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January 3, 1945

Aylmer. A light engine on the CNR way-freight which goes east from St Thomas through Aylmer each morning went off the track on the John Street crossing on Tuesday morning. The engine was going into a siding to the Carnation plant when ice and packed snow ran the wheels of the engine off the tracks.

January 4, 1945

Railroads renew the effort to battle the snow situation. PM and the Wabash only moved short trains on Wednesday but added more tonnage later on Wednesday afternoon. The Wabash engines are moving through covered in ice and snow.

Wabash traffic picked up smartly during the past twenty-four hours. Twenty four trains and over one thousand loaded cars were handled during the last 24 hours. Trains of oil are moving steadily.

January 10, 1945

Wabash traffic is light due to the congestion at Buffalo. One thousand cars were handled in the last 24 hours.

January 15, 1945

Freight traffic is backed up at St Louis, Kansas City and Chicago so the Wabash have run only 800 to 1000 cars. The power situation on the Wabash was improved over the weekend with the arrival of engine No. 2255 from the Decatur, Illinois shops after being overhauled. Another addition is expected in early February.

January 17, 1945

The Wabash moved 26 trains and nearly 1500 cars in 24 hours. The Wabash have about 50 loaded cars per train.

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January 20, 1945

All snow fighting equipment is now in service. The big Canadian National snowplow came in on the Wabash.

January 22, 1945

The Wabash in three days ran 78 freight trains, 4112 cars, 3190 loaded, 922 empties.

January 30, 1945

Running into the side of Wabash engine No. 2263 which was hauling a freight through Thamesville on Monday night Leonard Ackley suffered a cut on the face. The driver during a snowfall ran into the engine breaking a cylinder. The Wabash engineer was Pickell.

February 1, 1945

Railroads hit hard by latest heavy snowfall. Only coal trains are moving.

January 2, 1945

The Algoma Central has purchased another Wabash engine No. 2463 and officials were at the local terminal on Friday morning to take it away via Canadian National Railway.

The Algoma Central Railway have now bought three Wabash engines. Wabash engine No. 2261 has been returned from the New York Central locomotive shops after being overhauled for mainline service. The Wabash is in pretty fair shape for power,

The Wabash snowplow returns. The first snow fell December 12th.

February 5, 1945 The Wabash is hard hit because of its Buffalo connection. The Wabash ran only a small number of trains because of the Buffalo tie up. In only three days the Wabash moved only 40

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trains, 2164 cars while in normal times 70 to 90 trains would have been run. Only ten trains were handled in one bad day.

February 7, 1945

Hundreds more snowbound freight cars are released. New York State guardsmen are still yielding picks and shovels to free the snowbound railways.

Wabash ran 23 trains in 24 hours, 1414 cars hauled over the division, the previous day 900 cars were hauled.

February 7, 1945

The Wabash engine fleet has been increased by the addition of engine No. 2251 from Decatur, Illinois which is nearly new. It has never been here before and like No. 2250 which arrived late last year it is being permanently assigned to the Buffalo Division. Engine no. 2269 has gone to the NYC shops for extensive repairs,

February 8, 1945

Thirty five miles of new rail for the CNR-Wabash. The engineering department made plans starting December 12th, 1944 for extensive track and roadbed improvement. The new rail has arrived. There will be five more miles laid down than in 1944. The rails come from Sydney, Nova Scotia and also from Algoma steel. In 1944 thirty miles of rail laid.

February 9, 1945

Since December 16th, 1944 only two days at a time without snow. US Guardsmen saved seven trainloads of perishable foodstuff and cleaned the way for a dozen ammunition trains at Buffalo.

Wabash ran 20 trains, 1035 freight cars.

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February 12, 1945

Trains are moving better. Twice as heavy on the Wabash. In three days the Wabash moved 76 trains in 4458 freight cars, 3579 were loaded cars.

February 14, 1945

Railroad situation is bad again on the eastern frontier. A heavy six inch snow fall in the Fort Erie area. The Wabash reported a train stalled in a snow drift east of St Thomas. The snowplows had to relieve it. The Wabash handled 800 to 900 cars in a 24 hour period in 18 trains.

February 15, 1945

The Wabash are moving trainloads of oil daily.

February 19, 1945

More oil is moving. The Wabash ran 68 trains in three days, in 3717 freight cars.

February 21, 1945

Two busy days on the Wabash 1100 to 1200 cars were moved daily, in two days 50 trains.

Repairs are being made to the Wabash and L&PS diamond at St Thomas.

February 26, 1945

Busy day on the Wabash. Army trucks are being unloaded at New Sarum for storage. (New Sarum was a major army storage depot for new vehicles from the manufactures before being sent to army destinations.) Side track at New Sarum crowded.

Two CNR engines were in the local yards Monday morning and they were operating as a double header for a long train.

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March 5, 1945

The Wabash ran 80 trains during the last three days.

March 7, 1945

Wednesday, another train and engine crew were kept busy at New Sarum on the Wabash switching cars of military vehicles to be unloaded and stored at the Yarmouth Centre depot. There were 42 carloads to be unloaded Wednesday, compared with the 37 the previous day.

The Wabash unloads new rails at Jeanette's Creek and Tecumseh, while other cars are being unloaded near Welland.

March 12, 1945

The Wabash ran 78 trains in three days in 4982 freight cars. Over 50 carloads were at the Wabash St Thomas terminal on Monday for unloading at New Sarum.

March 14, 1945

Wabash engine No. 2266 is being sent to the NYC locomotive shops to be overhauled.

March 16, 1945

Wabash freight traffic has made a grand comeback, over 2000 cars were moved, this is a first since the December 12th snowstorm. The Wabash moved 2049 cars in 24 hours in 30 trains.

March 20, 1945

The Sperry car starts on the Wabash.

March 23, 1945

Track officials go over the joint CNR Wabash in gasoline propelled cars.

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March 26, 1945

Oil shipments are heavy, Wabash ran 81 trains in three days.

Wabash engine No. 2269 was returned to the Buffalo Division over the weekend from the NYC locomotive shops after being overhauled. Harry Shipp n took the beauty over the east end Monday hauling train No. 82.

March 28, 1945

The Wabash ran 52 trains in two days.

March 29, 1945

CNR St Thomas Division officials toured the Division starting at Fort Erie.

April 4, 1945

Traffic to New Sarum continues as trainloads arrive daily of Army vehicles.

April 11, 1945

CNR and Wabash officials inspect the local lines in two Private Cars attached to the rear of Wabash train No. 82. G. H. Sido the Wabash General Manager was on board.

April 14, 1945

Oil traffic still heavy.

Wabash ran 46 trains, 2987 cars in two days.

April 18, 1945

The Wabash is sending Engine No. 2271 to the New York Central shops for extensive repairs. One is expected back soon.

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April 20, 1945

Wabash caboose No. 2512 to Conductor Fitzpatrick. The Wabash are handling 900 to 1000 cars each day.

April 30, 1945

The Wabash traffic is up due to a train wreck on the Erie railroad that results in much of the Erie traffic being detoured to the Wabash.

Wabash engine No. 2253 has been returned to the Buffalo Division after being overhauled in the Decatur, Illinois shops. The power situation on the Wabash is excellent.

May 1, 1945

Freight traffic expansion reported on the Wabash line. In a three day period 87 trains were run, 5151 freight cars.

May 3, 1945

Wabash freight traffic reports higher than 1944. During April the Wabash hauled 48,450 freight cars.

May 4, 1945

At Yarmouth Centre-New Sarum there are fifty carloads a day.

May 7, 1945

Traffic continues on time on VE day. The Wabash handled in three days 92 trains in 5952 cars.

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March 14, 1945

Two Wabash trains collide at the Tillsonburg station. Eight o'clock Sunday evening an extra west with 45 freight cars was taking water near the Tillsonburg station when an eastbound freight train known as the second section of train No. 98 failed to take the passing rack. There is a considerable grade at that point and the eastbound was moving along at a good clip, possibly 35 miles per hour, when the crew spied the danger and jumped for their lives. Both engines were the big 2200 class engines, the largest in service on the local Wabash line.

The crew on 2nd section-train No. 98 were Engineer Gordon Mills, fireman William Pell, Conductor Harvey Logan, brakemen D. Cameron and William Jolly.

The crew on the extra west were Engineer Eddie Robinson, fireman Frank Mycroft, Conductor Fred. Owens, brakemen Frank McTeer and A. E. Herbert.

May 16, 1945

The two locomotives are back. The two Wabash engines which collided head on at Tillsonburg are back at the St Thomas terminal. Engine No. 2264, which was due to be overhauled in a month or so will be sent to the New York Central shops to have a general reservicing job and the front end fixed. Engine No. 2255, the other engine, is likely to be fixed in the local roundhouse and should be back in service in about three weeks. Some damage to the water heaters as well as the pilots and frontends were reported but the damage wasn't as extensive as it appeared at first.

May 18, 1945

Wabash engine No. 2264 has been sent to the NYC locomotive shop to be overhauled. The other engine No. 2255 is being repaired at the local roundhouse.

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May 21, 1945

David Ornerod a Wabash engineer retired on train No. 82 on locomotive No. 2265 May 12th. His fireman was Austin Curtis.

May 23, 1945

Wabash caboose No. 2513 assigned to R. J. Vicary.

Wabash engine No. 2268 was expected in Windsor on Wednesday from Detroit en route from Decatur, Illinois after being overhauled in the big Wabash shop. It should be in service again on the mainline by the end of the week.

May 29, 1945

Yarmouth Centre is a busy spot as Army trucks are released and removed. The trucks are to be sold.

June 5, 1945

Wabash freight traffic is reported higher in May. There were 900 trains, 58,294 cars.

June 7, 1945

Wabash engine No. 2271 was received back from the NYC shops over the weekend.

June 8, 1945

The Wabash ran 30 trains, 1775 cars in 24 hours.

Wabash caboose No. 2550 overhauled and No. 2511 is on the rip track.

June 11, 1945

Wabash engine No. 1890 was on yard duty in the joint CNR-Wabash yards Monday while Diesel No. 51 was being overhauled.

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June 13, 1945

CNR derailment at Belle River.

June 20, 1945

Rail laying proceeding on the east end.

June 22, 1945

Wabash engine No. 1680 (a 4-6-2) one of the former passenger engines is in yard service in St Thomas while No. 1890 and Diesel No. 51 are out of commission.

July 9, 1945

Wabash engine No. 2264 came out of the NYC shops after being overhauled.

July 18, 1945

A solid train load of army trucks on the way to St Thomas Wabash yards on Wednesday morning to be switched to the (army) storage depot at New Sarum. The shipments began coming last week after a lapse of nearly two weeks.

July 21, 1945

Aylmer, there is to be a new coaling plant built there and two spurs built, one to Timken Bearings and the other to Imperial Oil.

August 10, 1945

The Wabash ran 45 trains, 2802 cars, in two days.

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August 22, 1945

New Diesels go through. Three large Diesels locomotives were handled carefully over the Buffalo Division of the Wabash on Wednesday morning. Owing to the newness of the engines slow time was enforced. One of the big engines was for the Studebaker plant in Detroit, Michigan and the other two were for the Kansas City terminal of the Wabash Railway. The locomotives were manufactured at ALCO, Schnectady, New York.

Wabash in two days ran 36 trains with 2256 cars.

August 27, 1945

Engine No. 57 a large Diesel-Electric was in the Wabash yards en route to the Kansas City Terminal Railway from ALCO.

August 31, 1945

On August 31, the Fort Erie to Jarvis wayfreight run was scheduled to operate through from Fort Erie to St Thomas on the joint CNR-Wabash.

September 5, 1945

During the five day Labour Day period the Wabash operated 105 trains, in 6328 cars.

September 7, 1945

Wabash caboose No. 2610 was overhauled.

Another long trainload of army vehicles arrived on the Wabash for storage at New Sarum.

September 8, 1945

The Wabash track gangs have finished the timber spur and the track at the new coal dock at Aylmer.

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September 10, 1945

Another trainload of army vehicles arrived at the Wabash yards over the weekend destined for the storage depot at New Sarum. Several trains of trucks and jeeps arrived last week.

Wabash reports just 16 trains with 961 cars over the line.

September 12, 1945

The Wabash ran 28 trains, 1765 cars, in two days.

There was a fatal grade crossing accident west of Stamford, near Niagara Falls involving Wabash engine No. 1679. Geore Stuckley was killed.

September 19, 1945

Small Wabash lay-off.

September 24, 1945

The Wallace Brothers Show was moved from Aylmer.

September 26, 1945

The Wabash was fined for the bad handling of Bombs at Oakland, Michigan.

October 10, 1945

The Wabash has had a 17% decrease in traffic.

The Wabash crew effective October 15th will take over the St Thomas to Fort Erie way-freight.

Wabash engine No. 2273 was returned from the New York Central shops and is at the local terminal waiting for a trial trip.

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October 15, 1945

Wabash engine No. 2275 which recently came back to the Buffalo Division after being overhauled in the NYC shops was taken on a trial over the west end by Harry Shipp who took the beauty over the tougher east end Monday to Fort Erie.

October 22, 1945

Wabash engine No. 2256 is being sent over to the NYC locomotive shops to be overhauled. Engine No. 2273 is back in service.

October 24, 1945

A fifty foot flag pole was erected by the Wabash as part of a huge Victory Loan Flag.

The Wabash and L&PS diamond crossing is being repaired.

October 26, 1945

Wabash traffic pattern picks up. There were 38 trains, 2059 cars, in two days.

Stations along the division were painted.

October 29, 1945

Wabash caboose No. 2536 overhauled.

October 30, 1945

The Wabash gets the Turkey traffic.

November 15, 1945

Wabash engine No. 2260 has been returned to service after having been repaired at the NYC shops.

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November 23, 1945

Fort Erie was the centre for the first bad storm.

November 26, 1945

Wabash engine No. 2270 is being sent to the NYC locomotive shops.

The Wabash in three days ran 62 trains, 3691 cars.

December 3, 1945

The oil trains have stopped.

December 4, 1945

Wabash engine No. 2256 has come out of the NYC shops.

December 5, 1945

Joseph Connelly, Wabash engineer retires, and O.W. Duff passes away.

December 7, 1945

Wabash engine No. 2256 has been taken to Windsor on a test trip by Harry Shipp after the engine came out of the NYC shops.

December 8, 1945

A record track program with over 40 miles of new track laid and a new coal chute built at Aylmer.

December 10, 1945

Hits Wabash engine. Thomas Buck drove his car into the side of Wabash engine No. 2267 which was hauling the first section of train No.82 through Tillsonburg on Monday. The engine was Whistlecraft and the fireman Cheney.