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January 7, 1933

Wabash engine No.1677 has been returned to service after being overhauled at the Decatur Illinois shops.. This engine will be used exclusively for International Service between St Thomas and Buffalo. Many of the Wabash engines go into Buffalo and operate between the two borders but No. 1677 will be retained for St Thomas to Buffalo service only. The Wabash power situation was never better. The engines are making splendid mileage up and down the line daily. More of the US engines will be assigned to service in Canada if freight trade warrants it in the future.

Wabash engine No. 1899 which is used in the St Thomas yard has returned to duty.

January 9, 1933

On Sunday the Wabash ran 21 trains, 1090 cars.

January 10, 1933

Wabash engine No. 2030 has been sent to Decatur.

Wabash caboose No. 2503 has returned from Decatur.

January 12, 1933

Wabash engine No. 2457 one of the largest types re-entered mainline service. It has been completely overhauled.

January 13, 1933

Another rush coming, the Wabash ran two sections of No. 82 and No. 98 were on their way this morning and that four sections of No. 91 had been arranged for tonight.

The Wabash ran 17 rains, 840 cars on Thursday.

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January 23, 1933

The Wabash suffered an unfortunate accident at Walkerville during the "pea soup" fog Saturday. No. 96 pulling up the grade out of Walkerville, travelling eastbound hit a couple of cars that had been left on the mainline. The train was moving slowly at the time. Engineer Joe Connely and fireman Harry Byway got off their engine as quickly as possible.

January 27, 1933

The weekend traffic will be augmented by the movement of two Wabash passenger specials. One train will accommodate the "Laugh Parade" theatrical party and the Ed. Wynn orchestra while the other train will accommodate the Schubert orchestra and the Shubert troupe, en route from Chicago to Hoboken.

January 30, 1933

Wabash theatrical passenger specials augment weekend traffic.

February 8, 1933

Engine No. 2463 pulling a train at Simcoe had one car derail..

February 10, 1933

Ford shipments are again picking up on the Wabash, reports a 16 car Ford Special yesterday.

On Thursday the Wabash ran 21 trains, 813 cars.

February 11, 1933

Wabash engine No. 1678 has been returned from Decatur, Illinois.

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February 13, 1933

Beautiful actresses on a Wabash Special passenger train, "Earl Carroll's Vanities" had a fast trip through St Thomas in a seven car train. There were 58 patrons on board.

On Sunday the Wabash ran 22 trains, 1044 cars.

February 15, 1933

Ford traffic on the Wabash is nothing like a year ago but between 10 to 20 carloads are handled through St Thomas daily to eastern points. While the westbound movement of Ford parts and raw material is also fairly heavy.

Tuesday 24 trains, 1010 cars.

February 18, 1933

The US lines through Canada handle (gold) bullion, there is a shortage of cash at Detroit.

February 24, 1933

Wabash Reports. On Thursday the Wabash handled 29 carloads of new Ford automobiles.

February 27, 1933

Wabash timekeeping to be centralized at St Louis effective March 1<sup>st</sup>. Wabash employee's to be known by a number. The services of eleven timekeepers and their staffs will be eliminated. There will be new forms and three large machines to process data.

The Wabash ran 24 trains on Sunday, 1122 cars.

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March 1, 1933

Wig-wags are recommended for Wabash rail crossings after inquest into February grade crossing accident when George Porter drove his car into Wabash engine No.2460 at Chambers Corners.

Yesterday the Wabash ran 14 trains, 702 cars, and 16 carloads of Fords.

March 3, 1933

Wabash yards fairly heavy volume. In 28 days in February the Wabash moved 30,000 cars.

Thursday, the Wabash moved 22 trains, 997 cars.

March 6, 1933

Wabash train No. 82 with 52 loaded cars of automobiles and meat products reached St Thomas from Windsor in two hours and 55 minutes. The engine was No. 2463, engineer John Taylor, fireman George Carroll, and Conductor Thiebold.

March 8, 1933

Wabash engines No. 1889 and No. 2463. When first No. 91, fast Wabash freight train was pulling into the St Thomas yards Wednesday evening about eleven o'clock it struck yard engine No. 1889 which was shunting a string of twenty cars into the "Jumbo" siding. Both engines were damaged and left the rails but did not turn over, No person was injured as No. 91 was travelling at a slow speed. The engine on train No. 91 was Wabash engine No. 2463.

March 10, 1933

Freight traffic is good, 32 carloads of Fords on Thursday. There were 21 trains, 1077 cars.

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March 16, 1933

Wabash engine No. 2002 made a speedy run over the Division, engineer Tom Cornish and fireman Harry Shipp.

March 18, 1933

Yesterday Wabash yard engine No. 1890 was replaced in service with a new tender, the old one damaged in a minor accident one week ago.

March 22, 1933

The Wabash hauled 21 cars of Fords. Tuesday it ran 14 trains, 720 cars.

March 27, 1933

The Wabash hauled 43 carloads of Fords yesterday, and 40 cars the previous day.

March 28, 1933

Wabash Passenger Trains Cancelled on the local line, passenger trains No. 1 and No. 6 will cease to operate on Sunday.

Wabash engine No. 2060 is to be sent to Decatur, Illinois shops.

April 1, 1933

Trains come off. Wabash passenger trains No. 1 and No. 6 are making their final runs over the Division today.

Wabash engine No. 2030 was replaced in service yesterday after extensive overhauling. No. 2074 is coming out of the local shops today.

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April 3, 1933

The Wabash ran 50 cars of Fords. Sunday 25 trains wer run, 1268 cars.

April 6, 1933

Wabash engine No. 2057 is to be sent to the Decatur shops.

April 7, 1933

Rush of flivvers adds to the freight trade. Wabash is averaging 40 cars daily.

April 10, 1933

The Pennsylvania Railroad may route 1100 cars over the Wabash daily, under new merger plan.

April 13, 1933

Wabash engine No. 2057 was taken out of service yesterday. It is being sent to the Decatur shops.

April 19, 1933

Wabash fast freight engine No. 2034.

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May 1, 1933

The Wabash moves four sections of train No. 82 for the first time. Never before has the local line handled four trains in one day.

May 5, 1933

The Wabash yarded 700 freight trains during a 30 day period. The Ford shipments are brisk, the Wabash handling 40 carloads per day on average.

May 12, 1933

The Wabash "flivver" special clips off fast running time A train of 44 carloads of Fords was run with engines No. 2074 and No. 2030.

May 19, 1933

The first section of train No. 82 was hauled by engine No. 2043, on the west end it was engineer Tom Arnum, and fireman Jack McRaild; and on the east end the engineer was Charles Popham and fireman Roy Diltz.

May 30, 1933

Wabash symbol freight No. 82 is making fine performances in handling rush shipments, engines No. 2043 and No. 2030.

June 14, 1933

Ford parts, fresh fruits and vegetables over the Wabash on train No. 82. The engines assigned are No. 2025 and No. 2043.

June 15, 1933

Wabash engines No. 2049 and No. 2455 are being packed for shipment to the Decatur, Illinois shops where they will be rebuilt.

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June 17, 1933

Engine No. 1901 has been reported out of the local Wabash shops by Master Mechanic Kennedy after a two month repair job. It might be used in way freight service.

June 19, 1933

Yesterday the Wabash ran 28 trains, 1488 cars.

June 24 1933

Wabash engine No. 1681 is being sent away to the Decatur shops for extensive repairs. It is a speedy passenger engine that is used on fast freights.

June 24, 1933

The switches at Darling Road on the Wabash have been closed and trains cannot cross at this place.

June 29, 1933

Wabash engine no. 2437 and No. 2455 recently made a remarkable performance.

Wabash fast freight No. 82 has been assigned engines No. 2460 and No. 2021.

July 3, 1933

A party of six yesterday at the Highway No. 3 grade crossing east of Delhi ran into the side of Wabash train No.8 hauled by engine No. 2043.

July 5, 1933

Wabash engine No. 2078 was reported in service this week. Recently the engine was returned from the Decatur shops and was kept in reserve until July.

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July 11, 1933

The Wabash passenger department has made plans to handle a 14 car special train on Friday en route from Atlantic City to Des Moines, Iowa.

July 13, 1933

Wabash engine No. 1680 was "crated" yesterday for shipment to the Decatur shops where it will be thoroughly overhauled.

Wabash are handling a number of specials for race horses out of Fort Erie for Windsor for the Devon Line meet which opens Saturday.

The nine car special passenger train of Shriners will leave buffalo at nine O'clock in the evening on the Wabash. A fast schedule has been mapped out for the part who are en route from Atlantic City to Des Moines, Iowa.

July 14, 1933

The present Wabash schedules are to continue for a third morning delivery between New York and St Louis.

The Wabash ran 18 trains, 909 cars.

July 15, 1933

Wabash engine No. 2049 was sent to Decatur Illinois shops yesterday to be thoughly overhauled.

Wabash engine No. 2050 was replaced in service this week to haul the fast symbol limiteds up and down the line.

July 17, 1933

Westbound freight traffic picks up steadily on the Wabash.

The Wabash handles a Shriners Special late Friday night comprising seven cars and accommodating 89 passengers. The party were en

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route from Atlantic City where they attended a convention, to Des Moines, Iowa.

July 19, 1933

Wabash train No. 90, engine No. 2025, makes time as fast as train No. 82.

July 26, 1933

Ford shipments have picked up considerably on the Wabash, the daily average is about 30 cars.

July 29, 1933

Wabash engine No. 1680, No. 2045 and No. 2455 have been repaired in the Decatur shops and are en route to the local division again.

August 2, 1933

Wabash achieves a splendid freight record during July. It ran 646 trains and handled 33,610 cars.

Yesterday the Wabash ran 18 trains, 917 cars.

August 9, 1933

Wabash to accommodate a big party from the mid-west state. At least three passenger specials to be operated Saturday.

On Monday the Wabash operated 20 trains, 1051 cars.

August 10, 1933

The Wabash power situation has been greatly improved by the addition of three engines back from the Decatur shops; No.2455 is in service again and No. 1680 and No. 2045 are in readiness.

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August 11, 1933

The eastbound rush of Fords will boom Wabash traffic. There have been an average of 20 cars of Fords daily.

A Wabash passenger special came from Moberly, Missouri.

August 16, 1933

Power is being lined up for more business on the Wabash line. Rebuilt engines are back from Decatur.

September 1, 1933

August figures of the Wabash are far ahead of last year, 1932 630 trains, and in 1932 there were 496 trains. In August.

September 6, 1933

Peach special augments freight trade on the Wabash, a forty car makes good. A forty car train of peaches left Niagara Falls early today, being routed to St Thomas and Detroit. There are shipments of onions from Jeanettes Creek and Tobacco from Delhi.

On Monday the Wabash ran 17 trains, 904 cars.

September 7, 1933

Wabash engine No. 2029 has been returned from the Decatur shops after a general overhauling and No. 2036 is being sent over and also No. 2059 later.

September 8, 1933

Engine No. 1870 has been added to No. 2036 and No. 2059 that are being sent across to the locomotive shop.

Wabash ran 18 trains, 892 cars yesterday.

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September 8, 1933

Wabash engine No. 2022 hauled the second section of train No. 82 hit an automobile at Tecumseh this morning. No person was injured but when an examination of the engine was made at Windsor part of a fender was found on top of the boiler near the smokestack.

September 14, 1933

Wabash Conductor Edward Theobald retires after 42 years.

September 15, 1933

Twelve hundred Missourians are coming to Niagara Falls via the Wabash, two special passenger trains with eleven cars in each train. The passengers are coming from Moberly, Hannibal, Decatur and Champagne, Illinois.

The Wabash ran 18 trains, 1031 cars yesterday.

September 16, 1933

Wabash engine No. 2055 was replaced in service on Friday having been overhauled.

September 18, 1933

Two Wabash Specials are handled in with the freight rush. Fast times were recorded both ways. The Wabash operated two passenger specials to Niagara Falls. The first train had 12 cars with 510 passengers. The second train had 16 cars with 894 passengers.

The Wabash on Sunday ran 24 freight trains, 1363 cars.

September 20, 1933

Wabash traffic is light only 13 trains, 715 cars.

The Fords are increasing 31 carloads on the Wabash and there were 21 the previous day.

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September 25, 1933

The Governor-General's train will go St Thomas. Aylmer, Simcoe Dunnville and Fort Erie.

September 27, 1933

Wabash fast freight may have new schedule changed.

The Wabash ran 12 trains, 684 cars yesterday.

September 28, 1933

Soda Ash treatment used at the Wabash to clean locomotive boilers.

Bridge project finished at Thamesville.

September 30, 1933

Two more Wabash engines are to be added to the local fleet for fast freight service soon. No. 2060 and No. 2027 are reported out of the Decatur shops and will be here shortly.

October 3, 1933

The September figures for the Wabash are 585 trains and a year ago the Wabash ran 555 trains.

October 4, 1933

Engine No. 2455 brought No. 82 into the yard this morning and then went to the back end of the train when the caboose had been put on and then gave it a push. Engine No. 2029 had been put on the head-end.

The Wabash ran 16 trains, 862 cars.

Two Wabash passenger specials are being planned and a Silk Train is expected.

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October 6, 1933

A fine performance made by the Wabash with a special Silk Train of three cars.

October 7, 1933

Wabash engine No. 2060 was returned Friday from the Decatur shops.

October 11, 1933

Legionnaire specials.

October 12, 1933

Sugar beet movement launched on the Wabash, there will be heavy shipments out of Jeanette's Creek. Expect the turkeys shortly.

Besides engine No. 2060 it was reported at the Wabash Master Mechanic's office today that No. 2027 had arrived back from the Decatur shops. Both will be in service shortly.

October 13, 1933

Wabash will have extra passenger business over the weekend with excursions from Moberly Missouri.

October 14, 1933

Official Wabash inspection in private car No.7.

October 16, 1933

Wabash excursion to Niagara Falls in ten cars with 333 passengers.

October 17, 1933

Wabash engine No. 2060 returned from Decatur shops.

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October 19, 1933

The Governor-General of Canada at St Thomas. He arrived from Chatham.

October 23, 1933

A snappy movement of train No. 82, engine No. 2030 pulling a 42 cat train.

October 24, 1933

Wabash engine No. 1870 is being sent to the Decatur shops to be rebuilt. It is one of the older type of locomotives.

October 26, 1933

Wabash engine No. 1870 has been shipped to the Decatur shops for general repairs. It will be placed either in local or yard service when it returns.

Governor-General's Train.

The Wabash yesterday ran 22 trains, 1065 cars.

October 27, 1933

On the Wabash there was a unique train of 29 white refrigerator cars, all to carry a big shipment of dates.

October 28, 1933

The second section of train No. 82 hauled by engine No. 2034 came into the St Thomas yards and in two minutes engine No. 2078 had replaced it.

October 31, 1933

Wabash engine No. 1901 has been sent to the Decatur, Illinois shops for extensive repairs. No. 2025 is to be sent shortly.

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November 2, 1933.

Wabash engine No. 2025 was released Wednesday and is being sent to the Decatur Illinois shops to be generally overhauled and rebuilt.

November 4, 1933

A bed of 1000 tulips were planted at the Wabash St Thomas railway station.

November 6, 1933

Two Wabash crews have been added to the local terminal. On Sunday the Wabash ran 26 trains, 1222 cars.

November 7, 1933

Wabash engine No. 2456 has been sent to the Decatur shops for general repairs.

November 8, 1933

The Wabash has been getting a number of engines in good shape for the winter rush of freight that is going to start shortly the rush. It will be the US Thanksgiving Day and there is a rush of poultry shipments.

Tuesday the Wabash ran 15 trains, 732 cars.

November 15, 1933

The turkey rush begins. There are new Wabash livestock cars.

November 18, 1933

The Wabash maintains a fairly large pool of train crews, there are 28 crews.

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November 23, 1933

Wabash engine No. 1678 is being made ready to being sent to Decatur shops in the near future.

December 1, 1933

A rise in Wabash traffic; in November 33,338 cars were yarded. In November 1932 there were 29,925 cars yarded.

December 2, 1933

Walkerville depot was opened.

Wabash engine No. 2021 is being sent to the Decatur shops for extensive overhauling. One of the large freight engines of the Wabash No. 2034 is in the St Thomas shops being overhauled.

December 12, 1933

The Ekfrid station of the CNR-Wabash which was burned down last weekend was built about 25 years ago. It was of frame construction.

December 14, 1933

Wabash engine No. 1870 is on the way back to the local division from the Decatur shops where it was rebuilt.

December 15, 1933

The sugar beet rush, 1000 cars haave been loaded.

The Wabash ran 24 trains, 1008 cars

December 23, 1933

Wabash engine No. 1679 and No. 1870 have been received at the local shops from the Decatur shops.

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December 28, 1933

Wabash engine No. 2456 is on its way back to St Thomas.