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January 4, 1932

On Sunday the Wabash ran 17 trains, 937 cars.

January 6, 1932

Eastbound through freight is keeping up well on the Wabash but the westbound trade has a habit of falling off during the middle of the week.

January 8, 1932A good run. One of the Wabash fast freight trains No. 82 made a good run from Windsor this morning with 53 loades cars of perishable freight. It was hauled by engine No. 2460 and covered the distance in three hours flat. The distance is 108 miles, the capable crew were Richard Rolling engineer, Norman Shunk fireman, and Tom Coleman conductor.

Thursday the Wabash ran 19 trains, 927 cars.

January 9, 1932

The Wabash makes the biggest cuts in track work expenditures, a 30% reduction.

Wabash engine No. 2049 has been returned to the local division from the Fort Wayne shops.

January 16, 1932

Wabash caboose returned from the Toledo shops

January 20, 1932

Six Wabash Divisions are merged into three in the US; The Montpelier Division, the Decatur Diision, and the Moberly Division.

January 23, 1932

Wabash engine No. 2049 recently back from the Decatur shop is being groomed for special runs on the local division.

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January 23, 1932

Wabash runs Coke Specials every night for the past six weeks.

January 29, 1932

Freight trains on the local lines are making fast times. The Wabash Limited sped from Fort Erie to Windsor in record time this mornig.

The Wabash is passenger engines to haul its freight trains. This morning Fort Erie to Windsor third section of No.91 ran it in six hours.

Wabash engine No. 1631 hauled the train and the capable crews in charge on both ends were on the East End; engineer John Wraight, fireman John Houston and conductor Jack Claneger. On the west end it was engineer Frank Miller and fireman Harry Brennan.

February 2, 1932

Wabash engine No. 1681 created a fine record recently by hauling a train from Welland to St Thomas a distance of 100 miles with only one tank full of water.

February 8, 1932

Wabash Silk Train flies over the rails on the local division. It left Windsor at 5:27 am and arrived at Niagara Falls at 10:25 pm. The train came to the Wabash via Seattle and St Louis.

February 9, 1932

The Wabash takes off the yard engine in the local yards and it will lay off seven men. There will be no yard engine from 9:00pm until 5:00 am. The freight engines will be doing their own switching in the night.

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February 10, 1932

Three more engines are added to the Wabash fleet for fast freight service extra business warrants more power. There is a coke special every night. Three engines are taken out of "white Lead" and assigned to mainline service.

Tommy Arnum the "boy engineer" is on the Buffalo Division is considered one of the best pilots. He took No. 1 from St Thomas to Windsor in one hour and 50 minutes.

Engine No. 1681 is in perfect condition and hauled the heavy steel passenger train.

A Wabash theatrical special seven car train passed over the local Division early this morning. It was "Three's a Company" and "California Collegiates."

On Tuesday the Wabash ran 19 trains, 912 cars.

February 13, 1932

The Wabash ran a Silk Train on the weekend.

February 16, 1932

Power situation on the Buffalo Division is being studied. Wabash officials are dismantling the small engines. The power situation on the Buffalo Division is being carefully studied. At the local offices today it was learned that the last of the H-11 "1600" class passenger engines had been sent back to the US shops at Decatur to be dismantled. This type of engine is now virtually obsolete on the Wabash. Larger and more powerful freight and passenger engines are taking their places. The local division had six of these small moguls but all have been sent back home. The parts will be used in repair work and to rebuild yard engines it is understood. Two of the H-7 "1800" class engines were also taken apart, and much of the mechanism salvaged. If freight traffic picks up on the Wabash this winter more of the

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larger "2400" engines and probably a "2600" engine or two will be assigned to the local division. Engine No. 2024 is home from the American shop after undergoing extensive overhauling. It will be placed in mainline service immediately. Three other engines were recently taken out of "white lead" and assigned to fast freight service.

February 17, 1932

A Wabash engine hauls over 100 freight cars on long train, No. 2458 brings a fast limited from Windsor.

A solid train of 110 loaded cars and at St Thomas, immediately split into two trains. The train was No. 82 from Windsor to St Thomas,, then it was divided with engine No. 2060 taking one section and engine No. 2059 the other section. The engineers were W. Spence, Billy Winters and William Buchan. The firemen were Whistlecraft, Roy Diltz and R. Arrelle.

The Wabash on Tuesday ran 19 trains, 1032 cars.

February 22, 1932

Wabash loadings are steady over the weekend. Over 800 loaded cars are handled daily.

The theatrical troupe "Marching By" ran over the Wabash in a six car special carrying 62 passengers.

On Sunday the Wabash ran 24 trains, 1220 cars.

February 23, 1932

The Wabash will handle a special train of six cars over the coming weekend for the Stephen's College Co-Ed's, from Columbia Missouri to New York City.

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February 27, 1932

Wabash engine No. 1870 came out of the local shops yesterday after being overhauled. It looks like new.

Stephen's College special train left Windsor at 10:29 am and arrived at Niagara Falls at 3:05 that afternoon. Engine No. 1681 hauled the passenger over both west and east ends. Some of the 75 Co-Eds took photographs of engine No. 1681.

The "Acme Flyer" was a speedy 48 car train that made the run in six hours. Engine No. 2002 hauled the train from Fort Erie to St Thomas. Engines No. 2022 and No. 2060 took the train on to Windsor. The east end crew were engineer Fred Johns and fireman Dan McIntyre. The west end crew were Joe Taylor and Bill Swift as engineers and Harry Shipp as fireman.

February 29, 1932

Wabash engine No. 2042 is going to be sent to the Decatur shops shortly to undergo rebuilding.

March 4, 1932

On Thursday the Wabash ran 20 trains, 973 cars.

March 14, 1932

Four locomotive firemen were added to the Wabash crew board.

All existing records for long freight trains were broken when No. 97 hauled 138 cars from St Thomas to Windsor. The previous Michigan Central and Wabash record was 129 cars. Considering that real winter weather prevailed on Saturday, the record is all the significant. To haul the "train" which comprised of 20 loaded cars and 118 empties a doubleheader was employed, engines No. 2060 and No. 2027 being pressed into service. The engineers were Alfred Doan and Jim Munro,

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and the firemen were John McRaid and Harry Brennan. The Conductor was Aldolpus Irwin.

The Wabash ran 25 trains on Sunday, 1319 cars.

March 18, 1932

Wabash rushes locomotives to protect eastbound Rush. It is sending power "light" to Windsor today.

On Thursday the Wabash ran 24 trains, 1205 cars.

March 19, 1932

The Wabash has a solid train of new Fords, daily.

March 22, 1932

Wabash engines No. 2042 and No. 1680 are being groomed to go across the line to the Decatur shops.

April 4, 1932

More time is clipped off the Wabash flyers through St Thomas. Trains No. 1 and No. 6 are speeded up over two hours the Chicago to New York trip., effective April 24th.

April 5, 1932

Wabash engines No. 1680 and No. 2042 are to sent across the border to the Decatur, Illinois shops shortly for repairs.

April 11, 1932

Wabash Silk Train on border to border run over 74 miles in 64 minutes, using the 1600 class engines.

April 19, 1932

Wabash engine No. 1680, one of the large combined passenger and freight locomotives is being sent to Decatur for repairs.

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April 30, 1932

Wabash engine No. 2456 came back this week with a new type of screen in the smokestack.

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September 1, 1932

Wabash combination car No. 502 which operates on the local run has been sent to the US for repairs.

September 12, 1932

Wabash heavy Silk Train, ten cars left Windsor at 6:11pm and reached Niagara Falls at 10:35 pm. Four hours and 24 minutes. The engines were No. 1677 and No. 1681 that hauled the Silk Train, the former on the west end and the latter on the east end. The west end crew were; engineer Price and fireman George Carroll. The east end crew were engineer Winters and fireman Tom Burton.

September 13, 1932

Wabash engine No. 2029 has been sent to Decatur.

Wabash caboose No. 2535 has returned from the US shops.

September 14, 1932

The Wabash on Thursday ran 19 trains, 943 cars.

The new schedule for Wabash passenger trains has No. 6 leaving Windsor at 5:35, arriving Black Rock at 10:50 and Buffalo at 11:35.

September 16, 1932

Wabash engine No. 2050 hauling train No. 82 had a narrow escape at Welland last night when an axle broke. The engineer was Jack Wright.

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September 19, 1932

Ten Wabash Specials will give work to many on the spare board. Four thousand excursionists are to be handled over the Buffalo Division to Niagara Falls. The Wabash will use big power, 1600's and 2000's type engines. The Wabash Specials are:

Lafayette- Peru Special	12 cars.
Dunnsville-Logansport Special	15 cars.
Decatur Special	15 cars.
Springfield Special,	15 cars.
Quincy- Hannibul Special	15 cars.
Toledo Special	15 cars.

The Wabash ran 23 freight trains on Sunday, 1184 cars.

September 21, 1932

Repairing Wabash engines for heavy winter trade the fleet of moguls will be ready for the increased traffic. At present the Wabash has a fleet of about twenty fast engines in service for both passenger and freight operation. Mr Robertson reported that engines No. 2074 and No. 2022 were expected back from Decatur shops by his weekend and they shall be placed in mainline service immediately.

The first section of Wabash train No. 98 made a speedy trip. Engine No. 2036, engineer John McRail and fireman Harry Davis.

September 26, 1932

Wabash President W. S. Franklin will inspect the local division with Superintendent Charles Forrester, in private car No. 400 attached to the rear of train No. 6.

On Sunday the Wabash ran 22 trains, 1182 cars.

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September 27, 1932

Wabash engine no. 2022 arrived in the St Thomas yards today from Decatur, Illinois where it was overhauled No. 1677, No. 2048, and No. 2050 are being sent across the border for fixing up.

September 28, 1932

Wabash President's special passed St Thomas at 12;30 PM.

Cranberry shipments are boosting freight traffic.

On Monday the Wabash ran 19 trains, 1060 cars.

September 29, 1932

London Conductor is killed in collision. Frederick W. Lipsky is killed on a CNR caboose platform when a Wabash doubleheader rams into him. It happened about a quarter of a mile west of the Glencoe station. The Wabash train driven by two locomotives crashed into the rear end of the CNR train. Wabash train No. 96 was moving through the Glencoe yard and the crew were apparently blinded by the headlight of another locomotive approaching on another train did not notice CNR train No. 418. Engineer Thomas Joseph Agler of the Wabash and fireman Duncan Graham who were on the first engine received minor injuries. Engineer Daniel Dalton and fireman H. Byway on the second engine were not injured but were shaken up. Conductor John Watson and brakemen Richardson and Flexen were on the train also. Wabash train no. 96 last night comprised of 55 loaded cars and was hauled by two engines in order to even up the motive power at St Thomas. Engines No. 2036 and No. 2057 were in service, the later being damaged by the impact. The Wabash crew had orders to watch for the CNR train which was picking up five cars near Glencoe. The CNR crew were also informed that the Wabash train was coming but the two brakemen were at the front end where the switching was being done. It is presumed that Conductor Lipskey was in his caboose and had stepped out on the platform as the

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engine approached. If he had stayed in his caboose he would have escaped, although the platforms at the front and rear of the caboose were smashed in the impact. Wabash engine No. 2036 which was damaged in the collision was brought to St Thomas this morning. The pilot, headlight and other front end rigging were torn off, but otherwise the locomotives were in good condition.

The Wabash ran 19 trains with 900 cars yesterday.

October 7, 1932

Wabash Silk Train, engine No. 1678 and seven cars made a fast run over the Buffalo Division. The engine made it on just one load of coal.

October 8, 1932

Wabash engine No. 2074 has been returned to the local division after being refitted and repaired.

October 14, 1932

The Wabash is busy, yesterday there were 25 trains, 1286 cars

October 15, 1932

Yard engine No. 1889 hit a bus at the Balaclava Street crossing in St Thomas. It hit the rear portion of the bus. No injuries.

October 20, 1932

Wabash engine No. 2463 recently back from Decatur will be placed in service shortly. At present the engine is stored in the west end of the yards.

October 24, 1932

Passenger specials and silk trains help the Wabash. Six passenger specials and one silk train this weekend.

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Passenger specials to Niagara Falls:

Eastbound trains;	No.1	10 cars	349 passengers,
	No.2	10 cars	385 passengers.
	No. 3	16 cars	767 passengers.
Westbound trains;	No. 1	13 cars	673 passengers.
	No. 2	12 cars	381 passengers
	No. 3	11 cars.	522 passengers

October 25, 1932

W. B. Kennedy who succeeds J. N. Robertson as Wabash Master Mechanic of the Buffalo Division.

Wabash ran 24 trains, 1131 cars.

November 8, 1932

Three more Wabash engines added to local fleet. The arrival of three additional locomotives from Decatur shops has swelled the fleet of locomotives to well over twenty. Most of these locomotives are combined passenger freight locomotives and as fast as any in service on the local lines. Last week engine No. 2463 was brought to St Thomas and is being groomed for mainline duty. Yesterday engines No. 2078 and No. 2002 and No. 2043 were returned to St Thomas and are to be put in service immediately. There is the possibility that some of the "2600" class engines will come to Canada from the United States. Wabash and CNR officials of the Engineering Department of both lines have been over the roadbed and bridges with the view of permitting heavier engines. Developments can be expected this winter.

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November 14, 1932

Wabash Silk Train flies over the Division in four hours. A seven car special ran over the weekend carrying cargo valued at over two million dollars. It left Windsor at 3;25 PM ON Sunday and stopped at Cayuga to refuel. Engine No. 1678, noted for its speed hauled the special over both ends. The silk train was an hour ahead of schedule. The west end engineer was George Blackwell and his fireman was W. B. Robertson. The crew on the eastend were engineer Richard Rolling and his fireman was Bert Fox.

November 14, 1932

Another fast run. First No. 92 this morning made an exceptionally fast run from Windsor to St Thomas in two hours and 55 minutes carrying 39 loaded cars. Engine No. 2030 hauled the train which was in charge of Conductor Bill Dacks. The engineer was Frank Miller and his fireman John McRay.

November 18, 1932

Yesterday the Buffalo Division of the Wabash catered to the heaviest run of freight trains for a Thursday since 1930.

On Thursday the Wabash ran 29 trains, 1239 cars.

Sixty carloads of turkeys came over the Wabash.

November 19, 1932

Turkey make speed. First section of train No. 82, under three hours to reach St Thomas with 37 carloads, engine No. 2049.

Wabash engine No. 2078 now in service after returning from Decatur shops.

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November 21, 1932

Wabash engines No. 2457 and No. 2460 have been sent to the Decatur shops for general repairs.

November 23, 1932

A Ford Special comprising raw materials or parts. Wabash ran a fast 55 car train. The automobiles are broken down into parts and 20 automobiles fit in one railway car. The Ford Special was hauled by engine No. 2057 over the west end and No. 2022 over the east end.

November 24, 1932

Wabash engine No. 2034 arrived Wednesday night on the local Division and will be placed in service shortly. 

November 29, 1932

Wabash engine No. 2034 has been returned to the Buffalo Division for fast freight and passenger service after being overhauled at the Decatur shops.

December 7, 1932

A 56 car automobile special augments Wabash traffic. A solid train of Willy's Overland car makes its fast run this morning. There were 300 automobiles in the train. The train was in charge of engine No. 2455 on the east end and engine No. 2021 on the west end. The west end crew were engineer Frank Miller and fireman Gordon Mills. The east end crew were William Winter and John Tolmie, fireman.

December 14, 1932

Poultry shipments boosting Wabash traffic.

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December 14, 1932

Breaks main rod. The first section of Wabash freight train No. 82 this morning had a mishap when it pulled into the locomotive yard from Windsor. Engine No. 2058 which was hauling the train was stopped when a main driving rod broke east of Flora Street. It was fortunate that the train had reached St Thomas because if that rod had broken while travelling fast or passing over a bridge west of the yards a serious accident might have occurred. As it was there was no damage and no delay to the train as another engine was immediately despatched to the scene. No. 2058 will be taken to the shops for repairs. No reason was given for the rod snapping unless it was caused by a flaw in the steel. The crew in charge of No.82 were. Engineer Carson Arnold, fireman George Lucas, and Conductor Bill Dack.

The Wabash ran 17 trains on Tuesday, 856 cars.

December 16, 1932

Millions of turkeys are being hauled the Wabash, there were 150 cars today of turkeys over the Wabash.

The Wabash handled 21 trains, 1040 cars.

December 21, 1932

Passenger travel to be heavy. The Wabash have booked a special for Princeton University.

December 24, 1932

Wabash engines No. 1677, No. 2050 and No. 2457 are reported to be coming out of the Decatur shops.

December 31, 1932

Wabash engine No. 2460 has returned from the United States.