

January 5, 1937

The new locomotives are likely to start in operation in ten days. Plans are moving ahead for the introduction of the new 2200 type locomotives on the Buffalo Division. Expect to start next Sunday

A check today revealed eight of the monsters already in Canada, two at Windsor, and six in St Thomas, all of which are being put into shape now for immediate service. John McCutcheon Rule Instructor, brought his Instruction Car from Decatur, Illinois, and the engineers and firemen are now attending classes. The car contains a model of the Duplex Automatic Stoker which is used on the big engines. The men must become fully acquainted with this stoker and other devices with the new locomotives are equipped. It is understood that more of the new engines will continue to arrive, as about 20 to 25 are able to assigned to the local division. This means a substantial slice for the government as the duty on each engine s said to be approximately \$5000.00. In anticipation of heavy winter traffic, the Wabash power is being put into flawless shape. Engine No. 2050 is back from the Michigan Central shops after being serviced, and No. 2455 has been sent to the Michigan Cengtral to have its face lifted. Between 4 to 50 engines are retained on the local division with about half in service at one time, the remainder being stored or in the shop. It is understood that when the 2200's are put in service that the lighter class will be returned to Decatur, Illinois and scrapped, in this way the capital of the company will be reduced apprieciably.

New Tank nearly ready. At the same time that the new engines are put in service, the other facilities at St Thomas will be tried out. The new 70,000 gallon water tank is rapidly nearing completion and the stand pipe has been finished for some time. The heating system is now being placed around the mains of the tank and it won't be long until it will be filled with water. No definite plans for a coaling station have been approved.

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January 6, 1937

The new CNR-Wabash St Thomas water tank to be finished this weekend. It will hold 60,000 gallons of water. It has a big ice crushing machine inside. It took two months to build. The water standpipe is located north of the station, while the water tank is east of the L&PS track and north of the mainline. The old watertank is to be kept in service for some time in order that the yard engines and those coming out of the shops will not interfere with the engines on the fast freights which will take water at the new stand-pipe.

The big engines are ready. Eight new engines are here. The customs Duty is about \$10,000 per engine instead of about \$5100 duty per engine as reported. More engines are expected. Some will have Worthington heaters.

January 8, 1937

New Wabash tank is completed in just one month. Water is turned on Friday by Foreman Ellsworth Dickinson. The final inspection has been made. The tank is 65 feet high. At eleven o'clock the water was turned on and it took four hours to fill the tank.

There is a bell at the front of these engines, Master Mechanic B. Kennedy says the Wabash adopted this policy fourteen years ago.

January 11, 1937

First attempt to use the CNR-Wabash waterpipe fails. Engine No. 2458 only got a sponge bath, the valve was stuck but now okay. The tank is full.

The engine of the First Section of Wabash train No. 82 which arrived from Windsor at about ten o'clock Monday morning after making a record run was slated to get the first thankful of water from the new standpipe for the "first" drink in front of the depot but all it received was a sponge bath. One of the valves were stuck.

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The engine that stood under the water pipe for the first drink was No. 2458, it had come in pulling 38 cars of fresh fruit.

January 13, 1937

The new Wabash engines are being groomed for their debut. They will be washed before entering service. As yet none of the 2200's have entered service. The engines are to be washed out. Another engine No. 2050 was received from the Michigan Central shops and is ready for service again. No. 2455 is still at the MCR shops.

A rather humorous incident occurred when the first engine took a thankful of water on Monday evening January eleventh. It was No. 2959 which had just come back from the MCR shops. Bill Peer, of the water service department, was astride the spout and he gave the line a tremendous jerk. The water arrived in a rush and jostled the spout with Mr Peer on it.

January 18, 1937

A substantial run of fast freight over the Wabash line, over 1200 loaded cars in a 24 hour period. In three days 102 trains were run hauled in 4561 cars.

January 20, 1937

The Wabash does not have a date when the new locomotives will go into service.

At noon yesterday another engine No. 1680 was sent over to the Michigan Central shops to be serviced. No. 2455 is still there while No. 2058 and No. 2059 were returned a short time ago.

January 25, 1937

Eight new engines are ready for service but just one is being fitted up Monday. Wabash engine No. 2268, the last of the fleet to arrive at St Thomas., and will be ready for service in the near future. They

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have been washed inside and out. The side rods have been put on. Another fleet of new engines is likely to come later on as the Wabash has twenty-five of the engines at Decatur Illinois where they have been stored for some years. After some of them have been placed in service others will be scrapped. When engine No. 2058 was at the Michigan Central shops recently it was virtually "stripped" and certain parts will be used and the rest of the engine will be shipped back to Decatur to be scrapped.

There will be a change in operating the fast freights as the engines will be operated through from border to border.

January 27, 1937

E. E. Sanford, Wabash General Master Mechanic, from Decatur was in St Thomas to confer with Master Mechanic W. B. Kennedy in connection with the new engines.

The Wabash in 24 hours ran 28 trains hauling 1179 cars.

January 29, 1937

The biggest Thursday on the Wabash in six years, There were 41 trains, 1780 cars, 86 carloads of Fords, and train No. 91 ran in 8 sections.

February 9, 1937

No date has been set for starting the new Wabash engines. No. 1680 and No. 2030 are at the Michigan Central shops.

February 10, 1937

The first large new Wabash locomotives to get started. Plans to use the first engine on Thursday. Harry Shipp will be in the cab. The engines will run through, border to border.

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February 11, 1937

The local division of the Wabash has an order to haul 32 new locomotives for the Green Bay and Western Railway from the Baldwin Locomotive Works. Three have already passed through "dead".

February 12, 1937

Wabash engine No. 2272 is the first of the fleet to start. It takes a 70 car train with ease out of the local yards at ten o'clock in the morning. Friday morning at 10:00 am left for Windsor , then return on a section of train No.82 and will go straight through to Fort Erie. Engines No. 2271 and No. 2270 are being fired up Friday. There are many officials on hand, including e. E. Sanford, Master Mechanic from Decatur. The engine crew were Engineer William Wrightman. Fireman Roy Hewitt, and Conductor Roy Sutherland.

February 13, 1937

Engine No. 2272 made a good run to Windsor. On Saturday it hauled train No. 98 to St Thomas."

February 15, 1937

There are two of the big 2200 type engines now in service on the Buffalo Division. Wabash No. 2270 returned to St Thomas Saturday and was running hot and had to be taken off at St Thomas to cool down.

February 19, 1937

The Wabash will handle a special passenger train for the musical revue company which has been playing "The Great Waltz on the Detroit to Chicago circuit the last two months. The train will pass over the Canadian Division on Sunday afternoon, leaving Detroit about 5:30 and arriving at Buffalo about 10:30 it is expected. The special will include ten cars, including dining, sleeping and baggage cars.

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February 22, 1937

The Buffalo Division fo the Wabash operated a passenger special over the weekend for the accommodation of the "The Great Waltz " company en route from Chicago to Buffalo. The special comprised of ten cars. It left Windsor at 5:42 pm and arrived at Buffalo at eleven at night.

Engine No. 2270 brought freight train No. 82 in from Windsor into St Thomas.

Engine No. 2272 is in the Windsor roundhouse getting cooled off again. It is the only other big engine in service yet.

February 24, 1937

The Wabash coal comes from the Pere Marquette at Eriean, Ontario.

February 25, 1937

Wabash cabooses No. 2536 and No. 2540 have been overhauled.

Two Wabash engines which have been in the Michigan Central shops are expected to be released Thursday or Friday. Engine No. 2460 will go to the MCR for repairs.

March 2, 1937

Wabash engine No. 2272 is scheduled to make a trip for the Wabash through to the east end on Tuesday. No. 2270 is running up and down the line all the time. No. 2269 is the next one to be added to the fleet

Wabash has only one engine in the Michigan Central shops at the present time. It is No. 2460. Engine No. 2271 is the next big engine to be put in service in the near future.

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March 5, 1937

Wabash fast freight trains make fast run despite the rush. The first section of Wabash train No. 82 which is known as the "Blue Goose" comprised of 41 loaded cars. Chevrolets as well as Fords are moving freely over the division. Hauled by engine No. 2060 the train came from Windsor to St Thomas in 2 hours and 50 minutes. Engineer Tom Hall was assisted by fireman Gordon Mills. Engine No. 2458 took the train to Fort Erie with engineer Pickell and fireman Houston.

March 8, 1937

Wabash No. 2270 continues to make fast time. No. 2272 is to take a drag freight.

March 15, 1937

Wabash engine No. 2272 brought No. 82 to St Thomas from Windsor on Monday with 68 cars. The train made a splendid run despite the wind and snow encountered, W. B. Kennedy, the Wabash Master Mechanic rode in the cab of the engine. It was the first through eastbound trip for No. 2272. No. 2270 has been operating up and down the track frequently, and No. 2271 is ready to be added to the fleet at a moment's notice.

March 16, 1937

David Britt, Wabash official for twenty years passed away. He was the retired Foreman of Engines. He was 69 years old. Started with the Grand Trunk in 1897. Was promoted December 1, 1916 Road Foreman of Engines. He retired December 1st. 1936.

March 20, 1937

Wabash engine No. 2058 which broke a driving rod some time ago has been sent back to Decatur Illinois shops where it may be scrapped. The Michigan Central shops are working on No. 2460 while

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No 2270 and No. 2272, two large moguls are going up and down the line with heavy trains daily. No. 2271 is all steamed up and ready to go at a moment's notice.

March 24, 1937

Engines No. 2270 and No. 2272 are running, and No. 2271 is fired up.

March 29, 1937

The Buffalo Division of the Wabash has another heavy engine for service making three so far, No. 2271 was added to the fleet last Thursday and it is now running.

April 7, 1937

Wabash locomotive heads inspect the St Thomas engine terminal, W. G. Sagsletter and E. E. Sanford. Three big engines are being used, and five are still waiting. Wabash repairs its engines at the New York Central shops. Engine No. 2463 is there now.

April 10, 1937

Wabash engine No. 2268 is being fired up for mainline service. It will be the first of the large ones to enter service without a feed water heater. The other three, No. 2270, No. 2271, and No. 2272 all have Worthington feed water heaters.

April 12, 1937

Repairs to Big Engines. Two of the big Wabash engines are getting attention each end of the line this week and only No. 2270 is in service. Engine No. 2271 is at Windsor to receive a new pair of trucks it is understood, and No. 2272 is at Fort Erie to receive new hub liners. Engine No. 2269 is all fired up.

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April 17, 1937

It is expected to put Wabash engine No. 2269 in service next week to make the fourth in service. There are still four more to be added.

April 20, 1937

Wabash engine No. 2269 is the latest big engine to be added to the fleet.

April 21, 1937

Maiden voyage. Despite rain and wind and a drop in the temperature, Wabash engine No. 2269, one of the large new monsters set forth Wednesday morning on her maiden voyage. The big engine took the local from St Thomas to Chatham.

April 23, 1937

No. 2269 does well. Wabash engine No.2269, one of the big K-3 engines, which was added to the local fleet came out of Windsor on an eastbound train to operate through to Fort Erie. The maiden trip was made on the local Wednesday from St Thomas to Chatham and return. There are now four big engines in service and four more will be added later on. An accident occurred in the yards Thursday when an axle of an engine broke just as the train was pulling out.

April 28, 1937

The "Big Flood of 1937", the Thames River rises 24 feet during the night. Washouts! CNR loses an engine at Beachville.

Wabash is watching the bridge at the west end and Lynhurst closely, particularly the foundations.

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April 29, 1937

Due to Thames River flooding Wabash trains are detoured using the L&PS and Pere Marquette between St Thomas and Chatham.

For at least another 24 hours and possibly longer Wabash fast freight trains will continue to operate over the west end Division of the Pere Marquette between St Thomas and Chatham. There are serious problems at Thamesville and Northwood, possible washouts. The east end of the Wabash is being used with caution, trains were routed over the Michigan Central between Canfield Junction and St Thomas.

It was feared on Thursday that more trouble might develop west of Chatham in the vicinity of Prairie Siding where the water was still rising on Thursday.

April 30, 1937

Wabash are still running trains over the Pere Marquette.

May 1, 1937

The Wabash now has three locomotives in the Michigan Central shops to be overhauled while a fourth is expected to be returned on Friday afternoon. No. 2463 is due out of the MCR shops on Friday. The trio to go over on Thursday were engines, 1679, 2050, and 2074. Two has been the limit in the past.

May 1, 1937

Farther west from Chatham the flood spread out and around Prairie Siding and at the junction of Jeanette's Creek the flood waters were a mile wide. The CNR station at Jeanettes Creeek was surrounded by water but the tracks remain untouched because they are set up on an embankment. The CNR bridge at Jeanette's Creek is normally high above a trickling little stream was only a yard above the broad rushing stream on Thursday. All trains have been travelling slowly. The Wabash trains which went over the L&PS-Pere Marquette to

USING PERE MARQUETTE LINE

April 27 1937

All Traffic is Being Routed Via L. & P.S.R. to Junction and Thence to Chatham; Line East is O.K.; Other Rail Bits

For at least another 24 hours and possibly longer, fast Wabash freight trains will continue to operate over the west end division of the Pere Marquette Railroad between St. Thomas and Chatham, Chief Despatcher Earl C. Turnbull reported to The Times-Journal on Thursday morning. Mr. Turnbull who has been on almost 24-hour duty since the trouble developed into serious proportions at Thamesville and Northwood thought it might be possible that the washout and track would be repaired for traffic by Friday noon but he wasn't at all certain. The east end of the C. N. R.-Wabash is now being used with caution but it was out of service from yesterday afternoon until 11 o'clock Wednesday night. Three Wabash trains were routed over the M. C. R. from Canfield Junction to St. Thomas and thence over the P. M. R. to Chatham before going back on the C. N. R.-Wabash tracks.

Watching All Lines

It was feared on Thursday that more trouble might develop west of Chatham in the vicinity of Prairie Siding where the water was still rising on Thursday morning. The water at Thamesville began to recede Wednesday night after the washout occurred which took away a big culvert. The water then rose at Northwood where a culvert went out on Thursday morning to add more worries to the officials. Both of the culverts are this side of Chatham so that if serious trouble develops west of Chatham the Wabash will have to send its freight trains over the Pere Marquette to Walkerville. Remarkable as it may seem, Chief Despatcher Turnbull said Thursday that he thought the Wabash would get all of its trains through on Thursday one way or another. No trains are going to be held back east or west of the division on Thursday and unless more serious interruptions occur he hopes to have all the day's business over the division in good time.

Officials At Scene

While Mr. Turnbull has been handling the situation virtually alone here with the aid of his capable despatchers Superintendent O. W. Duff, Division Engineer S. B. Wass and other officials have been at Thamesville and at other points in that vicinity where trouble has occurred. A private car was reported "marooned" in the vicinity of Thamesville. Among the heads of the C. N. R. reported at Thamesville are the following: general manager, Major F. L. C. Bond; general superintendent J. F. Pringle; chief engineer, T. T. Irving; superintendent of transportation, J. A. Murphy. In charge of the track work with Mr. Wass is William E. Mellor, roadmaster St. Thomas while Alton Johnston supervisor of bridges, buildings and water service left the terminal here Thursday morning with a force of men. Supervisor Fisher of Windsor was also reported on the job. The total force of men is about 40. As many as can be spared from other points are at the scene of operations but it isn't possible to spare too many because the track, road-bed, bridges, trestles, culverts and other equipment has to be watched carefully at all points. Effects from the flood may not develop for days.

Send Supplies

The troubles east of St. Thomas was in the vicinity of Tillsonburg where a bridge was not considered safe on Wednesday afternoon but after being strengthened and inspected carefully it was reported "O. K." at 11 o'clock last night. In charge of the east end are Frank Campbell, assistant division engineer and Roadmaster Herbert Clark. The local terminal has sent much material, including supplies of ties, piles and other equipment to Thamesville. Much of the material was picked up on the east end and rushed to the scene of activities at Thamesville and Northwood. Sandbags were also supplied Wednesday night and sent over to London, Ont., and then on to the west end. W. N. Garvin, superintendent of transportation for the Wabash was reported en route to the local division from St. Louis on Thursday.

P.M.R. and M.C.R.

While the Pere Marquette line appears O.K. west of St. Thomas the L. & P. S. R. fill-in is not any too firm and the large P. M. engines are not permitted to go over that route. The P. M. R. bridge east of St. Thomas at the old packing plant is not any too strong either. The Pere Marquette

vice was partially disrupted but only temporarily. All in all, the local railroads are making a gallant effort under existing conditions to keep all trains moving.

This and That

From April 19 to April 20 the New York Central System is conducting a system-wide Y. M. C. A. campaign for 13,000 members. Posters to that effect have been received at the St. Thomas terminal.

Nanking and Canton, China, are to be connected by a new railway, according to a recent announcement.

An unidentified man about 65 years of age was killed by a Toledo-bound New York Central passenger train in Wyandotte, Mich., the other day.

Italy is electrifying state railway lines in and near Milan.

The C. P. R. locomotive and car shops at North Bay will work for 40 hours starting in May which will bring shop conditions almost back to normal at that point.

Net operating revenue for March on the Wabash amounted to \$718,923 compared with \$480,884 in March, 1936.

April 27
1937

St Thomas

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Chatham cut back on their own line to go into Windsor, but had to proceed carefully because it was feared that the embankments were weakened considerably.

May 4, 1937

Wabash engine No. 2463 has been returned from the Michigan Central shops where it was overhauled. Three other Wabash engines are in the shops.

May 5, 1937

Canadian National Railway officials inspection visit of the flooded area. CNR were operating many trains over the Canadian Pacific Railway.

May 6, 1937

Wabash engine No. 2463 came back from the Michigan Central.

May 7, 1937

Four cars derailed at Simcoe.

May 11, 1937

Sperry rail detection car over the Wabash.

May 13, 1937

Fast Runs. Train No. 82 operates in two sections and sometimes three sections. Engine No. 2043 pulled 43 loaded cars Windsor to St Thomas in 2 hours and 48 minutes. The engineer was Roy Edgar and the fireman was Bill Robinson. On the east end to Niagara Falls engine No. 2025 hauled the train with engineer W. Spencer.

The second section of No. 82 consisted of 59 loaded cars of meat and Fords and it was hauled by engine No. 2271 right through from Windsor to Fort Erie

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May 17, 1937

An automobile driven by Bert Rolsom ran into the side of a Wabash freight train at Nelles Corners.

May 18, 1937

Wabash engine No. 2060 is being dismantled in the St Thomas roundhouse and will be sent to Decatur Illinois later for scrapping.

The Wabash ran 41 trains, 1860 cars, in 48 hours.

May 20, 1937

The next new Wabash engine to enter service will be No. 2266.

May 27, 1937

Using one of the large 2200 class locomotives, Engineer Arthur Arnum of the Buffalo Division brought one of the fast sections of train No.96 to St Thomas from Windsor in two hours and 39 minutes on Tuesday. The train comprised of 40 cars of rush consignments.

Wabash engine No. 2074 is due back from the Michigan Central locomotive shops where it has been reserviced. No. 2066 has not been placed in service yet, but there five large ones running through between the two borders hauling Wabash fast freight.

May 28. 1937

New Wabash locomotives are making fast time. Second section of train No. 82, hauled by engine No. 2271 pulled 65 cars in two hours and five minutes. The engine was serviced in the St Thomas yard but was not disconnected. The Wabash in two days ran 56 trains hauling 2726 cars. The west end crew were engineer Henry Harland, and fireman Bert Fox. The east end crew were Engineer George "Lindy" Blackwell and fireman Ernie Branch.

May 29, 1937

Wabash engine No. 2074 has been returned from the Michigan Central shops and No. 2050 is expected next week.

June 3, 1937

Wabash engine No. 2050 has been returned from the Michigan Central shops after being overhauled. Only No. 1670 and No. 1679 are now at the Michigan central, as No. 2455 came out six weeks ago, another will be sent to the shops soon.

The 2200 class engines on the Wabash are making wonderful time these days. One hauled a 117 cars from Fort Erie the other day as i it was a light train. John McRild, the engineer, made a fine run from Windsor on Wednesday with No. 82.

June 5, 1937

A real long train ten o'clock Monday morning when a manifest westbound train arrived at St Thomas with a grand total of 114 cars of which 13 cars contained valuable shipments. The train extended from the CPR diamond past the public golf links to Flora Street near the depot a distance of approximately one mile. Engine No. 2455 hauled the train, and the crew composed of engineer Henry Harland and fireman Bert Fox.

June 8, 1937

Harry Shipp, Road Foreman of Engines for the Wabash Railroad took engine No. 1681 to the Michigan Central shops on Monday morning and returned with No. 1679 which had been overhauled.

June 11, 1937

Wabash engine No. 1681 is the only Wabash engine now in the Michigan Central shops. It is likely to be returned at the end of the month. With traffic easing up not so many engines are required.

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June 14, 1937

Wabash Division will be closely inspected by Chief Engineer J.J. Boussefield with O. W. Duff on tour soon.

Wabash helped Pere Marquette when four trains were detoured because NYC derailment.

June 16, 1937

Wabash officials inspection from private car attached to train No. 82.

One of the large new engines hauled No. 82 on Wednesday morning. It was the No. 2272 and it went right through on the train which comprised 60 loaded cars. Over the west end the crew were Engineer Roy Edgar and fireman W. B. Robinson. Over the east end the engineer was J. Clark, and fireman Austin Curtis.

June 18, 1937

Extra Passenger Business lined up for the Wabash. Numerous excursions planned. On Saturday, the first Wabash train for some months will move over the Division passing through St Thomas at about ten o'clock. This passenger special will comprise of thirteen cars, and it is understood to be an excursion party from the United States points going to Niagara Falls.

June 21, 1937

Wabash have used both washed gravel and crushed stone for ballast.

Wabash handled a thirteen car special passenger train for Sperry Tours. 230 patrons travelled from Chicago to New York.

June 25, 1937

Before long, the Buffalo Division of the Wabash will have ten of the large 2200 type engines in Canada. Originally eight were assigned to the local division and five are in service and three are being held

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until they are required. Friday morning the ninth engine No. 2267 was reported on the way from Decatur Illinois and No. 2264, the tenth is to come later on. It is understood the 2000 type engines is to be taken out n of service when all of the new ones are broken in. The big engines will be put to good service in the late fall and winter. With traffic lighter they are not in such great demand this month. One engine No. 1681 is in the Michigan Central shops undergoing repairs.

Wabash engine No. 1681 is the only one in the Michigan Central shops at the present time. No. 2269 came off a fast freight service Thursday to be looked over.

The Wabash in two days ran 33 trains, 1715 cars. There were four sections of No. 91 on Tuesday night.

July 2, 1937

Two persons die in grade crossing accident at Highway No. 3, half mile east of Frome.

A new cinder hoist constructed in the Wabash yard.

July 6, 1937

Wabash engine No. 2457 is the next one to be sent to the Michigan Central shops when No. 1681 is returned.

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July 8, 1937

The track in the vicinity of Inkerman Street on Wednesday evening was given an unexpected bath when a drawbar on a defective brake beam pierced the rear of the water-tank (tender) on engine No 2460. The engine was backing up to couple on more cars for an eastbound train to Fort Erie when the defective brake beam failed to hold and it slipped up and into the tank. The water shot out in all directions after the tank became dry it was taken into the shops for repairs. The hole will be patched easily enough. Another engine was assigned to the eastbound train and it proceeded on its way after a minor delay. The engine is one of the largest in service, being next in size to the new 2200 series, ten of which have been received already.

Powerful engines pass through, three engines purchased from Baldwin Locomotive Works for the Weyerhaeuser Lumber Company. These were articulated side tank logging locomotives.

July 13, 1937

The Wabash Instruction Car in charge of Sam Rutherford is at the St Thomas terminal.

July 15, 1937

There are ten new engines of the 2200 type at the Wabash terminal. Five are in service and five are ready to run at a moments notice, The last two to be received are No. 2264 and No. 2267. It is understood that at least five more are coming before the winter sets in. Some of the smaller type of Wabash engine are to be scrapped.

July 17, 1937

Wabash engine No. 2460 which had a hole punctured in its watertank by a defective coupling is having a new back end constructed at the local Wabash shop. The whole back was removed and a new one is

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being inserted. Engine No. 2078 is being sent back to Decatur Illinois and may be scrapped.

July 20, 1934

Word was received at the Master Mechanic's office Monday that engine No. 2264, another large one had left Decatur, Illinois for St Thomas. No. 2028 has been sent back to Decatur and No. 2027 will be next. No. 2457 is being overhauled in the Michigan Central shops.

July 28, 1937

The Auxillary Crane is derailed while speeding to a Wabash wreck. The auxillary was speeding to a five car Wabash derailment at Nelles Corners. The derailment of five cars occurred right in front of the Nelles Corner station. Engine No. 2270 was pulling a train of 55 cars. The train crew wer Richard Rollings and fireman W. Oxford. The crane derailed at New Sarum. With the Wabash all tied up, Wabash trains were detoured via Canfield Junction and Brantford over the Canadian National mainline westward.

July 30, 1937

A Wabash freight train goes through a derail at Welland. Engine and three cars off the track at the Michigan Central diamond crossing. The derailment was at the Michigan Central diamond where it crosses he joint CNR-Wabash tracks. A train on the swing run ran through the derail. The engine and three cars derailed. The train had some cars from fast Wabash train No. 96 and was en route to Niagara Falls. Three hundred feet of track were torn up.

July 31, 1937

There are now ten of the large 2200 type engines on the Buffalo Division of the Wabash. No. 2264 being the last to arrive. A new back-end is being put on No. 2460 in the local roundhouse.

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August 4, 1937

One of the new Wabash engines No. 2271 was in the Michigan central shops on Tuesday for minor repairs. It was the first of the big series to go over. It is too long to go into the CNR-Wabash roundhouse. No. 2457 is likely to be released this week and another will be sent over. The Wabash has five of the big ones in service.

August 7, 1937

Wabash engine No. 2264 which arrived here recently from Decatur is being put into shape for service at the south side of the St Thomas shops. It is the tenth to reach here.

August 12, 1937

Wabash engine No. 2457 has been overhauled in the Michigan Central shops and is likely to return to its home terminal this week.

August 13, 1937

New Wabash locomotives make fast time, No. 2271 brings in 56 loaded cars from Windsor to St Thomas in 2 hours 42 minutes Friday morning, as first section train No. 82.

Wabash in 24 hours ran 27 trains, 1071 cars.

August 25, 1937

Wabash engine No. 2271 goes over the Division in fast time. Engine No. 2264 is being readied.

September 1, 1937

J. Ben Savage Wabash conductor retires.

September 3, 1937

Wabash extra track gangs at work.

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September 3, 1937

Wabash Master Mechanic's meeting at St Thomas. They inspect engine No. 2272 which arrived with a fast freight from Windsor. It will be split into two sections at St Thomas. One section bound for Niagara Falls and the other Fort Erie.

September 8, 1937

There are eleven 2200 K-3 class engines in Canada:

2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272

September 10, 1937

Wabash freight trains are in and out of the yards quickly. In 24 hours the Wabash ran 23 trains, 1120 cars. Engine No. 2456 hauled 68 cars.

September 29, 1937

Engine No. 2269 hauled a train of 60 loaded cars. No yard engines are now needed at St Thomas to give trains a boost up the grade east of the city. The new engines take the big trains up the grade with ease.

October 1, 1937

Two Wabash engineers retire, John "Tip" Logan and John T. Ford.

October 2, 1937

Another big Wabash engine No. 2265 is being put in readiness for service on the mainline. This will be the seventh engine added to the local fleet.

October 4, 1937

A run of 2 hours and 20 minutes was made from Windsor on Monday morning by a fast Wabash freight train. The train only a few

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cars of rush freight but was hauled by engine No. 2057 with the following crew; Engineer John Taylor and fireman Charles Wright.

October 6, 1937

Wabash fast No. 82 with 60 cars of dressed meat and autobusses, from Windsor in 2 hours 55 minutes, engine No. 2266.

October 8, 1937

It is not possible to house the larger new Wabash engines here owing to their length, but Friday one was put in the roundhouse for emergency repairs by taking the tender off, and putting the engine proper on the turntable.

October 9, 1937

Twelve big Wabash engines are here. Two more added to the fleet. The total list of new Wabash locomotives has risen to an even dozen according to an official announcement Wednesday from the office of Master Mechanic W. B. Kennedy. The eleventh engine has already reached St Thomas and No. 2260 is en route to St Thomas. The engines are numbered from 2260 to 2272 and all are equipped with automatic stokers. Michigan Central are presently working on No. 2458. Another engine No. 2002 is going to be sent to Decatur shops and it is likely not be required again. The 2000 class are being taken out of service.

October 21, 1937

Wabash engine No. 2262 is being fired up and otherwise put in shape for mainline service.

October 22, 1937

Wabash engine No. 2260, another big fellow has reached Windsor and will reach St Thomas over the week end. No. 2458 was released from the Michigan Central shop on Friday.

-1937-

October 28, 1937

The fleet of new Wabash engines has been augmented this week with the arrival of engine No. 2260 and the return of No. 2458 from the MCR shops.

November 4, 1937

The Wabash are getting rid of its 2000 class 2-6-2 type engines as rapidly as possible. It is understood that the remaining six on the local division are to be sent back to Decatur, Illinois soon as they are being replaced by the larger 2200 class engines.

November 17, 1937

A big shipment of poultry passing through Canada. There were over eighty cars of which 43 were carloads of Turkeys. They come from Kansas City and from Texas.

November 19, 1937

The Wabash expects shipments of Christmas trees, dressed turkeys and 1938 Ford models. The Wabash handle the bulk of the haul from the Midwest and the southern turkey belts en route to Buffalo, New York and Boston and other eastern points. The movement of turkeys is at its peak and this weekend will see hundreds of cars through St Thomas. The Wabash also moves more Fords than the NYC or Pere Marquette.

R. M. Messmor, Wabash General Manager took a trip over the Buffalo Division the other day in his private car.

November 19, 1937

There are now nine of the 2200 class in service on the Wabash. The remaining three are being put together for service before long. No. 1870 is in the MCR shops being overhauled.

-1937-

November 23, 1937

The Wabash is sending engine No. 2050 to Decatur, Illinois. It is being taken out of service on the local division like others of this class. No. 1870 is in the MCR shops for repairs.

Engineer Thomas Burton has gone on the Louisiana Street run.

November 24, 1937

Splendid performances by the new Wabash locomotives. The engines average 200 miles a day. No. 2264 is ready to be fired up on Thursday. There are some 2400 class engines, and some 1600 types still running, but the 2000 class are gradually disappearing. No. 2050 is going to Decatur this week where it will be scrapped or converted into a switcher.

November 29, 1937

The new big locomotive on the Wabash is No. 2264.

December 3, 1937

The thirteenth new Wabash engine to be assigned to the Buffalo Division is on its way. The engine is the No. 2273.

December 7, 1937

Wabash engine No. 2273 has arrived in Windsor from Decatur and will be brought to St Thomas this week. No. 2264 has made a test run with Harry Shipp.

December 8, 1937

Snow at Fort Erie, up to 30 inches.

December 9, 1937

Snow storm still rages around Buffalo.

-1937-

December 10, 1937

Railways still battling snow, bad blizzards on the east end. Snow is over the top of cabooses. Only loaded cars are being moved.

December 11, 1937

A derailment at Fort Erie at the entrance to the big yard.

SIX NEW WABASH ENGINES ARE MAKING FAST TIME ON DIVISION

Sept 8, 1937

Are Averaging Nearly 200 Miles Daily; 11 Arrive; 3 to Start
This Month; Other Local Rail Items

When Wabash engine No. 2266 entered service Wednesday morning on the local run, it marked the sixth big engine to join the fleet of moguls on the main line since the introduction of the K-3 type engine between Windsor and Fort Erie some months ago.

Although only six engines are in service, there are eleven in Canada at the present time and more are coming. It is understood that at least 15 will be assigned here by fall and that the grand total will be 25 engines before the end of the coming winter. The schedule calls for three new engines to be entered in service this month; two more following the one started Wednesday. The 11th engine to reach the division Thursday was No. 2263. The complete list of 11 engines is as follows: Nos. 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2270, 2271 and 2272. The six of this number in service are: Nos. 2266, 2268, 2269, 2270, 2271 and 2272.

Run Them Through

The "2200" type engines are making wonderful mileage up and down the Division and included with the other engines the average mileage last month per day was over 197 miles, September promises to be equally good and so far the average per day is between 190 and 215. These engines will make about 65,000 miles before going into the shops to be overhauled. Some other classes only make about 43,000. The Wabash has sent engine No. 2458 to the M. C. R. locomotive shops to be overhauled and No. 2457 is to be returned. As the "2000" engines go out of service they are sent to Decatur, Ill., to be scrapped or made into yard engines or something like that. They are not going to be used for through freight service any longer. The policy of running the locomotives through between the two borders is working out satisfactorily, the engines being inspected and greased as they stand by the stand-pipe in the local terminal yards. W. B. Kennedy, Wabash master-mechanic, was down on the eastern frontier on Thursday to study the power situation.

September 8,

1937

St Thomas

THIRTEENTH NEW ENGINE IS EN ROUTE TO WABASH LINES

December 23
1937
Nine are in Operation; Tenth Soon; Others Later; Freight
Better; Other Rail Items

The thirteenth new Wabash locomotive to be assigned to service on the Buffalo division between Windsor and eastern frontier points is on the way to St. Thomas from Decatur, Ill., according to an official announcement at the local C. N. R.-Wabash terminal on Friday. The engine which is No. 2273 left Decatur, Ill., on Wednesday and should be in Detroit by now and may be ferried across to Windsor this week-end. Early in the week it should reach St. Thomas. Of the 12 engines which have arrived in St. Thomas nine are in service and the tenth No. 2264 may be in service in a day or two. On Thursday, Harry Shipp road foreman of engines went on the local with No. 2262 and is hoping to put the tenth engine in next week for sure. All of the engines in service have been doing splendid work and hauling from 10 to 20 more loaded cars than the old engines which were used for many years.

Some Are Different

There is a difference in the engines those numbered from 2270 being built differently from those numbered from 2260. Firemen and head end claim that they cannot see ahead at all from the cabs of the "70" type without sticking their heads out of the window which isn't much fun in bitter weather. The engineers, however, can see ahead splendidly. The engines received so far started at 2260 but No. 2281 was missed and the others here are, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271 and 2272. Although they are just being broken in the engines have been averaging over 200 miles per day over the local division and they will do even better as the season advances. At least 15 are to be assigned here within a short time and it is expected that eventually 25 in all will be in service and others taken out. The "2000" type are being gradually eliminated from service as the new ones take their places. Some "2400" and "1600" engines continue to do their bit.

Reduce One Train

Already the new engines are making a difference of about one eastbound train each morning. For instance on Friday morning, Earl C. Turnbull, chief dispatcher, said that he had only one section of No. 82 but had 60 loaded cars for it. Ordinarily one of the other engines would not be given more than 40 loaded cars and it should be necessary to marshall another train later on in the day. Thursday night and early Friday morning, however, six sections of No. 91 were run westbound with high-class "acme" freight and other rush merchandise. Orders have been received to rush Christmas trees over the division just like perishable freight in order that dealers will have them on hand to sell before December 25. A heavy run of Christmas meats and poultry, including turkeys, is also anticipated on all U. S. lines. All U. S. lines reported a fairly good run of freight on Thursday afternoon and evening. The M. C. R. ran several eastbound trains in a row late in the afternoon and early in the evening. Automobile production is increasing and the outlook is better than last week.

Wabash Figures

Wabash reports for the past two days showed 49 trains and 2477 cars, comprising 1637 loaded cars and 820 empties. The daily reports showed: Friday—24 trains, 1284 cars, 858 loaded cars and 426 empties; Thursday—23 trains, 1193 cars, 769 loaded cars and 804 empties. J. F. Pringle, C. N. R. general superintendent, Toronto, was in the city on Wednesday afternoon with Superintendent O. W. Duff but did not remain long. He came over the division from Windsor and later returned to Glencoe where he caught a train for Toronto. It is understood that Mr. Pringle was well-satisfied with conditions on the division.

December 3

1937

ST Thomas