that you were put in the siding to let SD-1 pass you at 5.37 P.M. The actual delay that you should have been put to is not over 10 or 12 mins.

Please explain why you stayed in the siding longer than necessary.

Yours truly,

Division Engineer,

WJS
CC: GHR
DWP
The reason I am taking this matter up directly with the Engineer of train is that Mr. Donahue is of the opinion that they are our men while in the work train service and are accountable to us until such time as we find fault with them to the extent of asking for their removal.
Mr. W. L. Shaw,

Division Engineer,

St. Thomas, Ont.,

St. Thomas, July 13th., 1922.

File 10213

Dear Sir:-

Your letter July 5th., re delay at Waterford to stone train, Engineer Hogan, July 3rd.,

I note Engineer Hogan arrived Waterford 3.30 pm; WB2-3.05 pm, and left 3.30 pm; P.M. Eastbound train arrived 2.50 pm and left 3.40 pm; Dead freight train at 3.30 pm and left at 3.58 pm.

Up to that time Engineer Hogan did not ask permission to cross over. Both Despatcher St. Thomas and Operator Waterford advises he could have crossed over as soon as WB2 left, but did not make any move to do so. In the meantime a westbound train arrived, forcing Hogan onto North passing track for #45. As soon as #45 left at 4.08 pm, Hogan crossed to south side.

Had Engineer Hogan tried, cannot see any reason why he could not have gotten over to south side at 3.30 pm.

Yours truly,

(Signed) D. W. DONAHUE
Div. Supt.,
St. Thomas, Ont., July 14, 1922.

Mr. T. A. Clarke,
Conductor,
Hagersville, Ont.,

Dear Sir:—

I notice by your report of July 12th, that you left Perry at 3.55 p.m. and did not arrive at Hagersville until 6.10 p.m.

Your running time appears to have been at the rate of 19 miles per hour. This speed seems to be exceedingly slow. I passed you west of Attercliffe at 4.22 p.m. and you did not seem to be going any more than 10 or 12 miles per hour.

Will you please explain why it took you so long to cover the 32 miles. According to your time card and according to my understanding an engine backing up is permitted to run at the rate of 25 miles per hour. I think we should expect 25 miles per hour with 18 empty cars.

Please advise what the occasion was for operating the train so slowly.

Yours truly,

[Signature]

Division Engineer.
St. Thomas, Ont, July 17th, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:—

July 14th we had work train working in the vicinity of Ferry unloading sinkers in charge of Conductor Tom Hodges.

This work train was called for 6.30 A.M. at Victoria finally tying up at Montrose at 7.30 P.M. which resulted in him getting paid for 16 hrs and 40 mins.

I notice by his report that engine 7633 Engineer Tom Edwards was sent to Victoria at 6.30 P.M. and that train crew were held in Welland 1 hour and 26 mins. for train 176 to pick them up and take them to Montrose. I notice that train 176 arrived at Montrose at 7.40 P.M. and that Mr. Hodges reports off duty at 7.50 P.M.

Could not this crew been handled in a different manner when we were through with them at Ferry so us to have cut down some of the time they are entitled to on account of being held so long on duty?

Yours truly,

Division Engineer,

WJS:W
CC: GMH
St. Thomas, Ont, July 17, 19..

Mr. R. F. Donohue,
Division Superintendant,

Dear Sir:-

Kindly refer to copy of my letter which was sent you under date of July 14th, addressed to Mr. T. A. Clarke, Conductor of the Stone Train, Hagersville, with respect to the slow speed that they were making on July 12th.

I received Mr. Clarke's reply to my letter and am attaching it hereto. His excuse that they had to slow down to let Inspector T. Riley off at Attercliffe does not warrant the slow speed that they were running and neither does the delay of 15 mins. at Canfield and 30 mins. at Edward have any effect on it because in figuring up his speed I deducted all the delays out.

I think an investigation should be made to develop why the Engineer could not make better speed that he was. Will you kindly take this matter in hand.

Yours truly,

Division Engineer,

[Signature]

[Stamp: Division Engineer's Office]
St. Thomas, Ont., July 17th 1922.

File 10213

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:

Your letter July 7th., to Conductor Clarke re delay of 35 minutes at Edward, July 6th., for train 45 and taking water.

Chief Train Despatcher reports as follows:

"In looking over train sheet it would seem as though this train should have been allowed to go to Hagersville ahead of No 45 although Despr. Kirby did not think so at that time, it would have been close work. No. 45 lost 6 min. from Welland to Edward.

I have again taken up with dispatchers to give work trains every possible show to move."

Yours truly,

(Signed) D. W. Donahue

Div. Superintendent.
St. Thomas, July 22, 1922.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:

I am advised by Mr. Harris this morning that we have to dispense with all of the work trains, except the stone ballast train.

We will have from time to time certain necessary material to unload in order to carry on our work, but it will be only such material that is positively necessary in order to carry the work along. We will therefore ask you to lend us your assistance in the handling of such material by the local and pick up trains.

We will endeavour to let you know a day or two before hand when we wish material so as to let you see if you can permit the locals or pick up trains to handle it.

Yours truly,

Division Engineer.

[Initials]
St. Thomas, July 23, 1923.

Gentlemen:

We have to release all of the work trains that we have now, except the stone ballast train. In order that we may unload necessary material to carry on our work we will have to ask the Division Superintendent to co-operate with us and try and handle such material with the locals.

In order that we may accomplish some satisfactory results by such manner of handling material it will be necessary for you to get in touch with this office at least a couple of days before you wish material handled in order that we may take up with the superintendent and have the material unloaded. You must understand that there is no use ordering work trains for they will not be furnished.

Mr. Taylor will be careful in the handling of the stone train on the east end to see that his work does not exceed 12 hours, and, when he has to do backing in order to keep ahead of the ballast he will have to arrange the work in such manner that the stone train will not be delayed. Keep in close touch with this office and furnish every bit of information that you can that will aid us in the proper distribution and unloading of material so long as we are not in position of being able to furnish work trains.

Yours truly,

Division Engineer.
ST. THOMAS, July 24th, 1922.

10213

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:

Your letter of July 15th to
Mr. Geo. Hogan, Engineer in charge of work train, copy
to Mr. Harris and my office, and your letter to my
office July 17th in connection with Engineer Hogan
and Conductor T. A. Clarke running at a very low
rate of speed on July 12th.

I called Conductor Clark and Engineer
Hogan to my office yesterday and went over the matter of
work train service fully and Engineer Hogan explained
that he did everything possible to cross-over at Waterford
on date referred to in your letter of the 15th and could
not have crossed over without taking chances of stopping
Eastbound Symbol trains and also a chance of stopping
train #45.

Conductor Clarke explained the
reason of the slow speed complained of was on account of
stopping at Atteshire to let off your Foreman Riley.

They both were given to understand
that work trains are on the Railroad for business and I
do not expect to receive any more complaints with regard
to their slow speed or carelessness in getting out of
the way at night after they have finished their work.

Yours truly,

(Signed) D. W. DONAHUE

Div. Superintendent.
ST. THOMAS, July 24th, 1922.

10213

Messrs. F. McIlroy,
   F. W. Cowley,
   W. F. McLamb.

Gentlemen:

I am quoting you below a letter from Mr. W. J. Shaw having reference to the dispensing with work trains except the stone ballast train:

"I am advised by Mr. Harris this morning that we have to dispense with all of the work trains, except the stone ballast train.

We will have from time to time certain necessary material to unload in order to carry on our work, but it will be only such material that is positively necessary in order to carry the work along. We will therefore ask you to lend us your assistance in the handling of such material by the local and pick up trains.

We will endeavour to let you know a day or two beforehand when we wish material so as to let you see if you can permit the locals or pick up trains to handle it.

Mr. Shaw, his Roadmasters and Section Foremen will call on you occasionally to handle a car with way freights or pick up trains and you will please see that such requests are complied with and taken care of promptly.

Yours truly,

Div. Superintendent.

[Signature]

[Handwritten note: W. J. Shaw]
Detroit, July 23, 1933.

J. A. Snyder,  
J. Evans,  
W. C. Houston,  
J. D. Elder,  
S. D. Williams, Jr.,  
W. J. Shaw, Jr.,  

Division Engineer

Gentlemen:

Account of necessity of conserving coal supply, use of road trains, starting at once, will have to be reduced to a minimum. We will continue the road trains handling stone for the stone ballasting work, but all other trains, except for practically emergency use, must be discontinued.

We will discontinue picking up rail for the McKenna mill and rail for other purposes and will discontinue picking up scrap, etc. If ties are received in company cars, we will hold them under load for the present at least. In case some road train service is necessary, which could be handled by making use of way freights and locals, you should endeavor to have this work taken care of by such trains through some arrangement to be made with the division superintendent.

Road train work will be watched very carefully in the near future and you should see that no criticism can be offered in the use of such trains.

Yours truly,

[Signature]

Assistant Chief Engineer

GHR:R
St. Thomas, Ont., July 24, 1922.

Messrs.: C. Haskins,
J. Burns,
B. Taylor,
C. Baxton,
D. Wagner,

Gentlemen:

Please note attached letter I received from Mr. Harris, relative to work trains and discontinuing of picking up scrap etc., and the way we should handle the unloading of material.

Please be governed accordingly.

Yours truly,

Division Engineer,

W.

End.
Mr. W. J. Shaw.
Division Engineer.

Dear Sir:

Your letter July 17th., with reference to Work Train of July 14th., in charge of Conductor Hodges.

Chief Train Despatcher explains that as this was a pool crew, engine was sent to Victoria as same was needed there and crew was sent to Montrose in order to even engines and crews at that point. Had this procedure not been followed, it would have been necessary to forward light engine from Montrose to Victoria, to even up crews, which would have meant a day’s pay for engine crew.

I note there was but 30 minutes difference in time off duty of train crew and engine crew.

Yours truly,

Division Superintendent.
Hagersville July 29th, 1922

MR. D. W. Donahue,
Div. Supt.,

Dear Sir:—

Re Mr. Shaw's letter. This work train was given every chance that was possible but the yard was congested with trains and hampered by extra gang lifting track through plant which held up train movements 15 and 20 mins at a time. They lifted whole west end of plant this day. This work train averages time is about 2 hours and 36 mins each morning. This day he was 3 hours and 57 mins. and they had dinner during that time which would reduce their actual working time close to 3 hours. These other trains that Mr. Shaw complains of met with their fair share of delay on account of stone train being here and track out of commission, as a comparative statement herewith will show for some day previous week and this week at Hagersville.

July 18th Clement's L&L - 18th Stone train-Clark 55 mins.
" 25th "2hrs 17 mins 25th 3 hrs 57 mins
18th Orr switch crew 15th GTR local 4 hrs 59 mins 42 mins.

July 25th, 8 XXXX 25th 2 hrs
6 hrs 45 mins

Yours truly,

J. F. Woolley,
St. Thomas, Ont., July 31st 1922.

File 10213

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:

Your letter July 27th., with reference to delay to stone train July 24th., have taken up with Leverman at Hagersville, the delay at that point and am enclosing herewith his letter of July 29th., explaining the delay.

Will you kindly return same after it has served your purpose. The delay, you will note, appears to have been unavoidable.

Yours truly,

(Signed) D. W. Donahue
Div. Superintendent.
St. Thomas, August 2nd, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:-

I am returning you herewith letter of J. F. Woolley, Hagersville, in connection with delays to work trains on July 24th.

yours truly,

Division Engineer,
Gentlemen:

Restrictions on road train service have been modified to permit of use of road train in unloading cinders. However, cinders will be held until there is a full day's work of unloading before road train is ordered out. In other words, we do not wish to use a road train part of the day in unloading cinders and part of the day in other service.

Please see that this is thoroughly understood.

Yours truly,

[Signature]

Assistant Chief Engineer
St. Thomas, Ont., August 8th, 1922.

Messrs: — C. Duchan,
        D. Wagner,
        O. Dawson,
        D. Taylor,
        O. Haskins,

Dear Sirs: —

Restrictions have been removed in connection with work trains in that we may order a work train for unloading cinders, only on condition that we have a full day's work unloading cinders.

We cannot use the work train for part of the day unloading cinders and part of the day for some other purpose, so when any of you gentlemen have sufficient cinders to unload to keep a work train a full day you may ask for one.

These instructions must be carefully followed.

Yours truly,

Division Engineer.
St. Thomas, August 15th, 1922.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:-

Please have the east local pick up car ties at Brownsville and unload one and a half miles west of Tillsonburg on tomorrow, August 16th. Section men will be on hand to help unload.

Yours truly,

Division Engineer.
St. Thomas, August 16, 1922.

Mr. M. Moylan,
Work train Conductor,
Hagersville, Ont.

Dear Sir:

I have your daily report of August 14th, and notice that you show 25 mins. waiting for engine.

Will you please advise why engine was delayed. I notice that you did not show the time you commenced weighing and finished weighing at Hagersville and the time you left there and time you arrived at Perry; time you commenced loading and finished unloading, and time you occupied running around your train and the time you arrived at Hagersville; length of time you took to go up to the quarry and put train and empties in and do any necessary work there; time you actually tied up.

Please show all these various times in your report and delays you suffer in carrying on the work.

Yours truly,

Division Engineer,

WJS:M
Detroit, August 18, 1922.

Mr. W. J. Shaw, Jr.
Division Engineer
St. Thomas, Ontario

Dear sir:

You may arrange to work a road train picking up steel ahead of the stone ballasting east of Tillsonburg, the picking up of this rail being due to stone ballasting and therefore properly allowed.

Yours truly,

[Signature]

Assistant Chief Engineer

GHH:R
St. Thomas, Ont., August 19th, 1922.

Mr. J. Kenney,
Welland, Ont.,

Dear Sir:—

Figure on picking up steel commencing Monday morning at Tillsonburg. I have issued instructions to have your cars picked up between Saturday night and Sunday, and brought to Tillsonburg.

Yours truly,

Division Engineer,

WJo:H
S. T. Thomas, Ont., August 19th, 1922

Mr. D. W. Deahus,
Div. Supt.,

Dear Sir:

Please arrange to have J. Kenney's bunk cars now at Welland brought to Mr. Tilsonburg before to-morrow night.

Car numbers: MGX 25591, 24845, 25056.

Cars will not be ready to go before 6 P.M. today.

Yours truly,

Division Engineer,

GAL.
St. Thomas, Ont., August 20th, 1922

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:

Please furnish engine and crew to load rail at Tillsonburg. Train to be at Tillsonburg by 7 A.M. to-morrow, Monday August 21st.

Have this crew take rail loader with them now on No. 4 Pit track. also 5 cars flats or flat bottom coal.

Yours truly,

Division Engineer

Copy F. McKelroy
St. Thomas, Aug. 28th, 1922.

Mr. M. J. Moylan,
Work train Conductor,
Hagersville, Ont.,

Dear Sir:-

I notice on your report of August 25th, you show 50 mins. delay for extra west and No. 39 at Waterford.

Will you kindly advise what was the occasion for such a long delay.

yours truly,

Division Engineer,
St. Thomas, Aug. 28th, 1922.

Mr. M. J. Moylan,
Work train Conductor,
Hagersville, Ont.

Dear Sir:—

I notice on your report of August 25th, you show 50 mins. delay for extra west and No. 39 at Waterford.

Will you kindly advise what was the occasion for such a long delay.

yours truly,

W. S. M.
Division Engineer,

Aug 30th 1922

Mr. W. J. Shaw

Dear Sir

I was unloading on the track Pan at Waterford, extra west stopped for water and pulled in for No. 39 after taking water

M. J. Moylan
ST. Thomas, Ont., August 31, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:

I have Conductor M. J. Moylan's delay report for August 28th, in handling stone from St. Thomas to Tilbury and return.

His report shows that he was called for 6.15 A.M. that he arrived in St. Thomas at 9.40 P.M. and finally tied up at 9.15 P.M. being a total of 15 hrs and 30 mins. on duty, which is strictly contrary to the General Manager's instructions.

On his outward trip to Tilbury the first delay is 20 mins. waiting for engine. It does not seem reasonable that there should be any delay at all in St. Thomas terminal for an engine. He shows 24 mins. delay at Dutton waiting for No. 13, 17 and No. 11, which delay, I presume, could not have been shortened any. He shows a delay of 25 mins. for No. 15 at Buxton, which is another delay, I presume, could not have been shortened any as he was unloading on the westbound track. He started unloading at 10.10 A.M. and finished unloading at 3.30 P.M. arriving at Tilbury 3.40 P.M. using 25 mins. switching and running around train and left Tilbury at 4.05 P.M. He shows 25 mins. delay at Fargo on the return journey on account of local train ahead of him and 15 mins. for coal and water. He shows a further delay of 20 mins. for No. 8 and second 8, which, no doubt, was a necessary delay on account of trains involved. He shows 25 mins. at Shedden for train ahead and at St. Thomas 35 mins. on account of having to pull in No. 2 pit track and being blocked in by extra west and not being able to get his engine back in yard until 9.15 P.M.

From the time he left Tilbury until he arrived at St. Thomas he used 4 hours and 35 mins. with a train of 25 empty stone cars. His total delays on the return journey amounted to 2 hrs, therefore he used 2 hrs and 35 mins. running time.

Would it not have been possible for Mr. Moylan
to have run around the local at Fargo so as to have gotten by and arrived in St. Thomas much sooner than he did. It seems to me that the proper thing to have done by Moylan or the Dispatcher was to have tied up at West Lorne, which would not likely have resulted in him using more than 12 hrs for his days work instead of coming all the way to St. Thomas.

If, of course, needed the empties at Hagersville, but had he tied up at West Lorne it would not have made more than one hour difference in arriving at Hagersville.

Will you please ascertain why there was a delay of 20 mins waiting for engine, also kindly advise why he could not have tied up at West Lorne, as it will be necessary for me to make an explanation to Mr. Harris and it will be necessary for me to have this information.

Yours truly,

Division Engineer,

WJS:m
St. Thomas, Ont., August 31, 1922.

Mr. M. J. Moylan,
Work Train Conductor,
Hagersville, Ont.,

Dear Sir:—

Please advise why you did not tie up at West Lorne or some other station west of St. Thomas on August 26th, instead of coming into St. Thomas and being 15 hours and 30 mins. on duty.

We have cautioned you that you must not exceed 14 hours and do not see any reasonable reason why you did not tie up so as to keep within that time.

We needed empties at Hagersville, but had you tied up west of St. Thomas over night we would only have suffered a delay of one hour in getting empties to Hagersville.

We cannot continually watch you all day long and have to trust to your judgment in carrying out your work to a great extent and it is expected you will use good judgment in handling your train so as to eliminate any unnecessary long hours on duty.

Yours truly,

Division Engineer,
St. Thomas, Ont, August 31, 1922.

Mr. M. J. Moylan,
Work Train Conductor,
Hagersville, Ont.,

Dear Sir:—

Why was it necessary to use 13 hours and 5 mins. August 29th in carrying on your days work and how is it you had so many hot journals to handle? You had more hot journals on your trip than they had hauling on the east end in two or three days.

I notice you show 15 mins delay waiting for engine and 30 mins. backing out of pit with your train, total delay of 45 mins. before you got out of St. Thomas at all.

What was the reason for having to back out of the pit with train?

Yours truly,

Division Engineer,
St. Thomas, August 31, 1922.

Mr. D. F. Donahue,
Division Superintendent,

Dear Sir:—

On Mr. M. J. Moylan's report of August 29th, he shows 15 mins delay waiting for engine and 30 mins delay backing train out of pit at St. Thomas. He also shows finishing weighing at Hagersville at 11.40 A.M. arriving at Tillsonburg at 3.27 P.M.

It seems to me that Mr. Moylan used up a lot of time between the time he left Hagersville at 11.55 A.M. until he arrived at Tillsonburg at 3.25 P.M.

I have written Mr. Moylan asking him what kept him so long. Will you kindly look into the matter with respect to delay of waiting for engine and delay of backing train out of pit.

Yours truly,

Division Engineer.
St. Thomas, Ont, August 31, 1922.

Mr. M. J. Moylan,
Work Train Conductor,
Hagersville, Ont.

Dear Sir:—

Why was it necessary to use 13 hours and 5 mins. August 29th in carrying on your days work and how is it you had so many hot journals to handle? You had more hot journals on your trip than they had hauling on the eastend in two or three days.

I notice you show 15 mins delay waiting for engine and 30 mins. backing out of pit with your train, total delay of 45 mins. before you got out of St. Thomas at all.

What was the reason for having to back out of the pit with train?

Yours truly,

Division Engineer.

WJS;M
Mr. W. J. Shaw

Dear Sir,

In reference to attached correspondence I had my orders and went at the East End of yard at 6:15 a.m. and just as Engine came out I took her to the East End of Fifth track on Train at 6:30 a.m. I found four Shop Cars on Train had to back out of Fifth in order to set off the four Shop Cars four switches to make in order to get the four Shop Cars out of Train causing 30 mins delay.

I had four hot journals. Gravel warm them and dry dust cause of journal running hot.

Yours truly,

M. J. Roglan
St. Thomas, Sept, 7th, 1922.

Mr. D. W. Donahue,  
Division Superintendent.

Dear Sir:-

On M. J. Moylan's report of August 29th, he showed 35 mins. delay backing out of the pit.

On taking up with him he advises that he had his orders at 6.15 A.M. and took engine to the east end of the pit backed on train at 6.30 A.M. and found four shop cars had not been cut out of his empties. He backed out of the pit in order to set off the four shop cars and had to make four switches in order to dispose of these cars.

Should not the shop cars been switched out by the yard forces instead of having to be done by Moylan and should not Moylan have switched them out from the east end rather than back up to the ball and switch them there.

Yours truly,

Division Engineer,

WJS;M
Mr. D. W. Donahue,
*Division Superintendent,

Dear Sir:-

Kindly note attached explanation
I received from Mr. Moylan in regard to being on duty 15 hours and 30 mins on August 28th.

You will notice he states that he caught the local at Shedden and had to drag behind the train and arrived in St. Thomas at 8.40 P.M. and had to pull train in pit and after pulling in pit was blocked by MC-1 and could not get the engine back in yard until 9.15 P.M.

He is of the opinion if the Dispatcher allowed him to pass the local he would have gotten to St. Thomas within the 14 hours.

It seems to me that Mr. Moylan could have gotten by the local had he requested such permission. The local, as I understand it, was at Fargo when Moylan got to Fargo and Moylan was given permission to pass the local there but had to take coal and water. The local pulled down the siding after holding Moylan there some time and when Moylan got his coal and water and ready to go the local pulled out of the east end of the siding track ahead of him.

I understand, too, that he caught the local at West Lorne and was delayed there by it.

Will you kindly advise if the handling of this train was the best that could be done under the circumstances.

Yours truly,

WJS;M

Division Engineer,
St. Thomas, September 7, 1922.

Mr. D. W. Donahue,
Division Superintendent.

Dear Sir:

I notice on Mr. M. J. Moylan’s report of September 2nd, that he shows 35 mins. switching in Inglis quarry on orders over your name. He was on duty 9 hours and 50 mins.

Yours truly,

Division Engineer.

WJS: M
ST. THOMAS, September 8th, 1922.

10213

Gentlemen:-

An quoting you below wire from Mr. McLee dated Detroit September 8th having reference to furnishing road trains as required by the Engineering Department:-

"Effective at once you will arrange to furnish road trains as requested by track department without any further instructions from this office."

This for your information and necessary attention.

Yours truly,

[Signature]

Div. Superintendent.

[Stamp] ST. THOMAS, ONT.

[Stamp] DIV. ENGR'S OFFICE

[Stamp] SEP 9 1922

[Stamp] RECEIVED

THE MICHIGAN CENTRAL RAILROAD CO.
ST. THOMAS, September 8th, 1922.

10213

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:—

Replying to yours September 7th having reference to 35 minutes delay to stone train Conductor Moylan September 2nd account of making switch in Stone Quarry.

The Manager of the Inglis Quarry called me on long distance and advised that his entire plant was tied up on account of no empties and requested that we place three empties in order to keep him going until the switch run arrived at Hagersville, and I instructed Mr. Moylan to make this switch. All that it was necessary to do was to pull out loads and place three empties in and should not have taken thirty-five minutes. However, I am responsible for the delay of 35 minutes but I felt that it would not be good railroading to refuse to make the switch for the Manager of the Inglis Quarry.

Yours truly,

[Signature]
Div. Superintendent,
St. Thomas, Sept 12th 1922.

Mr. M. Moylan,
Work train Conductor,
Hagersville, Ont.,

Dear Sir;-

I notice your report of September 9th, shows 21 mins. delay for train No. 40. No 40 was an hour late on this morning and I notice you were called for 6.15 A.M. and left at 6.30 A.M. Where did you suffer delay of 21 mins?

Yours truly,

Division Engineer.

WJSM
Detroit, September 11, 1933.

J. A. Snyder, Division Engineer
J. Evans, ""
W. O. Houston, ""
J. D. Elder, ""
S. D. Williams, Jr., ""
W. J. Shaw, Jr., ""

Gentlemen:

We are advised that the
coal situation is such that road trains
may be ordered for necessary road train
work. You may arrange to order such
trains, keeping in mind the holding of
road train hours to as low a point as
possible.

Yours truly,

[Signature]
Assistant Chief Engineer

Gentleman
St. Thomas, Sept 12, 1922.

Messrs; G. Hawkins,
C. Durham,
B. Taylor,
C. Dawson,
D. Wagner,

Dear Sirs:—

Mr. Harris now advises that the coal situation has improved so that we may order work trains.

If you require work trains you must understand that you must have a sufficient days work to keep them going and that we must hold the work train hours down to as low a point as possible.

We will only start out one steel pick up train at the present time.

This is for your information and guidance and I wish you to call this office before ordering a work train.

Yours truly,

Division Engineer,

WSM
St. Thomas, Sept. 13th., 1922.

Mr. W. J. Shaw,
Division Engineer,
ST. THOMAS, Ont.,

Dear Sir:

Your letter Aug. 31st., relative to delay to M. J. Moylan's work train Aug. 29th., at St. Thomas 15 minutes waiting for engine and 30 minutes backing train out of pit.

Night Yardmaster McElhaney advises Moylan's train was in #2 pit and all that Moylan had to do was take his engine out to east end of #2 pit and pull out from east end. This matter is being taken up further with Mr. Moylan.

I have not as yet heard from Mr. Webb regarding engine coming out late.

Yours truly,

(Signed) D. W. DONAHUE

Division Superintendent.
Mr. W. J. Shaw
Div. Engr.

Dear Sir,

In reference to attached correspondence, I had ample time when I passed west from Toronto to come to St. Thomas and get off the job in time. The 14 hours I fully understand I must not be over 14 hours on duty and now I do not want to be 14 hours on duty. Where I found I was going to be over the 14 hours I could not do anything. Only came to St. Thomas as I overtook the local train at Shedden and was delayed by that train at Shedden and dragged all the way from Shedden to St. Thomas behind that train. I arrived in St. Thomas at 8:40 a.m. and had to pull train in fit after being in full of coal. I was blocked by No. 1 and could not get the engine back in yard until 7:30 p.m. If the dispatcher had got the local out of my way and not stopped me at Shedden I would be in St. Thomas and off the job in side the 14 hours.

Yours Truly,

W. F. Troy Love
ST. THOMAS, September 15th, 1922.

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:—

Your letter September 7th relative to delay to Stone Train Conductor Loyan August 28th on duty 15 hours 30 minutes:

I took this up with Mr. McNabb and he advises that the work train passed Ridgetown 16 mins behind the pickup and was allowed to pass this train at West Lorne. The L.C.L. Way Freight left West Lorne 4:44 pm, work train 7:00 pm, 2 hrs 16 mins behind way freight. There were no open offices between West Lorne and St. Thomas.

The LCL was on over time and could not be held up the work train over 15 or 20 mins by letting LCL way freight come ahead. Both trains made St. Thomas ahead of No. 12 otherwise the way freight would have had to follow Nos. 12 and 48.

The Train Despatcher in handling the trains did not of course figure on the delay that the work train met with after arriving at St. Thomas and putting train away in the pit. However the matter is being watched closely and work train will be given the best possible show.

Yours truly,

[Signature]

Mr. Superintendent.
ST. Thomas, Sept 15th, 1922.

Mr. D. W. DONAHUE,
Division Superintendent.

Dear Sir:

September 14th, work train Conductor Joe Hind, Engineer Swift was delayed one hour at Tillsonburg waiting for engine from St. Thomas.

Will you please investigate and advise.

Yours truly,

Division Engineer,

JAS:M
St. Thomas, Sept., 18th., 1922.

File 10213

Mr. W. J. Shaw,
Div. Engineer
ST. THOMAS, Ont.

Dear Sir:

Your letter Sept. 13th., re work train
Cond'r Hind Sept. 14th., being delayed one hour, Tillsonburg
for engine.

This engine I find was ordered for 7.00 am
instead of 6.00 am. Mr. Rourke, Acting Night train Despr.
told Engine house that this engine was to be at
Tillsonburg at 7.00 am. However they understood that
engine was to leave here at 7.00 am, resulting in the delay
of one hour complained of...

Mr. Rourke has been advised that when ordering
engines he must specify time engine is to leave the terminal
instead of time it is to arrive at destination inasmuch as
he is in a better position to determine time required by
engines to make run than engine house employees.

Yours truly,

[Signature]

Div. Supt.,
Dear Sir,—

Replying to your letter August 31st regarding delay report Conductor M.J. Moylan August 28th.

I am handing you herewith report made to my office by Conductor Moylan and after reading his letter if you feel that you should like to have some other conductor take charge of the stone train, request you make will be granted.

Yours truly,

(Signed) D. W. DONAHUE

Div. Superintendent.
St Thomas, April 24th, 1917.

Mr. F. E. Hollroyd, Trainmaster,
Mr. C. E. Gott, Chief Dispatcher,

Dear Sirs:-

Please arrange to furnish a work train to be ready to leave St. Thomas at 5 A.M. tomorrow, Wednesday, to take all the cinders that are at St. Thomas and pick up what cinders there are at Springfield, also the leveller and four cars of screenings on the track tank spur at Tilsonburg and unload on the East Bound track between Brownsville and Tilsonburg. Please instruct Conductor to have leveller next to his engine.

Yours truly,

Division Engineer,

Jas/M.
St. Thomas, Oct. October 9th, 1922.

Mr. D. W. Donahue,

Division Superintendent,

Dear Sir:-

I have your letter of September 18th, together with letter you received from Conductor M. J. Moylan, relative to delays he has suffered and the manner of handling work train work.

In writing the letters I have written you in connection with this matter it was my object to learn whether Mr. Moylan was blamable for the delays which had been suffered, particularly in connection with his being on duty 15 hrs and 30 mins on August 28th, and delay waiting for engine in St. Thomas on the next day, and also 30 mins delay due to backing his train out of the pit.

It is not our object to want to deal unjustly with Mr. Moylan, or any other Conductor who is in our service temporarily. Our aim is to secure the best service possible from these men, and on taking up delays our effort is to ascertain the responsible party for each delay and take up with the proper officer to prevent further delays of similar character in the future.

In looking over the correspondence in connection with Moylan being on duty 15 hrs and 30 mins I do not see that he can be blamed for such long hours. It would appear that the responsibility rested on other shoulders than his. Had he not been held in the pit the length of time that he was he would have come within the 14 hrs. Had he been permitted to take the pickup or local west of St. Thomas he could have gotten in, as I understand it, ahead of the No 8's. He may not have exercised good judgment in taking coal and water at Fargo, but the local or pickup was in the side track at the time and had they waited for five or ten minutes Moylan could have gotten ahead of it and would not have been in their way.

With reference to the delay of 30 mins backing out of pit, I cannot see that we can consistently charge Moylan with a deliberate intent to delay getting out of the yard for when Moylan went to the pit to take the train out he found four cars had been carded as cripples, and, of course, the cripples had to be thrown off. I understand from Moylan that it was easier to shove his train
back out of the pit and throw his cripples out at the Ball than it was to throw the cripples out at the east end of the pit, which might have been done, but he might have suffered more delay.

In this instance it seems to me the yard operators are responsible for the delay and not Mr. Moylan. It is quite common for the yard forces to leave the work train of such a character alone with the work train crew and compel the work train to do any switching that is required. I think that is the trouble in this case.

We have no fault to find with Mr. Moylan, or any other man if they are not responsible for the delays or hindrances that we have occasion to complain of.

So far as Moylan's letter is concerned I may say that Mr. Moylan should be advised that we do not need his advice as to when we will dispense with his services as a work train Conductor. We fully understand just what we can do and cannot do in connection with work train Conductors and Mr. Moylan's letter in that connection is quite out of place.

Our aim in matters of this kind is not so much to penalize as to warn them that future occurrences may mean unpleasantness for them. It is altogether probable that we will not have any cause for complaint on account of Mr. Moylan's actions in the future.

Yours truly,

Division Engineer,

WJS:M
St. Thomas, Ont, Oct 21, 1922.

Mr. M. J. Moylan,
Work Train Conductor.

Dear Sir;

I understand that you have been neglecting to take
the stone out of Inglis Quarry that has been furnished by that
Quarry for ballasting purposes; that you had allowed it to accumulate
until there were eight cars and we had to wire you to pick them up.

I do not know why you failed to take these cars, but
you must understand that you must take every car of stone that is
available for you each day, and you surely must know when ballast
cars are put in Inglis Quarry for stone that stone is for our use,
even though you do not make inquiry about it, but you should at least
know enough to enquire about it.

I understand too, that requests have been made for you
to do some work on the ballasting job, and you had not time to do it.
I do not know the nature of the requests; but as nearly as I can
figure out from the time you are on the road you must surely have
time to do any simple little job requested of you.

It will be necessary for you to keep empties at the
Quarry and you will have to assume the responsibility of knowing
there are sufficient empties to keep the Quarry going. Your work
will have to be mapped out accordingly.

Yours truly,

Division Engineer.

CC: BT

Look into the question of Moylan refusing to do some work
wanted by the ballasting gang foreman, also find out what is becoming
of the ballast cars. I wish you would ride with Moylan a day or two
and see what is keeping him on the road so long. Today for example he
did not get to Tillsonburg until after 36. There is altogether too
much time spent by Moylan somewhere in the day. You had better not
use Moylan on any work now other than hauling stone and loading for they
are getting short of empties and they need all the stone they can get.
I think you had better supervise the ballasting work very closely. I
noticed in riding over it today that the center between the tracks is
filled up practically level with the ties. What is the idea? Are you
watching this? Westbound track rode pretty rough, either over the lift
or on skeletoned track, I do now know which. Get after it.
St. Thomas, Ont., November 1, 1922.

Mr. M. J. Moylan,
Work Train Conductor,
Ragersville, Ont.,

Dear Sir:

I notice by your report that you arrived at Welland yesterday very late; that you were called for 6.15 A.M. and did not get away from Waterford until 7.57 A.M. and did not start weighing until 10.15 A.M. four hours after you were called. I notice you show 1 hour delay at Waterford waiting for No. 40, also suffering 1 hour delay for train No. 15 and other trains.

Will you please advise why you could not have gotten out ahead of train No. 40 and why you were delayed for train No. 15.

Yours truly,

Division Engineer.

WJS;M
St. Thomas, Ont, Nov 4th, 1922.

Mr. M. Moylan,
Work Train Conductor,
Hagersville, Ont.,

Dear Sir:

I notice on your daily report of November 2nd, you show 45 mins delay at LaSalle waiting for train No. 23.

Will you advise why it was necessary to have such a delay. Would not the Dispatcher permit you to go out, or what was the trouble?

Yours truly,

Division Engineer,

WJS;M
ST. THOMAS, October 14th, 1922.

Mr W. J. Shaw,
Div. Engineer.

Dear Sir:

I am handing you herewith file of papers having reference to Engineer Swift and Fireman Bell on a work train leaving St. Thomas, Thursday, Sept. 28th handled work train and ordered into Windsor Saturday night, the engine crew deadheading home without instructions, leaving engine at Windsor without an engine crew.

This crew was despatched from St. Thomas, Monday, Oct. 2nd and it was necessary to send an engine crew deadhead to Windsor to bring back the extra engine.

You will note Engineer Swift claims these instructions were issued by Mr. J. A. Kennedy.

To you for investigation in your Department.

Yours truly,

Dictated by MR. DONAHUE

(Signed) D. W. DONAHUE

Div. Superintendent.
St. Thomas, Oct 17th, 1922.

Mr. J. Kenney,
Ridgetown, Ont.

Dear Sir;

I have some correspondence about Engineer Swift and Fireman Bell on work train picking up steel September 28th to the following Saturday night, tying up their engine at Windsor and dead heading home to St. Thomas, then going out on work train Monday morning from St. Thomas.

Engineer Swift and Fireman Bell should have asked for instructions when they arrived at Windsor for engine but failed to do so and dead headed home leaving engine at Windsor with the result that crew had to be paid to go up and get it.

According to their statements you were responsible for tying up engine in Windsor and for ordering them out on Monday morning from St. Thomas.

Will you please advise if you gave any instructions whatever to Engineer Swift or anybody else. How did they come to tie up at Windsor? Why did they dead head home instead of asking for instructions from the Chief Dispatcher; also did you order Swift for the work train, and if you did on whose authority did you order him?

Please give me full explanation of this at once.

Yours truly,

Division Engineer.

WJS;M
St. Thomas, Oct 17th, 1922.

Mr. J. Kenney,
Hidgetown, Ont.,

Dear Sir:

I have some correspondence about Engineer Swift and Fireman Bell on work train picking up steel September 28th to the following Saturday night, tying up their engine at Windsor and dead heading home to St. Thomas, then going out on work train Monday morning from St. Thomas.

Engineer Swift and Fireman Bell should have asked for instructions when they arrived at Windsor for engine but failed to do so and dead headed home leaving engine at Windsor with the result that crew had to be paid to go up and get it.

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Will you please advise if you gave any instructions whatever to Engineer Swift or anybody else. How did they come to tie up at Windsor? Why did they dead head home instead of asking for instructions from the Chief Dispatcher; also did you order Swift for the work train, and if you did on whose authority did you order him?

Please give me full explanation of this at once.

Yours truly,

WJS:M

Division Engineer,
Dear Sirs,

With reference to attached letter of Oct. 17, on Saturday afternoon, engineers day-tasked me what I was going to do and told him he was all right, as I was going to order an engine and train crew out of Muskegon, to be at Port Huron on arrival of no. 411 on Monday, Oct. 27.

As my men were coming over on it, he said alright that he would go down on 411 and if any thing different let him know.

On Sunday of that day, shortly after, one of the men told him we were ordering the train out of St. Thomas instead of Muskegon, by the 419.

In the morning, the engineers, short of freeman, still both considered this a regular job, because they were entering a territory and coming out again, and would not let him go home as he knew that engine would be in Muskegon, without a crew.

While locomotive department put regular crew on a regular job and bus a regular.

They or them ask for instructions.
THE MICHIGAN CENTRAL RAILROAD CO.

you say draft should be done. They say I was responsible for trying engine up in Holdom. All I could think of was go around or a round of Russell picking up mail and they should made me send her and train eight there instead of running. Then to go to my home for I had no instructions at the most quick up.

O. L. did not do that. I thought called my sown house and they must of gave him the idea to copy draft. Bill deadhead did home instead of asking for directions, it must of been that they considered it a regular job so they could save pay for going from Holdom to Mt. Thomas.-white they did not. I remain

J. J. Reynolds
Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:

I am returning you herewith correspondence originating through Engineer William Swift and Fireman Bell who were on one of our work trains, tying up at Windsor and dead heading home to St. Thomas, then going out on work train from St. Thomas Monday morning.

I took the matter up with our Extra Gang Foreman, J. Kenney, to ascertain what he had to say in the matter.

The crew on this work train was not a regularly assigned work train crew, but was one of the pool crews. When Saturday came, as is always the custom, the crew was sent to the nearest terminal, which was Windsor, in this instance. Mr. Kenney states that before going to Windsor Mr. Swift asked him what they were going to do Monday and Kenney advised him so far as he knew they would order crews out of Windsor to be at Uscomb Monday morning October 2nd. Mr. Swift replied, "Alright, I will come down on No 41, and if anything different arises let me know."

On Sunday we decided we would run Kenney out from St. Thomas to unload some stone, and a crew was ordered out of St. Thomas for that purpose.

According to Kenney's promise he called up Swift and told him we were ordering a work train out of St. Thomas Monday morning instead of Windsor. Kenney states that Swift called up the roundhouse and somehow or other Swift and Bell were on the work train Monday morning. According to Kenney, Swift and Bell both considered that the work train was a regular job.

I cannot see that we have any responsibility in this matter for certainly we did not specify what crew should be ordered, and it would seem had the
ordinary procedure been followed Mr. Swift and his Fireman would have asked for instructions after arriving at Windsor.

Yours truly,

Division Engineer,

WJS:M enc.-
Mr. F. J. Shaw,
Div. Engineer.

Dear Sir:—

Replying to yours October 20th in connection with Engineer William Swift and Fireman Bell reporting for road train out of St. Thomas Monday morning October 2nd.

I would be pleased if in future you would arrange to notify Chief Dispatcher so that he in turn can take up with the Locomotive Department when there is to be any change in the working point of the road train.

I am sure that you are just as anxious to hold down the expense of operation whether it is in the Engineering or Operating Department as I am, and if this matter had been taken up with the Chief Dispatcher there is no doubt but what the expense in connection with the road train on this particular date could have been reduced.

Yours truly,

(Dictated) D. W. Donahue
Div. Superintendent.
St. Thomas, Ont, Nov 4th, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:

Referring to your letter of October 23rd, relative to Engineer William Swift and Fireman Bell reporting for road train out of St. Thomas Monday morning October 2nd.

You can rest assured that it is our aim to do everything possible to keep down expenses and with that end in view and in order that there may be no confusion in the handling of work trains we invariably make a request to you and the trainmaster for work trains.

In the instance that created the confusion in connection with Engineer Swift and Fireman Bell we ordered a work train for Monday morning out of St. Thomas on Sunday morning and made an order on you and handed it to the Chief Dispatcher so that all parties should have been fully informed as to what we wanted, and there should not have been the least confusion about it. There is no question that, if the train crew who were with the work train sent into Windsor Saturday night had asked for orders, they would have been held in Windsor for proper rest and come down the usual way, for that particular work train was not a regularly assigned work train but was made up of pool crews.

In order to assist you in preventing re-occurrence of this kind I am instructing our Roadmasters when they are through with the work trains they will so advise the Chief Dispatcher.

Yours truly,

WJ3:M
Division Engineer,
Mesers: C. Hawkins,  
C. Durham,  
B. Taylor,  
O. Dawson,  
D. Wagner,  

Gentlemen:

A case has come to my notice where we had a work train on the west end picking up rail. This work train was not a regularly assigned train but was made up of pool crews.

On Saturday night Foreman J. Kenney was through with the work train at Runcorn and told the crew to go to Windsor, which they did. The engine crew instead of reporting their arrival and asking for instructions deadheaded home on train No. 10. We did not start the work train out of Windsor on Monday morning, but asked for one out of St. Thomas instead. The engine crew that had the work train the previous week learned that fact from Foreman Kenney and somehow or other induced the Road House Foreman or Engine Dispatcher to call them for the work train Monday morning, the result being there was an engine at Windsor that had to be brought to St. Thomas and the Operating Department had to send up a crew and pay dead head pay to get the engine.

In order that a recurrence of this kind may not happen I wish you gentlemen to advise your foremen who have a work train to report to the Chief Dispatcher when they are through with it and let the Chief Dispatcher say what will be done with them. We are not in any way to blame for the situation that arose, but in order to help the Operating Department I would like you to follow out these instructions closely.

Yours truly,

Division Engineer,

SJS;M  
CO: DWD
St. Thomas, Ont.; November 8th, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:

Will you kindly arrange to have an engine for Monday the 13th inst., at 11 A.M. for testing snow plow, which is at St. Thomas.

Your truly,

Division Engineer,

WJSIM

CC: G.D.
    D.M.
    B.T.

Please arrange to come to St. Thomas to attend this test.
St. Thomas, Ont., December 3rd, 1922

Mr. D. W. Donahue,
Division Supt.
St. Thomas.

Dear Sir:

Please furnish engine and crew to pick up rail between St. Clair Jet and Southwold, also have engine head east and have crew take two tank cars No 1 42261 and 25401 with them.

Have train ready to leave at 7 A.M. to-morrow morning December 4th.

Yours truly,

Division Engineer.

Cc F. McElroy
St. Thomas, Ont, Dec, 19th, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir:

I notice by work train Conductor J. Hines report of December 18th that he was a total of 14 hours and 56 mins. on duty.

It appears that Mr. Hines was called for C8-2 BY-2 BA-2 and we had a work train ordered for 7 A.M. so he was transferred from CS-2 to the work train.

He was delayed in St. Thomas a hr. and 28 mins. He was also delayed 47 mins. account of trains ahead and waiting for his train out of here. He finally got out of St. Thomas at 8.40 A.M. arriving at Tillsonburg at 9.55 A.M. He was to work between Tillsonburg and one and one-half miles east. We must have been through with Mr. Hines at Tillsonburg at 5 P.M. or thereabouts and he departed from there at 5.55 P.M. and did not get into St. Thomas Yard until 8.26 P.M., being held 1 hr. and 25 mins. outside the yard.

It seems that Mr. Hines should have been given some opportunity to get his work done and get back to St. Thomas within a reasonable time and thereby avoided so much overtime.

Yours truly,

Division Engineer.

WSM
CC: GHH
St. Thomas, Ont., Dec. 19th, 1922.

Mr. D. W. Tomhuse,
Division Superintendent,

Dear Sir:

We had a work train out on east end December 18th in charge of Conductor Purvis.

On examining Mr. Purvis' report we find he was on duty 16 hrs and 15 mins. He was called at Victoria for 7 o'clock to go to Attercliffe so as to be there at approximately 8 A.M. and work between Attercliffe and Waterford.

He was delayed 45 mins on account of westbound in passing siding at Canfield and finally had to shove westbound out. Roadmaster Taylor advised your office at 5.20 P.M. that we were through with the work train for the day and to tie him up at Edward as we wanted to use him the following day. According to Mr. Purvis' report he tied up at Waterford and he shows 1 hr and 50 mins at Waterford before tying up account of trains ahead and assisting trains out of Waterford, finally being tied up at 9.45 P.M.

I do not think the length of time Mr. Purvis was on duty beyond 5.20 P.M. should be shown against this Department.

Yours truly,

Division Engineer.

WJ 821
CC: GHH
St. Thomas, Ont., Dec. 28th, 1922.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir;

Please arrange for a work train to be at Springfield at 8 a.m. tomorrow December 29th to unload ties between Springfield and Welland. These ties are now in St. Thomas Yard, but I am advised they are going to be shipped to Springfield this afternoon.

Yours truly,

Division Engineer,

Cc - Tm. E.
ST. THOMAS, January 29th, 1923.

10213

Mr. W. J. Shaw,

Division Engineer.

Dear Sir:-

Your letter December 19th in which you complain of time on duty of Conductor J. Hines December 18th, also delay to work train handled by Conductor Purvis.

I am quoting you below explanation made by Chief Dispatcher McIlabb;-

"Your letter Dec. 21st, file 10213, regarding delays to work trains.

Conductor Purvis on work-train finished work for the night at "A"ward and was to tie up there, engine going to "Waterford to tie up. Train crew requested they be allowed to go to "Waterford to get a supply of food as they were brought from east not prepared to stay out on work-train. This request was granted, and on arrival at "Waterford the engine was used to push a westbound train out of passing track, that had been there for sometime and was frozen up. Could not get out without assistance, and no other engine available.

The case of Conductor Hind not getting out of St. Thomas until 8.40 a.m.

The crews were changed at St. Thomas that morning resulting in work-train crew not getting out until 8.40 a.m. Had this up with Mr. Gott at the time and do not look for any further trouble getting work trains out of St. Thomas."

Yours truly,

[Signature]

Div. Superintendent.
St. Thomas, Ont. Feb 5, 1923.

Mr. C. Purcell,
Work Train Conductor,
Tillsonburg, Ont.

Dear Sir:

Confirming our conversation of yesterday. It is expected that you carry on the work in an efficient manner, taking advantage of every move you can to hurry along the unloading.

You will arrange to have your engine tie up at a station where it is convenient to have engine watchmen and get coal and water. You will tie yourself up at a station where it is convenient to your work, where it is possible for you to tie up. I do not see any necessity for you going with your engine to tie up every night.

We expect to receive from you a daily report showing the work that you have accomplished, also copy of the time ticket you turn in and a daily report showing all the delays you suffer and length of time of each delay. Your daily report of work accomplished should give the number of each car unloaded and between what mile posts car was unloaded. We would prefer that you give the number of the mile post that you use in Niagara Falls mileage. A copy of this report should be made to Mr. G. H. Harris, Assistant Chief Engineer, Detroit, Michigan.

If there is anything that you do not understand in the work or making up of the reports we will be glad to give you any explanation necessary in order to help you.

Yours truly,

W.S. M
Division Engineer.
Mt. Thomas, Ont, Febry 9th, 1923.

Mr. W. C. Vail,
Engineer, Work Train,
Waterford, Ont.,

Dear Sir;

I notice on Conductor Purcell's report of February 7th, that he showed delay of 35 mins. waiting for engine.

Will you please advise what delayed you 35 mins. in getting to Cornell to commence work.

Yours truly,

Division Engineer,

WJS:M
St. Thomas, Ont, Febry 9th, 1923.

Mr. B. Taylor,
Roadmaster,
Welland, Ont,

Dear Sir;

I notice by the daily reports of C. Purcell, the unloading of rail is not progressing as fast as I thought it would.

I wish you would look into the matter and advise why there is not more rail unloaded.

Yours truly,

Division Engineer,

WJS:W
St. Thomas, Febry 20, 1923.

Mr. D. W. Donahue,

Division Superintendent

Dear Sir;

We would like to try a low pressure Klondike engine, properly equipped for unloading rail on our work train.

If you can see your way clear will you kindly let us have one of these engines.

Yours truly,

Division Engineer,

WJS: M
Dear Sir;

The Compound engine that we have been having on the work train has not been giving us satisfaction. It was leaking so badly that it was practically impossible for the Engineer to see, on account of the escaping steam.

Friday the engine broke a valve and gave us a very serious delay. Saturday the same engine was taken out and put on work train and they got as far as the stand pipe and could not move it. Evidently no repairs had been made so it when it was brought in. This also caused us a bad delay.

On Friday we suffered $5\frac{1}{2}$ hours delay on account of engine and fully $1\frac{1}{2}$ hours or 2 hours on Saturday.

Would you be good enough to see that engines furnished for the work train service are in such condition as will give us the best possible results.

Yours truly,

Division Engineer,

WJS;M
Morning we had the delay to our train on the account of engine not being fixed while in the roundhouse. Engine crew had to change engine as to get to work on time.

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Signature: M. Wagner
St Thomas Feb 19, 1923

As I worked on the engine, I noticed a delay. What was the cause of the engine's fault? While we were unloading and the engine could not see signals, on the account of escaping steam caused by piston packing leakage, and also mudring leakage causing delay.

While going from St Thomas to St John, the engine broke a valve. Which we had to bring back to St Thomas. On Saturday...
Mr. D. W. Donahue,
Division Superintendent,

Dear Sir;

We are meeting with considerable delay with our work train caused by condition of the engine leaking so much steam that the Engineer cannot see the signals. The engine also broke down on Friday and had to be returned to St. Thomas. This gave us a bad delay.

On Saturday morning the engine was taken out, put on the work train and evidently nothing had been done to repair it for, when it got to the stand pipe, they could not move the engine. This caused us another very bad delay.

We would like if possible to have a low pressure Klondike put on the work train for the handling of the steel, and coupled up so as to give us better results than we are getting from the Compound.

Will you kindly take this matter up, and if possible furnish us with a low pressure Klondike engine.

Yours truly,

Division Engineer,
Mr. W. J. Shaw,

Division Engineer,

ST. THOMAS, Ont.

Dear Sir:—

Your letter Feb. 20th with reference to trying out a low pressure Klondike engine, properly equipped for unloading rail.

This matter was taken up with Mr. Webb, who advises as follows:—

"The nickname "Klondike" applies to F-82 engines of the 8151 class and as these engines are equipped with an 11" air pump, it is not believed that the service would be as efficient as is being rendered by the G-80 (Compound) engines that are now being supplied for the reason that the G-80 engines are equipped with 8½" Cross Compound Air Pumps.

However, if Mr. Shaw desires an F-82 engine, there are three of that class stored and can easily be made ready for service."

If you wish to try out one of these engines, please advise.

Yours truly,

(Signed) D. W. DONAHUE

Division Superintendent.
DI P R Windsor Mar 7-23

W.J. Shaw

St Thomas Ont.

5 cars New Rail at Essex

C Hawkins

103 7 P.M.
St. Thomas, March 8th, 1923.

Mr. D. T. Donahue,
Div. Sup't.
Dear Sir:

Please furnish an engine and crew to take the 3 board cars also rail loader coming in from Waterford this P.M. and be at Essex by 7 A.M. tomorrow, Friday to unload rail, the rail is at Essex.

Yours truly,

Div. Engineer.

C.C.F.M.
St. Thomas, March 6th.

C. Hawkins,
Windsor/

Work train with Wagner's gang will be at Essex 7 A.M. tomorrow, Friday to unload new rail, be there to show them where to unload.

3.15 p.m.

W.J. Shaw.
St. Thomas, Ont., March 19th, 1923,

Mr. D. W. Donahoe,
Division Superintendent,
St. Thomas,

Dear Sir:

Arrange to have Conductor Purcell take six cars of rail out of St. Thomas with him in A.M. March 19th. Following cars are now in the lead to the pit.

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Yours truly,

Division Engineer,

CC Mich.
St. Thomas, Ont., March 18th, 1923.

Mr. D. W. Donahue,
Division Supt.
St. Thomas.

Dear Sir:

Please be advised that the new assigned crew for Rail train will be working between St. Clair Jet and St. Thomas in A.M. March 19th, 1923.

Yours truly,

Division Engineer,

CC FMCC
St. Thomas, March 21st, 1923.

Mr. D.W. Donahue,
Div. Sup't.
Dear Sir:

On account of no more rail in sight for the present, we will be finished with McDonald's work train after today until further advice.

Yours truly,

W. J. Shaw Jr.
Div. Engineer.

C.C. F.M.
On April 10th, 1913,

In Reply to Your Letter of the 20th

We left Vila Nova at 5:45 PM that night and would have been tied up at Waterford by 6:15 or 6:30 PM, but we were blocked behind trains and did not arrive in Waterford until 7:15 PM. The YH+3 was loading stock at the stock sheds and we could not get in to the track until 8:05 PM. The only 15 min delay was between 2:50 PM and 4:50 PM behind trains between Vila Nova and Waterford. 40 for no 40 I was instructed to follow no 40 from St. Thomas when I got my orders I will not play an duty over 14 hrs any time that it can be avoided. D & R W. J. Shaw
St. Thomas, Ont, April 3rd, 1923.

Mr. W. Wagner,

Waterford, Ont,

Dear Sir;

I wish to receive a report from you each day showing delays of work train, giving cause for same.

I notice on March 30th, report of Conductor's that he showed 1 hour and 35 minutes on account of derrick and 20 mins for coal and water.

Such delays as these seem quite long and you will be held responsible for the carrying on of your work. I would like to know from you why such delays as indicated on the attached report were necessary, and why I have not heard anything from you.

Yours truly,

Division Engineer,

WJS
enc.
W. J. Shaw
Dkv. Engineer
Wayne Train Inspector at Greenstein
April 7, 23

Called for 7 am
on Duty 6 30 am
Left 7 am
Must Train 11 10 am
of Duty 1 20 pm

J. C. Tomlin
Engineer
C. D.

What is the reason you did not start after the work train yesterday. Here they all come in on #45 and say that they had the work done that you laid out for them. This work here is costing us too much money to permit such action as this and it is your business to see that we get every thing out of them we pay them for. I do not understand why you could not have looked after this train as you should have also the year. W. S.
Dear Mr. W.J. Shaw Jr.,

St. Thomas.

Re your attached in regard to work train Crew and Extra Gang running out of work at Montrose on Saturday. On Friday morning I instructed the Work Train Condr. that he would get his instructions from J. Underhill after they unloaded the cinders on hand at Montrose. I instructed J. Underhill to use work train and Extra Gang to clean up the yard after the cinders were unloaded. If we had completed this work it would have taken until Tuesday night. I was unaware that the Crew and Extra Gang went to St Thomas on No. 45 as I had some work to look after at Bridgetburg. I called up J. Underhill this a.m. and he informs me they went home on their accord as he had plenty of work for them.

Yours truly,

Roadmaster.

Welland April 9th, 1923.

Mr. W.J. Shaw Jr.
St. Thomas.

The Michigan Central Railroad Co.
April 17, 1923

Work Train: Waterford to Limerick

W. J. Shaw
Div Engineer

ordered for 6 am

On Duty 5:30 am

Shift 6 am

Hozumville 6:30 am

Waterford 6:40 am

Aff. Duty 7:30 am

J. B. Tanner
St. Thomas, Ont., April 14, 1923.

Mr. J. C. Hunter,
Work Train Engineer,
Waterford, Ont.

Dear Sir:

I noticed on report of April 11th, that you did not arrive at Waterford until 6:40 P.M. and were not off duty until 7:30 P.M.

What time did you leave the work train to go to tie up at Waterford and why were you so long in getting tied up?

Yours truly,

Division Engineer.

WJS: M
St. Thomas, May 5th., 1923.

Mr. D.W. Donahue,
Mr. F. McElroy,

Dear Sirs:

Please arrange to furnish Work Train, Engine and crew for 7 A.M. Monday May 8th. for work West of St. Thomas, to St. Clair Jct. Engine Equipped to handle Rail Loader ad headed East.

Also arrange to handle the following cars of ties go on this train. NC 12267, JC 131095, HF 6465 on No. 1 Shop Track, or C.B.&S repair, IC 48610, FN 72893 on Mud Track.

Yours truly,

Division Engineer.
St. Thomas, May 5th, 1923.

Mr. W. McDonald,
Work Train Conductor,

Dear Sir:

I would like to see you in my office tomorrow morning about 11 A.M.

Yours truly,

Division Engineer,
St. Thomas, Ont, May 21, 1923.

Mr. D. W. Donahue,
Division Superintendent,

Dear Sir;

Please furnish engine and crew to take rail loader which is on No. 1 repair track and three bunk cars which are on the hole, also three cars of rail, MC-13855, 12601 and 13639 on south go-in track; also MC-12435 on No. 6 horn loaded with rail, having train ready to leave here at 6 A.M. tomorrow, Tuesday, to be unloaded at Alvinston. Have crew pick up three cars of splice at Muncey and take them with them.

Yours truly,

Division Engineer,

JAN

CC: F. McKelroy
May 31st

Mr. W. J. Shaw
20 W. Eng.

St. Thomas

Yesterday May 30th 9 Trunk Gravel Train
with Engine 367. Stopped at Canfield Jet with
36 Cars of Gravel, the men wanted to load the gravel
tail off for other 471 train to unload with flow.
The train men lifted the laborers standing on
platform while they set gravel off. They had a clear
length clear between derail and switch on their bank
of lift weigh car on north side of interlocking
plant.

THE MICHIGAN CENTRAL RAILROAD COMPANY
St. Thomas, Ont., June 1st., 1923.

Mr. D. W. Donahue,
Division Superintendent,
St. Thomas, Ont.

Dear Sir:—

We suffered a delay on May 30th of twenty minutes to our work train through a C.N.R. gravel train cutting off their way car within the derail limits at Canfield and leaving it there while they set off a train of gravel in their Y. This delay, I understand caused a delay to J.S.2, which in turn delayed No.30. The same thing occurred on Saturday last.

I do not think that we are obliged to put up with delays of this character by reason of the C.N.R. using the interlocking plant as protection instead of setting out flags. Had they left their way car outside the derail limits, we would not have suffered any delay at all.

Will you kindly take this matter up with the superintendent of the C.N.R. with the idea of preventing further delays of this character.

Yours truly,

WJS/B. Division Engineer.
St. Thomas, June 15th, 1923.

L-2537

Mr. W.J. Shaw,
Div. Engineer,
St. Thomas.

Dear Sir:-

Kindly note the attached letter from Mr. Webb, also time slip for watching engine at Edwards on June 5th.

You will note from Mr. Webb's letter that he advises that arrangements have been made whereby this time will be carried by the Engineering Department and charge made to cover.

For your information may say that this is one of our track tank men that watched this engine. Some time ago our track tank men at Tillsonburg watched an engine at that point for the Locomotive Department who rendered a voucher to cover same. Can you advise me now if arrangements have been made whereby you can take care of this charge as these men will not watch these engines unless paid for same.

Yours truly,

[Signature]

St. Thomas, June 15th, 1923.

Mr. A. Leslie,
Div. Foreman of Buildings,

Dear Sir:

I am returning you herewith, a time ticket forwarded you by Mr. E. R. Webb in connection with Fanger Peter McGregor acting as watchman on the engine at Edward for one of our work trains.

We have not had any understanding to my knowledge, that we would carry such a charge on our payrolls. We have no authority to carry a watchman on the payrolls and could not do so unless we did get the authority.

I would suggest that you show this man's time on your own payrolls for the work he has performed and the charging of the expense to this department can be done as is the practice with other departments.

Yours truly,

WJS/B.

Division Engineer.
St. Thomas, June 19th, 1922.

Mr. E. Taylor,
Roadmaster,
Welland.

Dear Sir:-

I would like you to watch the operations of the stone train for a day or two and ascertain if there are any changes which might be made in the handling of this train whereby the delay suffered at Hagersville in weighing can be eliminated.

Look into the question of whether or not it would be better to start the train earlier in the day than it has been, say around five o’clock in the morning and get the weighing done and get away or whether it would be better to try and do the weighing at Hagersville at night and haul the stone to Waterford and tie up there.

Give this matter careful consideration and advise what, in your opinion would be the best plan.

Yours truly,

WJS/B.

Division Engineer.
St. Thomas, June 19th, 1922.

Mr. B. Taylor,
Roadmaster,
Welland.

Dear Sir:

The Stone train yesterday for some reason did not get along very well, as I understood they had only six cars unloaded at Hagersville and were unable to get back any farther than Waterford.

Will you please investigate and find out what the cause of the delay was.

Yours truly,

WJS/B. Division Engineer.
St. Thomas, June 22nd, 1923.

Mr. D.W. Donahue,
Division Supt.,

Dear Sir:-

Each time that we want a work train out of St. Thomas, we have to suffer a delay of some twenty minutes to three quarters of an hour on account of having to wait for the way car to be put on the train.

We ordered a work train for this morning out of St. Thomas to leave at 7.00 a.m. and the way car was not put on until 7.30. This means quite a loss of time to us where we have a gang of nine men and not only that, but we very often miss a good opportunity to do our work when there are no trains to bother us.

Will you kindly issue instructions to the Yard forces that when we order a work train to be ready to please see that the train is ready to leave at the time we asked them to have it ready for.

Yours truly,

Division Engineer.
Mr. D. E. Purcell,
Conductor, Work Train,
Waterford.

Dear Sir:

I notice in your report of June 21st you show one hour and five minutes setting off hot journals storing train with coal and water.

Why was it necessary for you to set off the hot journals when you were tying up? Could not the car repairer at Waterford have packed these journals during the time that the train was at Waterford? It seems to me he could have, so that is one of the reasons he is at Waterford.

Yours truly,

WJS/E.
Division Engineer.
St. Thomas, June 25th, 1923.

Mr. D. W. Donahue,
Division Supt.

Dear Sir:—

Please arrange for work train to leave here at 6:00 a.m. tomorrow to unload the following cars of ties between Oil City and Eddys, Oil City and Petrolia, Oil City and Courtright,

<table>
<thead>
<tr>
<th>Car</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC</td>
<td>13761</td>
</tr>
<tr>
<td>JD</td>
<td>4246</td>
</tr>
<tr>
<td>MC</td>
<td>72567</td>
</tr>
<tr>
<td>CT</td>
<td>73561</td>
</tr>
<tr>
<td>C&amp;J</td>
<td>60552</td>
</tr>
<tr>
<td>Son</td>
<td>38559</td>
</tr>
<tr>
<td>IR</td>
<td>95366</td>
</tr>
</tbody>
</table>

Also please arrange for three Bunk cars now in No. 3 Pit, to go with the train.

Yours truly,

MD/B Division Engineer

CC: FMC E.
Mr. D. E. Purcell,
Worktrain Conductor,
Hagersville, Ont.

Dear Sir:-

It does not seem to me that we are getting the proper service on the work train. The length of time that you are duty every day, seems to me to be unusually long for the actual amount of work performed.

The other day I was informed that last week you were asked to bring the leveller with you in order to do some levelling, but you left it at Lasalle or Hawtry and the delay that was caused through not having the leveller upset the routine of your train operation so that we lost actually one-half day stoneing.

The inspector and stone foreman usually know what they want to do and when they give you instructions to bring the leveller or any other car along with you, it should be your business to do so for if you do not, it usually upsets the work that they have planned, as was the case in the instance mentioned in the foregoing.

You do not seem to be getting along very well around Hagersville and there are delays between the quarries and Hagersville as I notice you spent five hours and forty-five minutes around Hagersville due to Stock Extra, No.32, W.B.2, Passenger Extra 34 and taking out loads and weighing and No.45 and dinner.

I also understand that you went to the quarries with your empties, coupled on the load with the empties and brought back both the load and the empties to Hagersville and that No.32 drove you in and did not permit you to handle the empties. Could you not have made some faster move that would have permitted the handling of the empties in such a manner as to have made one handling only instead of having to drag them back and forth as you did? That was one of the reasons why you had to spend so much time in Hagersville. I would like to see a change in the handling of the train which will give us better results than we are getting.

Yours truly,
Division Engr.
St. Thomas, June 28th, 1923.

Mr. B. Taylor,
Roadmaster,
Welland.

Dear Sir:—

The stone train is not operating as it should and I wish you would spend two days with them or in the vicinity where they are working and ascertain definitely just what way the work is going on.

The handling of this train is very unsatisfactory at the present time and there has got to be a change. Get after it and see what can be done to improve it.

Yours very truly,

WJS/B. Division Engineer.
Mr. D. W. Donahue,  
Division Supt.

Dear Sir:-

I notice that the work trains that we are ordering at our terminals are suffering a delay all the way from fifteen minutes to one hour through waiting for their train to be made up and caboose to be attached.

Conductor Decow states that he was called for 7:00 a.m. on the 26th instant at Montrose and did not leave until 7:55, waiting for his train to be made up.

Conductor J. Martin shows a delay of forty minutes waiting for his train to be made up at St. Thomas.

Will you kindly take up the matter and see if our work trains cannot be made up so they can leave the terminals at the time they are called for.

Yours truly,

WJS/B.  
Division Engineer.
St. Thomas, June 26th, 1926.

Mr. D. W. Donahue,
Division Supt.
St. Thomas, Ont.

Dear Sir:

Conductor J. Decow turned in slip No. 24 dated June 26th covering work train service for that date and showed that he was on duty eleven hours and thirty-five minutes and further states that he was called for the work train at Montrose at 7:00 a.m. but went automatically on duty at 12:35 a.m. having layed in Montrose yard sixteen hours prior to this time.

He had, therefore, put in five hours and thirty-five minutes detention time.

I am drawing this to your attention because I do not consider that the work train should be charged with the five hours and thirty-five minutes detention time. Will you kindly advise.

Yours truly,


Division Engineer.
ST. THOMAS, July 10th, 1923.

10213

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:

Your letter of June 28th having reference to 5'35" charged against your Department account of trainconductor Decow being held in Montrose Yard over 16 hours:

It was necessary to hold the crew to take care of your wants on account of no other crews available. However, this is not a frequent occurrence and if in your opinion the 5'35" should be charged to the Operating Department, I will so arrange. The time has gone in and if charged to Road Train Service it can be straightened out by charging a like amount chargeable to the Engineering Department to the Operating Department.

Yours truly,

[Signature]

Div. Superintendent.

Please note: Don't let me forget this detention time.

[Signature]
St. Thomas, July 16th, 1928.

Mr. D. W. Donahue,
Division Supt.,
St. Thomas, Ont.

Dear Sir:—

Referring to your letter, July 10th, in connection with our letter of June 28th, relative to five hours and thirty-five minutes detention time of Conductor Decow at Montrose.

We are agreeable to accepting the charge for this detention time on account of the crew which had to be held up at Montrose for our use.

Yours truly,

WJS/B.

Division Engineer.
St. Thomas, July 28th, 1923.

Mr. A. J. Mitchener,
General Car Foreman,
St. Thomas, Ont.

Dear Sir:—

Our stone train is again being delayed through hot journals. Almost every day they have one or two and on the 26th instant they had four cars to take care of, losing one hour.

This for your information.

Yours truly,

WJS/B. Division Engineer.
St. Thomas, Nov. 13th, 1925.

Mr. J. W. Hamilton,
Work Train Conductor,
Springfield, Ont.

Dear Sir:—

I notice by your report of yesterday, that you tied up work at 8.00 p.m. Please be good enough to advise why you tied up at that hour.

Yours truly,

WJS/B.
Division Engineer.

CC: W. Wagner,
Springfield.

I have not seen report from you as to what you did after the train was tied up. Please advise.
Springfield Oct 152

Dealt with the. Many men on the. Account of not having enough men to do the work with. To see the men that worked. Just the time they put in. 

F. W. Morgan.
St. Thomas, Nov. 13th, 1923.

Mr. J. W. Hamilton,
Work Train Conductor,
Springfield, Ont.

Dear Sir:

I notice by your report of yesterday, that you tied up work at 2.00 p.m. Please be good enough to advise why you tied up at that hour.

Yours truly,

WJS/B. Division Engineer.

CO: W. Wagner,
Springfield.

I have not seen report from you as to what you did after the train was tied up. Please advise.
The Michigan Central Railroad Co.

Nov. 7th 45' for engine

25' Orders

20' N. 103 Brignan
20' for No. 101 Forward Job.
9 15' Orders Oil City
27' N. 103 Brignan
20' Orders Oil City
20' N. 101 Alminston
13' 10' Engine
25' Orders Oil City
20' Pet. Job N. 101
20' Brignan N. 103
15' Pet. Job N. 101
20' Orders Oil City
14 25' 
15 10' 
20' 10' Brignan
17th. 26' 101 Orders Brignan
15 15' N. 100 Holmestead
20' 103 
25' 101 
30' 10v 

9th. 31/2
Nov. 16 - 10' No. 100 Holmesdale
15' x 10' Petr. Job
25' Orders Oil City
17' - 25' Oil City
20' No. 100 Petr. Job
15' Orders Oil City
15' - Holier Job.

9

10 hrs. 40 min. delay
St. Thomas, Nov. 23rd, 1922.

Mr. D. W. Donahue,
Division Sup't.,
St. Thomas, Ont.

Dear Sir:-

In going over the delays to our work train up the St. Clair Branch, I find that we were delayed from twenty to twenty-five minutes for orders almost every time that they were required at Oil City. On the 14th we suffered one hour and twenty minutes delay at Brigden waiting for orders to get to Petrolia to tie up.

We also suffered a lot of delay in having to go to Petrolia for water on account of waiting for orders. On the 17th our train waited forty-five minutes for a work order, and the same day were one hour waiting for orders and having to switch train 103 off the main track in order to get by.

I am giving you this information because it seems to me that our work trains should have been given more consideration than they were. From the 7th to the 17th, inclusive, the delay to work train amounted to a total of ten hours and forty minutes.

Yours truly,

Division Engineer.

WJS/B.
ST. THOMAS, November 26th, 1923.

Mr. W.H. McHabb,
Chief Engineer.

Dear Sir:—

I am sending you herewith letter from Division Engineer Shaw and wish you would please investigate and advise why orders could not have been issued more promptly.

Yours truly,

J.W. Donahue

Div. Superintendent.

Dictated by J. W. Donahue
St. Thomas, Nov. 27th, 1923.

Mr. W. Wagner, Ex. Gang Foreman,
Mr. J. F. Hamilton, Work Train Condr.,

Gentlemen:—

I notice on report of November 26th, that you show working 11 hours and 35 minutes, unloading rail, and unloaded only a total of 114 rails. This is just a little more than an expensive day's work.

If it rained so hard that you could not work, why did you remain on duty? Both of you men are experienced enough to know what is right and reasonable.

I want an explanation as to why you did not tie up the train and the gang when you found you could not do the work.

Yours truly,

[Signature]

W.J.B.

CC: DT.

Division Engineer.
Mr. D. W. Donahue,
Div. Superintendent.

Dear Sir:

In regards to the attached:

On November 26th I was called in Windsor for work train to Tilbury for 5.45AM. Engine got out at 6.20AM, left 6.25AM, arrived at Ruscomb, 7.05 and had to pick up 19 cars of steel rail in north siding. Had to stake cars out of siding and three passenger trains due. The last one passed at 8.10AM. Had to stake cars out 5 cars at a time. Left Ruscomb at 8.45AM, arrived Tilbury at 10.05AM and left Tilbury at 10.30 with 4 cars of steel and unloaded same and on Tuesday evening engine went to Windsor for repairs and did not return until 9.30AM, Wednesday morning. I sent message to St. Thomas to have engine at Tilbury at 6.30 for work train so you can see that this was the cause for not getting more rails unloaded.

If you will kindly investigate this case I don't think you will blame me as the engine did not get out.

Signed - McCaffery.
ST. THOMAS, Ont., December 3, 1923.

10213 ---

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:

I am handing you herewith a copy of a reply made by Conductor McCaffery in regard to the handling of work train on the West Canada Division as per report made to you by your Roadmaster, Mr. D. Wagner, which I am returning herewith.

I have taken up with Mr. Webb as to the necessity of this engine going to Windsor for repairs and will advise you of the result of investigation with Mr. Webb.

Yours truly,

(Signed) D. W. DONAHUE

Div. Superintendent.
Mr. D. W. Donahue,
Div. Superintendent.

Dear Sir:

Your letter November 26th, file 1023 regarding delay to work train waiting orders while working on St. Clair Branch.

As this is single track it is necessary trains receive a work order to occupy the main track and the wire on that branch does not work very well especially during damp foggy weather. The train naturally meets with some delay in getting orders as the same order must be put out at Courtright St. Thomas, etc. The delay on the 14th was on account of circuit going open after Despatcher had started to send order. On the 17th, Despatcher reports order was completed 12 mins. after train arrived at Oil City.

Train 103 has been getting an order to leave train on main track as arranged by Mr. Cowley when he was riding that train and this did delay the work train some getting by.

The conductors have neglected to notify despatchers where they would work next morning, therefore despatchers were unable to have orders put out waiting conductors signature. On double track when working with current of traffic these trains are given message to work and meet with no delay getting orders.

W. H. McNabb.

C. T. D.
ST. THOMAS, December 7th, 1923.

Mr. W. J. Shaw,
Div. Engineer.

Dear Sir:

Your letter November 23rd having reference to delay to work trains on the St. Clair, Oil Springs and Petrolia Branches;

I am handing you herewith copy of letter from Chief Train Despatcher W. H. McNabb which is self explanatory:

I am inclined to accept excuse made by Chief Train Despatcher on the part of Trick Despatchers for the reason that with very few exceptions the very best possible was done by despatchers in handling work trains on the main line where they had telephones and very little interruption so far as wire trouble is concerned.

Yours truly,

[Signature]

Div. Superintendent.
Mr. W. F. Shaw for St. Thomas

To Wagner, St. Thomas

Dear Sir,

Engine 7550 arrived at Burton today at 10:15 a.m. in which we got our train switched and was ready to unload at 10:35 a.m. and Eng 7550 would not raise the rail out of the cars as the air pump would not pump it as we quiet at 11 a.m. today and waited for Eng 7561 till 1:40 p.m. today in which it was 20 p.m. before we got started to work as Eng 7550 would not pump 100 pounds standing still and when you tried to lift a rail it would go tight back which it meant 2 hours delay for us.

S. J. Thompson
St. Thomas, Dec. 6th, 1923.

Mr. E. A. Webb,
Div. Master Mechanic,
St. Thomas, Ont.

Dear Sir:

We suffered quite a bit of delay to our steel unloading train on December 3rd, through the failure of engine 7550 to furnish enough air for the rail unloader.

Engine 7550 was given to us for this work train and we succeeded in unloading only three rails with it, when we had to give up the work because of the engine not being able to furnish more than 200 pounds of air and when the rail unloader was used, the air went back to 90 pounds. It was necessary to send this engine back to Windsor and get engine 7561 in its place.

The engine did not arrive back on the work at Buxton until 1:40 p.m. and it was 2:40 p.m. before the gang got started to work again. This is quite a serious delay to us, ten men and a foreman being idle during the time that they were without the engine, besides the time they were endeavouring to make the engine work.

The cars containing the rail are mostly foreign cars, and we are required to explain any delay in unloading them. You will understand that in order for us to accomplish the unloading of the cars as promptly as possible, it is necessary that we take advantage of everything in order to speed up the unloading.

As we have had two engine failures since our rail unloading operations have been in progress on the west end, I would suggest that you instruct your roundhouse foreman at Windsor to see that the engines furnished for our work trains are in such condition as to insure their being fit for such service as is demanded of them.

The delay in this case was three hours and fifteen minutes.

Yours truly,

[Signature]

Division Engineer.

CC: DWD.
St. Thomas, Ont. December 7th, 1923

I-9987

Mr. W. J. Shaw, Jr.,

Division Engineer.

Dear Sir:

Your letter of December 6th. with respect to engine 7550 not furnishing enough air for the rail unloader.

After G-80 (compound) engines were converted to simple engines the steam pressure was reduced to 170 lbs. which of course very materially reduced the capacity of the air pumps.

There was not any defect in the pump nor in the engine itself. However, it is regretted that this type of engine was turned out for the rail unloader, and it is not yet quite clear why such was done except that the engine was sent out of Windsor and there was no other engine available.

Necessary arrangements have been made to prevent a G-81 engine being provided for this service.

Yours truly,

[Signature]

Div. Master Mechanic.

CC-JRS
ST. THOMAS, Dec. 10th, 1923.

10213

Mr. W. J. Shaw,
Division Engineer,
ST. THOMAS, Ont.

Dear Sir:

Referring to complaint regarding delay, November 28th, work train, West Canada Division, in charge of your foreman N. Derrough, engine 7555. I have investigated this with Mr. Webb and I am quoting you below a copy of his letter to my office under date of Dec. 7th, his file I-9995. I am going to arrange to get this engineer and conductor together and have them advise me why they did not go from Fletcher to Fargo for the tank of coal.

"Your file 10213 of November 30th, with respect to engine 7555 which was sent into Windsor on Tuesday night. Investigating the matter with Engineer Dawdy it develops that he did not report that the engine was leaking. He had worked the engine two days on work train handling steel and was nearly out of coal.

Before leaving Fletcher for Tilbury on November 27th, he stated to the Conductor that he had to have supplies for the engine, meaning coal, sand and oil, and that he would prefer going to Windsor.

Section Foreman N. Derrough asked Engineer Dawdy to have the engine turned and headed the other way. When in Windsor, the delay in starting next day was caused by all Engineers booking rest and the work train had to be held until Engineer George Folland's rest was up.

The work on the engine was of very little consequence."

Yours truly,

(Signed) D. W. DONAHUE
Div. Superintendent.
St. Thomas, Dec. 1st, 1923.

Mr. C. Hawkins,
Windsor, Ont.

Dear Sir:-

Please note the attached correspondence and give me a complete report. I have not read it over yet myself. I would like to get a report when you come in on Monday.

Yours truly,

WJS:B.
Division Engineer.
ST. THOMAS, November 30th, 1923.

10213

Mr. W. J. Shaw,
Div. Engineer.

Dear Sir:

I am handing you herewith statement from Conductor B. Brooks, Brakemen P. H. McPhail and H. J. Crandell also letter dictated by Mr. F. W. Cowley regarding failure of this crew to properly perform their duty while in charge of road train November 23rd:

I am sending you the papers in question in case you wish to take the matter up further with Roadmaster Hawkins for his version of the matter. You will note Conductor Brooks claims Roadmaster Hawkins arranged the switching differently then it had been outlined by Conductor Brooks.

Yours truly,

(Signed) D. W. DONAHUE

Div. Superintendent.
St. Thomas, Dec. 1st, 1923.

Mr. C. Hawkins,
Windsor, Ont.

Dear Sir:-

Please note the attached correspondence and give me a complete report. I have not read it over yet myself. I would like to get a report when you come in on Monday.

Yours truly,

[Signature]
Division Engineer.
St. Thomas, Dec. 7th, 1923.

Mr. D. W. Donahue,
Division Sup't.,
St. Thomas, Ont.

Dear Sir:—

I am returning you herewith, the statement
of Conductor B. Brooks, Brakeman P.H. McPhail and H.J. Crandell,
relative to delay of steel unloading train at Essex.

I am also attaching Mr. Hawkins' report in con­
nection with this matter and you will notice from reading it
that Mr. Brooks and his crew are not making statements accord­
ing to facts.

Yours truly,

W.B.B. Division Engineer.
Michigan Central Railroad Company.

Windsor Dec 5th 1932

Mr. W. J. Shaw

Dear Sir:

Referring to the attached

be the morning of Nov 26th. I was not at

as the time this switching was

tending from Derrick that Condo

Boothe and his brakeman was not out

of their way. Car at 7:10 to do any

Switching. Boothe stated that he went

out after No 2 arrived at 7:10. No 2

arrived at 7:05. at 7 am and left at 7:20

Work train by nine arrived there at
7:05. and Condo. Boothe did not go to get his

Orders till 7:35 so how could he go out

right after No 2 to unload.

I will admit that I notified the

yard office to take the Road House to

head the engine West instead of East

of the R. R. did not have to

be reversed, nor was it reversed.

I was there when they were doing the Switching

to go to Picton after finishing.
unloading at Fresno & of Bond Brock & his Brakeman had done as I told them they could have been out of there in 25 Minutes instead of 44.5 & I consider that neither one of their statements contains in your letter is correct.

Your truly,

[Signature]

Roadmaster
ST. THOMAS, December 15th, 1923.

10213

Mr. F. McElroy,
Trainmaster.

Dear Sir:

Referring to your letter December 12th with which you sent me statements and transcript of evidence taken from Conductor Brooks and crew who were in charge of work train West Canada Division, November 23rd:

Conductor Brooks is of sufficient agent so that he should understand the necessity of making correct statement when he is called upon to do so, instead of undertaking to mislead Trainmaster or any other person who is taking the statement. If Conductor Brooks had admitted in the first place that he overslept and did not waken in time to start his work at 7:00 o'clock as required by the Engineering Department, he might be excused for his failure. However, if he was in bed all night, he should have wakened up and if he could not wake up, he should have made arrangements to be called.

Roadmasters who have road trains on their divisions have a right to instruct how the work should be performed. The conductors should understand that they are working for the Engineering Department and be ready and willing to comply with instructions of the Roadmaster or whoever is in charge of the work train for the Engineering Department and this is what Conductor Brooks should have done.

I am satisfied that Mr. Shaw does not wish us to impose any severe discipline on Conductor Brooks in this particular case, but you will arrange to call him to your office and advise him if he is called for work train in the future, that he is to give the work his prompt attention and when making a statement to do so in accordance with the facts.

Yours truly,

CC W.J.S.
Returning Mr. Hawkins' letter received with yours Dec. 7th.

Div. Superintendent.
Detroit, January 10, 1934.

J. A. Snyder, Division Engineer
J. Evans,
W. O. Houston,
J. D. Elder,
S. D. Williams, Jr.,
W. J. Shaw, Jr.

Gentlemen:

I wish you would please impress upon your roadmasters and their assistants the importance of reducing our road train expense as much as possible. I notice some reports coming in here showing road trains picking up a car or two of scrap a day and doing very little work considering the expense involved.

This matter should be watched closely to see that road trains are not ordered unless there is a full day's work for a train, and your roadmasters or their assistants should spend enough time with the trains to know that as much work as possible is being accomplished.

Yours truly,

[Signature]

Assistant Chief Engineer

FJH:R

M. Wiltie Roberts
St. Thomas, Jan. 17th, 1924.

Messrs. C. Hawkins,  
D. Wagner,  
G. Dawen,  
B. Taylor,  
O. Durham.

Dear Sirs:—

Please note the following which is a copy of letter received from Mr. Harris today:—

"I wish you would please impress upon your roadmasters and their assistants, the importance of reducing our road train expense as much as possible. I notice some reports coming in here showing road trains picking up a car or two of scrap a day and doing very little work considering the expense involved.

This matter should be watched closely to see that road trains are not ordered unless there is a full day's work for a train, and your roadmasters or their assistants should spend enough time with the trains to know that as much work as possible is being accomplished." 

You will please govern yourselves accordingly.

Yours truly,

JAS: B.  
Division Engineer.
St. Thomas, Jan. 30th, 1924.

Mr. D. W. Donahue,
Division Sup't.,
St. Thomas, Ont.

Dear Sir:—

On January 23rd, we had work train, Conductor J. L. Heard, unloading ties between Tilbury and Ridgetown. This train was delayed in Windsor Yard one hour and fifteen minutes, waiting for engine. You may wish to investigate this.

We were finished with this crew at Tilbury at 5.00 p.m., but they received orders to pick up fifty-five revenue cars at Maidstone and did not get into Windsor until 10.55 p.m., being on duty seventeen hours and twenty-five minutes.

We should be charged with not more than thirteen hours of this time, account of crew picking up the revenue cars.

Yours truly,

JAS. B.
Division Engineer.
Mr. W.J. Shaw,
Division Engineer,
ST. THOMAS, Ont.,

Dear Sir:-

Your letter Jan. 30th., in which you advise that on Jan. 23rd. Work train Conductor J.L. Heard when working between Tilbury and Ridgetown and after finishing his work in road train service at Tilbury 5.00 pm same date, he was used to handle revenue cars from Maidstone to Windsor, being delayed a few hours longer than he would have had he gone in right from Tilbury after finishing his road train work duty.

I will assume any portion of the expense of the trip that, in your opinion is chargeable to the handling of revenue cars.

Yours truly,

(Signed) D. W. DONAHUE

Div. Superintendent.
St. Thomas, Feb. 13th, 1924.

Mr. D. W. Donahue,
Division Sup't.
St. Thomas, Ont.

Dear Sir:-

Referring to your letter of February 12, file 10213, relative to amount which should be charged to us for work train, Conductor J. L. Heard, on January 23, would say that we do not think that we should be charged with more than thirteen hours of this work train crew's time on that date.

Yours truly,

WJ3:B.
Division Engineer.
Detroit, February 28, 1924.

Gentlemen:

The hourly rates for work train service should be increased, effective with February accounts, from $6.00 per hour to $6.25 per hour in the United States, and from $6.50 per hour to $6.75 per hour in Canada.

Please see that such rates are used in your monthly reports, Track Orders, Estimates, etc.

Yours truly,

[Signature]

Engineer Accountant.

St. Thomas, April 28th, 1924.

Mr. E.R. Webb,
Div. Master Mechanic,
ST. THOMAS, Ont.

Dear Sir:

We have had a great deal of trouble with the engine you furnished us on the stone train. We called the attention of either yourself or your office to the fact that the engine was not satisfactory for the work we required it for and yesterday the engine broke down entirely so that we were unable to get stone out on the track as we should have done.

We had to get the empties back to Waterford from 36, thirty-five minutes, the engine was not able to get any stone back.

Will you please see that we are furnished with an engine that will perform the service that we require as any breakdown of locomotive seriously interrupts our work and it is very necessary that with the large number of men that we have that our facilities be such as to not cause them any delay.

Will you please take this matter in hand.

Yours truly,

Division Engineer.

WJS:R.
Mr. W. J. Shaw, Jr.,
Div. Engineer.

Dear Sir:

Your letter of April 30th. with respect to engine for the stone train.

Effort has been made to provide a superheater compound engine for the work and one is now on the stone run.

It is unfortunate that the 7566 gave out, but it is an accident that may well happen to any compound engine.

It is well understood that an accident of this kind seriously interferes with the program, and every effort is being made to avoid just such delays.

Yours truly,

[Signature]
Div. Master Mechanic.

St. Thomas, Ont., May 1st, 1924.
On April 21- work trip under supervision of R.M. Johnson (Contr. Mechan.) was 10.25 minutes loading scrap from St. Thomas to Thirdgar. Done accept all of this charge.
St. Thomas, May 13th, 1924.

Mr. C.H. Harris,
Asst. Chief Engr.,
DETROIT, MICH.

Dear Sir:

The Operating Department have charged us up for the pick up train ordered by Superintendent Donahue and in his charge in picking up scrap and surplus material on the west end.

So far as we are concerned, this train was quite unnecessary as the scrap picked up was current scrap and we would have picked it up in any event for we make a practice of running scrap cars over each Roadmaster's Division every ten days or two weeks.

I do not think that we should be charged with the expense of this train.

Will you kindly advise.

Yours truly,

WJS: H.

Division Engineer.
## Freight Train Delay Report

### The Michigan Central Railroad Company

**Date Starting:** May 10

### Analysis of Delays

<table>
<thead>
<tr>
<th>HRS.</th>
<th>MINS.</th>
<th>Location and Detail</th>
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<tbody>
<tr>
<td>10</td>
<td></td>
<td>Watford</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td>Crossing up train</td>
</tr>
<tr>
<td>15</td>
<td></td>
<td>Hoosick x East to Pass</td>
</tr>
<tr>
<td>20</td>
<td></td>
<td>Blown out of service</td>
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<tr>
<td>30</td>
<td></td>
<td>Watford to Pass 15</td>
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<tr>
<td>15</td>
<td></td>
<td>Villa Nova 220 25</td>
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<td>30</td>
<td></td>
<td>Villa Nova 2034</td>
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<td>35</td>
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<td>Watford, Dinin and Wat</td>
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<tr>
<td>35</td>
<td></td>
<td>Villa Nova x East to Pass W132</td>
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<tr>
<td>20</td>
<td></td>
<td>Villa Nova x East to Pass G32</td>
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<tr>
<td>30</td>
<td></td>
<td>2 miles East Watford Trains Ahead</td>
</tr>
<tr>
<td>20</td>
<td></td>
<td>Watford Setting off 46 and Lining Eng</td>
</tr>
<tr>
<td>140</td>
<td></td>
<td>Crossing up Stream</td>
</tr>
</tbody>
</table>

### Notes:

- **Train:** Worx Ex
- **Direction:** East and West
- **Engine No.:** 7088
- **Engineer:** D. Hickman
- **Conductor:** T. Shihman

### Summary:

- **Cars Handled:** Loads: 745, Empties: 545
- **Total Tons:** 24,540
- **Total Tons Handled:** 4,875
- **分析 of Delays:**
  - 10: Watford, Crossing up train
  - 10: Hoosick X East to Pass
  - 15: Blown out of service
  - 30: Watford to Pass 15
  - 15: Villa Nova 220 25
  - 30: Villa Nova 2034
  - 35: Watford, Dinin and Wat
  - 35: Villa Nova x East to Pass W132
  - 20: Villa Nova x East to Pass G32
  - 30: 2 miles East Watford Trains Ahead
  - 20: Watford Setting off 46 and Lining Eng
  - 140: Crossing up Stream
Not this 40 min picking up stone.
St. Thomas, May 13th, 1914.

Mr. C.H. Harris,
Asst. Chief Engr.,
DETROIT, Mich.

Dear Sir:

Our stone ballast train was used one hour and forty minutes picking up surplus stone.

This surplus stone was caused through poor judgment in unloading.

Will you please advise whether we are entitled to bear this expense or not.

Yours truly,

Division Engineer.

W.H.
St. Thomas, May 26th, 1924.

Dear Sirs:

We have to pay considerable overtime to work trains during the month of April and it should be your endeavor to see that any work trains you have on your divisions get in as little overtime as is possible.

This matter has been drawn to your attention before and this letter is intended as a reminder to you to see that the operation of work trains is carried out in such a manner as will necessitate the least amount for overtime payment.

Yours truly,

Division Engineer.
ST. THOMAS, May 17th, 1924.

16355

Mr. W. J. Shaw,
Div. Engineer.

Dear Sir:-

For the month of April 1924 I find that overtime worked by train and enginemen in work train service amounted for the Trainmen to $436.29 and for the Enginemen $387.96 or a total of $824.25:

I am sure you are as anxious to cut down the overtime in your Department as I am and it will be necessary for your Roadmasters to get after the matter vigorously to reduce as much as possible the overtime in work train service.

Have instructed Trainmasters to get after the local and through freight and Yard overtime and also get after conductors of work trains to give the best service they can to the work.

Yours truly,

Dwight Donahue
Superintendent.
St. Thomas, May 27th, 1924.

Mr. D.W. Donahue,
Superintendent,
ST. THOMAS, Ont.

Dear Sir:

I have your letter of May 17th respecting overtime of work trains.

We would be very much obliged to you indeed, if you can lend us any assistance in cutting down overtime of work trains.

We, like you, are endeavoring to keep the expenses down to the minimum and any suggestion that you can offer us that might help reduce overtime hours will be gladly received.

Yours truly,

Division Engineer.

WJS: H.
Messrs. W.H. Shaw, St. Thomas, F. McIlroy, St. Thomas, F.W. Cowley, St. Thomas,

Gentlemen:

The following was cut out of the Railway Age Gazette having reference to work trains and the manner in which they should be handled and attention given to work trains by Operating Officials, as well as Engineering Department.

"The handling of work trains economically constitutes a problem that is in the minds of most operating officers, early in the season and is given considerable amount of thought on the start-off of a season's work. However as the work progresses, in too many cases the work train is lost track of. The crew starts in by getting a few minutes' overtime and this grows until a great deal of overtime accrues and is paid for before it is checked. This overtime, in practically every case, can be avoided and the same results obtained.

With the class of train employees that we are getting in charge of work trains and when two or more are working in the same territory, an assistant roadmaster should be with them continuously to get efficient work and the trainmaster or assistant trainmaster should visit them at least every other day. This close supervision will keep the crews lined up and working in harmony with the engineering, Bridge and Building or roadway departments. This supervision is necessary at the present time as we have few of the old fashioned work train conductors left. The work for the next day should be fully planned the night before and the subordinate office in charge should outline specifically to the Chief Despatcher exactly where the working limits will be, what work is to be done, where dinner will be taken and other information regarding the operation of the work train that he would be interested in. The Chief Despatcher should then leave instructions to his night chief, or his trick men, so that the orders for the day will be ready when the work train crew reports in the morning. Necessary wait orders should be cut at that time to enable the work trains to reach their work without being delayed by other trains.

The work train crews should be notified where their work will be and it should be outlined so that they can plan time-saving moves in advance. When work trains are tied up outside of terminals, a first-class engine watchman should be provided who
has the necessary ambition and intelligence to turn the engine over to the crew with a clean fire and coal in the tank. An engine watchman should be able to coal the engine during the night-by-hand, if no other facilities are available.

It is, of course, desirable and economical to provide regular crews on work trains, and attention should be given to the furnishing of a first-class caboose and engine so that men will stay satisfied on the job. If the trainmen are continually changing on work trains, it becomes very expensive.

The work train should be tied up as near the work as consistent. After the first day, the trainmaster should set a stipulated time for quitting and getting tied up and insist that it be adhered to. This plan will discourage loafing by the crew after the day's work is finished. A sufficient number of workmen should be kept with the work train to keep the work moving. They should be in charge of a competent lead man. Many times a work train is wanted for one day only. Before this work train is authorized, the person in authority should satisfy himself that it is needed as too many times a work train is ordered without enough work to pay to run it. It is best if the work is not urgent to hold it up until two or three days work can be furnished the crew.

The handling of wreck trains is a source of expense and they can be handled more economically in the following manner if the derailment is a large one and considerable distance from a terminal. When the wreck train leave a terminal, deadhead an entire crew with it, and work the crews eight hours. They will greatly reduce the expense, permit continuous operation of the wreck train and eliminate a lot of worry relative to the hours of service law.

Power suitable to handle the work should be furnished. Nothing is gained by furnishing a small engine on a heavy job, while if the job is heavy, large power should be furnished. If the job is light with a lot of short work and running around, light power should be applied. Stoker engines should not be used on work trains. Traveling engineers should make regular visits to work train crews and see that they have necessary supplies and that power is in good condition. When at any great distance the changing of engines for washouts can be accomplished by changing off with wayfreight crews and save running into terminals on Sunday. During summer months an engine at an outlying point on work train can be killed Saturday night and refired Monday morning.

(Signed) H. A. Ryan, Asst. Supt. CLR & TRP RR.

I called attention to the overtime put in by work trains during the month of April 1924 and for your ready reference I am quoting the amount paid Trainmen and ENGINEEN.

Trainmen earned $436.29 in overtime, Enginner 337.96, or a total of overtime paid the crews-$824.25.

I wish Assistant Trainmaster Cowley would put in some time with the different work trains on the Division, and write Mr. Shaw and
myself jointly, as to what, if any improvement can be made in reducing the overtime.

It will be necessary to put in the full day so that there will be nothing overlooked in connection with the work train operation.

Yours truly,

[Signature]

Superintendent.
St. Thomas, May 30th, 1924.

Mr. D.W. Donahue,
Superintendent,
ST. THOMAS, Ont.

Dear Sir:

We were moving our steel extra gang from LaSalette to Buxton and we were handling them with our regular work train crew. The train got into St. Thomas last night at 5:20 and were to leave St. Thomas following Train 47 this morning.

For some reason the train did not get out of St. Thomas till about 7:55.

As this was quite a serious delay especially in view of the large number of men that we have in the gang, will you kindly take in hand for investigation to ascertain the cause of the delay.

Yours truly,

WJS:II. Division Engineer.
Mr. D.W. Donahue,
Supt.
ST. THOMAS, Ont.

Dear Sir:

I have been looking over the operation of our steel pick up train and stone train and find for the last half of May that our steel train was delayed no less than 29 hours and 35 minutes from May 15th to May 31st inclusive on account of trains. A little more than 2½ days lost in the half month’s operation. Our steel pickup train we find suffered a delay of 32 hours and 20 minutes for trains from May 15th to May 31st inclusive. One hour of this was on the 26th waiting for an engine and on the 30th two hours delay on account of shopping car at St. Thomas after the train was ready to leave.

In the case of the steel train, we practically lost through delays, 4 days time. It may be possible that the delays on account of trains could not have been avoided but it is altogether probable that there were times when the dispatchers might have given them closer time than what they did.

Will you kindly take the question in hand of seeing that our work trains are given every opportunity for doing their work with as little delay as is possible?

On our stone train operation we find that when they are driven into Waterford and have to unload on the westbound track, that the dispatchers will not protect them from the movement against current traffic which results in them having to go out on the eastbound track to Villa Nova and cross over.

Could it not be arranged to have the dispatchers give our work trains protection against current traffic when such an arrangement is possible instead of having the train follow current traffic to a point where it crosses over in order to get onto the track that they wish to work on?
Mr. J.W. Donahue.

If such were the case, I think that we would be able to eliminate, especially with the stone train, some of the overtime that is now being paid.

Yours truly,

Division Engineer.
Mr. B. Taylor,
Roadmaster,
WELLAND, Ont.

Dear Sir:

Referring to the question of the operation of the stone train, I wish you would advise me the approximate number of cars of stone required each day to take care of the ballasting operation.

I wish you would also advise any unusual delays to the stone train which might have been overcome by dispatchers giving accurate information as well as reasonable permission to work.

I wish you would see that the ballasting operations are carried on in such a way as to prevent the stone train having to unload on both tracks every day. It is that kind of thing that is accumulating overtime.

I wish too, that you would see that the stone train is tied up as near to eight hours as it is possible to tie it up and accomplish the work required.

I do not care whether the quarry is out of car empties or not especially if it involves only three or four cars. You have got to cut down the overtime on stone train and you have got to make every move count in its operation.

I see no need for you getting 45 cars of stone out when your approximate need is only 40 and I wish you to follow this thing every day and give such instructions as will attain the desired end.

Let me have the information I have asked for without delay.

Yours truly,

WJS: H.
Division Engineer.

St. Thomas, June 5th, 1924.
St. Thomas, June 7th, 1924.

Mr. D.W. Donahue,
Superintendent,
ST. THOMAS, Ont.

Dear Sir:

In looking over Conductor Compton's delay report on June 4th and the report from Extra Gang Foreman Gaynor, I notice that our work train on that day was very much delayed.

They were in Waterford for dinner taking 30 minutes. Compton then shows 20 minutes for No. 36 to pass, 15 minutes for the local to pass and 35 minutes for JS-2 to pass, a total of 1 hour and 10 minutes.

The train was to have been unloaded on the eastbound track but owing to Compton not being able to get out to unload on the eastbound track and get over to Hagersville to get more stone to fill in on the westbound track and stay within reasonable hours, we changed his place for unloading from the eastbound track to the westbound track as we have to have stone on that track at any cost. We therefore told him to cross over and unload on the westbound track and when he got unloaded to tie up with his empties at Waterford.

As he was at Townsend Centre at the time, he went over to Villa Nova. He shows a delay of 25 minutes at Villa Nova for No. 45 to pass, 15 minutes for SD-1 to pass, 17 minutes for switching crew, 28 minutes for BD-1 and 15 minutes for MC-1, a total of one hour and 40 minutes, at Townsend waiting for those trains.

Extra Gang Foreman Gaynor in his report states that No. 45 passed Townsend Centre at 3:56, SD-1 at 4:18, Waterford-Hagersville switcher at 4:25, BD-1 at 4:55 and MC-1 at 5:12. The stone train arrived at Townsend on the west bound track at 5:20 from Villa Nova and was unloaded and left Townsend Centre at 5:41 taking a total of 21 minutes to unload the 15 cars of stone.

I quite appreciate that you would not want to permit the stone train to get out in front of 45 but could not he have been allowed to get out in front of SD-1 as there was 20 minutes between the time that 45 passed Townsend Centre and SD-1. Or could he not
Mr. D.W. Donahue

have been allowed to follow SB-1 and held up the switcher as BD-1 was 30 minutes behind the switcher or could he not have followed BD-1 and held up MC-1 for a few minutes.

It would seem that in fairness to the work train it should have been allowed to follow one of these trains in order to unload instead of being held to follow all of them.

Conductor Compton started work at 7 A.M. and tied up at 6 P.M. having a total delay after getting his dinner of 2 hours and 20 minutes, waiting for trains.

Our object in diverting him from the eastbound to the westbound track was not only to be certain of getting the westbound track stone unloaded but to get him tied up at a reasonable time. Had he been allowed to follow 45 he should have been tied up at not later than 4:30 instead of 6 o'clock.

I am giving you this information in order that you can see one of the contributing causes to overtime and that you might be able to assist us after knowing such fact in more expeditious handling of the work train.

Yours truly,

Division Engineer.

WJS: H.
St. Thomas, June 9th, 1924.

Mr. D. Hickey,
Work Train Engineer,
ST. THOMAS, Ont.

Dear Sir:

The other day when you were unloading stone I understand that you wished to go to Waterford for water and at the same time you had the extra tank attached to your engine full of water. Just what was your object in wanting to go to Waterford instead of drawing the water from your extra tank?

You knew very well that if you went to Waterford for water that you would delay very seriously the operation of the work train.

You know of course, that the extra tank is placed on the engine to prevent the very thing that you wanted to do and if you can not see your way clear to utilize every minute of the time you are at work to the advantage of the operation of the stone train then I will find it necessary to replace you with another engineer. You must understand that you are to take advantage of everything that it is possible for you to do in order to aid the operation of the train and if you can not do that but are looking for situations to delay the operation of the stone train, then we don't want you.

I would like to be advised just what you meant by wanting to go for water when you had the rear tank full.

Yours truly,

WJSH: Division Engineer.

CC: B.T.
St. Thomas, June 9th, 1924.

Mr. B.A. Murphy,
Work Train Conductor,
ST. THOMAS, Ontario.

Dear Sir:

I notice that you are getting in an excessive amount of overtime. For the first half of June to date, getting in an average of three hours and twenty minutes a day. This is altogether too much overtime and you have got to arrange to carry out your work in such a manner as to cut down this overtime.

Yours truly,

Division Engineer.

WJS : H.
CC. B. Taylor.
W. Wagner.

BT. I wish to receive from you a daily report showing in detail the delays that you are being put through having to get out of the way of trains. I also wish to receive from you such information as will enable me to take up with the Superintendent if you are not getting a fair show from the dispatchers. There is no necessity that I can see for you having had so much overtime in the last seven days.

WW. You will on receipt of this letter, reduce your working hours to 9 hours a day. I wish to receive a report from you why you have allowed the work train to get so much overtime.

Handwritten note at the bottom of the page.
St. Thomas, June 10th, 1924.

Mr. E.A. Murphy,
Work Train Conductor,
St. Thomas, Ontario.

Dear Sir:

I wish to receive from you a daily report showing in detail the delays that you are being put to through having to get out of the way of trains.

I also wish to receive from you such information as will enable me to take up with the Superintendent if you are not getting a fair show from the dispatchers. There is no necessity that I can see, for you having had so much overtime in the last seven days.

Yours truly,

Division Engineer.
W. J. Shaw.

In regards to delay in getting away from Hagersville on second trip June 11th I wish to say that train of stores was weighed and we were coupled up and ready to leave. Behind us there was which had backed over at Hagersville to let no forty-five pass. When attempting to go engine 7556 failed and after making several attempts to start train the eng. notified me that it would be necessary to get another engine. I notified the dispatcher at 5:20 p.m. that I would have to have another engine. I was notified that I could have engine 7530 of which was suit at Hagersville as soon as they complete their work and stored there. The engine was picked up at 8:30 a.m. and booked it from south passing track and coupled on with engine 7556. I was ready to leave at 8:30 p.m. but was notified to pick up rear end of Cort's train and take it to Waterford and put it away. I picked up the train and was ready and left Hagersville at 6:30 p.m. Arrived at Waterford at 6:45 p.m. and crossed over and unloaded five cars of stone on east bound track which was skeletoned out.

F. Compton
Clerk.
ST. THOMAS, June 11th, 1924.

13192

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:-

Referring to the matter of way car for engine crew at Waterford as per your request.

Way car 23099 has been forwarded to Waterford for the accommodation of the engine crew.

Yours truly,

[Signature]

Superintendent.
St. Thomas, June 12th, 1924.

Mr. D.W. Donehue,
Superintendent,
ST. THOMAS, Ont.

Dear Sir:

I wish to thank you for your kindness in furnishing way car for the engine crew on stone train at Waterford.

Yours truly,

Division Engineer.
Mr. B. H. Murphy,  
Conductor,  
St. Thomas, Ont. 

Dear Sir:  

Please note attached letter received from Mr. Donahue relative to delay to work train May 30th on account of inspection of cars.  

Will you kindly advise what you know about this delay with return of correspondence.  

Yours truly,  

Division Engineer.  

WJS-H.  
CC: Wes. Wagner.
St. Thomas, June 9th, 1924.

Mr. G. Durham,
Roadmaster,
WELLAND, Ont.

Dear Sir:

Note attached message received from J. Underhill relative to work train he had out on June 5th.

He shows a delay of 35 minutes for trains and 45 minutes on account of cars standing on main track. I wish you would advise me just where he got the delay of 45 minutes on account of cars being on the main line and what could have been done to prevent this delay.

Let me have your advice as soon as possible.

Yours truly,

Division Engineer.

W.J.S.H.
used engr Mc carthy Condr T Young eng 8542. 8 hours with work train today. Unloaded 4 cars cinders on sect 5 Niagara Divn and 1 car ties on sect 6 Niagara Divn. 1 car cinders on sect 60 and 1 car cinders in the yard. 35 mins delay running in for trains and 45 mins delay acot of cars standing on main line. Copy C Durham...

J Underhill... 351pm
St. Thomas, June 9th, 1924.

Mr. C. Durham,
Roadmaster,
WELLAND, Ont.

Dear Sir:

Note attached message received from J. Underhill relative to work train he had out on June 5th.

He shows a delay of 35 minutes for trains and 45 minutes on account of cars standing on main track. I wish you would advise me just where he got the delay of 45 minutes on account of cars being on the main line and what could have been done to prevent this delay.

Let me have your advice as soon as possible.

Yours truly,

Division Engineer.

WJS:H.
Welland June 9th, 1924.

Mr. W.J. Shaw Jr.
St. Thomas.

Dear Sir:— These cars were left standing on Main track on Niagara Div. between Bridge St. and Cyanamid by the Niagara Falls Local while switching around Freight Shed at Niagara Falls.

This occurs every day and I do not know what could be done to prevent it.

Yours truly,

Roadmaster.
St. Thomas, June 12th, 1924

Mr. D.W. Donahue,
Superintendent,
ST. THOMAS, Ont.

Dear Sir:

We had a work train down on Niagara Branch on June 5th and on the report, a delay of 45 minutes was shown on account of cars standing on main track.

On taking this up we find that the Niagara Local switching around the freight shed at Niagara Falls has to leave cars upon the main track.

Would it not be possible when we have work trains on the Branch, to have the Conductor of the Local let our work train by in order to eliminate possibility of overtime?

Yours truly,

Division Engineer.

W.J. E.
ST. THOMAS, June 13th, 1924.

10213

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:

Your letter June 12th relative to delay to your work train on Niagara-on-the-Lake Branch June 5th.

I am instructing General Yardmaster Coulson that when he is advised of work train on Niagara-on-the-Lake Branch he will arrange with yard conductors to let them pass any point at which they are working with least possible delay.

Yours truly,

Superintendent.

Please note any return.

65
Montrose, Ont. June 16th, 1924.

File 47496.

Mr. D.W. Donahue, St. Thomas, Ont.

Dear Sir;

Your file 10213.

The delay to this Work Train was unavoidable.

The Work Train came from Niagara on the Lake and got to Niagara Falls just at the time conductor T. Allan had pulled on the Branch with the Clifton Local, 40 cars.

The engine of the Work Train, the engine from the American Cyanamid Co. and the Clifton Local engine all went to work to get the Local into clear, but with all they did, the Work train was delayed 45 minutes.

Yours truly,
B.J. Coulson, Gen'l. Yardmaster.
St. Thomas, June 20th, 1924.

10213

Mr. W. J. Scaw,

Division Engineer,

ST. THOMAS,

Dear Sir:-

Referring to your letter of June 12th., regarding delay to your work train on the Niagara-on-the-Lake Branch June 5th., this matter referred to General Yardmaster Coulson and for your information I am attaching his letter June 15th., his file 47496.

It would appear that delay to work train was unavoidable and everything possible was done to get clear so that work train could pass. However, Mr. Coulson admits 45 minutes delay to your train.

I am instructing Mr. Coulson, to so far as possible avoid delaying work trains as I am well aware of the fact that you have a number of men with your work trains, and time lost is not profitable.

Yours truly,

Superintendent.

[Signature]
St. Thomas, May 30th, 1924.

Mr. B.A. Murphy,
Conductor
ST. THOMAS, Ont.

Dear Sir:

I notice on your movement of the boarding cars to St. Thomas yesterday, that you left LaSalle at 3,04 P.M., that you arrived at Tillsonburg at 3,30 P.M., and left there at 4,27. You were at Tillsonburg practically one hour. What delayed you that length of time there.

The dispatcher's train sheets show you passed Springfield at 4,53 and you reported at the Bell at 5,20. You took 57 minutes to come from Springfield to St. Thomas, a distance of 13 miles. What was the reason that it took you so long? You also showed up at St. Thomas at 6,00, taking 30 minutes to tie up. What was the reason it took you so long at St. Thomas to report off duty.

I wish a prompt reply.

Yours truly,

Division Engineer.

EJS: H.
TO: WJ Shaw

Dear Sir,

I was engaged on May 30th to attach, was delayed at Sibbald to pick up rail loader boarding cars and empty coal cars and switching 2 tanks with by Engine by direction of Engineer, so they could be taken to coal dock to be filled with coal and water, and for NO 415 to pass, was stopped at Sibbald to switch & 28136 by Tank out from boarding cars and on passing track there and take it to St Thomas to be filled with water and return to Sibbald, pulled in at east end of 1102 at 5:50 PM and had to wait at Depot to deliver consignee from yard office and register in before going off duty.

Yours truly,

B.W. McCullough
Mr. B. A. Murphy,
Conductor,
ST. THOMAS, Ont.

Dear Sir:

I notice on your movement of the boarding cars to St. Thomas yesterday, that you left LaSalette at 3:04 P.M., that you arrived at Tillsonburg at 3:30 P.M., and left there at 4:27. You were at Tillsonburg practically one hour. What delayed you that length of time there.

The dispatcher's train sheets show you passed Springfield at 4:53 and you reported at the Ball at 5:50. You took 57 minutes to come from Springfield to St. Thomas, a distance of 13 miles. What was the reason that it took you so long? You also show tying up at St. Thomas at 6:20, taking 30 minutes to tie up. What was the reason it took you so long at St. Thomas to report off duty.

I wish a prompt reply.

Yours truly,

WJS: H.
Division Engineer.
St. Thomas, June 13th, 1924.

Mr. B.A. Murphy,
Conductor,
St. Thomas, Ont.

Dear Sir:

Please note attached letter received from Mr. Donahue relative to delay to work train May 30th on account of inspection of cars.

Will you kindly advise what you know about this delay with return of correspondence.

Yours truly,

WJS:H.

Division Engineer.

CC: Wes. Wagner.
ST. THOMAS, June 23rd, 1924.

10213

Mr. W. J. Shaw,
Division Engineer,

Dear Sir:—

Your letter to Conductor Murphy and his reply June 2nd relative to thirty minutes claimed coming from Pit Yard to St. Thomas Yard office for registering and reporting off duty.

Trainmaster McElroy investigated with Conductor Murphy and Murphy explains that it took him 23 mins to walk to the station and the balance of the time delivering consist and registering at the yard and telegraph offices.

Agreement with the men is to the effect that allowance of 25 mins will be made for the performance of this duty after arriving at St. Thomas Yard and Conductor Murphy will be allowed 20 mins instead of 30 as claimed.

Yours truly,

Dictated by MR. DONAHUE

(Signed) D. W. DONAHUE

Superintendent.

CC—F. L. Saunders,
F. McElroy.
June 17th

Mr. W. J. Shaw

Sir,

Yours of June 13th referred

When I went to get train out of No. 2 pit track at 6:25 a.m. I was notified that bad car No. 23220 was shoffled and that yard engine was bringing car inspector to inspect the car to replace it.

My switch did not function, the car, No. 27759, out of the 3 foot placed it for transferring the tools, then, switched out No. 23220 and picked up No. 27759 in its place. I do not know at what time the car was reported instead order or at what time car inspector was notified to inspect car.

The train was delayed 7:15 a.m. in not leaving out on account of doing these and expected damage on my part of work done for that date.

Respectfully,

[Signature]

John B. Mrugle
Work Train was delayed due to a storm on the account of tool car of extra tending to washshop during the night of May 29.
I picked out a car that was fit for tool car for extra duty on May 30.
This car had to be inspected before it could leave yard which we had to wait for inspector to examine car which he did not get there until after then. 7647 had left.
Then we had to switch out car for transferring tool.
In such cases as this kind all cars that is left or got should either be repaired and left with a shop card or the one that has not the shop card as would be A.K. for that necessary use and would save such delay as waiting for inspector to inspect cars.

Yours,

W. Wagner
St. Thomas, June 26th, 1924.

Mr. D.W. Donahue,
Supt.,
St. Thomas, Ont.

Dear Sir:

I am returning you herewith papers in connection with delay to our work train on May 30th at St. Thomas on account of inspection of cars 23220 and 27758.

The information that I am able to obtain is that the boarding cars with gang in that were brought into St. Thomas were placed on No. 2 pit track and some time during the night, the tool car on the extra gang was shopped.

There was nothing said about the car to the extra gang foreman and when the train crew went to get the train in the morning, they found the car shopped. Then it was necessary to get another car to place the tools in. This was done and it was found that the new car used for the tools had to be inspected before it left the yard so the yard engine was bringing the car inspector to inspect the car somewhere around 6.25 or 6.30 A.M. After the car was inspected, the old tool car had to be switched out and the new switched in.

It seems to me that some of the delay could have been saved had the cars in the pit been inspected previously without having had to go for an inspector the second time.

Yours truly,

Division Engineer.
Mr. W.J. Shaw,
Division Engineer,
ST. THOMAS, Ont.,

Dear Sir;

Referring to your letter June 26th., in which you advise delay to work train May 30th., account of transferring X 23220 into M.C. 27758.

This matter was referred to Mr. A. J. Mitchener, and I am quoting below report he made with regard to the time car was reported in bad order.

Yardmaster on duty should have switched cars out and put them together so that transfer could have been made and delay avoided, and I am instructing Yardmasters that in the future, under similar circumstances, they will take prompt action to so place cars and avoid delay to work trains.

"Referring to your letter of the 28th., ult. 10213, and returning attached from Mr. Shaw, in connection with delay to work train May 30th., St. Thomas. Wish to advise Yard Office was notified by 'phone by Inspector H. Cornfoot, from Ball Shanty about 9:00pm May 29th., when car was bad ordered."

Yours truly,

[Signature]
Superintendent.
St. Thomas, July 29th, 1921.

Messrs. E.A. Murphy, Conductor.
J. Irvine, Engineer.

Dear Sirs:

I notice on your daily report of July 23rd, you show one hour and five minutes waiting for engine.

Please advise what the cause of this delay was.

Yours truly,

Division Engineer.
Messrs. B.A. Murphy, Conductor.

J. Irvine, Engineer.

Dear Sirs:

I notice on your daily report of July 28th, you show one hour and five minutes waiting for engine.

Please advise what the cause of this delay was.

Yours truly,

Division Engineer.

WJS :H.
Bryton July 31, 1862

Mr. W. J. Shaw

Die. Engineer

St. Thomas

Dear Sir,

In your letter attached, engine 7844 went to St. Thomas on Saturday night and engine 7849 came out Monday morning 28th, engine delayed on way for hot eccentric & for No. 17-18 447 and did not arrive at Bryton until 7:05 am.

Yours Truly

[Signature]
St. Thomas, August 1st, 1924.

Mr. E.E. Webb,
Master Mechanic,
St. Thomas, Ont.

Dear Sir:

Our work train was delayed in Buxton on July 28th, one hour and five minutes waiting for engine and on enquiring what the cause for the delay for engine was, we were advised that engine 7544 was brought into St. Thomas on Saturday night and engine 7549 sent out Monday morning and that some of the delay was for hot eccentric. They also had to go in for trains 17, 13 and 47.

This for your information.

Yours truly,

Division Engineer.

WJS: H.
St. Thomas, Aug. 9th, 1924.

Mr. B. Taylor,
Roadmaster,
Welland, Ont.

Dear Sir:

You will arrange forthwith to operate the ditcher and train crew with it, 8 hours a day.

We are not in such a hurry for material at Waterford that we need to work 10 hours.

Yours truly,

Division Engineer.

WJS: H.
ST. THOMAS, Aug. 8th, 1924.

Mr. W. J. Shaw,
Division Engineer,
ST. THOMAS, Ont.

Dear Sir:

I am handing you herewith Delay reports submitted by conductor Grainger who has charge of your work train run at Waterford.

Is there anything we can do to cut down this overtime?

Yours truly,

Superintendent
St. Thomas, Aug. 9th, 1924.

Mr. D.W. Donahue,
Supt.,
St. Thomas, Ont.
Dear Sir:

Replying to your letter of August 8th relative to overtime of Conductor Grainger, in charge of work train at Waterford pit.

We will cut down overtime by cutting down their work to 8 hours a day.

Yours truly,

Division Engineer.

WJS: H.
St. Thomas, Aug. 12th, 1934.

Mr. D.W. Donahue,
Superintendent,
St. Thomas, Ont.

Dear Sir:

Please furnish a worktrain and crew to be at Cornell at 8.00 in A.M. Aug. 13th, with the following cars of ties now in St. Thomas Yard:

MO 12964, 14412, 14152, 6863, 14219 and 13514.

Also put on train all cinders that are now under load. Ties and cinders to be unloaded east of Cornell.

Kindly arrange to have an empty car for employees to ride in.

Yours truly,

Division Engineer.

CC: F. McElroy.
St. Thomas, August 17th, 1924

Mr. D.W. Donahue,
Superintendent,
St. Thomas,

Dear Sir:

Please furnish a work train and crew to leave St. Thomas at 6.30 A.M. Monday Aug. 18th, taking out of St. Thomas 6 Boarding cars and 1 Water tank that Condr. Runchey brought in to St. Thomas last night. taking to Iona also to go to Fargo and unload stone at direction of Roadmaster.

Yours truly,

Division Engineer,

G.G. F. McK.
St. Thomas, September 3rd, 1924.

Mr. W.R. Rowbotham,
Conductor,
St. Thomas, Ont.

Dear Sir:

I wish you would furnish me a daily report showing the time that the engine which you are working, arrives at One or where you tie up for work in the morning and what time you leave there.

I wish this information for the past week as well as for the future.

Yours truly,

Division Engineer,

WJS: H.
St. Thomas, Sept. 5th, 1924.

Mr. D.W. Donahue,
Superintendent,
St. Thomas, Ont.

Dear Sir:

I do not think our stone train received the consideration it should have had today on the return from Iona.

Conductor Compton reported he was ready to leave Iona at 4.55 P.M. for St. Thomas. He was instructed by the dispatcher to back in the passing track and let NY-2 and BA-2 pass. Neither of these trains were in sight and NY-2 did not pass Iona till 5.16 P.M. and BA-2 at 5.24 P.M. There was actually 21 minutes Compton had on NY-2. He could have got to St. Clair Junction easily in that time. The result of his having to go in the passing track was that he did not get away from Iona till 5.30 P.M. He got to Signal 1160 (St. Thomas) at 5.55 P.M. and was held there 17 minutes. The final result being that he was approximately 1 hour longer on duty than he would have been had he been allowed to proceed when he was ready to go.

I also learned that Monday morning he had 3 shop cars to throw out of his train of empties before he could get away to Hagersville. This train of empties was in the yard from Saturday afternoon until Monday morning and it seems only reasonable to expect the yard force here to cut out shop cars, particularly when the cars were in the yard approximately 36 hours.

Will you please arrange to have shop cars cut out by the yard force and avoid delay to the work train by having to do such work.

Will you also kindly issue instructions to the Yard Master to allow the stone train, when coming from Hagersville with loads, to come up in the yard instead of putting him in the pit. Yesterday he was put in the pit and practically all the yard tracks were clear. We lose about 20 minutes every time the train is put in the pit. Such movement of the train in St. Thomas does not seem necessary in view of the fact that it is going out as soon as possible after arrival. The train could also be inspected while in St. Thomas if brought up in the yard.

Yours truly,

WJS:G. Division Engineer.
St. Thomas, Sept. 9th, 1924.

Mr. D.W. Donahue,
Supt.,
St. Thomas, Ont.

Dear Sir:

On Conductor Newbotham's report of September 5th, he shows a twenty minute delay at Iona waiting for engine from St. Thomas.

As this crew does not go on duty until 8 o'clock in the morning, there does not seem to me to be any reasonable excuse why the engine cannot get out and be ready for work at 8 o'clock.

Will you kindly look into the matter and see why there should be any delay in getting the engine to Iona or Dutton on time.

Yours truly,

Division Engineer.

WJ3:H.
St. Thomas, Sept. 8th, 1924.

Mr. D.W. Donahue,
Supt.,
St. Thomas, Ont.

Dear Sir:

I notice on Conductor Rewbotham's report, that he worked a total of 11 hours on Saturday, September 6th, that he started to work at 8 A.M. and did not get into St. Thomas until 7 P.M.

It is the intention that this crew work as nearly 8 hours a day as is consistent. Will you kindly investigate and ascertain why Mr. Rewbotham was so long in getting into St. Thomas. He had of course, to bring in the ditcher to be washed out but I do not understand why he should have been so long as it is the intention that they shall quit their work on the ground at 5 P.M.

Yours truly,

WJS :H.

Division Engineer.
Mr. D. Wagner,
Roadmaster,
St. Thomas, Ont.

Dear Sir:

I wish you would ascertain whether or not the engine on the ditcher is getting out of St. Thomas so as to be at work at 8 A.M.

Yours truly,

Division Engineer.

WJS: H.
St. Thomas, Sept. 8th, 1924.

Mr. D. Wagner,
Roadmaster,
St. Thomas, Ont.

Dear Sir:

I noticed by Conductor J.D. Ryan's report of September 6th, that he picked up 3 cars of cinders and 1 car of ties at Iona, unloaded the ties on the eastbound track east of Dutton and the cinders west of Dutton, loaded up one car of ties at Iona and unloaded west of Iona. This is a very small day's work for the work train, in fact it is an unsatisfactory day's work. There is no reason whatever why the 2 cars of cinders could not have been unloaded with dispatch and the ties picked up and unloaded and the crew released within 8 hours instead of being on duty over 12 hours.

You must understand that when extra work trains are desired by you, that they must be handled in such a manner as to get the most out of them and that you must have sufficient section men on hand to handle the work which is required.

I cannot understand why the car of stone which has been under load for so long was not unloaded Saturday. Surely that could have been done.

It is your duty to see that the work trains on your Division are handling the work in the most efficient manner and with as little delay as possible. In any event, 5 cars for a work train, is altogether too small a day.

Yours truly,

Division Engineer.

WJ3:H.
St. Thomas, Sept. 8th, 1924.

Mr. J.W. Donahue,
Supt.,
St. Thomas, Ont.

Dear Sir:

We had a work train in charge of Conductor Ryan, working between West Lorne and St. Thomas, Saturday, September the 6th.

At 4.25 P.M. Roadmaster Wagner finished with them at Dutton. Mr. Ryan did not arrive at St. Thomas until 7.05 P.M. About 5 P.M. the Engineer told the Conductor that he was out of water, that he had only one foot in the tank and the injectors would not work, the result being that the engine had to go to West Lorne for water, causing a delay of one hour and ten minutes.

It does not seem reasonable that this work train should have been two hours and forty minutes on duty after Roadmaster Wagner got through.

Will you kindly take the matter up to ascertain why this crew was so long in getting to St. Thomas, only 19 miles.

Yours truly,

Division Engineer.

WJS :H.
St. Thomas, Sept. 11th, 1924.

Mr. D.W. Donahue,
Supt.,
St. Thomas, Ont.

Dear Sir:

On Conductor Compton’s work train delay report of September 9th, he shows a delay of one hour and ten minutes at St. Thomas account of setting off 3 shop cars and waiting for trains #17, 13 and 47 to pass.

He shows that he was called for 5.30 A.M. and that the engine was on at 5.30 A.M. but the train was not ready until 6.40 A.M.

The delay of one hour and ten minutes as I view it, is due to Conductor Compton having to throw off the 3 shop cars; as if he had not had to do that work, he could have followed train #40 as was his intention.

Is it not possible to have the yard forces throw off the shop cars out of this train?

Yours truly,

Division Engineer.

W.J.S.H.
ST. THOMAS, September 22nd, 1924.

10213

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:-

Please be referred to your letters September 8th having reference to delay to Conductor Ryan's work train between West Lorne and St. Thomas Saturday September 6th and Conductor Rewbotham's report of delay September 5th and 6th.

Am quoting you below explanation made by Chief Despatcher McNabb relative to the delay complained of. Please advise if explanation made is satisfactory:

"Your letter Sept. 10th file 10213 regarding delay to work trains engine 7551 Engineer Brooks called St. Thomas for 7:35 AM, left here 7:40 AM. Passed Shedden 8:04 AM. This engine should have left here ahead of No. 11 in order to be ready to leave Iona at 8:00 AM. Engine crew should have been called for 7:15 AM. This call is arranged by Conductor and Engineer.

The delay to Conductor Rewbotham was caused by symbol trains and local ahead no offices open east of West Lorne at that time. This train was instructed to follow CS-2 that was close when he reported and both trains were delayed by Compton stone train ahead. Rewbotham had a tank to pick up. This put him behind the way freight alo on overtime.

Conductor J. D. Ryan on work train had to go for water returned West Lorne to Dutton ahead of NY-2, picked up his train and followed NY-2 from Dutton. Despatcher had CS-2, NY-2, BA-2, way freight and three work trains between Dutton and Shedden. All ready to move at same time so that some trains had to meet with delay and symbol trains were given preference."

Please advise if explanation made is satisfactory.

Yours truly,

Superintendent.
Mr. W. J. Shaw,

Division Engineer.

Dear Sir;-

Please be referred to your letter September 5th having reference to delay to your stone train on that date at Iona.

Am quoting you below explanation made by Chief Dispatcher McNabb in connection with the handling of the train on date in question;-

"Your letter Sept. 8th file 10213 regarding delay to stone train Condr. Compton. Dispatcher Bridge figured could not have moved this train out of Iona without stopping both NY-2 and BA-2. Both trains running late for connections and to have stopped NY-2 would have put train into Montrose late."

Yours truly,

[Signature]

Superintendent.
St. Thomas, Sept. 22nd, 1924.

Mr. D.W. Donahue,
Supt.,
St. Thomas, Ont.

Dear Sir:

On September 20th, our stone train, Conductor Compton, shows 40 minutes delay at St. Thomas waiting for trains 17, 13 and 40 to pass and setting off three shop cars.

We are still having to set off shop cars.

Yours truly,

Division Engineer.

WJS: H.
St. Thomas, Sept. 19th, 1924.

Mr. D.W. Donahue,
Supt.,
St. Thomas, Oat.

Dear Sir:

On work train, Conductor Compton's report of September 17th, he shows a delay of 30 minutes waiting for engine at St. Thomas and another delay of 50 minutes waiting for another engine at St. Thomas.

It appears that he had engine 7557 and that it failed and he had to have another engine on arriving at St. Thomas and got engine 7611.

I do not know what the delay of 30 minutes means but I think it should be looked into. The train crew was on duty on the 17th, 13 hours and all through the engine. They had 30 loads and should have had a 66 engine instead of a compound.

We will be very much obliged if you will issue instructions to put a 66 on this service without delay.

Yours truly,


Division Engineer.
St. Thomas, Ont. September 24th. 1924.

J-7871

Mr. D. W. Donahue,
Superintendent.

Dear Sir:-

Replying to your file 10213 of September 22nd. and with return of all papers, wish to advise that in taking this matter up with our Engine Dispatcher, Mr. Bates, he informs me that on this date he was called up by you on the telephone and informed that engine 7557 was not sufficiently heavy to handle this ballast train and that this engine was coming in and was to be replaced by a G-6 engine.

All that it was necessary for the engine crew to do in bringing this 7557 to the Enginehouse, was to step off that engine on to the 7611. There should have been but very few minutes delay as far as our Enginehouse force was concerned.

We know nothing of any but the one delay in changing engines.

yours truly,

2-G

Division Master Mechanic.
ST. THOMAS, September 26th, 1924.

10213

Mr. W. J. Shaw,

Division Engineer.

Dear Sir:—

Your letter September 19th having reference to delay to stone train at St. Thomas September 17th account changing engines.

Please note next attached from Mr. E. R. Webb having reference thereto.

Yours truly,

Superintendent.
St. Thomas, September 20th, 1924.

Mr. D.W. Donahue,
Sept.,
St. Thomas, Oit.

Dear Sir:

On work train, Conductor Compton's report of the 18th, he handled 33 loads and was fifteen hours and thirty-five minutes on duty.

He shows a delay of one hour and fifteen minutes at Iowa on account of the engine having to go to West Lorne for water. Compton was through unloading coal at 6:25 P.M., the engine left Iowa at 6:40 P.M. for water and got back at Iowa at 7:55 P.M.

Could not this engine have gone to West Lorne and back in less than an hour and fifteen minutes? I do not see why it couldn't as the engine could have scooped water and after passing over the tank, it is safe to assume that he was ready to go back to Iowa and it seems that one hour and fifteen minutes was a very long time to go the distance of twelve miles.

Yours truly,

Division Engineer.

W.J.S.H.
Mr. W.J. Shaw,
Division Engineer.

Dear Sir:—

Your letter September 20th having reference to Conductor Compton's report of September 18th on duty 15 hours 35 mins. Delay of 1 hour 15 mins at Iona account of engine having to go to West Lorne for water.

I am quoting you below a statement from Mr. W.J. Seeker Despatcher on duty on date in question by which you will note despatcher claims train did not met with any delay with exceptions of about 8 minutes at West Lorne:—

"Re attached, engine 7557 Engr Carter received permission to go to West Lorne for water at 6.30 PM. Left Iona 6.40 PM arriving West Lorne 7.05 PM. Received permission to return to Iona 7.15 PM having to follow No. 8 and second No. 8 passing West Lorne at 7.14 PM, and 7.19 PM. Engine left West Lorne at 7.23 PM arrived Iona 7.50 PM. Suffered no delay except about 8 mins at West Lorne for the two No. 8's."

Yours truly,

[Signature]

Superintendent.
St. Thomas, Oct. 16th, 1924.

Mr. A.J. Mitchener,
Div. Gen. Foreman,
ST. THOMAS, Ont.

Dear Sir:

On October 17th, our stone train was delayed 20 minutes at LaSalette fixing hot journals on cars MO 10313 and LNE 4290 and a further 10 minutes at Springfield setting off car MO 10313 on account of hot journal.

Yours truly,

Division Engineer.

WJS: H.
Oct 29, 1936

Compton XE

Bring 10 Fly hoppers from Waterford if you haven't any on your train.

Agent

Mr. W.J. Shaw, Dear Sir.

This work caused a delay of 50 min at Waterford after stone trains about 25 min. Switching our cars, 25 Feb 32, 10 p.m.
St. Thomas, October 24th, 1924.

Mr. F. Compton,
Work Train Conductor,
St. Thomas, Ont.

Dear Sir:

I notice that you handled some empty coal cars on the instructions of the agent at Hagersville, delaying you about 50 minutes at Waterford to switch them out.

Who were these empty coal cars for? I do not think it is customary to take orders from the agent to handle cars. Before taking this matter up further, I would like to know just who these cars were for.

Yours truly,

WJS

Division Engineer.

WJS :H.
W. J. Shaw
21 Nov.

St. Ives, Nov. 12th, 1924

Work Ex. Engine 7623 Engineer J. Hill left St. Ives for 6:35 a.m. and left at 7:35 a.m. with 53 cars of stone, unloaded 20 cars on westbound track & 13 cars on eastbound track, between Dublin & west town, and brought 32 slips & gravel from 6 to St. Ives.

Laid up at St. Ives at 9:00 p.m.

Langtree Coach Work
St. Thomas, November 4th, 1924.

Mr. D.W. Donahue,
Supt.,
St. Thomas, Ont.

Dear Sir:

We had Conductor Laughlin on work train on November 1st, working between St. Thomas and West Lorne.

He was called at St. Thomas for 6.25 A.M. and did not get tied up at St. Thomas again until 9 o'clock.

I haven't got all the facts yet but it strikes me that he would not be unloading after 5 o'clock and that he was too long altogether on duty after the time he must have reported through work.

Will you kindly look into the matter.

Yours truly,

WJS:H.

Division Engineer.
Mr. W. Shaw

I had conductor J. Lockwood unloading cinders between Nutton and West-Looze to day. Released him about 3.15 P.M. to go to West-Loone about 3½ miles and came back to Nutton on last biring to the eyes and it took him 2 hours and 5 minutes. I think this is too much time. He should have followed me from West-Loone to Nutton and the eyes.

J. Wagner
St. Thomas, November 4th, 1924

Mr. D.W. Donahue,
Supt.,
St. Thomas, Ont.

Dear Sir:

We had Conductor Lockwood on work train working between Dutton and West Lorne on the 30th October.

He was released about 3.15 P.M. to go to West Lorne, 3½ miles from where he was working and come back to Dutton and tie up. It took him two hours and five minutes from the time he was released until the time he got tied up. Could he not have followed Train #30 from West Lorne and got off duty much sooner than what he did?

Two hours and five minutes from West Lorne to Dutton looks like a very long time.

Yours truly,

Division Engineer.

WJS:H.

Did you get this end?

Yes, corrected the original.

WJF.
Mr. W. J. Shaw,
Div. Engineer.

Dear Sir:-

Your letter November 4th, having reference to the long time on duty Conductor Laughlin work train November 1st, between St. Thomas and West Lorne:

On investigating I find that Condr. Laughlin reported ready at West Lorne at 6.25PM, with 27 ballast cars, 5 hoppers and leveller. Despatcher gave him permission to follow #22 which would pass there 7.33PM. Fireman they went to supper at West Lorne and the train left West Lorne at 7.22PM. Made slow time to Iona and it was found necessary to put him into siding at Iona for BA-2, BA-2 running late and not arriving at St. Thomas 8.25PM, and as BA-2 is our most important Eastbound Symbol train, the General Manager and General Superintendent watches this train daily and we must make explanation for not making connections anytime we do not make connections.

If any further investigation required, I would be glad to make same.

Yours truly,

Superintendent

ST. THOMAS, November 6th, 1924.
Nov. 181
WJ Shaw...

stone train east St Thomas to Hagersville left St Thomas
6:15 am arrd Waterford 8:45 am 1 hour 30 mins delay acct train ahead
this train should have a better show if we are expected to
go to hagersville get train stone and take to Dutton and unload
before dark

J W Miller... 5:04 pm
St. Thomas, November 3rd, 1924.

Mr. D.W. Donahue,
Supt.,
St. Thomas, Ont.

Dear Sir:

Our stone train on October 31st, left St. Thomas with train of empties at 6.15 A.M. and arrived at Waterford at 8.45 A.M. suffering practically one hour and twenty minutes delay on account of train ahead.

Would it not have been possible to have let our stone train pass the train that was interfering with our progress? As the days are shortening up now, it is very desirable that our stone train get back with loads as early as possible.

Will you kindly issue instructions to let our stone train be given every show possible.

Yours truly,

W.J.S.H.

Division Engineer.
Mr. W. J. Shaw,
Div. Engineer.
ST. THOMAS, Ont.

Dear Sir:-

Your letter November 3rd in which you refer to delay to your stone train October 31st:

I investigated this case with Despatcher W. A. Johnston who was working as Trick Despatcher date in question and he advises that train WS-10 was the train ahead of the stone train and on account of WS-10 being a symbol train and running late, he was making an effort to get this train to Montrose on time, but regardless of his efforts, the train reached there 55 mins. late.

He also advises that WS-10 was handling stock and it was necessary to get the train to Welland as the Victoria-Welland transfer run was ordered to Welland for the prompt handling of the stock to our connections at Buffalo.

I also had CTD go into the matter and he advises that if Conductor Compton had been ready to leave St. Thomas at 6:00AM, as lined up, the train would have gotten out ahead of WS-10 and the delay complained of eliminated.

I have said to the Chief Train Despatcher also to Trick Despatchers that the stone train must have good show as it was necessary to keep good supply of stone at the working point so that large gangs of men would not stand idle waiting for stone.

Yours truly,

Superintendent.
St. Thomas, Oct. 11th., 1924.

Mr. D.W. Donahue,
Division Superintendent,
St. Thomas, Ont.

Dear Sir:—

Detroit office is seeking for a detailed statement showing work done by Yard Train Crew on New Bridge at Niagara Falls. They desire this to be distributed such as, Unloading stone, gravel, cement, steel, etc. at various points.

As this construction is under contract, we have no representative from this department on the job and I wish that you would endeavor to obtain this information from the crew or Yard office at Montrose.

I am enclosing herewith Yard Crew tickets for month of August & September which show only, working on New Bridge, for distribution.

Yours truly,

Division Engineer.
ST. THOMAS, June 9th, 1924.

10213

Mr. W. J. Shaw,
Division Engineer.

Dear Sir:—

Your letter May 30th having reference to delay to work train account of inspection of cars X 23220 and 27753.

Am handing you herewith letter from Mr. Mitchener and wish you would please advise what time request was made for an inspection of the car. You will note Mr. Mitchener claims that Yardmaster requested the inspection be made by Foreman Mears about 6.20 A.M. Mr. Mitchener claims there was no delay so far as Car Department is concerned.

Yours truly,

[Signature]
Superintendent.
St. Thomas, Ont. November 6th., 1944.

Mr. D.W. Donahue,
Division Superintendent,
St. Thomas, Ont.

Dear Sir:-

Referring to my letter of Oct. 11th.,
asking for distribution of Work Train Service
accumulated on the New Bridge at Niagara Falls.

Will you please advise what action
has been taken on this matter. We are holding
request from Detroit Office which requires this
information.

Will you please return Work Train
Tickets for months of August and September when
they have served your purpose.

Yours truly,

Division Engineer.