

-1901-

January 22, 1901

It was reported in Windsor that the Wabash were doing a large business at the border with the Grand Trunk. There were forty-five trains at the Windsor terminal the day before.

February 28, 1901

THAMESVILLE

A serious mishap was reported February 28th, 1901 to the fast Wabash train with engine number 1421, a 2-6-0. Engineer Lanspeary was heading east when near the west end of the bridge at Thamesville, the right driving side-rod broke. The locomotive was derailed when the rod pierced the roadbed. Only the engine was derailed. Engineer Lanspeary had had a narrow escape from death as the usual sequel to a broken rod is that the broken rod thrashes about demolishing the locomotive cab killing the engineer, and the scene was so close to the bridge.

JEANETTES CREEK

December 14, 1901

A rear end collision happened on the Wabash railway near Jeanettes creek on Friday night, December 14th, 1901, when a light engine was coming west and crashed into the rear of a freight train which was taking the siding. The caboose and several cars were smashed. The locomotive was disabled. Given that this section of the railway is double tracked there was little interruption to the railway traffic. No persons were injured.

January 25, 1901

The local Grand Trunk Railway's Stratford shops have, since the first of the year, been repairing Wabash engines as before. It will be remembered that his trade had been taken away from Stratford and transferred to points in the United States. This has now been remedied and the engines are once more coming to Stratford. For some reason or another the Wabash railway has fallen short of engines, and has been compelled to borrow a number from the Grand Trunk Railway. The company had a number laid by at St Marys and Goderich, and these have been transferred to the Wabash.

St Thomas Evening Journal, January 25, 1901

WINDSOR, ONTARIO

April 11, 1901

A mix-up occurred in the Wabash Windsor yards about four o'clock this afternoon. Engineer Davis was in the act of doing some switching when the engine jumped a switch and crashed into several way cars (caboose) and a work car on the siding. These were pitched against the stop block with such force that it was demolished along with the watchman's shanty.

Windsor Evening Record. April 12, 1901

PORT ROBINSON, ONTARIO

September , 1901

The Grand Trunk station at Port Robinson was completely destroyed by fire Thursday evening, including the telegraph instruments and a small lot of goods in the freight-room. The cause of the fire, which started about 7:30 pm was as follows: One of the switch lamps was acting badly, smoking and flickering. The night operator, who was on duty then, notified the boy that looks after them. The latter at once took the lamp into the lamp room in the station to remedy the trouble, when it suddenly exploded. The flames quickly communicated with the floor, that was saturated on account of keeping the coal-oil supply in the same room, and in a few minutes the north-west corner of the building was a flaming mass.

Thorold Post, Thorold, September 13, 1901

JEANETTE'S CREEK, ONTARIO

December 17, 1901

A rear end collision happened on the Wabash Railway near Jeanettes Creek Friday night. A light engine was coming west and crashed into the rear of a freight train which was in the siding. The caboose and several of the cars were more or less smashed, and the engine was so badly wrecked that it would not proceed under its own steam. The Windsor wrecking crew went to the scene of the accident and brought the disabled cars and the engine to the city (London) yesterday afternoon. There is a double track at this place of the accident and so traffic was not delayed to any extent. No one was injured.

London Free Press

Richmond Locomotives for the Wabash.

The Richmond Locomotive & Machine Works has received an order from the Wabash R.R. for 50 locomotives as follows:

34 19 in. x 28 in. two-cylinder compound moguls.

6 19 in. x 28 in. ten-wheeled passenger locomotives.

6 19 in. x 28 in. Atlantic type passenger locomotives.

4 18 in. x 24 in. switching locomotives.

The general dimensions are as follows:

COMPOUND MOGEL LOCOMOTIVES.

Cylinders 19 ins. x 28 ins.

Diameter of driving wheel centres 56 ins.

Wheel base of engine 22 ft. 4 ins.

Rigid wheel base 14 ft.

Weight on drivers about 110,000 lbs.

Weight on truck about 20,000 lbs.

Total weight of engine in working order about 130,000 lbs.

Radial stay boiler 60 ins. diameter.

Length of fire box 108 ins.

Width of fire box 42½ ins.

Tubes 2 ins. diameter 11 ft. 4½ in. in length.

Capacity of tank 5,000 gallons.

TEN-WHEELED PASSENGER LOCOMOTIVES.

Cylinders 19 ins. x 28 ins.

Diameter of driving wheel centres 66 ins.

Driving wheel base 14 ft.

Weight on drivers about 112,000 lbs.

Weight on truck about 35,000 lbs.

Total weight of engine in working order about 147,000 lbs.

Radial stay boiler 62 ins. diameter.

Length of fire box 120 ins.

Width of fire box 42½ ins.

Tank capacity 5,000 gallons.

SWITCHING LOCOMOTIVES.

Cylinders 18 ins. x 24 ins.

Diameter of driving wheel centres 44 ins.

Wheel base of engine 10 ft. 6 ins.

Weight on drivers about 102,000 lbs.

Radial stay boiler 60 ins. diameter.

Length of fire box 84 ins.

Width of fire box 33½ ins.

Tubes 2 ins. diameter, 10 ft. 4½ in. in length.

Tank capacity 3,000 gallons.

The 19 in. x 28 in. Atlantic type passenger locomotives are to be exact duplicates of the ten-wheeled passenger locomotives, with the exception of the trailing wheels.

The Railway and Shipping World, Toronto
JANUARY, 1901 72

February 13, 1902

The Wabash leased five engines from the Grand Trunk Railway to haul freight which had been tied up in the Detroit freight yards owing to a ice blockade that stopped the railway car-ferry.

JARVIS, ONTARIO

March 28, 1902

There was a heavy fog on the morning of March 28th, 1902. The west-bound Wabash passenger train in charge of Engineer James McGill and Conductor Frederick McDonald, in engine 1480, came up to the Jarvis station and the east switch was thrown and it reversed and was backing into a siding when a second train, a Wabash freight, engine No. 1350, Engineer John Charleton, came up and in the fog did not see and did not stop and smashed into the passenger train. It was 7:25 in the morning. Conductor Algie had left St Thomas with the extra east-bound, extra 1350. It was reported that Engineer Charleton overlooked his orders and passed the meeting point at full speed, thirty miles per hour. Both engines; the 1350 and the 1480 were wrecked. Engineers McGill and Charleton and Conductor McDonald were killed. The two engines were sent to the Fort Wayne, Indiana shops for repairs.

1903

CORINTH, ONTARIO

December 7, 1903

A mishap on the Wabash near Corinth.

The Wabash met with mishap on Saturday night when an axle on a freight car broke on extra eastbound engine No. 1392 two miles west of Corinth. Four cars were derailed.

December 11, 1903

Fast Time Was Made On the Wabash.

Engine No. 1601 makes her initial passenger trip.

Engine No. 1601 of the Wabash, one of the new Atlantic Type made its initial passenger run today on train No. 13 and resulted most satisfactorily with some fast time being made from Marchville to Darling Road, seventeen miles. The engineer was Armitage.

December 19, 1903

A rather novel train passed through St Thomas on the Wabash the other day. It consisted of twenty electric (subway) cars built by the St Louis Car Company for the Interborough Rapid Transit of New York City.

St Thomas Evening Journal, St Thomas,

WINDSOR

March 6, 1903

A Wabash road engine and another Wabash yard engine were involved in a collision in the Grand Trunk Windsor yards on the morning of March 6th, 1903. The road engine had brought a train from the east. It stopped at Walkerville and dropped its train of freight cars. It picked up it's caboose and then proceeded, light, up the track to Windsor. Entering the yard a switch had been left open. In that siding there was a yard engine with a cut of cars at work. The road engine entered the siding and collided with the yard locomotive, just at the rear of the waterworks pumping station. A young lad, John Riley was slightly injured in the collision when he jumped from the caboose.

1904

January 6, 1904

Engine No. 1604, the third in an order of five of the Atlantic Type locomotives arrived in St Thomas yesterday.

January 11, 1904

Joseph Ganter was killed in the Wabash St Thomas yard....No,5 westbound Wabash express had pulled into the yard and the engines were being changed. The new engine was up in the yard ready to back down and engine No. 1144 was uncoupled....

January 12, 1904

The Wabash were considering having open excrsion cars on its run to Buffalo and Niagara Falls.

St Thomas Evening Journal, St Thomas, Ontario

PORT ROBINSON, ONTARIO

January 10, 1904

At about six o'clock , the morning of January 10, 1904 a Grand Trunk double header freight train, engines 760 and 725 with 40 cars of coal destined for Toronto was slowly approaching the bridge which spans the Chippawa Creek at Port Robinson. The track across and its approaches is virtually a single one, there are four lines of rails but they are close together in pairs and connects at each end with the double track running from Allanburg Junction to Welland Air Line Junction a distance of nine miles and is used by both the Grand Trunk and the Wabash systems. At this same time a Wabash freight, engine No. 1482 with several cars from Niagara Falls was approaching the same bridge from the other, or north side.

The Wabash train had the right of way, and the semaphore was set against the northbound or GTR train. The engineers of the GTR train saw the semaphore and whistled for brakes, but the train with 40 cars of coal was heavy and it was on a down grade and the brakes didn't work properly, the train couldn't be stopped in time and at a point just south of the bridge the head engine of the Grand Trunk and the Wabash came together with a resounding crash and terrific impact. For an instant both mighty engines swayed and ground and rocked, and then rolled heavily down the twenty-five foot embankment onto the bottom lands of the creek. Freight cars followed. The Wabash engine also went down the embankment.

All tree engineers and all three firemen saw what was coming in time to jump, but both trains were so close to the bridge that they had no time to choose when or where to go, and were forced to take their chances in leaping down a 25 foot slope. Strange to tell only one man, Fireman Robert McHarg who was on engine GTR No. 760 was killed, he died under an avalanche of tumbling debris. No sooner than the wreckage was cleaned up another Wabash train derailed 14 cars.

St Catharines Daily Standard, January 10, 1904

BELLE RIVER, ONTARIO

February 29, 1904

Smashed the Cab. Engineer Chalmers Narrow Escape from death.

What might easily have resulted in a fatal accident for Engineer Chalmers occurred on the Wabash at Belle River yesterday. The engineer considers that he had a narrow escape. Train No. 6, a fast express was proceeding at a high rate of speed when the driving rod on the engine worked loose and pounded its way into the cab at each revolution of the monsters driving wheel. The cab was badly splintered but the engine crew escaped injury. The air connection broke and the powerful emergency air brake was applied which brought the train to so sudden a stop that one of the cars were thrown from the rails. None of the passengers were injured.

March 28 1904

The flooding was so bad at Chatham that the Wabash were forced to use the Michigan Central tracks between Windsor and Buffalo.

Windsor Evening Record, Windsor, Ontario, November 4, 1904

SIMCOE, ONTARIO

April 15, 1904

Wabash passenger train No. 2 which had left Windsor, for Buffalo, at 11:20 on the morning of April 15th, 1904 came into a head on collision with west-bound Wabash passenger train No.13 near the Simcoe station. The fast trains had orders to pass each other at Nixon's, west of Simcoe but during a blinding snow storm which had raged all day, there occurred some confusion. The engine of No. 13 was completely demolished but by some great fortune none of the passenger cars left the track. The engine and cars of No. 2 were only slightly damaged. Four people were injured.

1904

4-4-2 ATLANTIC TYPE

January 6, 1904

Wabash engine 1604, the third in an order of five Atlantic Type locomotives arrived in St Thomas yesterday.

February 9, 1904

Wabash No. 1604, the fourth order of five Atlantic type locomotives arrived on Sunday and was at once placed in commission by going east with train No. 8, the trial trip proving entirely successful. All the through passenger trains on the eastern division are now equipped with this class of locomotive.

February 12, 1904

Engine No. 1601, one of the new Atlantic type recently received on the Wabash ran into the turntable basin (or pit) about seven o'clock last night owing to the turntable being improperly adjusted. The engine which dropped in up to its driving wheels was not released until this morning and sustained but slight damages.. The accident occasioned the tying up of the locomotives in the roundhouse required for use on the road.

St Thomas Evening Journal. St Thomas, Ontario

January 20, 1904

St Thomas Evening Journal

Derailing of a couple of freight cars at Canfield Junction this morning delayed no. 1 Wabash Express about five hours necessitating its running over the Michigan Central line from Welland to Canfield.

January 21, 1904

A. C. Bird, Wabash vice-president passed through St Thomas this morning in his Missouri Pacific private car.

January 28, 1904

The Wabash placed two dining cars on the division.

February 11, 1904

A Wabash special train with George Gould and party at ten o'clock.

February 22, 1904

Seven hundred carloads passed over the Wabash yesterday.

March 12, 1904

An official train passed over the Wabash at 4:30 this morning having on board George Gould and his party who were en route from Kansas City to New York.

March 25, 1904

At Prairie Siding, twelve miles west of Chatham there is about three miles of track under water as a result of a flood. In consequence since last Saturday Wabash passenger trains have been routed over the Michigan Central and Grand Trunk railways. The freight goes over the Lake Erie and Detroit River Railway (later Pere Marquette).

1904

St Thomas Evening Journal

March 30, 1904

Wabash traffic resumes.

Wabash train No. 13 went through as two sections with 650 passengers.

May 12, 1904

Wabash-The World's Fair passenger traffic is increasing on the Wabash. Last night No. 9 Express was run in two sections to accommodate world's Fair travel and the same train will be run in two sections again tonight.

LAWRENCE STATION, ONTARIO

February 4, 1905

Wabash passenger train No. 3 collided with the rear-end of a Grand Trunk freight at Lawrence Station ten miles west of St Thomas at about two o'clock in the morning. Engineer Elsey and fireman Peters were not injured.

BRIDGEBURG, ONTARIO

July 24, 1905

Wabash train wrecked near Bridgeburg. On a straight away stretch of apparently faultless track three miles east of Bridgeburg Wabash passenger train No. 3 was wrecked at 7:05 last evening. Five passenger cars were derailed, and perhaps a dozen people injured. The train was running right on schedule and was going unusually fast. The track is as straight as an arrow where the accident occurred. It has been stated that the spreading of the rails caused the trouble. One side of the rail was ripped up. None of the cars were overturned. They all went pounding over the ties, off the track, but stood upright. The train was made up of a combination car, two sleeping cars, a chair car and a dining car. The locomotive was the Atlantic type, running at 40 miles per hour. The engine did not leave the rails, but the tender did and all the cars followed.

CORINTH, ONTARIO

August 3, 1905

Wabash accident. A collision took place last night on the Wabash at Corinth, Wabash train No. 9 ran into the caboose of a freight which had taken the siding.

WABASH

4-6-0

Ten-Wheeler

August 15, 1905

The Wabash have received three new large ten wheel locomotives for use on the Buffalo Division.

August 16, 1905

New Wabash Engines

Robert F. Kelly, General Agent, Passenger Department, Wabash Railway, said yesterday, that the ten new locomotives have been received for use on the fast passenger trains between Buffalo and Detroit. They are even larger than the Atlantic Type the Wabash has been using on the Buffalo Division. The new locomotives are about the same size as those used between Detroit and St Louis. They make a speed of 85 miles per hour with 14 Pullmans and are said to be the heaviest passenger locomotives ever built.

August 18, 1905

The New Engines. Three new engines for use on the eastern Division of the Wabash have been received at Buffalo. They are of the Richmond type.

September 11, 1905

The Wabash are receiving twenty-two freight engines of the Atlantic (4-6-0, ed.) type for use on the Canadian Division.

St Thomas Evening Journal

-1905-

WABASH 4-6-0

Tenwheelers

September 23, 1905

W. C. Chambers, the newly appointed Master Mechanic for the Wabash, stated that, he is added to the motive power seven new 10-wheel locomotives, equipped with all modern improvements. Two of the seven will arrive in St Thomas to-day, the others having arrived some time ago. The new engines have 18x28 cylinders and carry 200 pounds of steam. The drivers are 70 inch.

The new 10-wheel 19x26 passenger engines received some time ago are making a good showing. They have 72 inch drivers and they are flyers.

November 28, 1905

Thirty Wabash trainmen will lose their positions as a result of the introduction of Mogul Engines. It is estimated that 30 Wabash trainmen are now out of positions as a result of the change of engines on the Detroit and Buffalo system. Recently the Wabash put on several new engines and as a result the trains are made almost twice as long, and are run only about half as often. This has made it necessary to cut down the force of employee's, and since last Sunday 30 of the men have been looking for jobs.

St Thomas Evening Journal, St Thomas, Ontario

WINDSOR, ONTARIO

November 12, 1905

Caboose Damaged. A vigous kick from a yard engine early Wednesday morning sen a Wabash caboose flying against one of the patent stee bumpers which guard the Grand Trunk Railway.

WELLAND, ONTARIO

November 14, 1905

A Wabash engineer King and Conductor Charles Cole, both of St Thomas left the city at 6:30 this evening running light with a Conductors van to take a train west from Fort Erie met with an accident at the derail at the Welland diamond crossing of the Michigan Central Railway near Welland. The engine was ditched turning over on its side. Conductor Cole, who was riding on the engine was thrown under the engine and was instantly killed. The engineer and fireman both escaped the former with slight bruises. It is said the towerman in charge of the interlocking plant gave Conductor Cole and his light rain both signals to come ahead and after the train passed the distant signal the towerman saw another oncoming Michigan Central train, so in confusion quickly threw the home target signal and derail against him, but it was too late for the engine to stop. The engine hit the derail and went into the ditch.

The Hamilton Spectator

The Windsor Evening Record

-1905-

October 13, 1905

A Fast Run. The time made by the Gould Special train which passed through St Thomas on the Wabash yesterday was considered remarkably fast. The run from Detroit to St Thomas, engine 1571, engineer George Elsie, was made in one hour and fifty-eight minutes, including two stops. From St Thomas to Buffalo, engine No. 1313, engineer John Cooper. Engine No. 1313 made the run in two hours and twelve minutes.

-1906-

January 22, 1906

Establish a New Line. The Wabash wants to establish a new freight line to work with the Michigan Central. A new fast freight line to be called the Ontario Central Line to work over the New York Central, the New York, Ontario & Western out of New York in place of the Ohio Despatch.

LAWRENCE STATION

February 6, 1906

Collision on the Wabash. The Engineer and fireman were injured near Lawrence station. A rear end collision which fortunately did not result in the loss of life occurred on the Wabash at Lawrence Station on Saturday afternoon. The agent there opened a switch to allow an eastbound freight to take the siding to let No.3 Express to pass, The agent neglected to turn the switch again but locked it. A brakeman of the freight attempted to turn the switch, but had not the time and had to run to safety when the express engine crashed into the caboose of the freight. Engineer George Else shot through the cab window as the engine turned over on its side in the ditch. The baggage car was thrown on top of the caboose which with the baggage car and a coach were burnt.

The St Thomas Evening Journal, St Thomas, Ontario

PORT ROBINSON, ONTARIO

April 3, 1906

Ran on the Gauntlet. A Wabash train, engine No. 1351, in charge of conductor William Dickson, was running between Fort Erie and Niagara Falls. At Port Robinson a Grand Trunk train, engine No. 802 pulled up to the station and stopped, the switch was thrown and it went into the siding to wait for the Wabash train. It was 2:35 Tuesday morning. The Wabash train then approached as it came upon the passing siding switch, the Grand Trunk had sat. Wabash freight engine heading north read the semaphore for a clear track and went ahead full steam on. The switch three hundred feet north of the station was not as the semaphore indicated. The switch had not been properly turned. The Wabash instead of running by the switch to the east track plunged straight ahead and with a crash the Wabash was upon the Grand Trunk engine. The jolting was terrific. The GTR crew in a moment saw the danger and jumped out of their locomotive. But with those on the Wabash engine, the opportunity of escape was not given to them. Wabash engine No. 1351 was thrown on its side and three refrigerator cars were smashed around it. Wabash fireman James Barry was killed and engineer Edward Maycock was scalded but alive.

Port Robinson was a dangerous place, because of the bridge across the Old Welland Canal and the Welland river, a half mile section of the Grand Trunk turns from double track to single track then back to double track. This is a Gauntlet track. In that half mile section the rails come together and overlap. In the past four years there had been two fatal and three serious accidents at the Gauntlet.

At the inquest on April 5th the jury suggested that a proper switch man should be kept in place at Port Robinson.

The Windsor Evening Record, Windsor
The Welland Telegraph. Welland

-1906-

BLACK ROCK-BUFFALO, NEW YORK

May 16, 1906

Wabash passenger train No. 1, due in St Thomas at 5:20 in the morning, but at 2:10, the morning of May 16th, 1906, it collided with a New York Central switch engine almost a mile east of Black Rock, New York, on the New York Central Railway that resulted in the death of a NYC engineer and fireman, and injuries to the Wabash engineer and fireman.

The Wabash train at the time of the collision was running at a speed of from 25 to 40 miles per hour. The train was pulled by Wabash engine No. 1604, a 4-4-2 Atlantic type. The Engineer was W. Shine, fireman Harry White and Conductor W. Meecham.

The New York Central switch engine was No. 258. The Engineer was John Howe and the fireman was J. Ertel. The engineer of the switch engine was instantly killed, and the fireman was injured and then died.

A switchtower man explained that the switch engine was following in behind another freight train in this congested junction location without his knowledge and had remained in the block again without his knowledge. The switch engine was at a point where there are sharp curves. The crew of the Wabash train were not able to see the NYC switcher until it was right upon it.

The New York Central engine was completely destroyed. It was said to be the most complete wreck ever seen. The Wabash engine was damaged. It was turned on its side against freight cars on a siding. The baggage and first coach derailed and badly damaged. There were five sleepers on the train and all were more or less damaged

The St Thomas Evening Journal, St Thomas, Ontario

BLACK ROCK, NEW YORK

May 16, 1906

On the morning of May 16th, 1906 the Wabash passenger flyer No. 1 had left its Buffalo passenger station and was setting out westbound. It had circled about Buffalo on the Erie-Grand Trunk Railway's access route about Buffalo and was entering the Black Rock yards just about to enter the International Bridge across the Niagara River and its entrance into Canada at Fort Erie, Ontario. Half way between Bird and Forest Avenues, in a brief second New York Central switch engine No. 258 came plodding through the yard tracks, then stopped on the main line track. The Wabash locomotive smashed into the NYC locomotive. The NYC engine was demolished, the Wabash four car train was thrown from the track. NYC engineer John Howe was killed. His fireman John Hertel of Buffalo was injured; as was William Shine and William White, the Wabash crew from St Thomas.

-1906-

May 17, 1906

Wreck blame not fixed.

Responsibility for the collision between the Wabash train and a switch engine early yesterday morning near the Bird Avenue crossing of the New York Central has not yet been fixed. It was noon yesterday before the tracks were cleared of the wrecks.

Doctor Danser, the Medical Examiner understands the switch engine had run from Black Rock to Erie Street to get supplies and on its way back was blocked by a pickup train making a switch near Bird Avenue. The Wabash train came wheeling along to make up five minutes delay. It hit the switcher engine and jumped the track. The passenger engine tore out the sides of several of the freight cars in the pickup train.

June 20, 1906

Big Wabash officials, President F. A. Delano inspect the Wabash.

The Evening Journal; St Thomas, Ontario.

July 26
1906

A Dog Hero.

6
Benton

Dan Dalton, a Wabash engineer, residing in St. Thomas, relates a dog story that is almost beyond acceptance. Yet anyone who knows Dalton will admit that he is not given to exaggeration and he is regarded as a man of veracity.

"I was coming west this week with an immigrant special," said Mr. Dalton in telling of the incident. "Between Ekfrid and Glencoe I noticed a large dog on the track. We whistled, but did not think of stopping. My attention was attracted by the peculiar actions of the animal. He jumped around and kept looking straight at the oncoming train. The next time I looked I was horrified to see a little child on the track.

"We closed off steam, put on the brakes, but I knew that the train could not stop in time. It looked just like murder, but there was absolutely no way of avoiding an accident unless the little tot got out of the way.

"The wheels were jarring and the cars were bumping under the brake pressure when we neared the spot. I wanted to turn my head away, but I kept my eyes glued on the dog in front of the child. That noble beast never faltered. He stood like the dumb hero that he is, although in his inferior intelligence the dog must have been warned by instinct to jump out of the way for his own safety. As true as I sat in that engine, the dog remained in front of the baby, who was standing near one rail, perhaps unconscious of danger and perhaps confident of safety in the dog's company.

"Well, we struck the dog first, but by doing so the dog knocked the child out of harm's way. Neither were injured to any extent, because we were almost stopped at the time. The dog was wild with joy when we picked up the babe and carried it off the track."

The
WINDSOR
Evening
Record

July 26
1906

