

-1930-

January 4, 1930

The Wabash ran two special 100 car corn trains.

January 9, 1930

New plans for new yards and shops for either Windsor or Tecumseh. At Tecumseh a 25 stall roundhouse and a 10 to 12 stall roundhouse for St Thomas.

January 10, 1930

The new watertank on the CNR-Wabash at Glencoe has been virtually completed, it was learned Friday. The tank has been under construction for some time. It is one of the largest o the system. Water is to be supplied by the municipality. The CNR will use 100,000 gallons daily.

A five car Silk Train made a speedy run over the local division of the Wabash on Thursday. The train covered the distance between Windsor and Black Rock, New York, in exactly five hours. The consignment valued at over one million dollars was protected by a posse of railway police.

The Wabash on Thursday ran 33 trains, 1554 cars. Twelve Ford Specials were handled.

January 11, 1930

Glencoe water tank, an average of 35 engines are going to stop at the new tank each day. Each engine take an average of 6,000 gallons of water. The tank is all steel. It will be in service next week.

January 15, 1930

Freight traffic on the Wabash has dropped. The Ford specials dropped from 11 to 12 to only 3 Specials. The Wabash ran 28 trains on Tuesday. 1411 cars.

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January 16, 1930

The Wabash get new engines, delivery has started from Baldwin. They are of the 2800 class.

January 18, 1930

Two of the new Wabash engines, Nos. 2800 and 2801 are expected to pass over the Division this weekend from Baldwin Locomotive Works. They are for the US lines.

A train of 15 carloads of Fords came through on a fast run of 3 hours from St Thomas to Fort Erie. The engine was No. 2021, the engineer was Eddie Robinson, fireman was White, and the Conductor Burnip.

November 18, 1930

The Glencoe water tank was officially opened at 1:45 when one of the big Wabash took a tank of water.

January 20. 1930

On Sunday the Wabash ran 37 trains, 1686 cars. Are in good condition

January 21, 1930

Two more Wabash monsters to pass over the local line. Numbers 2802 and 2803.

Considerable work has been done on the coal chute at Windsor. The coal chutes at Nixon, Fort Erie and Niagara Falls are fine.

January 27, 1930

The Wabash presses engines into service. Two engines are being released to help move trains. On Sunday the Wabash ran 40 trains, 1884 cars, and ten Ford specials.

-1930-

January 27, 1930

Reports from the Passenger Department of the Wabash Railroad show that the Buffalo Division has attained a 100 on time record.

January 29, 1930

A Wabash engine at St Thomas was backing down the water tank track to go to the turntable when it grazed the front of a London and Port Stanley electric car at the Diamond Crossing, Tuesday morning

January 30, 1930

The new water tank at Glencoe helps to speed up the Wabash trains.

January 31, 1930

One car derailed near Moulton.

The local division of the Wabash Railroad has received two of the large freight locomotives for service on the mainline. They are No. 2457 and No. 2455. Upon arrival they are immediately placed in service.

February 1, 1930

The two new Wabash engines No.2455 and No. 2457 have automatic stokers. These engines arrived this week and are the first "automatic stokers" to be received on the local line. These engines arrived this week.

-1930-

February 2, 1930

Two Wabash special trains were included in the immense volume of business moved over the local division during the weekend. Each special comprised of six cars, the first carrying 165 passengers and the second 139 passengers. The patrons visited Niagara Falls. They hailed from Detroit and points west.

The Wabash on Sunday ran 29 trains, 1842 cars.

February 4, 1930

The CNR-Wabash to lay 50 miles of new rail this year, New Sarum to Glencoe and Prairie Siding to Jeanettes Creek.

February 7, 1930

Two of the local Wabash engines No. 2456 and No. 2034 have been sent from the local shops to Decatur, Illinois for extensive overhauling.

Repairs to the Wabash ferry slip docks.

February 10, 1930

Wabash freight traffic over part of the weekend shot upwards to figures that equalled the rush period of a year ago.

For 3 days the Wabash ran 120 trains, 6000 cars.

Wabash engine No. 2045 has been received here from Decatur shops.

-1930-

February, 11, 1930

Three large engines purchased by the Wabash from Baldwin came through St Thomas.

The Master Mechanic of the Wabash reported that engines No. 1681 and No. 2456 had been sent to the US shops for repairs and that engine No. 1890 and No. 2034 were being prepared to go across the border.

February 13, 1930

A big engine plunges into an embankment at Ekfrid and 14 cars followed. A narrow escape from death. Wabash fast freight train No. 96 left the rails at Ekfrid, a short distance west of Glencoe about 12:30 am, Thursday, tearing up the track for a considerable distance and blocking the mainline. Engine No. 2057 plunged into the ditch first due it is believed to a broken rail and 14 heavily loaded freight cars followed some of them up and spreading debris in every direction. They were loaded with automobiles. The engine although it crashed off the track head first into the embankment remained upright and probably saved the lives of the crew; Engineer Daniel Dalton, and fireman Thomas Dreary.

-1930-

February 13 1930

On Wednesday a work train starts in the vicinity of New Sarum. Thirty-four carloads of rail fittings have arrived but only five car loads of rails have arrived.

Records for fast freight runs this year on the Wabash. Train No 91 this month ran from Glencoe to Windsor in one hour and 50 minutes. Engine No. 2042 hauled the train which comprised of 52 cars and not a moments delay was sustained. The Engineer was Jack Tolmie, the fireman was Gordon Mills, the conductor was Doc McCarthy and brakeman Buck Owens.

On Wednesday train No. 90 from Windsor to St Thomas hit the high speeds with a train of 44 cars hauled by engine No. 2021. The non-stop run was made in two hours and 55 minutes. The crew were Georg "Lindy" Brackwell, fireman R. Mathews, Conductor Tom Vicary. Engine No. 2045 took the train from St Thomas to Fort Erie in record time.

February 14, 1930

Wabash reports that the trains are moving as usual following the bad spill. The Auxillary was still cleaning away the debris. The wreckage was being cleared away rapidly and by five o'clock Thursday afternoon a hole was cut through and trains began to operate.

The Wabash on Wednesday operated 37 trains, 1739 cars.

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February 15, 1930

Wabash engine Numbers 2808 and 2810 fresh from the Baldwin works passed over the line in a freight train this afternoon.

It wasn't enough that the Wabash had a bad wreck at Ekfrid this week but in detouring trains, an engine was derailed on the way to St Thomas, it was learned Saturday. The derailment was a minor one but the locomotive had to be hauled back on the rails.

Engine No. 1892 of the Wabash has been prepared for a trip across the line to the US shops for extensive repairs.

The Wabash ran 122 trains in three days, over 6000 cars. On Sunday 40 trains, 2016 cars.

February 18, 1930

Two more of the large Wabash engines No. 2811 and No. 2812 passed through St Thomas on Monday, en route from the factory at Philadelphia to Decatur, Illinois.

Ford shipments on the Wabash are leading the automobile traffic on the railways.

February 20, 1930

Wabash fast freight service is speeding up over the local lines. The new watertank at Glencoe is apparent success, engines are able to cover one Division with only one stop for water at Glencoe. Four water tanks were taken out of service.

The yard engine No. 2498 and Wabash caboose No. 2503 were derailed in the middle of the yard at Windsor.

February 22, 1930

Wabash Ford traffic is not letting up.

-1930-

February 25, 1930

With the new Wabash schedule two more crew are to be added.

February 27, 1930

A Silk Train of five cars was handled by the Wabash this week and a splendid run was reported between Windsor and Buffalo.

Long Ford Special. One of the largest Ford Specials was handled by the Wabash this week. The train was composed of forty cars.

March 1, 1930

Two more of the large Wabash engines fresh from the ALCO works at Schenectady New York passed over the local Division this week they are No. 2813 and No. 2814.. They are large freight moguls for heavy service in the United States. Later it is possible that some of them may be assigned to duty on the local division.

March 5, 1930

The Wabash ran a special passenger train to carry US Army recruits from Fort Sheridan, Illinois to Fort Sloan, New York.

The Wabash on Tuesday ran 33 trains, 1603 cars.

March 8, 1930

Engine No. 1678 has come out of the Wabash shops looking like new. Engine No. 2025 of the Wabash has returned from the Decatur, Illinois shops and is now in service again.

March 13, 1930

The Wabash want an expanded roundhouse at Windsor.

-1930-

March 14, 1930

Two more of the large new Wabash freight engines for service on the US lines passed through St Thomas on Friday. They are No. 2821 and No. 2822.

March 18, 1930

Two more large Wabash engines passed over the local division Monday. They are No. 2823 and No. 2824.

March 19, 1930

On Thursday a Silk Train on the Wabash made a record run of four hours, 34 minutes from Windsor to Black Rock (Buffalo) making one stop at St Thomas. The engine was No. 1678 on the five car limited.

March 24, 1930

The Wabash handled a four car Recruit Special over the Buffalo Division carrying 60 Naval recruits.

The Wabash on Sunday ran 37 trains, 1808 cars.

April 7, 1930

The Wabash ran a fast five car Silk Train on Sunday. It left Windsor at 4:47 pm and arrived at Buffalo at 9:30.

Derailment three miles from Fort Erie.

The Wabash have 45 engine and train crews to handle fast freights.

April 8, 1930

Wabash engine No. 1632 entered the local shops to under go extensive repairs.

-1930-

April 9, 1930

Wabash passenger limiteds do better in the last half of March the Buffalo Division reported 100% on time performance for the final two weeks of March, which boosted the Division to second place.

Thursday the Wabash ran 32 trains, 1601 cars.

College Debs. Stephens College girls annual tour from Columbia Missouri. These girls were accommodated in a special train over the local division as they visited Niagara Falls.

April 10, 1930

Tecumseh roundhouse "that the proposed new roundhouse at Tecumseh (Windsor) will be built first as the large Wabash locomotives can not get into the present small engine house.

April 10, 1930

Wabash engine No. 2048 has been taken out of service and is on its way to the Decatur, Illinois shop for extensive repairs.

Silk Train. Conductor Sam Keyes ran a Silk Train from St Thomas to Bridgeburg (Fort Erie) in two hours and three minutes.

Engineer Duncan Reath also did a 24 car train of Fords in three hours Windsor to St Thomas.

April 11, 1930

Rumors that St Thomas is to be a major Division Point.

On Wednesday the Wabash ran 38 trains, 1881 cars, which included six Ford specials. There was a four car immigrant special New York to Chicago with 105 passengers.

-1930-

April 12, 1930

The "hospital" train between Windsor and St Thomas has been cut off and conductor Ben Savage has gone into Conductor McNicoll's car.

Wabash engine No. 2048 was off the turntable track Friday and caused considerable trouble before it was rerailed. It is to be sent to the Decatur. Illinois shops for extensive repairs.

April 17, 1930

In order to protect a Silk special that is to be handled over the Buffalo Division a J-2 engine has been sent to Windsor.

April 21, 1930

The Wabash on Sunday ran 40 trains, 1938 cars, six Ford Specials.

A Silk Train of eight cars were hauled through St Thomas hauled by one of the large J-2 passenger engines. The limited operated on a four hour and twenty minute schedule between Windsor and Black Rock.

April 22, 1930

Three Wabash extra work gangs are working swiftly here. Crushed stone ballast is arriving in over 2000 cars and will be needed between St Thomas and Glencoe. New 100 lb. rail to be laid over 33 miles. It takes 60 cars of crushed stone per mile of track.

One of the fast highball Wabash freight trains made a speedy run from Windsor to St Thomas the other day. The train comprised of 35 cars of perishable merchandise from the western fruit and vegetable belt made the trip to St Thomas in two hours and thirty minutes. The crew: Engineer John Reath, fireman, Harry Brennan, Conductor Don McCarthy and brakeman Buck Owens.

-1930-

April 23, 1930

The Wabash on Tuesday ran 29 trains, 1417 cars. Both Dodge and Graham-Page are shipping cars over the Wabash.

April 24, 1930

An engine was derailed at the CNR Wabash wye at Tillsonburg this week but no delay was caused to traffic.

Wabash engine No. 2034 has arrived at Windsor after being thoroughly overhauled in the Fort Wayne, Indiana shops.

April 25, 1930

The Wabash ran 32 trains on Thursday, 1479 cars, 8 Ford Specials, 80 carloads of Fords.

April 26, 1930

It is possible that some of the large Wabash freight engines may be brought over to Canada from the US lines next winter if traffic should get heavy. It was not thought advisable before as the roadbed was not strong enough. But now the heavier steel has been laid and the ballast gang are distributing crushed stone.

Wabash engine No. 2030 has been sent to the Decatur, Illinois shops for an overhauling. Engine No. 2034 arrived the other day and No. 1679 is on the way.

Superintendent H. W. Mathews has served CNR-Wabash for 51 years, he began with the Grand Trunk at Battle Creek, Michigan as a call boy and engine wiper in April 1879. In 1903 he was in charge of the passenger terminal at Durand, Michigan before coming to Canada in 1920.

-1930-

April 28, 1930

A solid 55 car train of meat a Silk train and a Navy Special of Marines featured a brisk movement of travel over the local division of the Wabash.

On Sunday the Wabash ran 42 trains, 2092 cars, six Ford Specials.

The Wabash introduces new fast freight train over the local line. A 10 hour schedule between Windsor and black Rock, will be a Ford Special but will carry other classes of merchandise. The schedule is to leave Windsor at 7:00 am and due at the eastern frontier at 5:00 pm.

A Record run a Wabash train left Niagara Falls at 12:00 am and arrived at St Thomas at 3:30 am. The engineer was Jack Hill and the Conductor was W. Wilson.

Buffalo Division is bottom of the league standing in passenger train performance, of 30 trains they suffered a 93.3 % on time performance.

George Richardson, foreman of the Wabash shops had a special force working on engine No. 2456 on Monday.

April 30, 1930

The ICC Consolidation Plan is accepted by Wabash that would make a new trunk railway line with the merger of the Wabash, Seaboard, Lehigh Valley, Wheeling and Lake Erie, Western Maryland, Ann Arbour, the C&O, AC&Y, TP&W.

The Wabash locomotives are still making speedy time between the two borders and one day recently two new engines No. 1681 and No. 1679 which just came back from the US shops doubled the Division in one day. This is a total of 448 miles per engine daily. When there are no delays and the borders and the engines are in good running condition they can be operating up and down the line on freight , as well as the passenger trains without being changed at St Thomas.

-1930-

April 30, 1930

Engine No. 2049 is expected back soon from the Decatur shops.

May 1, 1930

Wabash outstanding achievement in freight train performance, a 57 car train of coal made a record run from Black Rock to Windsor. The train composed over 2800 tons was hauled by engine No. 2458 on the east end while engine No. 2021 took the train from St Thomas to Windsor. From St Thomas to Windsor, a little over three hours was consumed while from Glencoe to Windsor a distance of only eighty miles only one hour and 57 minutes was consumed. This is a record. This is a second for a coal train hauled by a 2000 class engine.

The crews were over the west end: Engineer Roy Edgar, fireman Gordon Mills, conductor Charles McCarthy. The east end crew were: Engineer Tom Burton, fireman Bert Fox and Conductor George Miller.

May 2, 1930

An immigrant passenger special train of three cars made a good run over the Division. Leaving Black Rock at 9:15 n am and arriving at Windsor at 3:10 pm. There were eighty passengers on the train, and another special is booked for tomorrow.

The Wabash on Thursday ran 37 trains, 1771 cars, 9 Ford Specials with 115 carloads of Fords.

May 10, 1930

Wabash President J. E. Taussig passes over the local Division in a special train on Saturday.

-1930-

May 13, 1930

In the rush of traffic on the Wabash over the weekend two special trains were operated between Windsor and Buffalo. The first special comprised of eight baggage cars operated for the Opera Singer Company which left Windsor at 1:30 pm and reached East Buffalo at 7:10 pm. The second train comprised of nine cars and accommodated 168 passengers. The train left Windsor at 3:48 pm and arrived at Buffalo at 9:40 pm. No delays were discussed despite a rush movement of freight at the same time.

The Wabash handles a solid train of Pineapples that pasted through St Thomas. Strawberries are noticed in every train.

There are many carloads of crushed stone.

Two Wabash engines No. 2078 and no. 2058 are being sent to the United States shops this week for extensive repairs. Th power situation is good.

May 15, 1930

Another fast run was reported on the West end of the Wabash line Wednesday when Conductor Ed. Roulston in charge of a Ford Special of 34 cars reached St Thomas from Windsor in three hours flat. The train was hauled by engine No. 2042 and only one stop was made at Glencoe for fuel and water. The entire crew were; Conductor Ed. Roulston, Engineer Frank Miller and fireman Lige Arnold.

May 16, 1930

The Wabash on Thursday ran 36 trains, 1771 cars, ten Ford specials

The Wabash handled a special train on Thursday for the Salvation Army party en route from Chicago to New York. The special comprised 246 passengers and required fourteen passenger coaches.

-1930-

May 17, 1930

Big one day record on the Wabash. The Wabash ran 43 trains in 3 days, on Saturday 43 trains 2078 cars.

The long Wabash cabooses have been repaired.

May 20, 1930

Wabash traffic less than last year.

Two of the large caboose arrived at the Wabash here from the Toledo shops after undergoing extensive repairs.

May 21, 1930

The Wabash handled a Salvation Army special passenger train on Tuesday from Buffalo to Windsor in three cars, 33 people.

May 23, 1920

The Wabash handled a special passenger train on Thursday for the Polish Catholic Union Party en route from Chicago to New York. The train comprised of six cars and accommodated fifty-seven passengers. It left Windsor at 5:09 pm and reached Buffalo at 10:35 pm. Another Salvation Army special will arrive here from Buffalo about six o'clock Friday night following a trip to New York.

May 27, 1930

Perfect performance set by the Wabash passenger limiteds, no delays in two weeks.

May 28, 1930

A man carried a long knife on to a Wabash train disguised as a Negro at Simcoe.

-1930-

May 29, 1930

Wabash Specials. Some more Wabash special passenger trains have been booked. Thursday the Order of Ruebury Finland tour party of 200 people. The Ansar Temple Shrine of Springfield, Illinois will move to Toronto next week, and Home Occidental Insurance sixteen cars in July.

May 31, 1930

Wabash engineer W. B. Robertson accidentally fell onto the station platform at Lawrence Station.

Wabash engine No. 2034 has left Decatur shops after undergoing an extensive overhauling and should reach the border this weekend.

Two Wabash steamship special passenger trains passed over the railway Friday afternoon.

June 3, 1930

A Wabash fast freight train comprising 35 cars of fruit made a speedy run from Windsor to St Thomas. On Monday a 35 car train of fruit and vegetables arrived in St Thomas from Windsor in two hours and 34 minutes. The train was in charge of Conductor Frank Gornly of Windsor, with Brakeman Winters and Whaley. Engineer Jack Reath and fireman Harry Brennan operated the levers. One of the large engines, No. 2043 hauled the train here and made only one stop at Glencoe.

June 3, 1930

The Wabash handled another Steamship Special on Monday afternoon over the local division in fast time. A Finland Special of ten cars comprising 173 passengers 102 patrons left Windsor at 10:30 am and arrived at Niagara Falls at 3:58 pm. A second special of five cars carrying 102 patrons left Windsor at 2:53 pm and reached Buffalo at 8:10 pm.

-1930-

June 5, 1930

The Wabash handled another Steamship Special this week for the Sommers party. The train was comprised of four cars and catered to 44 people.

June 7, 1930

Accident at Nelles Corners engineer Spencer engine No. 2460.

Wabash caboose No, 2403 was overhauled at the Fort Wayne shops.

On Sunday the Wabash moved 35 trains, 1745 cars, six Ford Specials.

June 11, 1930

Wabash Steamship Special of four cars left Windsor at 10:00pm Tuesday and arrived at Buffalo at 4:35 AM. Reverend Gratin's party was attached to the rear of train No. 6.

June 13, 1930 The decrease in freight traffic is not alarming says Superintendent Mathews, only a 10% loss in Canada.

June 16, 1930

The Wabash ran a four car Silk Train.

On Friday the Wabash ran 38 trains, 1788 cars.

A fast freight train on the west end Monday morning second No.82, hauled by engine No. 2036 left Windsor at 8:10 am and reached St Thomas at 11:00 am. There were 30 cars of berries and 10 cars of tomatoes. The engineer was Tom Burton, fireman W. Pullin and Conductor Francis Monaghan.

June 17, 1930

Wabash engine No. 2048 arrived at Windsor Monday from the Decatur Illinois shops after being overhauled.

-1930-

June 17, 1930

The Wabash will handle a special passenger train on Friday to accommodate the Lincoln National Life Insurance Company from Detroit to Niagara Falls and return.

June 18, 1930

The Wabash on Thursday ran 25 trains, 1424 cars.

June 19, 1930

The Wabash plan to double up trains, heavier power to pull longer trains.

June 26, 1930

A special train handled by the Wabash over the local division made a record run last week. The train was a Steamship special of three cars and accommodated 41 people. It was pulled by a large J-2 engine, Engineer Thomas Burton, fireman Harry Brennan on the west end and Engineer Alfred Doan, fireman Branch on the east end.

June 30, 1930

Wabash Silk Trains and two passenger specials. The Silk Train was eight cars and left Windsor at 1:18 pm and arrived at Black Rock at 6:00 pm. The Turnfest Party special was ten cars and the Steamship Special was four cars.

July 2, 1930

W. H. Williams heads party of Wabash officials on tour of inspection in four private cars .

July 2, 1930

Engines No. 2058 and No. 2078 of the Wabash are scheduled to reach Windsor this week after being overhauled in the US shops.

-1930-

July 5, 1930

A huge engine chassis, the first of shipment of fifty passed over the local division yesterday. The large castings were made in Kansas City, it is understood, and were being shipped to the Baldwin locomotive Works at Philadelphia where the Wabash has ordered fifty more large engines. The chassis is the first of its kind ever built and is all in one solid piece including the cylinders, cowcatcher and the framework for the cab. Two flatcars were required to move the large skeleton of an iron horse.

July 7, 1930

The Wabash weekend traffic was augmented by numerous passenger specials. Reports at the depot Monday, revealed a Knights of Columbus special of nine cars carrying 251 passengers passed through St Thomas to Niagara Falls while Home Accident Insurance Company had a ten car special on which there were 137 passengers.

On Sunday the Wabash ran 22 trains, 1393 cars.

July 8, 1930

In connection with the plans to speed up the movement of fast freight trains through St Thomas the Wabash plan to send a quintlet of their large 2200 class freight moguls to St Thomas immediately, a report indicated. These are fast freight locomotives and will be used border to border.

July 10, 1930

Two perfect months for the Wabash passenger trains, there have been no delays.

The small wooden bridges on the Wabash are being replaced with large 82 inch concrete pipes.

-1930-

July 17, 1930

Silk Train. Eight car Wabash train of silk clips off a fast time of two hours and five minutes Windsor to St Thomas hauled by engine No. 1678. It left London at 12:07 pm and reached Black Rock at 4:40 pm.

A luxurious Wabash special passed over the local division on Wednesday afternoon accommodating the Shenandoah Iowa Kiwanas Club destined for Paris, France.

Wabash engines No. 2021 and No. 2074 have been sent to the Decatur, Illinois shops for extensive repairs.

July 15, 1930

Simcoe Station Fire. The Simcoe station of the CNR-Wabash burnt to the ground on Monday. With the Simcoe station burning The Simcoe fire department went to the wrong depot, they first went to the Lake Erie and Northern station on the extreme east side of Simcoe and then went to the CNR-Wabash station. After arriving fifteen minutes late the water was turned on, then, it was found their hose had a leak. Little water was available for another fifteen minutes. The station burnt to the ground.

July 21, 1930

Wabash traffic was hampered by a derailment of a locomotive at Welland Junction on Sunday.

On Sunday the Wabash ran 27 trains, 1636 cars.

July 21, 1930

It is expected that the five large 2200 class Wabash locomotives scheduled to reach Canada this summer will arrive within a week or ten days, officials said today. Changes to the turntable in the local yards are well underway.

-1930-

July 22, 1930

Wabash freight trade is down 25% in Canada.

July 24, 1930

A special train will be handled by the Wabash on Friday from Detroit to Hoboken with a party of sixty-five steamship passengers.

July 30, 1930

At four o'clock Wednesday morning a Chevrolet sedan owned and driven by Lester E. Williams drove along Flora Street and crashed into the side of Wabash yard engine No. 1889, despite the fact that the grade crossing bell was ringing. The engineer was D. R. Reith and the fireman F. L. Ayes.

On Tuesday the Wabash ran 19 trains, 1103 cars.

August 2, 1930

Wabash engine No. 2078 has been returned from the Decatur shops with many new fittings and a general overhauling.

August 9, 1930

The first lift of crushed stone rock completed on the Wabash. Over 2000 cars are to be distributed between New Sarum and Glencoe.

August 11, 1930

The Wabash had the longest silk special ever handled over the Buffalo Division. The train was composed of fourteen cars, Wabash engine No. 1680 hauled the train which was heavily guarded by a posse of railway police.

August 14, 1930

Dynamometer Car making test run on the local Wabash Division.

-1930-

Wabash engine No. 1870 is being sent to the Decatur shops for extensive repairs, Engine No. 2458 will be sent in about two weeks.

August 16, 1930

Another new series of Wabash engines are being delivered. Two huge moguls pass over the local line. Delivery of another 25 new Wabash locomotives of the 2900 series will be started immediately from the Baldwin Locomotive Works. The new engines are 4-8-4 type. Two engines the 2900 and the 2901 will pass through on Friday night.

August 16, 1930

The Wabash ran a fast train with 57 loaded cars in four hours flat. The engine was No. 1677, one of the passenger types. The crew were engineer T. Cormish, fireman T. J. Dready, and Conductor Ed. Brown.

Wabash engine No. 1870 has been sent to the Decatur shops for extensive repairs.

August 23, 1930

Wabash engine No. 2042 is scheduled to leave the Decatur Illinois shops Saturday and will arrive at Windsor on Sunday or Monday. Later it will be placed in fast mainline service.

September 4, 1930

The Wabash operated a special four car passenger train for a party of coloured Elks en route from Detroit to Hoboken. There were 64 passengers.

September 5, 1930

Wabash engines No. 2042 arrived at Windsor this week after undergoing extensive repairs in the US shops. Engines No. 2449 and No. 2463 are being sent across the border for a thorough overhauling.

-1930-

September 9, 1930

The Wabash is handling a special train Tuesday for the Unincorporated Coloured Baptist's party en route from Texas to New York.

September 11, 1930

On Wednesday, train No. 82 comprising 70 cars, arrived at St Thomas and in three and a half minutes engine No. 2045 was taken off and replaced by engine No. 2029.

September 12, 1930

On Thursday the Wabash ran 24 trains, 1400 cars.

Wabash engine No. 2059 was derailed in the St Thomas yards.

September 16, 1930

Plans for a new center bearing on the St Thomas turntable.

September 18, 1930

Wabash engine No. 2029 is being put into shape to go across to the Decatur shops during the next few days.

September 20, 1930

The Wabash will handle a special train on Saturday for a Steamship party en route from Chicago to New York. A J-2 engine was rushed to Windsor for the purpose.

September 23, 1930

Wabash locomotives clip off speedy time on the local division. With an average of 17 engines in service every day.

Wabash engine No. 1870 has arrived at Windsor from Decatur, Illinois shops and is all dolled up for the fall and winter rush.

-1930-

September 23, 1930

A fast run. One of the fast Wabash freight trains clipped off a good time between Windsor and St Thomas the other day when the 126 miles were covered in two hours and 35 minutes. Engine No. 2027 hauled he 50 cars of beef with only one stop[at Glencoe for water. The engineer was Frank Miller.

October 3, 1930

American Legion special train will pass through St Thomas on the Wabash about two o'clock in the morning on Saturday.

October 7, 1930

American Legion special operated over the Buffalo Division of the Wabash the other day and made splendid time. There were nine cars on the train.

October 10, 1930

On Thursday the Wabash ran 24 trains, 1325 cars

October 13, 1930

Two American Legion specials planned for the weekend.

October 15, 1930

Football Special. A special Wabash train will pass through St Thomas Thursday afternoon about five o'clock for the accommodation of the Missouri University football team en route to New York for the annual clash with the New York University. This will be the third consecutive year that this special has passed over the Buffalo Division.

October 18, 1930

Wabash officials enjoy trip over the local division.

-1930-

October 20, 1930

The Wabash has handled three specials, the official inspection, a Silk Train of seven cars and the Missouri University football special.

October 22, 1930

A huge project gets underway on the west end of the CNR-Wabash with the making of a double Subway at East Windsor. Drouillard and Tecumseh Streets will pass underneath.

On Tuesday the Wabash ran 23 trains, 1200 cars.

October 23, 1930

Big Wabash engines are coming. The Wabash expect big engines with automatic stokers. The Wabash just placed in service 25 Mountain Type 4-8-2 engines Nos. 2800-2824.

October 25, 1930

Two of the large Wabash engines are being loaned out to the Ann Arbour Railroad to help handle the football specials. These locomotives were carefully overhauled in the St Thomas roundhouse before being sent to Windsor and Detroit.

October 27, 1930

The Wabash Director's inspect the railway. Plans for rock ballast. Two engines were taken out of "white lead" and placed in service to help move the additional symbol freights to come over the line.

On Sunday the Wabash ran 32 trains, 1763 cars.

October 28, 1930

The Wabash ran a special train of banana's.

-1930-

October 29, 1930

Changes at Windsor will aid in yarding of the Wabash fast trains. Two crossovers and an extension will relieve congestion at the border.

October 31, 1930

Cranberries and turkeys. Large shipments of poultry moving east and large shipments of cranberries moving west.

November 1, 1930

E. A. Sollitt, General Superintendent puts his private car on the rear of freight train No. 98. He wants to see how quickly symbol freight trains can go over the division.

To protect the weekend trade, the Wabash has received engines No. 2049 and no. 2074 from Decatur, Illinois. They will be placed in service tomorrow.

November 3, 1930

Over the local division recently it was learned that the numbers of engine tenders have been moving en route from Baldwin Locomotive Works to the Union Pacific in the west. They hold 18,000 gallons of water.

On Sunday the Wabash moved 28 trains, 1420 cars.

November 6, 1930

Wabash passenger engines are to run through over the local line. Engines on trains No. 1 and 6 will not be changed at St Thomas.

November 11 ,1930

The Wabash sets a new record for long freight trains of 130 cars. Engine no. 2460 pulled the train of all empties. The train made only three stops, at Glencoe, Chatham and Jeanette's Creek.

-1930-

November 12, 1930

Wabash engine No. 2078 has been received from the Decatur shops after undergoing repairs. Engine No. 2458 is being sent to the US shops.

November 13, 1930

The Wabash is planning to loan another large JS-2 engine to the Ann Arbor line to handle football specials. The engine will be sent to Windsor Friday and ferried across.

November 14, 1930

The Wabash ran an immigrant special passenger train.

November 17, 1930

The Wabash handles a large volume of business without delay. Fifty cars a day come from the Ford Highland Park Plant.

On Sunday the Wabash ran 30 trains, 174 cars.

November 18, 1930

Two of the large Wabash engines No. 2914 and No. 2915 were handled over the local division last week en route from ALCO to the Decatur shops. These are large engines of the passenger freight combination type.

November 22, 1930

A long Wabash train moves to Windsor in four hours flat. Engineer Joseph Connolly in engine No. 2457 pilots a mile long train of 130 cars.

Wabash engine No. 2458 which was made ready last week to go to the US shops for repairs left Windsor on the ferry Friday.

-1930-

December 6, 1930

Wabash motive power officials make an inspection of the local division.

Wabash engine No. 2029 has come out of the Decatur shops and will likely reach Windsor during the weekend. It will be placed in fast freight service immediately.

December 6, 1930

Wabash engine No. 1678 is being sent to the Decatur shops.

December 15, 1930

Silk trains have dropped off. The Wabash ran one four car Silk Train on Saturday.

December 16, 1930

Wabash fast freight clips off speedy time on the west end. No. 82 hauls refrigerator special to St Thomas in 2.5 hours. No. 82 had 42 loaded cars, 28 cars of dressed turkeys, and the remaining fourteen cars were of baby beef. Engine No. 2036 hauled the train, The engineer was Oscar Pickle, the fireman was Harry Brennal with Sam Keyes as the conductor.

December 17, 1930

The Wabash ran another Steamship passenger train of five cars, carrying 58 passengers. Chicago to Hoboken.