

BUFFALO, NEW YORK

December 25, 1913

Two men were killed and six were injured when a Wabash Railway locomotive, running light, blew up on the Erie Railroads tracks a quarter of a mile east of Main Street, Buffalo, on Christmas Day, 1913. The Wabash engine had come from Niagara Falls early in the morning with a full crew to pickup a westbound immigrant train. The engineer was Joseph Curran of St Thomas and the fireman was John Thorpe of Fort Erie. At the Main Street crossing the switch tender stopped the locomotive so that he might hop a ride to his hone in East Buffalo. Another man Gustave Spang jumped up onto the engine to get a ride. Fireman Thorpe was standing on the locomotive tender.

There was then and explosion. The force tilted the rear of the engine upward and when it came down Thorpe was caught under the locomotive and the tender. Spang was hit by the iron crown sheet and thrown 150 feet. Both Thorpe and Spang were killed.



as witnessed by the  
es of the contract-

#### -WALKER.

street on Christmas  
o'clock a quiet but  
ook place, the con-  
Arthur Charles  
A May Walker,  
The matron-of-  
Albert Campbell,  
ian, Frank Maguire,  
se home is in Okla-  
tural iron worker,  
working in the city.

#### ME-HILL.

Mr. and Mrs. David  
ackson street, was  
quiet but pretty wed-  
on Christmas Day,  
Frank Gordon Mc-  
r, of Toronto, and  
Hill, also of Toronto,  
Rev. N. H. McGilliv-  
idesmaid was Miss  
St. Thomas, sister  
while the groomsmen  
nzie, of Toronto. Mr.  
nzie will make their  
o.

#### TT-LUSCOMBE.

dist church was the  
ty wedding on Wed-  
on, when Reginald  
cott and Miss Amy  
e, daughter of Sam-  
53 Redan street,  
marriage. The bride  
y Miss Winifred Alice  
the groom by Sydney  
following a wedding  
Mrs. Hammacott will  
residence in the city,  
it being employed in  
department of the M.

#### I-McGUGAN.

Thursday afternoon,  
of the bride's mother,  
reet, Miss Isabelle Mc-  
rly chief operator at  
telephone office, was  
riage to John Reith, 20  
Wabash engineer.  
was performed by  
remner, and the wed-  
as played by John Hat-  
de was given away by  
After a wedding trip  
d Syracuse, the young  
side at 20 Hughes

#### R-MANSELL.

wedding was solemnized  
deacon Hill at the home  
rs. W. J. Boozy, 18 Isa-  
n Christmas Day, when  
Daisy Mansell, sister of  
was united in marriage  
bert Tier, of this city.  
no was arrayed in white  
d shadow lace, made a  
ture as she entered the  
m on the arm of Mr.  
ss. Dolly Holden as  
oked lovely in a white  
while George A. Mc-  
ended as groomsmen.  
gister was being signed  
ch layed selections af-  
ations were extended by  
a, a nice banquet was  
ome was beautifully  
e occasion

## TTED, NOW ASTS OF GUILT

a Local Character Alice  
rathed to be

FRED CLARK, brakeman, of St. J. B. SAVAGE, Conductor, of Wind-  
Thomas, Who Had a Leg Fractured sir, Who Was Scalded and Had a  
and Was Otherwise Bruised. Foot Crushed.

## First Reports Were Exaggerated ; St. Thomas Men in the Explosion

Engineer Curran and Brakeman Clark Are Residents of This City;  
While Conductor Savage Formerly Lived Here and Wife and Family  
Are at Present on Visit With Relatives *Dec 26 1913*

The first reports received in St. Thomas of the explosion of the boiler of Wabash locomotive 1899, at Buffalo, on Christmas morning were considerably exaggerated and the fact that many of the employees were off duty prevented the local Wabash officials from securing the correct details until the day was well advanced. Fortunately the latter reports showed the results of the explosion, while still serious, to be not as bad as the earlier reports indicated.

Two of the injured are St. Thomas men, while a third is a former St. Thomas man.

### WAS REPORTED KILLED.

Nicholas J. Curran, 137 Manitoba street, at first reported as killed, is 49 years of age and has been in the employ of the G. T. R. and Wabash division for fifteen years.

The report of his death was a great shock to his wife and daughter, Mrs. Herbert Colledge, and the latter report, received late Thursday afternoon, contradicting this and announcing his injuries as much less than first reported, came as an almost overwhelming piece of good news to the two women most concerned and to all Mr. Curran's friends.

### MR. SAVAGE'S FAMILY HERE.

Conductor John B. ("Ben") Savage, 129 Aylmer street, Windsor, formerly of St. Thomas, who had one of his feet injured and was slightly scalded by the blowing up of the engine 1899, is 43 years of age on New Year's Day. He has been in the employ of the G. T. R. and Wabash railroads for many years, being with the G. T. R. prior to the taking over of the division by the Wabash.

At the time of the accident, Mrs. Savage (nee Miss Annie Hanley of St. Thomas) and their three children, Helena, 16; Elizabeth, 8, and Willard, 13, were the guests of her sister, Mrs. Albert E. Else, 32 Flora street, city, for the Christmas holidays. Mr. Savage is still in the Homeopathic Hospital at Buffalo.

### MR. CLARK NOT BADLY HURT.

Fred Clark, rear brakeman of Wabash freight No. 84, who resides at 30 Redan street, was riding on engine 1899 when she blew up, and suffered injuries which necessitated his removal to the hospital, but is expected to return home in a few days.

Mrs. Clark and their three sons were for many hours in suspense as to the extent of Mr. Clark's injuries. The boys are Douglas, 14; Jack, 7, and Alvin, 21 months.

### CAB GOT WORST OF IT.

It is reported that an investigation was opened in Buffalo today by the New York State Commissioners, and that the boiler of the engine, which was lifted but not thrown from the frame, has been under close expert examination. The cab appears to have borne the force of the explosion, being pretty badly broken up.

### MAKING HIS FIRST RUN.

John Thorpe, the fireman who was killed, was making his first run out of St. Thomas as a fireman. He is a married man, but a view of the fact that he had only been transferred to St. Thomas, he had not removed his family here.

## DEXTER LAD ACCIDENTALLY SHOT WHILE HUNTING RABBITS

George Parker and Companions  
Were Chasing Fence Christmas

at 100 West 100 and

## Blow-Up; Engine Was On Immigrant Special When the

THE I

GUSTAVE SPANG, night watch  
127 Strauss street.

JOHN THORPE, fireman, tw  
Ont.

THE IN

JOHN B. SAVAGE, conducto  
Aylmer street, Windsor, Ont. Hand  
ed, may lose three toes. Taken to  
FRED CLARK, brakeman, 30  
street, St. Thomas. Ankle fractur  
pathic Hospital.

NICHOLAS CURRAN, engine  
toba street, St. Thomas. Dislocate  
injuries. Taken to the Homeopat

ADAM SCHULTZ, switchman  
Gatchell street, Buffalo. Left sid  
sight of eye; fracture of left arm.  
flesh; legs badly burned. Taken

WILLIAM BARTELL, 28 y  
49 Walter street, Buffalo, left  
ed. Taken to the Emergency Hos

WILLIAM R. CAMERON, 30  
Windsor, Ont. Right side of face

WILLIAM LOHR, switchman  
injured, badly bruised and sufferi

Buffalo, Dec. 26-- Two men wer  
killed and six were scalded by escap  
ing steam and bruised by flying mi  
siles when the boiler of a Wabash lo  
comotive burst on the Erie track  
near Main street and Hertel avenue  
at 6.20 o'clock yesterday morning.  
Fireman Thorpe, who was making  
his first trip, was crushed to death  
instantly when the explosion raised  
the cab several feet and pinned hi  
as it fell.

Not until the wrecking crew arriv  
ed to lift the cab was the dead m  
released from the vice-like grip,  
which he was imprisoned. His ba  
was broken and bones in every pa  
of the body except the head wer  
crushed.

Spang had just boarded the H  
engine to return home from his wo  
at the Buffalo Crushed Stone co  
pany where he was employed  
watchman. He had stood on the  
steps only a moment when a hea  
chunk of iron torn from the top  
the boiler, smashed his skull.  
body was found in a ditch sever  
yards away.

### All Will Recover.

Of the others, Savage, the cond  
tor; Schultz, switchman, and Bar  
fireman, are most seriously injur  
It is believed, however, all will  
cover. The others are suffering fr  
minor burns and bruises.

The locomotive, which had co  
from St. Thomas to Niagara  
with a freight train, had been or  
ed on to Buffalo, and was due at  
o'clock at the Wabash depot to  
an immigrant train to Detroit.  
The blowup occurred an hour  
with the cars of immigrants at  
ed, the list of fatalities and in  
would have been greater.

Engineer Curran and Condu  
Savage were seated on their  
the cab. On the opposite  
Clark and Cameron. It  
Thorpe was stoking while Bar  
other fireman was in the rear.

Intermittent Christmas Greeting

At a Wash  
street and Hertel avenue, Buffalo,  
the signal for the



1913

January 15, 1913

## GLENCOE

After nine o'clock the winter night of January 15<sup>th</sup>, 1913 and a Grand Trunk train , No. 418, pulled into the Glencoe yard from Windsor. It was a stock train bound for London. They stopped the train on the mainline and were in the process of setting out a car on the siding. The bulk of the train was left on the mainline. Suddenly at 9:42 Wabash train No. 98 from Windsor to St Thomas, was approaching the Glencoe station following the Grand Trunk train, which was unprotected. That is there was not a flagman at the rear with a red light. The Wabash ran at full speed into the caboose and cars of the standing GTR freight train. The Wabash train was drawn by two locomotives, No. 1470 , Engineer George Taylor and fireman Bernard Button, and engine No. 1383, Engineer J. H. Doan and fireman Benjamin Galbraith. Head brakeman Walter Challis was riding the first engine with Engineer Taylor. Taylor saw the danger and jumped from the engine but Challis and Button did not jump in time and were buried under all the debris in the engine cab. Button was pulled out alive, but Challis was pulled out dead.

A coroner's jury on January 22<sup>nd</sup> put the blame for Challis's death on Grand Trunk conductor Alfred Staples for breaking the rules in not having a flagman protecting the rear of the train but also some at the Wabash for pushing for speed out of their train crews.

1913

January 17, 1913

NIXON, ONTARIO

Three hurt in another Wabash wreck. There was another serious wreck on the Wabash Railroad Friday morning when No. 1 passenger express ran into the rear end of a freight train no. 95 at Nixon, near Simcoe, breaking up the caboose of the freight and injuring brakeman A. Wilson and F. Dalton both of St Thomas. Neither are critically hurt. The wreck it is said was caused by the failure of the switch to the siding at Nixon to close properly. The freight train had taken to the siding and the brakeman had closed the switch, the handle being down, but in some way the switch points were left open and the passenger engine ran into the siding. It was slowing down at the time. Luckily the passenger train had orders to meet another passenger train, No. 6, at the station and it was slowing down to stop when it ran onto the defective switch. Engineer Charles W. Knight and his fireman escaped unhurt and their engine No. 1634 was only slightly damaged; the greatest loss being to the caboose and the freight cars. The passengers were not hurt. The wreck delayed traffic a couple of hours the wrecking crew being sent out from St Thomas and No. 1 express was able to reach St Thomas about nine o'clock this morning. The freight train was in charge of Conductor Burnip and Engineer Popham.

January 22, 1913

BUFFALO, NEW YORK

Wabash passenger train No. 2 collided with a Michigan Central freight at Black Rock this morning. No one was injured. The passengers all continued on their way. The Collision occurred on the Erie Railroad tracks. The Engineer was Bechely of St Thomas.



1913

March 6, 1913

DELHI, ONTARIO

Another serious wreck occurred on the Wabash at five o'clock Thursday morning, when the third section No. 94, a fast freight, going east, sideswiped the tail end of the way freight, running as an extra, at Delhi, causing the derailment of four cars and the injury of Fireman Van Bussen and Brakeman Follard. The way freight, in charge of engineer Winters, engine No.1006, and Conductor Vincent was just pulling into the siding when the fast freight, in charge of Conductor Norbury and Engineer Spencer, engine No. 1871 came along at a good rate of speed and struck the rear cars of the way freight a glancing blow, and throwing four of them off the rails. Fireman Van Bussen was with Engineer Spencer on the engine of the fast freight and he had one of his legs caught in the wreckage, the foot being rather severely crushed. Fireman Van Bussen would loose his left leg.

June 16,1913

MIDDLEMISS, ONTARIO

Two slow moving Wabash freight trains crashed head on one mile west of Middlemiss about midnight Sunday. Owing to the slow rate at which the trains were moving no great damage was done and only one member of the crew were injured. Neither of the engines No. 1873 of No. 1602 were very badly smashed up. Engineer Thomas Buxton on engine No. 1602 of the westbound train had just a sprained wrist.

## CAYUGA, ONTARIO

March 4, 1913

An early morning Wabash passenger train running east-bound from Detroit to Buffalo on the morning of March 4<sup>th</sup>, 1913 was wrecked one mile west of Cayuga. It occurred at 7:30 in the morning. The train composed of five coaches and a baggage car, all of the coaches left the rails. The locomotive and the baggage car did stay on the tracks. One of the coaches not only left the rails but went over a trestle and fell on the public road twenty feet below. Luckily there were only three passengers in the car, and the conductor and Pullman porter. One of the passengers was Mel Sheppard, a famous Olympic runner.

## PAYNE'S MILLS

March 6, 1913

Wabash train No. 6, met with another mishap at Payne's Mills just west of St Thomas only three days after the Cayuga derailment. A truck on a passenger car broke that caused a derailment. None of the cars were badly smashed.

## AYLMER, ONTARIO

November 22, 1913

A rear end collision occurred on the Grand Trunk-Wabash railway in the middle of a dense fog on November 22<sup>nd</sup> 1913, at Aylmer.



1913

August 15, 1913

#### CANFIELD JUNCTION

Wabash passenger train No. 3 was wrecked east of Canfield Junction about eleven o'clock Friday morning, the baggage car and one coach leaving the rails. No one was hurt. The Engineer was W. K.

Sanderson and the Conductor Meecham. The train was approaching the interlocking system at a fair rate of speed when the baggage car left the track and took a coach with it.

September 30, 1913

#### RENTON, ONTARIO

Running at a speed of fifty miles per hour, Wabash passenger train No. 4 was ditched east of Renton, a small hamlet between Jarvis and Simcoe. The big engine stayed on the rails; but a baggage coach, two combination cars, one sleeping car and one day coach were thrown into the ditch. The officials claim the cause of the derailment was a broken rail.

The accident was the second one on the Wabash in 38 hours.

Saturday night an engine drawing four loaded gondola's loaded with coal was running faster than the engineer figured and the cars were run over a high embankment. Near Nixon.

October 8, 1913

#### WALKERVILLE, ONTARIO

A Grand Trunk freight train, engine No.1382 ran in to an open switch a short distance to the rear of the Walkerville station. It was moving at only twenty-five miles an hour. A Wabash train which was shunting a train of nine freight cars near the freight sheds, stood in the path of the locomotive with its twelve freight cars, and with a mighty crash the two trains came together. The Wabash engine was bumped back and the rear car went through the bumper and tore a large portion of the south wall of the Walkerville police station.

Wabash engine No. 1117 was in the charge of Thomas Howe

# WHY WABASH BOUGHT FERRIES

Have Plan to Use Boats Bought From the M. C. R. That Will Save \$500,000 Annually for the Road; Ferries Will be Used to

Transfer Cars in Detroit

MARCH 26  
1913

Detroit, March 26.—When the Wabash railroad purchased the three boats from the Michigan Central it was thought the object that inspired the transaction was to have the boats form a connecting link with the Canadian shore, and thus make a direct line for the road for through business, but it is now learned that the purchase was the outcome of a widely different scheme which will mean a saving of more than \$500,000 a year to the Wabash and add enormously to the revenue of the road.

The plan is that the three boats will be used to carry freight cars from a point near the Solvay works, on the west side to a terminal on the east, for which it is learned, property has already been acquired. This will provide for quicker distribution of freight.

The railroad proposes to build slips at the Parke, Davis company's plant and at other points along the river near Belle Isle, where it will be convenient to dock cars consigned to manufacturers of Detroit and take on cars for foreign shipments. At the present time the boats are being used to carry freight cars across the river and this will be continued until the eastern river terminal is completed. The Wabash, however, is still facing the problem of getting their cars through the congested districts of the city to the manufacturers' road. This will be obviated when the new plans are put in operation. The Wabash in sending its cars through the city to manufacturers faces a double charge. The road pays the Michigan Central \$5 for every car taken over its tracks to the



1913

November 21, 1913

AYLMER, ONTARIO

As the Wabash-Grand trunk way freight was pulling off of the mainline unto a switch at Aylmer about two o'clock this morning an extra westbound Wabash freight in charge of Conductor Thomas Coleman and engineer William Kermath fof St Thomas came bowling along and sideswiped the mixed train knocking the caboose and seven cars from the track and damaging the big Wabash engine to a considerable extent. A quarter of a mile was torn up and two cars were consumed by fire., but no one was hurt. The mixed train westbound with Engineer Jack Reith was only half off the mainline when the freight came along. The proper signals it was said were displayed but apparently the engineer was unable to see the other train owing to the fog.

December 8, 1913

DELHI, ONTARIO

The locomotive and one car of a Wabash passenger train No. 14 eastbound jumped the rails at Delhi about 3:15 early Monday morning while travelling at a speed estimated to have been between 45 and 50 miles per hour. Fortunately only one car and the locomotive left the rails and both of these remained upright and did not topple over into the ditch.

December 8, 1913

GLENCOE, ONTARIO

A serious wreck occurred on the Wabash Railway near Glencoe on Sunday evening, about 6:10 December 7, 1913 when engine No. 2057, attached to a caboose, and bound for Windsor from St Thomas left the rails and turned over in the ditch. In the engine at the time of the wreck were Percy Scanlon, engineer, and Lewis Mack, fireman. Mr Scanlon escaped uninjured, but Mr Mack was severely scalded and bruised.

1913

December 17, 1913

A deliberate attempt to wreck fast freight No. 91. Engineer W. R. Shine on Wabash train No. 14 on engine No. 1631 discovered that the ties and ballast had been removed about half a mile east of New Sarum and only six feet east of the bridge over the Catfish Creek.

December 19, 1913

While returning from placing a car on the track at Aylmer siding about four o'clock Thursday afternoon the Wabash Auxillary (crane or derrick) was sideswiped by an engine in the local yards. The locomotive was derailed. Both the engine and the crane were travelling west at a slow speed when the engine took a switch and attempted the impossible feat of running on the same track.

December 22, 1913

As his train, Wabash train No. 94 was crossing the feeder canal at Welland, early Sunday morning, Fred Dunn a fireman fell from the tender of his engine No. 1870 to the tracks and was killed.



1914

January 21, 1914

Wabash engineer James Black was struck by an engine at Glencoe.

February 12, 1914

General Manager Henry Miller made an inspection trip over the railway.

February 18, 1914

Wabash instruction car No. 62 arrived in St Thomas.

February 20, 1914

A new station at Black Rock, New York opens.

February 28, 1914

Late Friday afternoon as a Wabash freight train was going west near Prairie Siding, an injector pipe in the engine cab of Wabash engine No. 2059 exploded and Fireman Reaume was seriously burned about the right side. The engineer, George Taylor. Was also scalded but not so seriously. The Eastern Flyer was stopped and the fireman was sent back to Chatham.

April 27, 1914

Wabash passenger train No. 6 ran through an open switch at Newbury at 2:30 Monday morning and ran into a freight train. The freight train was standing some distance along the siding, but before the engine of the passenger train could be brought to a standstill it struck the freight with sufficient force to tie up traffic for an hour. No one was injured.

1914

June 1, 1914

Wabash freight train No. 92 eastbound from St Thomas to Fort Erie figured into a wreck at Darling Road on Sunday night. The train was under the charge of engineer Kingston and Conductor Armstrong. Ten cars were derailed and it took twelve hours to clear the line.

September 15, 1914

The Grand Trunk-Wabash Air Line depot and freight sheds were burned to the ground yesterday. All the contents of the freight building were lost, including 25 tons of hard coal put in for the winter's fuel. The fire was caused by a spark from the locomotive attached to the Wabash express train No. 3, which passed at 1:30. The building was an old one, and the roof where the hot cinder fell caught fire and spread with such rapidity that efforts to save the structure were useless. A temporary office and waiting room have been made by fitting up a passenger coach.

November 18, 1914

Thomas Burton, a Wabash fireman was scalded about the Hands and sustained a sprained ankle when a flue on Wabash engine No. 2053 blew out while it was standing in the Cayuga yards about nine o'clock on Monday night, Engineer George Laidlaw jumped from the cab and escaped injury, but Burton, in jumping, sprained his ankle.



1914

December 10, 1914

Darling Road is about eleven miles east of Cayuga. At five o'clock on Thursday morning Wabash engine No. 2057 was pulling the eastbound third section of Wabash train No. 92 when it overtook and rammed the caboose of second eastbound Wabash train No. 92. In the cab of engine 2057 were Engineer Joseph Beckley and Fireman Samuel Courtenay. They were killed, crushed under the locomotive. In the caboose that was rammed was brakeman Clifford Precoor and he too lost his life.

February 2, 1915

Thirteen cars of a Wabash freight train being run by engineer Charles Popham, engine No. 1894, were derailed on the Wabash at a point 1.5 miles east of Jarvis at three o'clock Monday afternoon. Six of the cars went into the ditch. A wrecking train, engine No. 1900, was dispatched from St Thomas to clean up the mess. At the same time there was an extreme snow storm of blizzard throughout the region. While assisting in cleaning up the wreck in the storm a Wabash brakeman P. H. Beattie was run over by engine No. 1900.

May 29, 1915

Two new Wabash passenger trains No. 5 and No. 28 will run via Niagara Falls.

August 4, 1915

The heavy rain of Tuesday night caused a bad wreck on the Wabash line three miles west of Corinth at 1:40 in the early Wednesday morning. The undermining of a culvert, due to the fields adjoining being filled with water to the depth of several feet was responsible for the spill. Engine No. 2057, of a Wabash freight train, in charge of Engineer A. Else and Conductor B. McAlpin, passed over the culvert safely, as did the next three cars, but it was the fourth car that rolled over into the water filled ditch. Four other cars followed it.



-1916-

June 12, 1916

The Wabash ran two special passenger trains across the Canadian Division. A special train for the New England Delegates to the Democratic Convention in St Louis. There was also a returning train of delegates from the Republican Convention held in Chicago.

June 13, 1916

A special car carrying Wabash General Manager Jones passed through St Thomas on the No. 2 Express.

June 14, 1916

There was an accident at the grade crossing at Bothwell that killed a George McMaster. The train was in charge of engineer Sam Peckwill on Engine No. 1601.

August 16, 1916

A special train consisting of fourteen sleepers and two diners and conveying the St James Council of the Knights of Columbus passed over the Wabash through St Thomas from New York City to Chicago last night. Another passenger special consisted of eleven sleeping cars and two dining cars to convey the Missouri State Insurance Company en route from New York to St Louis.

September 21, 1916

DELHI

Fire broke out in the Grand Trunk-Wabash freight sheds at Delhi yesterday and destroyed the depot and the agents house attached. Two freight cars on the switch in front of the station also burned. W. D. Barnes the station agent lost all his furniture.

-1916-

November 6, 1916

Wabash engines right up to date. The first of the new Pacific (4-6-2) type superheated locomotives for use on Wabash passenger service on the Canadian Division has arrived here in St Thomas and will be broken in at once.

November 14, 1916

A Wabash engine and caboose from Niagara Falls jumped the rails near Darling Road on Sunday. Engineer Taylor, fireman Nelish, brakemen Dyer and Watherwood and conductor Savage all jumped from the train as it toppled into the ditch.

December 18, 1916

CORINTH, ONTARIO

A serious wreck occurred on the Wabash just east of Corinth, near Tillsonburg on Monday morning about eleven o'clock when the Buffalo and Chicago Express train No.3 left the track due it is believed to a spreading rail. The train was speeding along at a good rate. The engine in charge of Engineer W. K. Sanderson and the express-baggage coach kept on the rails, but the remaining cars, two Pullman sleeping cars, a combination car and a diner, left the rails. The two rear cars rolled down the embankment which is a considerable depth at that point.

December 18, 1916

CANFIELD JUNCTION

Derail trouble was given as the cause of a rather bad wreck at Canfield Junction, the point where the Grand Trunk, the Wabash, and the Michigan Central cross. A Wabash engine and ten cars were so badly derailed and piled up, traffic was blocked for several hours. No one was injured.



# WABASH ENGINES RIGHT UP TO DATE

*November 6* ——— *1916*  
First of New Pacific Type Super-  
heated Locomotives for Pas-  
senger Trains Here.

The first of the six new Pacific type, superheated engines for use in the Wabash passenger service on the Canadian division, has arrived here and will at once be broken into the service.

The engines are the very latest thing in locomotive construction and gives the Wabash as fine equipment as any road in the country. They are capable of handling 13 coaches at the rate of 80 miles an hour.

The locomotive that is now here is undergoing critical inspection at the hands of local railroaders, who declare they are "beauties."

-1917-

January 15, 1917

A derailment of a Wabash engine and nineteen cars at Canfield Junction. It was train No. 90, engine No. 2054. The engineer was Blackwell and Conductor Miller.

January 24, 1917

Two wrecks, they happened almost in the same place and tied up traffic. The age worn theory that lightening never strikes twice in the same place is not applicable to railway wrecks. The wrecking crew from the Grand Trunk Stuart Street yard in Hamilton yards were called to Stevensville near Bridgeburg-Fort Erie Monday afternoon to clean up a wreck caused by the derailment of a Wabash engine. Owing to the bad position of the engine the wreckage was not cleared up till yesterday afternoon. Before the wrecking crew had received its return order for Hamilton a Wabash freight train was derailed at almost the same as the former wreck, fourteen loaded boxcars were ditched and the tracks and the roadbed badly damaged.

February 19, 1917

A caboose on a Wabash train was destroyed by fire at Port Robinson about four o'clock Monday morning and several stringers on the bridge were also damaged. The Wabash train was standing in the yard at Port Robinson with the caboose on the bridge, the engine having been cut off. Another locomotive came up and bumped the caboose. The stove in the caboose was overturned which set fire first to the caboose and then the bridge. The Conductor was George Miller.



March 15, 1917

Tillsonburg, Thursday morning, one Wabash freight train plowed into the rear end of another freight that was standing at the Tillsonburg station. Engineer Fred Jones noticed the first train standing on the track ahead of them but too late to avoid the crash, which derailed and damaged the engine and several cars and set fire to and destroyed the caboose. Engineer Johns and his fireman jumped in time to save their lives Conductor Granger in the caboose of the first train also managed to get out of the way.

July 6, 1917

An eastbound Wabash beef train met with an accident about a mile west of Chatham early this afternoon. Nine cars of beef and pork were derailed and most of them ditched. The track was torn up for some distance. The westbound Wabash passenger express, which was due just shortly before the wreck, came in, and was then backed up to the Pere Marquette, but unfortunately the engine spread the rails on the Grand Trunk- Pere Marquette switch and derailed . The Wabash engine was worked back on the rails by her own power and the assistance of the Pere Marquette switch engine.

August 22, 1917

#### NIXON, ONTARIO

Seven people were injured in the wrecking of No. 2 Wabash express passenger train on the Wednesday afternoon. The accident happened at four o'clock as No. 2 , an hour and a half late, was passing through Nixon at the rate of about forty miles per hour. A Grand Trunk engine, attached to four empty coal cars was backing down the incline from the coal chute just as the express came along and Engineer Carson Arnold on the coal train was unable to get the brakes to work properly, the big engine crashed into the side of the

passenger train. It struck the baggage car, scrapping its side and the day coach, but without derailing either. The rear trucks of the first sleeper were thrown off the track, and the dining car and the second sleeper took the full force of the locomotive. The train was of steel construction so the damage was limited. Engineer Arnold and his fireman jumped after trying to slow the locomotive. The engineer on the passenger train was W. K. Sanderson, the fireman was George Blackwell and Conductor Pat Downey. Seven people were injured, three were passengers and four of the staff of the dining car.

November 5, 1917

No. 2 Wabash, eastbound passenger train was obliged to travel over the Michigan Central as far as Canfield Junction, due to the fact that a freight train coming from Niagara Falls in charge of Engineer Murphy had a loose tire, which caused two cars to leave the rails at Corinth.

# WABASH MAY BUY AIR LINE

## Rental Under Present Lease Said To Be Million and Half

St. Thomas, Oct. 14.—It is asserted in railway circles here that the Wabash Railway Co. will shortly open negotiations for the purchase of the Air Line Division of the Grand Trunk Railway in southwestern Ontario now used by it. The line extends from Glencoe, where it leaves the Grand Trunk's double-track main line to Niagara Falls and Bridgeburg.

Under the present lease, which is supposed to be favorable to the Grand Trunk Company, and which expires March, 31, 1919, the Wabash pays a rental of some \$325,000 a year. In addition it pays on a wheelage basis what amounts to about seventy per cent. of the salaries of the joint station and freight agents and other officials required in joint operation of the line. This amounts to \$100,000 a month, or approximately \$1,200,000 a year. The Wabash also has a payroll of \$30,000 monthly, for its own officials and train crews. These figures go to show that what may be called the rental charges paid by the Wabash amount to more than a million and a half dollars a year.

The Grand Trunk in the past few years has given over the use of the Air Line almost entirely to the Wabash. It operates only a few local passenger and freight trains over the line. It is very doubtful if the lease under the present terms will be renewed. There is also talk of the Wabash quitting the Canadian field and running to Buffalo over the Nickel Plate, but it would not be served so well as at present.

October 18,  
1917

ST THOMAS



## WABASH LEASE OF AIR LINE EXPIRES ON MARCH 31, 1919

No Move Made Yet for Renewal as Far as Is Known; Rental and Other Charges Cost Wabash \$1,500,000 Annually.

The opinion is said to be expressed in local railway circles, though by what authority is not known, that the Wabash Railroad Company is desirous of purchasing what is called the Air Line division of the Grand Trunk Railway in Southwestern Ontario, now used by them. The line extends from Glencoe, where it leaves the Grand Trunk's double-track main line, to Niagara Falls and Bridgeburg. Under the present lease, which is supposed to be favorable to the Grand Trunk Company and which expires March 31, 1919, the Wabash Railroad pays a rental of some \$325,000 a year. In addition it pays on a wheelage basis what amounts to about seventy per cent. of the salaries of the joint station and freight agents and other officials required in the joint operation of the line. This amounts to \$100,000 a month or approximately \$1,200,000 a year. The Wabash also has a payroll of \$30,000 monthly for its own officials and train crews. These figures go to show that what may be called the rental charges paid by the Wabash amount to over a million and a half dollars a year.

So far as is known, no negotiations have been entered upon for a renewal of the lease, though none here knows what is in the minds of the heads of the Wabash Railroad Company, whose headquarters are in St. Louis. It may be that the Grand Trunk will make the next move. That company has given over the use of the Air Line almost entirely to the Wabash. It operates only a few local passenger and freight trains over the line.

The Ontario division of the Wabash affords the American road, which is now doing a most prosperous business, a fine opportunity to reach its Buffalo terminus. Should it reach that terminal by a road south of Lake Erie, it could not be served nearly so well or promptly. The only road available over there is said to be the Nickel Plate, running out of Toledo, and that is a New York Central line.

## NEW YORK 4

October 13, 1917

St Thomas Daily Times

## SCENE OF WRECK A DANGEROUS SPOT

G. T. R. Officials in London Inclined to Throw Blame for Bad Roadbed to Wabash. 12/24 1918

London, Dec. 24.—The Advertiser says: "During the last year, the branch of the G.T.R. running from Glencoe to Windsor and under the joint control of the Grand Trunk and Wabash, has been the scene of many run-offs.

"Train No. 16, from Detroit, which went into the ditch near Newbury, and caused speculation as to alarming possibilities, only repeated an experience which has been registered four or five times within the present year. Many freights have also taken headers off the rails, luckily without loss of life, but often with serious damage to rolling stock.

"Grand Trunk officials do not take the state of affairs with good grace. The Wabash, it is reported, discontinues its running over this division in 1919, and Controller McAdoo ordered some time ago that this line's business be diverted to some of the other American lines. The Wabash as a result, has had little interest in building up the roadbed, and ballasting it for the future. The Grand Trunk will have a single control of the division within a short time, and it is said that much reballasting will take place, with the determination of placing the road in such shape as will insure a minimum of accidents, as on other divisions."

December 24  
1918

-1918-

January 8, 1918

A broken journal on a car of an eastbound freight train on the Wabash railway caused a wreck Monday afternoon at the east end of Chatham. The accident occurred at the point where the railway crosses McGregor's Creek. One of the cars derailed on the bridge. Engineer Arthur Arnum, Conductor Savage.

January 10, 1918

The local Wabash railroad were ordered on Wednesday to release three engines now in use in Canada to be used at the Detroit Toledo and Ironton terminal at Detroit. The engines have been transferred.

January 23, 1918

Wabash passenger train No. 1 crashed through a defective switch into the rear end of a freight train standing on a siding near the east end of the coal chute at Nixon early Friday morning. The passenger train was to meet another train at the station and was slowing up at the time of the accident. Three men were hurt. The locomotive, a caboose and several cars were smashed. The switch had been turned by the freight crew and the switch points were out of order.

April 12, 1918

TROOP TRAIN. A special troop train consisting of eleven coaches en route from Detroit to New York left the rails just east of Tillsonburg on Friday morning about eight o'clock. The train had left St Thomas in the early morning and was proceeding east when the rails spread causing the engine to turn over in the ditch. The coaches shot ahead off the trucks and landed in the ditch without turning over. The engine is a total wreck. Both engineer Walker and fireman Clarke jumped from the engine. None of the soldiers were injured.

-1918-

April 12, 1918

Thursday afternoon: Wabash engine No. 1873, in charge of Engineer Jack Reith, was about to pull out of the St Thomas yards on an extra east freight when an accident occurred. The axle-bearing gave way with the result that one of the large drive wheels left its axle. Engineer Reith applied the emergency and stopped the train, but not before the engine had partly left the rails.

June 19, 1918

Several troop trains passed through St Thomas on the Wabash Tuesday night.

August 1, 1918

Another troop train through St Thomas. Very secret.

October 31, 1918

Train load of US troops go through. A trainload of American soldiers went through Walkerville this morning via the Wabash Railway, bound for an Atlantic Port where they will embark for the front. They were a fine looking lot of soldiers and they livened things up for a few minutes with cheers and song as they passed.

November 25, 1918

Seven locomotives of the K-1 type Mikado passed through St Thomas on Sunday. They were en route to the Wabash western lines. They are too heavy for use in Canada.



-1919-

April 21, 1919

TROOP TRAINS. Five troop trains were handled by the Wabash railroad on Sunday. The men were all overseas and were on their way to Camp Grant. They are due to parade in Milwaukee on Tuesday. A large number of them were on the ocean for seventeen days in convoy from Europe.

May 8, 1919

#### DARLING ROAD

Wabash westbound passenger train No. 3 was approaching the public road crossing one and a half miles east of Darling Road, near Canfield Junction. It was 10:30 Thursday morning, May 8<sup>th</sup>, 1919. Wabash engine No. 1630 suddenly just left the rails, without any apparent explanation and rolled down the railway embankment and landed upside down in the ditch with three coaches following it down. One combination coach No. 573 was completely destroyed while a chair car No. 1369 and a Pullman sleeping car "Ancon" piled on top.

Conductor Hughey was in charge of the train. In the cab of steam engine No. 1630 were Engineer Frank Beekely and Fireman Emery Bellows. The engineer and fireman were dead. There were only twelve passengers on the train and none were hurt.

The accident could have been from either a broken brake beam or the spreading of the rails. An inquest was held at Dunnville May 13<sup>th</sup> but the jury was unable to decide what was the cause of the two men's death.

-1919-

May 12, 1919

The Flue burst and the engineer jumped. John Taylor, Wabash engineer suffered severe injuries to his head and face Monday morning when he jumped from his rabidly moving engine near Jarvis following the bursting of a boiler flue. His fireman who remained in the cab of the engine escaped without injury.

# WABASH TO LEASE G. T. R. LINE FOR TWENTY-ONE YEAR TERM

Agreement Has Been Prepared and, It Is Expected, Will Go Into Force on March 1; No Changes of Note Are Made In the Terms; No Provision For Double-Tracking.

A new 21-year agreement governing running rights of the Wabash Railroad over the Grand Trunk line from Windsor to the Niagara border has been prepared and, it is expected, will be put into effect by March 1.

A meeting, preliminary to the acceptance of the new agreement, was held in the office of J. C. Crombie, divisional superintendent, here, Thursday afternoon, and continued over until Friday afternoon. This meeting is wholly of Grand Trunk officials, they being present from Montreal, Toronto, and Erie, Windsor and other points.

The old agreement between the Wabash Railroad and Grand Trunk expired on January 1, 1919, but has remained in force until now. It is said that the new agreement will not make any substantial change over the present arrangement. Reports that the line will be double tracked and that large shops will be erected here under the revised terms are untrue, it is said.

It is quite probable that the Grand Trunk and Wabash heads will meet here later this month and finally accept the agreement.

Among those present Thursday and Friday was J. F. Alcheson, auditor of disbursements, Montreal, a former St. Thomas man.

February 6<sup>th</sup>  
1920 ✓  
St Thomas



-1920-

February 28, 1920

A broken rail caused a bad spill on the Wabash railway just east of Aylmer about 7:30 Saturday morning when 18 freight cars of Wabash train No. 98.

June 14, 1921

NELLES CORNERS

The Wabash Express going east came off the tracks one and a half miles west of Nelles Corners on Tuesday, June 14<sup>th</sup>, 1921. The locomotive and the last Pullman car remained on the track but the locomotive tender, an express coach, baggage and smoking car and a day coach were thrown from the track, two of them lying on their sides. The day coach did not topple over. There were about thirty-seven people in the day coach.