

-1922-

February 4, 1922

The officials at the Wabash were in a very contended and optimistic mood on Saturday morning . Their lack of power situation has been relieved to a certain extent by the arrival of two extra large twenty hundred class Wabash locomotives to be used by them temporarily or until the present rush is over. The engines although not new are in fine condition having recently come out of the locomotive shops. Another locomotive that has under gone extensive repairs at Decatur, Illinois has been forwarded to the local division and will help matters considerably.

February 7, 1922

The Wabash has been laying new rails.

March 0, 1922

Wabash ran a forty car oil train.

March 9, 1922

Officials of the Wabash Railroad reported Thursday that the two modern engines loaned to them by its American road were being used extensively to handle long freights. There priority is very valuable in alleviating the power situation that has been acute owing to the large business now being transacted over the division said one official. Recently three other locomotives were received at the local shop.

March 20, 1922

A fast run on the Wabash. Train No. 2 travels from here to Bridgeburg in two hours and twenty minutes. The engineer was J McGregor on Wabash engine No. 1676.

-1922-

February 7, 1922

Import engines to handle a rush of business on the Wabash. In order to handle the great increase in business of the Canadian Division of the Wabash Railroad three large engines have been sent to the St Thomas terminal from the United States and will be kept in operation until the rush is over.

July 25, 1922

About 3:30 on Monday morning, July 21<sup>st</sup>, while an eastbound Wabash freight was pulling into the Cayuga station, it broke into two pieces with a number of cars remaining on the eastend of the bridge. The air hose had broke. The Wabash Express also east bound was due. The freight crew made efforts to flag and stop the Express, but it was raining at the time and they were unsuccessful. The Wabash Express smashed into the rear of the train, right in the middle of the Grand River bridge, splintering the caboose and throwing it down the embankment and damaging two freight cars, The passenger engine was also damaged. The engineer and fireman were unhurt.

-1922-

April 28, 1922

Wabash passenger train No. 6 carries an extra sleeper on Saturday to accommodate a party of steamship passengers from Minneapolis to New York.

Two carloads of American soldiers killed in World War I passed through St Thomas on Friday on Wabash train No. 3. One car contained twenty-two bodies for distribution at St Louis, and the other sixteen bodies for distribution for San Antonio, Texas. There were also twenty-two bodies that were destined for El Paso, Texas

The Standard Paving Company moved its entire plant from st Thomas to St Catharines via the Wabash on Friday. Their plant had been located on the north side of Flora Street.

May 1, 1922

Passenger traffic on the Wabash continued to be brisk. Wabash train No. 2 on Sunday handled a party of fifteen deportees from western points bound for New York where they will board boats for their native lands. The Wabash handled a special train on May 5<sup>th</sup> carrying Czechoslovak Steamship party of 250 people from Chicago to Hoboken, New York. The train left Chicago on Thursday night at ten o'clock at night. The train composed of one baggage car, two coaches, and four standard Pullman sleeping car.

-1922-

May 3, 1922

Word was received Wednesday morning that the Wabash drawbridge, over the Welland Canal, at Welland Junction had been seriously damaged by the big lake freighter Marquette and Bessemer No. 1 that belonged to the Lake Erie Navigation Company. Wabash trains were routed over the Grand Trunk through Port Colborne to Canfield Junction.

May 6, 1922

The Butter and Egg Special. The GTR-Wabash made arrangements with the Department of Agriculture for a weekly refrigerator car service that started May 8<sup>th</sup> and running to October 2<sup>nd</sup>. The cargo was principally butter and eggs that was picked up along the entire line.

The Big Theatrical Train. The Wabash Railway would handle a special train on Sunday from Chicago to New York that accommodated the famous Ziegfield Follies, Ziegfield Orchestra, and the Blue Beards Eight's Wife theatrical troupe. The train was composed of five baggage cars, a dinner, and five Pullman sleeping cars.

May 16, 1922

Wabash train No. 3 had a car of American soldier's bodies on Tuesday morning. Three bodies were for Detroit, fifteen for St Louis, and two for San Antonio, Texas.

The Wabash would handle on Sunday the Ethel Barrymore Opera Company of thirty people by special train from Minnesota bound for New York.



-1922-

The Wabash bridge over the Welland Canal at Welland Junction recently damaged by a lake freighter had been repaired.

May 23, 1922

The Wabash carried a party of American troops from Duluth to Portsmouth, New Hampshire in a special train.

MAY 25, 1922

The Sells-Flotz Circus passed over the Wabash from Peru, Indiana to the Suspension Bridge at Niagara Falls.

May 26, 1922

The Wabash handled a forty car train of binder twine that originated in New Jersey and was destined for St Louis.

May 29, 1922

The Wabash handled a six car opera special.

A slight derailment occurred on Sunday at Canfield Junction when six cars derailed.

-1922-

May 30, 1922

A bumper strawberry crop. The Wabash handled a twenty-five car strawberry train from St Louis to Buffalo.

The Wabash continued to handle an unprecedentated amount of extra passenger business over the local division of the Wabash. Train No. 6 last night had five extra passenger cars in order to accommodate the Greenwich Village Follies that was en route from Chicago to New York. The entire train was twelve cars.

June 13, 1922

The Wabash passenger train No. 6 had two extra passenger cars to handle the Armstrong Party from St Louis to New York.

June 15, 1922

The Hagenbeck Wallace Circus arrived in St Thomas in two trains in the early morning on Thursday morning, and the train unloaded on Balaclava Street.

June 14, 1922

An interesting special train ran over the Wabash from Chicago bound for New York City. It consisted of six day coaches filled with Germans returning to the old country. The trip is called the Sangster Veran Excursion that had been arranged by the Cunard Lines. There were five hundred people on board, who would sail on June 27<sup>th</sup>. The train was labelled with large colourful banners giving particulars about the excursion, Several banners resembled the "On to Berlin" slogans that decorated the World War I troop trains.

-1922-

June 18, 1922

Wabash train No. 6 was equipped with extra baggage and Pullman cars to accommodate the Irene Theatrical Company travelling from Chicago to New York.

June 23, 1922

The Wabash train on Sunday would be equipped with extra baggage and sleeping cars for the "Passing Show of 1921", and the New York Winter Garden Orchestra that would be en route from Chicago to New York.

A new lighting system was being installed at the Wabash roundhouse. Four huge electric arc lights were erected on the top of the roundhouse in a slanted position so as to afford illumination during the night. This provided a grand benefit to the trainmen handling trains at night.

June 28, 1922

An enormous amount of new equipment was being procured by the Wabash Railway. An order by the Wabash to Standard Steel company for 375 hopper cars, 2050 composite gondolas, and 1500 steel automobile cars.

In order to increase the motive power on the local Grand Trunk-Wabash Division two Grand trunk small locomotives were sent to the Stratford Shops of the GTR. These locomotives were to be used on the local trains.

## WINDSOR, ONTARIO

July 11, 1922

Windsor, Ontario, 4:10 on the afternoon of Tuesday July 11<sup>th</sup>, 1922. Engineer Edward Fitzgerald was running the Grand Trunk yard engine, a small 0-6-0 No. 1741, out bound from Windsor on the regular three o'clock trip to Walkerville. The yard foreman Fields was on board the locomotive. The engine was travelling along a siding that ran parallel with the west bound main line. The 1741 arrived at the east end of that track, when in the distance when the inbound Wabash passenger train No. 3 was seen approaching. The Wabash was one hour and twenty minutes late. For some unexplained reason Engineer Fitzgerald did not stop his yard engine in time and his locomotive fouled the main line. The Wabash was running at about fifteen miles per hour when it hit the side of the yard engine. The Wabash train stopped dead and the milk car that was between the locomotive and the rear of the passenger train was sandwiched and split open pouring a flood of milk on to the tracks. Within twenty minutes the passenger cars were detached from the train and were taken to the ferry. Two persons were injured, a woman passenger and the Wabash fireman. The collision occurred at the foot of Moy Street.



-1922-

July 7, 1922

Wabash train No. 2 hit a car near Simcoe.

July 31, 1922

There was a derailment at Cayuga about 1:30 Monday morning when Wabash train No. 6 plowed into the rear of an eastbound freight train. The rear of the freight train was passing over the Grand River bridge when it was struck, the caboose being thrown down the embankment into the Grand River. The pilot of the passenger engine was damaged but it did not leave the rails. The accident was caused by an airhose breaking when the freight was pulling into the siding causing it to stop abruptly blocking the track for No. 6. The freight crew made efforts to flag it, but as it was raining at the time The engineer and fireman escaped unhurt. The auxillary crane from St Thomas was sent for and the track was cleared in a few hours. Wabash train No. 1 was detoured over the Michigan Central Railway to St Thomas.

August 8, 1922

A Wabash derailment at Bothwell.

August 10, 1922

A train composed of fifty large Wabash engines left the Wabash St Thomas yards Wednesday evening bound for Montreal where they will undergo extensive repairs. The engines have been collected from all points of the Wabash system it was learned at the local depot Thursday morning. Several of the engines are of the twenty hundred type came from Decatur, Illinois and St Louis, Missouri. Their removal to Montreal is made necessary on account of the American shopmens labour strike. The unique train arrived from Windsor having little difficulty over the local division. A local crew was in charge of the consignment. This is the first shipment of this sort made since the opening of the strike in the United States.

-1922-

August 16, 1922

According to accurate information received at the local depot Wednesday morning the report appearing in the column regarding a fifty car train of disabled engines it is not true. About the number of engines passing over the local division is true, but they were handled in lots of three or four with the regular traffic.

August 18, 1922

There was a collision between a Wabash locomotive and a Windsor streetcar.



WINDSOR, ONTARIO, WEDNESDAY, JULY 12, 1922

## Collision Endangers 100 Lives in Local Railway Yards

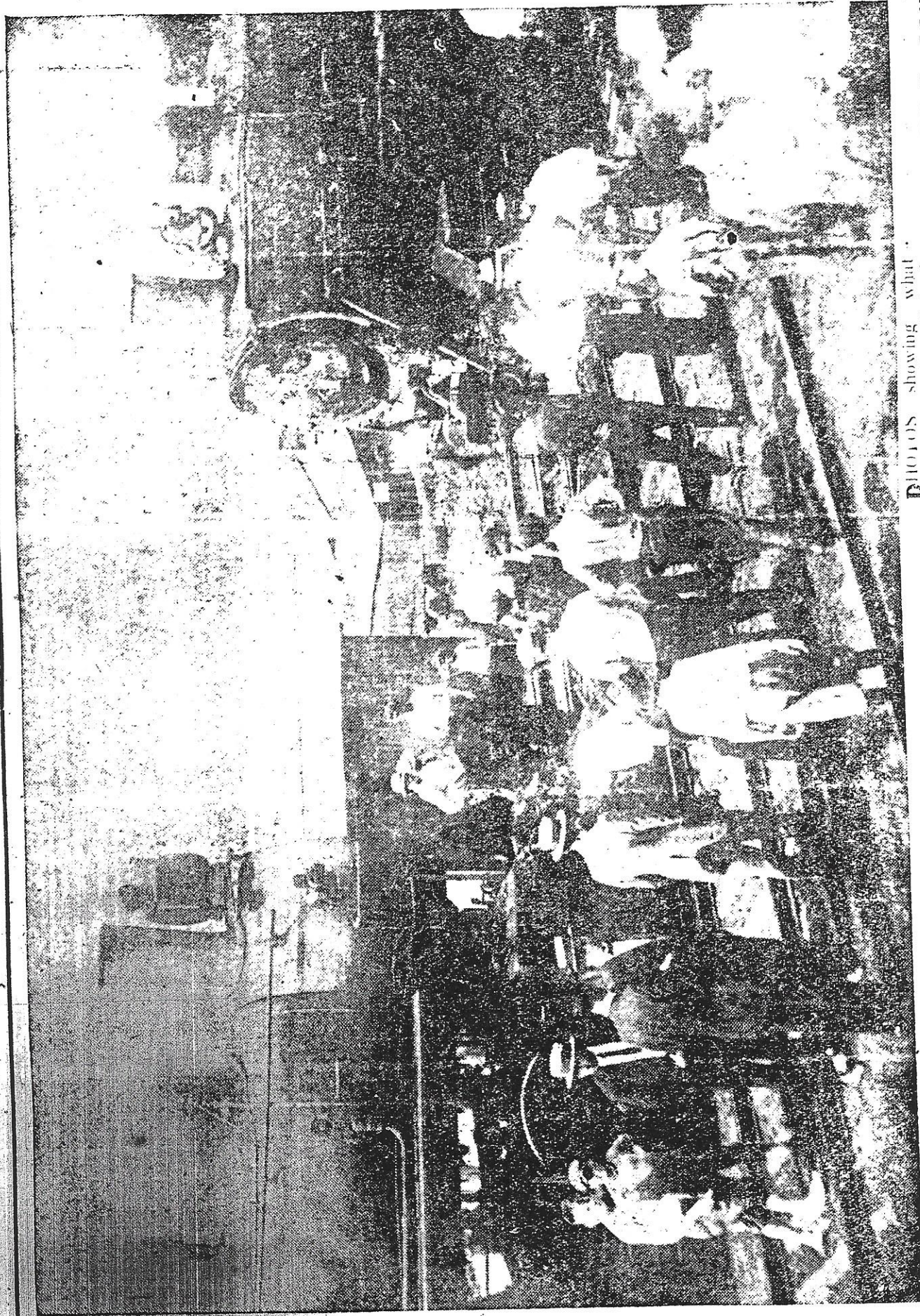


PHOTO showing what happened when Wabash passenger train No. 3 collided

DEFENSES AND

into the  
tree or  
noon.  
provid-  
as not

iefs

immense  
be an in-  
be no  
announced  
July 12.  
The  
old the in  
the then  
let some-  
ed with  
emanded  
andy too  
with the  
s of it.  
atendant  
to liquid  
by where  
be co op-  
been ac-



-1923-

January 3, 1923

A nationwide machinists strike had closed all the major railroad locomotive shops in the United States.

WABASH ENGINES TO MONTREAL. Four Wabash engines were brought to St Thomas on Tuesday afternoon from Decatur, Illinois and were shipped to Montreal via the Canadian Pacific where they would be extensively renovated by Montreal Locomotive Works, a branch of Alco. Another local engine was forwarded to Montreal on Monday for repairs. This made twelve Wabash engines sent east to Montreal.

January 4, 1923

Two engines arrived; Wabash engine No. 1633 arrived at the St Thomas depot Wednesday after being renovated at Montreal Locomotive Works. The huge locomotive besides being repaired inwardly was also freshly painted and one official remarked "It was as good as new." Another locomotive also arrived at St Thomas, but was forwarded to Decatur, Illinois for use on the Wabash US lines.

January 10, 1923

Two more Wabash locomotives arrived in St Thomas Wednesday afternoon from the United States for shipment to Montreal (Locomotive Works) for repairs. It was stated at the local depot Wednesday that nearly fifty engines from the United States and the local division had been forwarded to Montreal for repairs and nearly twenty had been returned. Three of that number were local locomotives. The local division had twelve engines at Montreal for repairs.



-1923-

January 10, 1923

A solid thirty-one car train of corn went over the Wabash.

January 15, 1923

The Wabash handled 150,000 bushels of grain from Itasca Elevator, at Duluth and 24,000 bushels from Minneapolis Grain.

New Wabash auto-boxcars arrive.

A Wabash engine hit a track speeder at Stevensville.

January 16, 1923

The local division of the CPR handled two Wabash locomotives billed from Montreal from Woodstock to St Thomas. The locomotives had undergone extensive repairs at Montreal and were taken over by the Wabash and were forwarded by the Wabash were forwarded to the United States.

January 22, 1923

Wabash congestion. The power situation although considerably improved on the Wabash, was inadequate to handle the traffic rush, two engines were sent to St Thomas from the United States to relieve the strain on the local engines. The engines arrived on Monday and were immediately placed in service.

**Another Wabash engine belonging to the local division was en route to St Thomas from Montreal .**

-1923-

January 22, 1923

Another Wabash engine belonging to the local division was en route to St Thomas from Montreal where it had been thorourly repaired. An official stated that the engine was badly needed to help out the power situation.

A bad mix-up occurred in the local yards on Monday night when three locomotives participated in a collision which might have proved more serious had the engines been travelling at a fast rate of speed. The accident was the result of a side-swipe. Two engines comprising a doubleheader were making up a train when they met a third engine backing into the yards. The two engines were struck on the right side. The right cylinder was smashed, and the rear trucks of the tender were derailed and the water tank punctured. The derrick was put to use and the wreckage was cleaned up before any serious delay was caused. Officials stated that it would be some time before the engines could be put into service again.

January 26, 1923

A huge new derrick for use by the Wabash. A 160 ton auxiliary arrived by ferry from the Industrial Works at Bay City, Michigan lettered for the Canadian National.

January 30, 1923

The Grand Trunk Railway will soon be a matter of history.

February 5, 1923

The Wabash has resorted to double-headers with equal success. Long trains are out of the question.

-1923-

February 7, 1923

With the arrival of two local Wabash engines from Montreal seven engines from this division had been renovated at Montreal Locomotive Works, in all fifty-two US and Canadian Wabash engines had been sent to Montreal for repairs. Of this number thirty-eight were US craft and fourteen Canadian. Eighteen US engines have been returned. Local officials were greatly pleased with the work done at Montreal. A contract for repairs to fifty engines was closed a few months ago which had not been completed.

February 9, 1923

The Grand Trunk Railway had its name changed to Canadian National Railway.

February 9, 1923

Over the Wabash a big Refer Train of twenty-six cars of spinach from Texas.

Two local Wabash engines were received from th Montreal shops after undergoing extensive repairs. These were the sixth and seventh engines to be returned to St Thomas after being renovated at Montreal.

February 19, 1923

Wabash engine 2024 travelling light to Bridgeburg (Fort Erie) struck a horse and sleigh one mile east of Glencoe.

-1923-

February 19, 1923

The Wabash handled a solid train of pulpwood en route to Pittsburgh.

February 21, 1923

D. Britt road foreman of engines for the Wabash returned from Smith Falls Tuesday night where he had been superintending the return of Wabash engines from Montreal. Mr Britt stated that Wabash engine No. 1677 repaired at Montreal was equipped with a new monkey motion valve gear that made it one of the best freight locomotives on the entire system. No. 1677 was taken on a trial run by Mr Britt Wednesday afternoon.

February 23, 1923

Wabash derailment three miles east of Jarvis.

February 26, 1923

There had not been one flue failure to a Wabash engine in 14 months since the railway started to use soda ash boiler treatment.

The Wabash had a solid train of livestock.



-1923-

February 27, 1923

Two locomotives repaired at Montreal Locomotive Works were expected to arrive at the local Wabash division via the CPR at the end of the week. One engine 1677 was a local engine.

March 2, 1923

Two local Wabash engines were being shipped to Montreal on Saturday to undergo extensive repairs at Montreal Locomotive Works.

March 7, 1923

New motion works to Wabash engine No. 1676, 1676 which was recently equipped with a new Walchaert motion was given a trial run on the west end division Wednesday. This was the first local engine to be equipped with the new device, but it would seem likely that other engines will also be outfitted.

March 8, 1923

It was announced at the local headquarters Thursday morning that three locomotives had been returned from being repaired at Montreal during the past three months. Twenty-eight locomotives an official stated were still at Montreal being renovated and others would be forwarded there from time to time. A great number of local engines are included in the above figure.

-1923-

March 12, 1923

Wabash train No. 90 was composed of fifty cars of meat was pulled by engine 1676 from Windsor to St Thomas.

March 21, 1923

Wabash expect to put on two additional passenger trains by July first.

March 22, 1923

Wabash engines have been sent to Montreal. The Grand Trunk now Canadian National kept four engines for the St Thomas division.

March 28, 1923

A big storm stops a big freight rush on the Wabash.

March 29, 1923

The Wabash expects engines in a couple of days.

March 31, 1923

A conductor without a caboose described the predicament in which George Nethercott, a Wabash conductor found himself in on Thursday evening at Welland Junction when his car took fire and burned to the trucks. The train had stopped at the junction to take water. When Mr Nethercott, who had been at the head end of the train, returned to the rear found his caboose in flames. The explosion of an oil lamp had caused the fire. The flames had gained too much headway to be extinguished, and the way car had to be cut off from the remainder of the train to prevent further damage. The conductor would be presented with a new caboose in the future.

-1923-

April 2, 1923

Locomotive 2057 was received from the Wabash lines Decateur shops. The engine had been undergoing repairs at the Decateur shops and had been rushed to the local division. Two engines were expected from Montreal soon.

April 5, 1923

Wabash slashed the fuel bill.

April 12, 1923

Two Wabash had left Montreal, and one was for local service.

April 17, 1923

The Wabash had placed an order for thirty Mikado 2-8-2 engines and twenty switch engines with Alco.

April 20, 1923

Two big freight engines that had been loaned to the Wabash lines in the United States were returned; and one repaired locomotive had been received from Montreal.

April 25, 1923

The Wabash had purchased new engines with the intension of replacing the "1800's" that were then in use with the huge "2400's".

April 27, 1923

Wabash freight No. 92 made a record run. Six Wabash engines were on their way from Montreal, where they underwent extensive repairs, to St Thomas. Two of the engines are for use on the local division, and the remaining four, were dispatched to the US Wabash lines.

-1923-

May 3, 1923

Run through steam locomotives. The engines on several Wabash passenger trains were being run through St Thomas, reported local officials on Thursday. It was stated that the plan might be adopted permanently.

May 9, 1923

The Grand Trunk Railway is no more.

May 9, 1923

We have plenty of power declared D. Britt. Two local engines from Montreal had not arrived.

May 10, 1923

The Wabash and the Pere Marquette railroads might renew the agreement to repair Wabash locomotives. There is the possibility that the local Wabash division might renew the contract with the Pere Marquette Railway for the repair work to Wabash locomotives. With the sending of two engines on Thursday and three more on Friday to Montreal for repairs the contract with Montreal Locomotive works was completed. There were thirty engines in the first contract and a later contract for fifty engines. Prior to this agreement the Wabash had repaired their locomotives at the Pere Marquette shops at St Thomas, but owing to unforeseen circumstances at both railways, the policy ended. The repairs made in Montreal included both United States and Canadian engines, If no agreement is made with the Pere Marquette the local engines would have to be sent to Decatur, Illinois for repairs.

May 19, 1923

The Wabash were making great preparations for heavy traffic due to a convention in Decatur, Illinois.



-1923-

May 21, 1923

New engine does well. Wabash engine No. 1678, a huge passenger locomotive made its trial run on Saturday on a freight train after having undergone extensive repairs at Montreal Locomotive Works.

D. Britt, the road foreman of engines piloted the engine on the initial trip. After a few trips on freights, the engine would again be placed in passenger service. The local division of the Wabash was now well supplied with motive power. Engine 1681 was then on its way back from Montreal, and no scarcity of power is expected in the future.

May 28, 1923

The Wabash had a new freight train, a meat train from Kansas City.

May 28, 1923

J. N. Robertson, the division master mechanic reported Monday that the engine 1883 would be shipped to Montreal for repairs on Monday evening. This was the last engine to be repaired under the existing contract.

June 1, 1923

The local division of the Wabash are to handle four special trains for the Shriner's Convention.

June 5, 1923

The Wabash station was painted.

June 9, 1923

Sunday was Shriner's Day on the local railroads. There were six special trains and the Wabash handled four of the passenger specials.

-1923-

June 16, 1923

Runaway cars hit the Wabash. Late Friday night when a runaway string of five cars on the electric London and Port Stanley Railway crashed broadside into Wabash train No. 92 at St Thomas.

June 19, 1923

The contract to repair eighty Wabash locomotives including hose in use on the local division as well as those on American lines by the Montreal Locomotive Works was completed. Nearly thirty local engines were included in the contract. The locomotives were now being repaired in the shops of the company at Fort Wayne, Indiana and Decatur, Illinois. The first locomotive to be repaired in the United States was dispatched to fort Wayne this week. It was No. 1873.

June 21, 1923

The Wabash handle the Ringling Brothers circus train.

June 21, 1923

The Wabash handle a big silk train of seven cars.

July 6, 1923

The local division of the Wabash handled a solid train of sixty cars containing Studerbaker automobiles from South Bend, Indiana.

-1923-

July 17, 1923

The Wabash engines belonging to the local division were expected from the Montreal branch of the Alco locomotive works in a few days. The eighty engines in the contract had been fulfilled with the exception of a couple of engines which are being repaired at Decateur, Illinois shop, and one locomotive had already been repaired there.

July 20, 1923

About the first of the week the Wabash will handle five large and new AT&SF (Santa Fe) engines 3438, 3439, 3440, 3441, 3742 to Chicago. (From locomotive builder Alco).

August 11, 1923

The Wabash handled a fast seven car silk train.

The Wabash engine No. 1873 was returned to the local division shops from Fort Wayne, Indiana where it was overhauled by the Wabash shop. The local division must send their locomotives to either Decateur or Fort Wayne shops for repairs, as the agreement with the Montreal Locomotive Works had been completed, and there is no sign of a diplomatic relations with the Pere Marquette in st Thomas.

August 16, 1923

Two engines were received from Montreal after undergoing extensive repairs at MLW. One of the engines No. 2217 was a United States engine and was sent to Decateur on Thursday morning.

-1923-

August 16, 1923

On Friday the Wabash would handle a special train for the benefit of the Knights of the Pytheas from Chicago.

August 18, 1923

Wabash runs a fast seven car silk train.

August 22, 1923

The Wabash carried a shipment of live camels.

September 9, 1923

Cancellation of agreement between the Wabash and the Pere Marquette Railroads.

September 13, 1923

This week the local division of the Wabash Railroad received two more locomotives that were repaired at Montreal Locomotive Works. Chief Dispatcher O. W. Duff stated that there were still eleven Wabash engines at Montreal that were being renovated for use in Canada and the United States. One of the engines received this week was for service on the St Thomas Division and the other was forwarded to Decatur, Illinois for use on that branch.

September 14, 1923

An official Wabash inspection train.

October 5, 1923

Wabash to get more power because of heavy freight business. There are too many doubleheaders. Twelve new Wabash switch engines went through St Thomas, six were hauled in one train. Also there were new Santa Fe engines from Alco.



-1923-

October 10, 1923

The local Division of the Wabash was still handling new Wabash engines that were manufactured by ALCO for delivery to western points.

October 11, 1923

A Wabash teachers special added two extra cars to Train No. 2.

October 15, 1923

Double track is likely for the Wabash as there are now 23 trains a day. Coal chutes planned for Fort Erie.

October 22, 1923

A new engine arrives from Montreal. J. N. Robertson announced that another locomotive had been received from Montreal Locomotive Works which had undergone extensive repairs. He continued that there were eight more engines to be turned out yet, which would complete the eighty engine contract. Mr Robertson carefully inspected engine 2074 when it arrived from Montreal and he reported it to be like new. Besides a thorough renovation with repairs to injured parts, it had received a fresh coat of paint.

October 29, 1923

A big silk train over the Wabash.

Wabash-CNR improvements, a coal chute at Fort Erie and a turntable for Niagara Falls.

-1923-

October 30, 1923

The problem of getting Wabash engines repaired is giving local officials considerable trouble. However there are still several locomotives at Montreal being repaired under the eighty engine contract and unless unforeseen mishaps occur to the engines at St Thomas, no critical situation will occur. Until some time ago the Wabash engines were repaired at the local Pere Marquette shops. The Wabash officials say they are ready to patch up the agreement and it was learned that Pere Marquette shops are anxious to do their work, but no settlement has been affected yet. The Wabash are getting minor repairs done at the Pere Marquette, but are not getting any extensive repairs done in St Thomas.

November 1, 1923

D. Britt, road foreman of engines for the Wabash announced on Thursday that he expected Wabash engine 2030 at the end of the week from Montreal where it had been thoroughly renovated by Montreal Locomotive Works.

November 2, 1923

A solid silk train over the Wabash from Chicago to New York. The silk special on the local Wabash Division broke several records. There were seven heavy cars. Engineer E. Smith and Conductor Vicary. In about five minutes engine 1681 was replaced by engine 1677 and engineer T. Ford took the position vacated by Mr Smith at the throttle and Conductor McCarty replaced Mr Vicary.

November 3, 1923

The local Wabash Railway have about forty-five engines in service according to a statement made Saturday by R. N. Robertson division master mechanic.

-1923-

November 3, 1923

Two Wabash engines that have been repaired at MLW will arrive at the shops in a few days. When these two engines arrive two engines will be sent from St Thomas to Decatur, Illinois shops for repairs.

November 16, 1923

Two silk trains over the Wabash.

November 21, 1923

Wabash has a great rush of freight. Every engine put into service. A wreck at Windsor Yard when engine No. 1291 was backing train No. 6 down to the depot at Windsor Tuesday evening when it took the wrong switch striking and turning over on its side engine 758.

A big new turntable was put in at the Niagara Falls terminal.

November 22, 1923

J. S. Robertson, division master mechanic of the Wabash announced Thursday that engine No. 1631, a big passenger locomotive had been received from Montreal where it had undergone extensive repairs at Montreal Locomotive Works. This engine will be used through St Thomas, after being taken out on a couple of trial runs. Another passenger engine was expected at the local depot Thursday from Montreal. Only a couple of engines were left at Montreal. When these are repaired the eighty engine contract will have been completed.

December 3, 1923

Wabash ran 25 trains.

On Sunday two Wabash engines from Montreal arrived from Montreal.



December 5, 1923

The Wabash may patch up the agreement with the Pere Marquette Railway shops. On account of the poor facilities for repairing engines at the Wabash in St Thomas the officials of the company are forced to seek elsewhere for extensive repairs. For a number of years the Wabash had their engines repaired at the local Pere Marquette shop, but owing to a grievence between the head officials, the agreement was cancelled. Following this disruption the Wabash made a contract with Montreal Locomotive Works for the repair of eighty engines. This contract has now been completed for some time. For the past few months the Wabash had sent an engine now and again to the Fort Wayne and Decatur shops, but this is not satisfactory.

Although no permanent agreement was made with the Pere Marquette shops in St Thomas for renewing the contract, it was learned that one engine had been sent to the Pere Marquette line from the Wabash this week, and that the Pere Marquette had orders to repair three Wabash engines altogether. Wabash engine 1677 was taken to the Pere Marquette shops for repairs. The principal work to be done on the engines was reported was eleven weldings. The Wabash shops have no electric welder. It is not known whether the old agreement with the PMR will be patched up. The Wabash have plenty of places to send their engines for repairs but St Thomas is the most convenient place. A firm in Buffalo it was reported was endeavoring to secure a contract to repair Wabash engines.

December 7, 1923

Wabash ran a forty car train of feed from Peoria.

Wabash engine No. 2002 was received from Montreal Locomotive Works where it underwent extensive repairs. This leaves only one engine at Montreal.

-1923-

December 8, 1923

Wabash engine No. 1677 which was sent to the local Pere Marquette shop for repairs this week was returned to the Wabash here on Friday. Considerable electric welding had been done on engine 1645 was then sent to the Pere Marquette shops for repairs.

December 17, 1923

The Wabash ran 28 trains.

December 24, 1923

Three Wabash engines repaired at the Pere Marquette shops.

December 26, 1923

On Tuesday the local division of the Wabash Railroad handled three big new Wabash engines en route from ALCO at Schenectady to the company's headquarters at Decatur, Illinois. The St Thomas Division will not receive the new engines, but will receive some larger engines that are now in the United States. Two more new engines arrived at the Fort Erie yard.

December 31, 1923

Monday night about 11:30 a derailment occurred on the Wabash at Jarvis due to a broken journal on a freight car. Passenger trains No 2 and No. 6 were handed over the Michigan Central from Canfield Junction to St Thomas.