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January 2, 1924

Tuesday ten of the latest type heavy freight locomotives passed through St Thomas on the Wabash for use west of Detroit. Six more were hauled over the local division Wednesday. This will relieve engines now in use and some of them will be sent to St Thomas.

January 4, 1924

Six more large engines for use on lines west of Detroit passed through St Thomas Thursday afternoon.

January 8, 1924

The twelve engines promised the Wabash Railway are needed now more than ever on account of the increased westbound traffic a local official informed the Times-Journal Tuesday. The serious condition on Monday would have been relieved to a certain extent if more locomotives had been available. As the engines have been worked to capacity during the past few months and a number are in the shops undergoing repairs. Nearly all the new engines constructed for the Wabash by ALCO at Schenectady have been completed. Chief dispatcher T. J. Cassidy announced Tuesday that the local division had transported eighteen through Canada for delivery to the headquarters at St Louis. Six more are on the way, he stated, that there were in the series 2268 to 2273. These will be handled in a few days.

January 9, 1924

Every available engine is now in service on the Wabash. There is a phenomenal rush in westbound freight. The ferries are difficult at times in the winter traversing the ice. There are 1000 cars a day over the Wabash. This week the local division handled six more new engines. Three were handled Tuesday night and three more passed through St Thomas Wednesday morning. This makes twenty-four new Wabash engines that have gone through Canada recently.

January 14, 1924

Five Wabash engines to be rushed here in a few days. There are one thousand westbound cars a day. Three new ALCO engines came through on Monday morning and three more are at Fort Erie.

January 16, 1924

George Carroll a Wabash fireman was badly hurt three miles east of Elkrid on the local during Wednesday afternoon when the front pair of trucks of his engine left the rails. When he heard the crash Mr Carroll jumped from the engine.

January 17, 1924

The Wabash are making plans to run their engines border to border. Almost every freight train of any length on the Wabash is hauled by a doubleheader.

January 21, 1924

Wabash 2000 class engines arrived from Decatur, Illinois.

January 23, 1924

The Wabash are to receive new rails. The Wabash got another locomotive from the United States, making two, and expecting six more. This second engine is No. 2020.

January 25, 1924

Freight cars are backing up on the Wabash. Over 1000 cars are stored, and only four locomotives to cope with the situation. Another new engine arrived from Decatur on Thursday and another is on its way. This makes four new engines that have been received at St Thomas in the past week.

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January 28, 1924

Wabash engine No. 2042 was received Monday morning at Windsor, making this the seventh engine to be received.

January 29, 1924

We are getting in better shape for power every day. The new engines from the United States are coming over more rapidly than we expected and we now have several big freight engines that are performing excellent service for us. The local division is now sending back to Decatur, Illinois shops a few of the small class engines that have been used in and out of St Thomas for many years. One of these little dinkies was sent back Monday. The list of engines received so far: 2021, 2022, 2026, 2026, 2029, 2040, 2057 and 1885. The last named is only a small one and will not be included in the twelve big engines that will make the number agreed.

February 4, 1924

A fast Wabash silk train had ten steel cars, and is one of thirty silk trains run over the division.

Wabash engines in wreck at Welland on February 4<sup>th</sup>. Two Wabash locomotives were badly used up on a wreck early Saturday morning. A freight engine backed into the mainline just as the No. 6 Express from St Thomas came along and in the crash that resulted in the big moguls were badly damaged. The cars on the passenger train were uninjured.



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February 6, 1924

The Wabash are expecting another silk train about the end of the week.

Gone but not forgotten, having fulfilled their duty for perhaps fifteen years or more on the local division of the Wabash Railway, eleven of the small used in handling freight traffic have been shipped to Decatur shops in Illinois, where they will be stored, scrapped or made into switch engines. Possibly they will be used on short runs, when on the Wabash here the little "dinkies" as they were named by the employees were used as double-headers generally and performed their duty well. However the local division has now received eight big freight engines which are much better able to handle the heavy freight traffic. Four more of the big freight traffic. Four more of the big freight engines are due to be sent to the headquarters here within the next couple of weeks, and the two dinkies that still remain here to be sent back to the United States.

This week the local Wabash railroad sent engine No. 2048 to the local Pere Marquette Railroad shops for extensive repairs, it was learned Thursday. Until a year ago the Wabash used to get all their repair work done at the Pere Marquette, but the agreement was severed for reasons unknown to local officials. Although the contract has not been permanently patched up the Wabash are sending a locomotive now and again to the Pere Marquette shops for repairs.

February 11, 1924

The railways survive the big storm very well.

A speed record for the Wabash silk train, 231 miles in 245 minutes. Wabash locomotive No. 1678 carried the million dollar silk cargo over the west end, while engine No. 1681 had charge of the train over the east end.

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February 13, 1924

Passenger business is brisk over the Wabash. Train No, 2 going east had two extra sleepers for a party of soldiers going to New York. The Wabash had five solid cars of olives from New York for Chatham and seventy cars of raw sugar.

Last two gone. The office of the master mechanic of the Wabash announced Thursday that the last two "dinkies" had been sent to the United States. The local division had twenty-five of these engines and thirteen have been retired while the remaining dozen will be retained here for the branch trains and light work. The Wabash continues to get engines repaired at the local Pere Marquette depot. Engine No. 2030 was sent to the Pere Marquette Wednesday, while engine No. 2048 was brought back after undergoing minor repairs and overhauling. This makes five engines that the Pere Marquette have repaired for the Wabash during the past few months. It is possible a permanent agreement may be reached between the two companies before long. Two more of the big freight engines from the United States are expected here at St Thomas in a few days. Eight have been received, but four more are required to fulfill the promise made to local officials.

February 21, 1924

Even more power. Thursday, the power situation on the local division of the Wabash Railway was given another boost when two more big Wabash freight engines were received from the United States. This makes ten freight engines that have been received here during the past month.

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February 22, 1924

A derailment at Moulton of twelve freight cars. Wabash passenger train had to go via Port Colborne and Canfield Junction on CNR.

One of the most peculiar accidents ever reported occurred on the local division of the Wabash at Nixon, near Simcoe Thursday afternoon when engine No. 2048 which had stopped at this point to have its supply of coal replenished was backing away from the coal dock when the axle on the left wheel snapped throwing the wheel and several side rods off. The engine was apparently under great strain and the accident would never of occurred while the engine was travelling fast. The accident caused the engine to collapse in a heap almost, but there were no injury to the employees. The principal parts of the engine were brought to St Thomas and the engine will undergo extensive repairs at the roundhouse here and will possibly be sent to the Pere Marquette shops for certain repairs.

February 25, 1924

The Wabash has had the biggest day in 25 years, with 1700 cars handled, 35 trains run, 9 new engines arrived and Michigan Central locomotive No. 7629 derailed on the Wabash-Michigan Central diamond.

February 26, 1924

The tenth new freight engine to be received by the local division of the Wabash arrived in St Thomas Monday evening. The Wabash has received ten big engines which have helped the power situation on the road. Twelve of the small "dinkies" were shipped to the United States.



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February 27, 1924

Another fast run was made on the local division of the Wabash on Tuesday. Conductor James Norbury had charge of fifty-five cars of perishable freight to Windsor and brought back a solid train of forty cars of corn. Engine No. 2022 was used to haul the heavy loads.

March 6, 1924

Wabash put on another work train to carry new steel rails.

March 7, 1924

Wabash had a special train of ten passenger cars of United states soldiers and sailors en route from the great Lakes Station, Chicago to Weekhawken. There were five hundred in the party.

Another big new freight engine has been secured by the local Wabash Railway making it the tenth engine to be received of the twelve that were promised. The Wabash is in excellent shape for power. It is expected that the remaining two engines will be received in the near future.

March 10, 1924

Wabash train No. 2 had three extra sleepers for the "Theatre Guild" and train No. 6 Sunday carried several hundred American soldiers.

March 11, 1924

An idea of the power situation on the local Wabash Railway was given by J. Robertson division master mechanic . Mr Robertson stated that there were now about thirty big freight engines retained at St Thomas and over a dozen smaller locomotives that could be used as doubleheaders. There are two more big locomotives yet to come from the United States. Although the number of locomotives would seem adequate, the heavy freight business on the Wabash is requiring a

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great number of locomotives daily. Engine No. 2058 is now at the local Pere Marquette shops.

March 14, 1924

Wabash has had an increase in traffic from the Ford Company.

March 17, 1924

Wabash handled thirty-two trains on Sunday out of St Thomas. There was a solid train of beef.

March 21, 1924

The Wabash handled thirty-five cars of raw sugar.

March 24, 1924

The Wabash leads by a small margin in the race for freight traffic. Wabash ran twenty-nine trains on the Buffalo Division.

March 25, 1924

The local officials of the Buffalo Division of the Wabash are having little difficulty with power Chief Dispatcher T. J. Cassidy announced that another new freight engine came over from the United States Monday evening. This makes the eleventh new freight engine to be received by the local division during the last couple of months. One more new engine to be sent here. Wabash engine No. 2060 was sent to the Pere Marquette shops for minor repairs on Monday and engine No. 2050 was brought back from the Pere Marquette after undergoing a general inspection.

March 27, 1934

The Wabash rushed power to Windsor to take care of eastbound traffic.



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March 28, 1924

The Wabash ran a train of sixty-seven cars of (Studerbacker) automobiles given by the N.J. &T R.R. at Peru, Indiana.

March 28, 1924

The locomotive Department of the Wabash received a big passenger locomotive from the United states on Thursday to be placed in service on the local division. Engine No. 1670 is one of the big passenger engines and will greatly help the local officials to handle the passenger and express business through Canada. The Wabash now maintains nine big passenger engines here. A new freight engine was also received by the Wabash this week.

March 31, 1924 for extensive repairs.

A very unfortunate accident occurred to Wabash engine No. 2026 at Windsor on Saturday night. While in the yards the axle broke and this put the locomotive out of commission, The engine will be sent to the Pere Marquette shops. For extensive repairs.

April 2, 1924

The Wabash have a new record of thirty-two through trains with 1500 freight cars.

Dave Britt, Road Foreman of Locomotives for the Wabash went west to Windsor Wednesday morning to supervise the handling of the locomotive power for the running of the "third morning delivery".

April 8, 1924

Receives twelve engines. Engine No. 2094 has been received at the local Wabash Railway depot from the United States and was put into service. This is the twelfth and last of the new freight engines that were promised to the local officials for the Canadian traffic. However the officials hope to receive a couple of passenger locomotives

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April 4, 1924

Three extra cars on Wabash passenger train N.2 to carry United States army recruits from Fort Sheridan, Illinois to New York City.

April 10, 1924

There are new Wabash automobile boxcars. Every Wabash train is over sixty cars.

Wabash engine no. 2026 which was badly damaged in an accident at Windsor recently has been stored here, at St Thomas for a few days prior to being sent to the Pere Marquette shops. The Pere Marquette now have one Wabash engine at it's shops which is undergoing a through overhauling and it is expected that this locomotive will be returned Thursday night and No. 2026 can be sent over immediately. Superintendent H. W. Mathews hopes to have all his engines in a fair state of repair very shortly. He is well satisfied with the work being done by the Pere Marquette.

April 12, 1924

The Wabash laid 75 miles of new rail. The Wabash moved 1385 cars today.

The local division of the Wabash Railway on Friday received a passenger engine No. 1676 from Decatur, Illinois where it had been undergoing extensive repairs in the big shops there. It is one of the biggest passenger locomotives on th the system and was given a thorough overhauling in the United States shops.

April 14, 1924

The Wabash ran 27 traains.

April 15, 1924

The Wabash ran a silk train over the railway.

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April 17, 1924

The Wabash handled an eight car silk train on Wednesday.

Wabash passenger train No. 3 had a slight mishap in the east end of the St Thomas yard at about 11:20 Thursday morning. The engine ran through an open switch and ran off the track.

April 21, 1924

The Wabash ran 28 trains.

April 24, 1924

It is reported at the local Wabash depot Thursday that an order to conserve power as much as possible. Wabash engines are being run through travelling west, but the engines travelling east were being changed at St Thomas. This is only a temporary arrangement to cut down on the power for a few days while the officials await the repairing of several engines.

April 28, 1924

A new machine for lighting up engines at the Wabash shop with fuel oil instead of wood.

May 1, 1924

Well known Wabash Conductor H. W. Finnie dies.

May 2, 1924

Wabash traffic is steady. On Thursday, 1260 cars were hauled in 24 trains, twelve in each direction. Feeder Siding near Welland is being lengthened. There is a heavy Wabash passenger business



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May 3, 1924

The local division of the Wabash will handle a special train, three Pullman and one Observation cars, for the accommodation of an overflow for steamship traffic to New York.

May 5, 1924

The Steamship Train over the Wabash. An eight car special train left Windsor at 4:45 in the morning and arrived at St Thomas two hours later. Engineer James Munroe and fireman Bert Fox pulled a big beef train, 50 cars over the Wabash from the west.

May 8, 1924

The Wabash President's Train will come through on Monday with four business cars.

May 10, 1924

New Wabash engines from Schnectady bound for the United States came through St Thomas.

May 12, 1924

The Wabash President and staff came into St Thomas at around three o'clock in the afternoon. The Wabash hauled 1500 cars.

May 15, 1924

The Wabash hauled an eleven car solid silk train on Wednesday.

May 16, 1924

The local division of the Canadian National Railway received a new locomotive that was placed in service on the east local, CNR No. 908, a 2-6-0, just out of the shops and was formerly (GTR) 1006. The number was changed to the lower number. (Preserved at London)

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May 28, 1924

Wabash ballast forty mile3s of track.

May 29, 1924

Strawberry special over the Wabash. Train no. 2 had five cars.

May 30, 1924

Wabash engineer David Lansperry dies.

June 2, 1924

Wabash train No. 6 had three extra Pullman sleeping cars and two extra baggage cars. Also a five car silk train over the Wabash Railway.

June 9, 1924

Wabash train No.2 had three extra baggage cars and three extra Pullman sleepers to carry recruits for Fort Sheridan in Illinois.

June 11, 1924

President Tansig of the Wabash was through St Thomas on Tuesday afternoon.

June 13, 1924

The Wabash drops to only eight hundred cars making up only thirteen trains.

June 16, 1924

Business picks up and Wabash runs nineteen trains. A Wabash special train operated for The Daniel Singing Party. There were eight cars on this special train running Chicago to New York City.

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June 17, 1924

The Wabash had a special nine car train out of Chicago through St Thomas for the R. B. Collis Touring Party.

June 19, 1924

Wabash engines No. 2040 and No. 2042 have been received at the local St Thomas headquarters from Decatur, Illinois where they were undergoing extensive repairs at the shops there. The locomotives have been gone about three months and have returned looking like new.

June 21, 1924

Wabash are extending their sidings at Thames River, New Sarum, Simcoe, Theda Siding and Robins so that each siding could hold fifty more cars.

Wabash Democratic Delegates Special train of fourteen cars of which twelve will be Pullman sleeping cars and two will be dining Cars.

June 26, 1924

Wabash may seek to get a couple of engines repaired at Stratford, Ontario shops. Two big Wabash engines were sent off to the Fort Wayne, Indiana shops.

June 30, 1924

Wabash has finished the new siding at New Sarum.



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September 6, 1924

Two special trains went over the Wabash Detroit to Niagara Falls for the Knights of Columbus. The train was one baggage car, eight Pullman sleeping cars and one dining car.

September 9, 1924

The Wabash hauled two Alco switch locomotives for manufacture in Indiana.

September 10, 1924

The Wabash gets power in shape for the winter. Two engines have been received at the Wabash here from the Decatur shops after undergoing extensive repairs. These locomotives are just like new and have been repainted and every part gone over carefully. Engine No. 1677 is a big passenger engine, while No. 2060 is passenger mogul. Engine No. 1681 was being sent to Decatur, Illinois.

Wabash train No. 3 had three extra Pullman sleeping cars.

September 12, 1924

A solid train of oil and another of feed handled over the Wabash in two forty trains. The forty car train of feed came from the American Milling Company en route to New York City. The forty cars of oil were from Oklahoma to Byway, New York.

The Wabash ran 18 trains with 1100 cars.

September 13, 1924

A spur has been built at New Sarum for the benefit of the government who will ship much material to his point for the construction of the new road from New Sarum to Aylmer.

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September 22, 1924

Two Silk Trains went over the Wabash. There were twenty-four cars of valuable silk. The Engineer was Spencer and fireman C. Whiteman.

September 24, 1924

The Wabash engines are working to capacity.

September 26, 1924

The Wabash is short of power. Every available locomotive is in service. There are only four engines in the roundhouse. Last winter twelve engines had to come from the United States. A long Silk Train of thirteen cars has left Chicago. Ten cars of moss were loaded at Feeder Siding near Welland.

September 29, 1924

The Wabash moved a solid one hundred car train of refrigerator cars full of grapes. Sunday a ten car Silk Train and Monday another ten car Silk Train over the Wabash.

September 30, 1924

The Wabash ran a thirteen car train of grapes.

October 8, 1924

The President's train over the Wabash.

October 14, 1924

An embargo of livestock due to Hoof and Mouth Disease.

November 7, 1924

A mammoth three cylinder freight engine to be received by the Wabash.

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November 24, 1924

The Wabash made a record run with a fourteen car Silk Train.

November 23, 1924

The Wabash use passenger locomotives to haul fast freight trains.

December 2, 1924

Wabash engine No. 1678 used for freight service on the local division has been sent to Fort Wayne, Indiana for extreme repairs.

December 3, 1924

J. N. Robertson, division Master Mechanic of the Wabash reported Wednesday that engine No. 2060 has been returned to the local headquarters after undergoing extensive repairs at Fort Wayne, Indiana shops. This engine is a big passenger locomotive and will be immediately placed in service.

December 5, 1924

The motive power situation has become acute as the eastern rush starts on the Wabash. Engine No. 2027 which underwent extensive repairs at the Fort Wayne shops is expected back here Friday evening while engine No. 2060 was received on Thursday.

December 8, 1924

The biggest weekend for the Wabash 1350 cars over the railway.

There were two Silk Trains to Niagara Falls.

December 9, 1924

Another long Silk Train over the Wabash.

December 12, 1924

The Wabash hauls a seventy car train Ford special.



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December 15, 1924

Four engines are being brought to St Thomas from Decatur, Illinois, while two engines which have been out of service here at the roundhouse were placed back in service on Monday.

February 17, 1924

Wabash Railroad freight runs have been seriously retarded by fog. Three engines are expected.

December 23, 1924

Four engines almost like new have been received from the United States by the Wabash.