

Local Conditions

The fire loss in Welland last year was very low, amounting to only \$10,000, the item of outstanding importance in the annual report of Fire Commissioner Charles Stapf, who considers this along with the city's more efficient water service, the purchase of a new triple combination pumper, concluded on Page Six)

tended every annual... the fire company. Secord's six piece orchestra supplied music for the dance, which continued until a late hour. Luncheon was served, Captain W. E. Jarvis was master of ceremonies for the dance program.

JAN 25 1927

ONE WRECKED AND NINE CARS DESTROYED IN CRASH

Plows Into Rear-end of Other Train Near Welland Junction

TRAINMAN HURT

Containing Coal and Coke Set Fire and are Demolished

Canadian National engine was wrecked and nine Wabash railroad cars destroyed by fire in the collision of freight trains near Welland Junction Friday night. Fog is said to be responsible for the smash in which a brakeman was injured.

It is understood the Wabash train was travelling west and had slowed up to take the "Y." The Canadian National train came up behind, the crew failing to see the train ahead owing to the thick fog. There was a report which could be heard two miles away as the Canadian National engine ploughed into the caboose of the Wabash train. Nine cars were derailed and, catching fire, were destroyed. The Canadian National engine was wrecked. The cars contained coal and coke.

The train crews managed to jump to safety but a brakeman was injured, he sustaining cuts to the head.

An auxiliary crew was rushed to the scene and the line was cleared Saturday night.

VISIT TO HORATIO LODGE

Grand Chancellor Lockhart and Other Officers Visited Local Pythians

The members of Horatio lodge, Knights Pythians, were honored Thursday night by a visit from Grand Chancellor Homer Lockhart, of the Grand Domain of Ontario, and D.D.G.C. H. H. Turnbull, who came from Niohe lodge, St. Catharines. The officers for the current year were duly installed after which an oyster supper was served and the members

THIEVES RAID GROCERY STORE

Hams, Bacon and Sausages Taken From Sammons' Saturday Night

Audacious thieves were busy Saturday night and entering the cellar at the rear of the Sammons grocery store, North Main street, got away with quite a haul of groceries. The theft was committed between 9 o'clock and 9.30, while the store was open for business. Several customers were being waited upon at the time.

The goods taken were cooked hams, boxes of sausages, bacon,

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-1927-

January 17, 1927

The Wabash ran 31 trains, 1469 cars.

January 19, 1927

The Wabash ran an eleven car Silk Train in a record run from Chicago to Buffalo in 12 hours and 57 minutes in November 1926. In the consignment there were bales of silk with a total value of 2.5 million dollars. The silk had arrived in Seattle, Washington on the Steamer Africa Maru on the morning of November 18th and reached its destination in New York on the morning of November 22nd. The total freight charges from Seattle to New York were \$40,000.00. The Wabash handled another cargo of silk in a six car train on another record run the next day.

January 22, 1927

A Canadian National heavy coal extra running out of Fort Erie collided with a Wabash train at Welland Junction. The CNR locomotive smashed through the caboose of the standing Wabash train and broke up thirteen freight cars. A car of coal erupted in fire. The wreck was blamed on the dense fog and severe mist. Engineer Done and Conductor Tracy were in charge of the Wabash train.

The Wabash are getting freight from the Ann Arbour Railroad.

The Wabash ran an eleven car Silk Train from Chicago to Buffalo.

January 26, 1927

To help with the rush of freight on the Wabash it was reported Wednesday that engine No. 2074 had been received in St Thomas this week from the other side (the US) in addition to the regular supply of engines.

The Wabash on Monday ran 39 trains, 1986 cars, and as well ran two immigrant special passenger trains.

-1927-

January 28, 1927

Wabash engine No. 2022 had a mishap Thursday evening at Cayuga when a tire came loose on the rear driving wheel. A slight delay was caused to traffic.

January 31, 1927

The Wabash expects to receive Wabash 2600 class locomotives.

February 1, 1927

The Wabash are negotiating for extra train crews.

Wabash engine No. 2455 has arrived at Windsor and engine No. 2045 was expected Tuesday. Expecting the "2600" class engines.

The Wabash on Monday ran 36 trains, 1430 cars.

February 4, 1927

The Wabash secured cabooses to protect the big rush.

February 5, 1927

The Wabash ran a nine car special, for "The Ziegfield Follies" from St Louis to New York.

February 9, 1927

The Wabash is getting power, engines No. 2045 and No. 2456 have just come across the border.

February 16, 1927

A Wabash Silk Train.

February 17, 1927

The Wabash "Jumbo Siding" is being extended by forty car lengths.

-1927-

February 17, 1927

One of the fast Wabash freight trains met with a serious mishap at Baird's Crossing about eight miles west of St Thomas, at 6:40 am Thursday when 13 cars left the rails, and some rolled into a ditch as the result of a broken wheel. Baird's Crossing is a short distance west of Shedden. The train comprised of 57 cars and one of the fastest on the schedule, being hauled by engine No. 2457, and the Engineer was Charles Popham. The conductor was R. Wilson.

February 21, 1927

The Wabash had a second 18 car derailment in one week. It happened at Canfield Junction at 8:25 Sunday evening. Engine 2445 left the rails on Train No. 82. The engineer was R. Hill.

February 22, 1927

The new Wabash engines arrive No. 2681 and No. 2689.

February 24, 1927

Wabash second No. 96 made a fast run with engine No. 2456 on Wednesday evening after being just received from the United States.

February 26, 1927

Four Wabash cars derailed at Simcoe.

February 28, 1927

The Wabash ran 38 trains, 1833 cars, on Sunday.

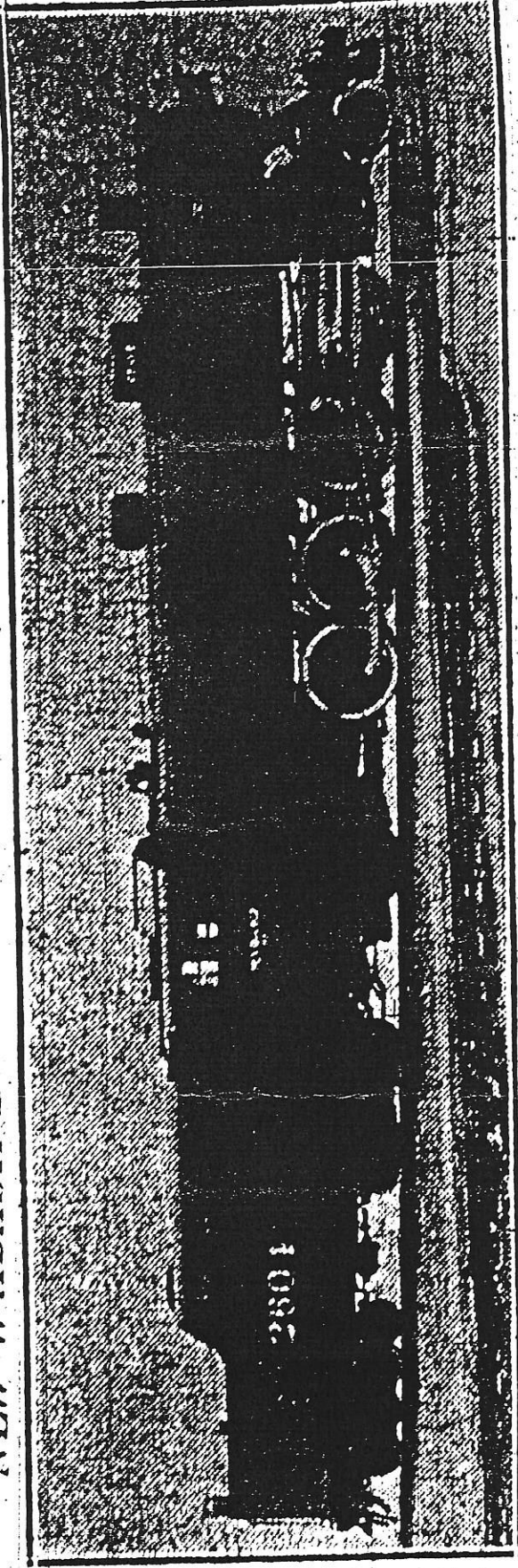
March 4, 1927

Minor derailment at Clifton Junction.

March 9, 1927

The Wabash ran 38 trains, 1857 cars, on Friday.

NEW WABASH LOCOMOTIVE HERE; ISN'T SHE A BEAUTY?



This is a sample and an exact duplicate of one of the Wabash engines received here for service on the local division. It is likely that more of these "over-size" locomotives will be received here shortly. The pair received Tuesday were numbered 2681 and 2689. The officials are quite excited about them and many are carefully inspecting them. It is from the headquarters at Decatur, Ill., and is the latest in locomotive construction. They are products of the American Locomotive Works at Schenectady, N.Y.

Feb 23 1922

ST Thomas

2681 2689

February 22
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March 10, 1927

Wabash engine No, 2028 has been received this week from the Fort Wayne, Indiana shops.

March 12, 1927

Harry Shipp took engine No, 2457 out for a test run.

March 14, 1927

A Ford special record 49 loaded cars, 18 empties.

March 19, 1927

Wabash engine No. 2456 has been received from the Decatur shops.

March 18, 1927

The Wabash ran four Ford specials, 35 trains, 1916 cars.

March 24, 1927

Wabash engine No.2024 has arrived at Windsor from Fort Wayne.

March 25, 1927

A fast Wabash Silk Train.

April 12. 1927

Another Silk Train over the Wabash, seven cars.

April 18, 1927

Two spurs were built for unloading construction material for the Department of Highways at Courtland and Thamesville.

April 19, 1927

The officials of the Wabash are much relieved over the power situation as engines Nos. 1681 and 1679 have been reported from the US shops and placed in the local division.

Engine No. 1680 of the Wabash Railroad has gone into the shops for extensive repairs. This was the engine on the passenger train which plowed up the earth near Darling Road.

April 22, 1927

The Wabash are running their fast freights right through. Two unusually fast freight runs were made this week. Engineer Bert Fox at the throttle of engine No. 2030 hauled train No. 97 from St Thomas to Windsor in three hours and fifteen minutes. The train composed of 54 cars. Conductor McCarty was on the train on its record flight. Not content with the fast run west the same crew with the same engine returned to St Thomas a few hours later hauling train No. 82 with 45 cars of meat, completing the stretch in three hours. Engine No. 2030 was recently thoroughly overhauled in the local shops and has been making some fast time on other trains also.

A special Silk Train of 10 cars was hauled through St Thomas early Friday morning. The train however left Windsor a few minutes before midnight and reached St Thomas at 2:16 a.m. making the 118 mile run in 136 minutes.

Another special passenger train was run for the accommodation of the Krieger-Verien party of nearly 300 wealthy Germans en route from Chicago to Hoboken. The train comprised of eight cars carrying all the facilities and comforts of important passengers. Wabash train No.3 carried two cars of immigrants en route from New York to Chicago and the west.

-1927-

April 23, 1927

Wabash has 45 train crews at work.

May 2, 1927

Mississippi River flooding is hurting the Wabash traffic from the south.

"All new but the button Holes." Three Wabash engines come across the border from the United States shops. The engines are:

No. 2048, No. 2034 and No. 2050 all 2-6-2 type.

May 4, 1927

Wabash rail gangs near Canfield Junction.

Record run for "The Nightingale Troupe" with three Pullman sleeping cars, three baggage cars and a Dining Car , Detroit to New York City.

May 5, 1927

New spurs built at Stamford for the Winery, and at Courtland for highway construction material.

May 7, 1927

Three bridges are being replaced at Belle River, Northwood and Jeanette's Creek.

The Wabash ran a special eight car passenger train for Naval Cadets.

-1927-

May 20, 1927

The Wabash open the new bridge over the Welland Canal. CNR and Wabash officials open the new Welland Canal bridges. At 1:30 Friday afternoon the new canal bridge at Welland Junction was officially opened with Superintendent H. W. Mathews presiding at the opening ceremonies which were brief but appropriate. The bridge is operated by electricity and is one of the latest types of a bascule bridge being lifted from each end. The new bridge was necessary on account of the enlarging of the Welland Canal at this point. The work had been going on for many months. A temporary bridge had to be constructed while the new bridge was being constructed.

A Wabash derailment occurred Friday morning when engine No. 2029 left the rails at Cayuga, two hundred feet west of the Grand River bridge. No one was injured. Six empty freight cars were thrown into the ditch. The train was composed of 65 empty cars,

The Wabash ran 33 trains on Friday, 1785 cars.

The Wabash ran a Silk Train from Windsor to Buffalo.

May 23, 1927

The bridges at Jeanette's Creek, Northwood and Thamesville have all been replaced.

June 1, 1927

The Wabash ran 29 trains on Monday, 1500 cars.

June 3, 1927

A Silk Train went over the Wabash on Thursday.

June 8, 1927

Wabash special passenger trains. The Wabash ran a 9 car Steamship Special and 8 car theatrical train for "The Vagabond King."

-1927-

June 10, 1927

The Wabash books three excursion specials to Niagara Falls.

June 17, 1927

The Lindbergh's specially built automobile is handled by the Wabash. It was en route to St Louis on train No. 97. The automobile had been presented to Colonel Charles Lindbergh only a few days ago in New York.

June 24, 1927

The Wabash ran a speedy five car Silk Train to Buffalo.

The Wabash ran 29 trains on Thursday, 1464 cars.

June 29, 1927

A derailment at Welland on Tuesday.

June 30, 1927

The Wabash ran a ten car Silk Train.

-1928-

January 3, 1928

Seventeen cars of poultry and automobiles were thrown in the ditch one mile west of Middlemus, Monday morning. A broken axle on the tender of the engine caused the derailment of the 17 cars on train No.90. The engineer was Edward Robinson.

January 4, 1928

The wreckage is all cleaned up after big spill on New Years Day. There were 22 cars wrecked and not seventeen.

There were 22 trains run.

January 9, 1928

There were 32 trains run.

January 11, 1928

Wabash engine No. 2024 hauls a 53 car train of Whippet automobiles.

January 16, 1928

The Wabash ran 35 trains.

Wabash placed two engines in service last week. Locomotive No. 2060 is expected back from the Decatur, Illinois shops on Monday. Two others were placed back in service last week, No. 2455 and No. 2456. Engine No. 2445 is being sent to Decatur, Illinois.

January 20, 1928

Locomotive No. 2060 arrived at Windsor on Tuesday night, and engine No. 2025 would arrive from the United States by the weekend. The Wabash ran 30 trains.

-1928-

January 23, 1928

The Wabash have 21 engines in service. There was a derailment at Cayuga on Monday. The Wabash ran 22 trains.

January 30, 1928

The second wreck of 23 cars in a month. The derailment occurred three miles west of Jarvis. The engine was the first to leave the rails. The Engineer was Warren Spencer and Conductor Burnip, Trains were detoured via Canfield Junction.

February 3, 1928

Wabash No.1588 derailed at Windsor.

February 6, 1928

On the Wabash, one car derails at Delhi. Engineer William Spencer was in the cab of engine No. 2036.

February 7, 1928

Eastbound Wabash fast freight train No.92, engine No.2049 was derailed within the yard limits on Saturday.

February 11, 1928

Wabash engine No. 1867 was sent to the Fort Wayne, Indiana while two engines are expect from the United States.

February 15, 1928

Wabash engine no. 1676 returned from Decatur, Illinois, and engine No. 1680 is going this week.

February 22, 1928

Wabash engine No. 2026 made a fast run.

-1928-

February 23, 1928

Wabash engine No. 2025 has arrived at Windsor from Decatur.

February 27, 1928

Wabash engine No. 2029 dropped a pin off its driving wheel.

March 2, 1928

The Wabash ran 32 trains.

March 3, 1928

The Wabash ran a 13 car passenger special train from St Louis for the Stephens College Girls to Niagara Falls.

Another new engine for the Wabash has arrived in Windsor. Engine No. 2020 is being sent to the United States shops.

There was a derailment at Tillsonburg on Thursday.

March 5, 1928

Wabash handles 120 trains and over 6000 cars in 3 days.

The Wabash St Stephens ten car special train went through on Sunday.

March 6, 1928

Two more Wabash engines have been returned from the United States shops and placed in service here. They are engines No. 2002 and No. 2045.

March 9, 1928

The Wabash fast freight run of second section of train No. 82 left St Thomas at 4:00 o'clock in the morning and reached Fort Erie at 7:45 that morning after making one stop at Cayuga for water. Engine No. 2002 was hauling 25 cars of meat

-1928-

March 9, 1928

Another fast run when engine No. 2456 hauled 69 loaded cars to Fort Erie in five hours.

A slight derailment at Port Robinson Friday morning when engine No. 2034 left the rails and blocked the mainline.

March 10, 1928

The Wabash locomotives make excellent mileage. The locomotives average 236 miles per day.

March 14, 1928

The Wabash in one day ran 39 trains.

March 17, 1928

The Wabash is held to be the key in a four trunk line merger plan. The Wabash new rail program.

The Wabash have received another engine for service on the mainline from the United States. This is engine No. 2078, while engine No. 2457 has been taken out of white lead and placed in service.

March 19, 1928

The Wabash ran 32 trains.

March 20, 1928

Wabash-CNR to construct new four thousand foot track at Essex terminal. Ford plays a major part in the Wabash traffic. Wabash ran a one car special freight train on behalf of Ford.

March 22, 1928

Wabash engine No. 1680 has been returned from Fort wayne, Indiana shops after undergoing repairs.

-1928-

March 23, 1928

Eight Ford trains boost big days business on the Wabash. There were 42 through trains on the Wabash.

March 24, 1928

Wabash engine No. 2050 has just been returned here from the Fort Wayne shops. Engine No. 1680 has also returned to serve here, while, engine No. 2457 has been taken out of white lead.

March 30, 1928

The Wabash ran 35 trains.

Wabash engine no. 2078 has been returned from Decatur, Illinois shops after undergoing extensive repairs.

March 31, 1928

Two more Wabash engines have returned from the Decatur, Illinois shops this week after being completely overhauled. They are engines No. 2030 and No. 2039.

April 2, 1928

The Wabash ran 37 trains.

A Moving Jail On the Wabash. Chicago gunmen are deported, Chicago's undesirable aliens move through St Thomas on their way to the Seaboard. All the windows are barred. The special train passed through here Sunday afternoon carrying stick up men and other undesirable aliens being rushed to New York for deportation to Italy. The train which comprised of nine cars was the most unique handled by the Wabash. Canadian Government permission was required to run the train through Canada. Two CNR or Wabash police were required to guard each car, making a total of thirty police officers. Three cars had barred and locked windows. The toilet doors were

-1928-

taken off. The jail train left Windsor at 11:30 at night and arrived at St Thomas at 1:45 PM. At Buffalo the train was handed off to the Delaware Lackawanna and Western Railway for the trip to New York City. The engineers on this special train were Chater and Rolling.

April 10, 1928

The CNR-Wabash are laying 105 lb. rail.

Wabash engines No. 2030 and No. 2074 have been received from the Decatur shops. Engines No. 2048 and No. 2057 are going to the United States shops this week.

April 11, 1928

The Wabash ran a heavy Silk Train on Tuesday. Ten silk cars left Windsor at ten o'clock in the morning and was delivered to the DL&W at Black Rock, New York at 3:20 in the afternoon. Wabash engine No. 1677 a 4-6-2 pulled the train whose value was reported to be two million dollars.

April 23, 1928

The longest Silk Train handled by the Wabash went over the line Monday. The train started in Seattle and was bound for New York City.

April 24, 1928

The local Division of the CNR-Wabash keeps in wonderful shape for power these days. It was reported Tuesday that the Wabash engine No. 1679 was going over the U.S. shops while engine no. 2453 is coming back shortly.

-1928-

April 28, 1928

The Wabash received engine No. 2458 from the United States on Thursday and was immediately placed in service. It is the biggest engine able to pull 4000 tons.

May 4, 1928

The Wabash expect new way-cars or cabooses soon.

May 11, 1928

The Wabash handle many Silk Specials. Early Friday there was a twelve car Silk Train pulled by engine No. 1681, the engineer was Jack Wright and R. Hendershott was his fireman.

May 12, 1928

This week engines No. 2040 and No. 2042 were sent over to the United States.

May 17, 1928

Wabash engines No. 1680 and No. 1676 return with new paint.

May 18, 1928

The Wabash have immense traffic. A Steamship passenger train came through with Wabash passenger engine No. 1680.

May 25, 1928

The Wabash ran a fifteen car Silk Train. cccccc

June 5, 1928

Three more large engines received by the Wabash. Freight engine No. 2058 and No. 2024; and passenger engine No. 1679.

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June 6, 1928

The Wabash handled a special immigrant passenger train that was running from New York City to Chicago. The engines that pulled the special were engines No, 1632 and No, 2029.

June 14, 1928

CNR-Wabash complete the laying of 35 miles of rail.

June 15, 1928

The Wabash the other day handled an extra passenger train for the accommodation of a party for the Scandanavian-American Steamship Company who were en route from Chicago to Hoboken. Engine No. 1678 pulled six passenger cars.

June 29, 1928

Two Wabash passenger trains will be cancelled soon. Service to be reduced effective July eighth.

July 6, 1928

Plans to take off Wabash trains No. 2 and No.3 on Sunday.

July 14, 1928

Wabash engine No. 2048 hauls the ditcher.

July 21, 1928

Wabash engines No. 2078 and No. 2076 have returned.

July 23, 1928

The stations on the CNR-Wabash are shifted around like cards. The station at Decousville on the eastend was moved to Payne's Mills, and the station at Payne's Mills was brought to St Thomas where it will be used as the new office of the General Yardmaster.

-1928-

July 27, 1928

Engine No. 2059 and van No. 2536 leaves Payne's Mills.

July 30, 1928

Wabash officials report that there were eleven Ford Special trains in one day.

August 2, 1928

Two Wabash engines coming.

September 6. 1928

Wabash engine No. 2029 has been received from the United States shops as good as new, while engine No. 2049 had been sent over(to the US) a few days ago.

September 10, 1928

Wabash heavy traffic. A fast Wabash freight train No. 90, Windsor to St Thomas ran fifty refer cars with engine No. 1678 and engine No. 2048.

September 11, 1928

The heavy Wabash freight will require more engines.

September 13, 1928

Wabash engines No. 1871 and No. 2060 were being sent to the US shops for extensive repairs.

Track work progressing on CNR-Wabash.

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September 21, 1928

Wabash sprint of traffic, 19 Ford Specials were run.

September 25, 1928

Wabash locomotives are making good mileage, average 293 miles per day.

Two more engines are being sent to the IS, No. 2455 and No. 2057.

September 26, 1928

Fast Wabash symbol freight train jumps into the ditch at Delhi. The engine and 21 cars roll over two and a half miles west of Delhi. Engine No. 2021 hauling train No. 96 en route from St Thomas to Bridgeburg (Fort Erie) left the tracks. The engineer was William Spencer and the fireman was Gordon Miles. The cause was a broken rail.

October 1, 1928

The Wabash during the weekend rush moved 6000 freight cars.

October 2, 1928

The Wabash will lay 35 miles of new rails.

October 6, 1928

Wabash waycars or cabooses are being sent to the US shops for steel underframes.

It was announced at the Wabash that two more locomotives which had been at Decatur, Illinois for some time undergoing a thorough overhauling would be on the local division over the weekend as they have left Decatur shops. The engines are No, 2049 and No. 2456 and they are coming across Saturday to Windsor and will be placed

-1928-

in service immediately to take care of the weekend rush. Engine 2036 is being sent across the border for extensive repairs.

October 8, 1928

New record for the Wabash when fifty trains were moved on Sunday. There are twenty locomotives in service. There were 24 Ford Specials.

October 9, 1928

Wabash engine No. 2021, which was in the wreck at Delhi last week was at the local shops Monday getting ready to be sent to Decatur for extensive work.

October 10, 1928

Engineer John McGregor is the victim of a wreck. Wabash passenger train No. 6 sideswiped Canadian National freight train No. 3455 five and a half miles east of Welland near Robins at 1:35 am Wednesday which resulted in the death of Engineer John McGregor. The CNR freight train out of Fort Erie with 78 freight cars attempted to get into a siding which was only supposed to hold about 60 cars. The passenger train was composed of Wabash engine No. 1679 and six passenger cars.

October 12, 1928

Two minor derailments, A CNR passenger train sideswiped 12 Wabash cars in the Windsor Yards Friday night.

The Wabash hauled 11 Ford Specials.

October 13, 1928

Wabash engines make fine mileage during September they average 283 miles a day.

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October 15, 1928

The Wabash ran a six car Silk Train,

October 17, 1928

J N Robertson, Master Mechanic of the Wabash was in Windsor Tuesday where he looked over the roundhouse and shops closely. The following three locomotives have been received from the US shops, No. 2060, No. 2049 and No. 2456.

October 19, 1928

The Wabash ran 36 train.

October 22, 1928

One of the best runs in the freight service of the Wabash Railroad was reported at St Thomas Monday morning for the second section of the fast freight train No. 90, hauled by engine No. 2455, one of the largest on the system, reached St Thomas from Windsor in 3 hours and 10 minutes. The train comprised 46 loaded cars, mostly beef and refrigerator products, but also a few shipments of automobiles. The engineer was Norman Shunk, and the fireman A. Haight.

October 24, 1928

Wabash engine 8807* sideswiped a string of cars in the Windsor yards yesterday.

October 25, 1928

Wabash President's Special to pass over the line next week. The train will consist of Private Car No. 5 and a baggage car.

Another fine run; a four car Silk Train was handled on the Wabash, Wednesday afternoon. The train left Windsor at 12:51 pm and arrived at DL&W Black Rock (Buffalo), New York at six o'clock that evening.

October 26, 1928

One of the largest engines hauling Wabash fast freight train No. 96 broke an axle at Cayuga on the east end Thursday night. The second section of passenger No. 6 was detoured over the Michigan Central between Canfield Junction and St Thomas.

October 30, 1928

More improvements for the Wabash. New tracks being laid at Walkerville.

Canadian National engine No. 1226, a 4-6-0, after being repaired in the CNR-Wabash shops is being used in the local yards for awhile. The regular engine, switchman reported is in the shops getting a new suit of underwear.

November 3, 1928

Engine 2079* (1679) of the Wabash which was in the wreck at Robins near Welland some time ago was shipped to Decatur Friday.

November 8, 1928

Wabash is getting more power for the coming winter; engine No. 1681 is back from the US shops. Engine 2457 on its way to Windsor, Engine No. 2455 in for an overhaul and engine No. 1679 at Decatur but some claim her to be a "hoo-doo" engine.

November 13, 1928

The Wabash handles a big football special train.

November 17, 1928

Wabash engine No. 2027 has been sent to Decatur.

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November 23, 1928

Wabash engine No. 2027 has been sent to the shops for extensive repairs and engine No. 1679, that figured in the Welland fatality is out at the Decatur shops and is on its way back.

November 27, 1928

It was reported in the locomotive department that another engine had been returned from Decatur, Illinois. It is engine No. 1678, which is now on the mainline. Engine No. 1679 is also on its way back.

November 29, 1928

Wabash fast freight trains break records over the east end, for the "Gobbler Special" ran between St Thomas and Fort Erie in three hours. Locomotive No. 2036 hauled the train of 50 refers of solid Turkey.

November 30, 1928

A Wabash special train for Steamship passengers.

December 3, 1928

The Wabash moved a 60 car train, the Overland Whippet Special.

December 8, 1928

A special crew went from St Thomas, Friday to Windsor to take charge of engine No. 1679 which had been returned from the United States locomotive shops. This was the engine of the Welland wreck.

December 12, 1928

The biggest weekend for the Wabash, 115 fast freight trains.

Cabooses get steel underframes.

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December 22, 1928

To protect the heavy movement of freight this winter the Wabash is getting engines No. 2022 and No. 2027 from the US shops and No. 2050 is being sent for repairs.