

-1935-

January 2, 1935

December Wabash figures show a marked rise over 1933.

December 1934 33, 246 cars

November 1934 31,333 cars

December 1933 32,968 cars

January 7, 1935

The Wabash on the weekend moved 200 Ford carloads, 105 cars on Sunday, 56 cars on Saturday.

On Monday the Wabash moved 31 trains, 1349 cars.

A derailment of five cars at Canfield Junction Friday night on the second section of train No. 98. The derailment occurred just a short distance from the diamond crossing. The engineer was Tommy Hill.

January 8, 1935

In order to get engines in shape to handle an increase in Wabash traffic some are being despatched to the Decatur Illinois shops immediately.

January 9, 1934

O. W. Duff makes an inspection. He is very confident, the auto plants are booming, the CNR in conjunction with the Wabash built a new spur into the Ford Windsor plant.

On Tuesday there were 40 carloads of Fords.

January 10, 1935

Wabash engine No. 1678 is being sent to the Decatur shops for extensive repairs. Engines No. 2058, No. 2002 and No. 2048 have been placed in service owing to increased business.

-1935-

January 11, 1935

Wabash traffic: Wabash ran three sections of train No. 82 and hoped for three sections of No. 98 and four sections of No.96. Two freight drags were on the way. There has been 55 carloads of Fords in the last 24 hours. On Friday the Wabash ran 23 trains, 968 cars.

January 14, 1935

New autos are increasing the local volumes; some are crated for export. The Wabash ran over 300 carloads of Fords over the weekend, 73 carloads on Sunday, 46 cars on Saturday, and 53 cars on Friday.

January 16, 1935

Wabash traffic is running smoothly. All unnecessary stops are being eliminated. In order to make this fast time all unnecessary stops are being eliminated although occasionally it is necessary to take coal and water on the east end at Nixon, and on the west end at Glencoe. The trains only hesitate in the St Thomas yards where the engines and cabooses are changed. By the crews themselves. There is no car inspection in the St Thomas yards and the average time in St Thomas is from three to six minutes. The trains operate on third morning delivery.

On Wednesday the Wabash ran 22 trains, 1090 cars. In one day the Wabash carried 28 carloads of Fords.

January 17, 1935

In one day every Wabash locomotive went 253 miles.

January 25, 1935

Another New York to Detroit freight flyer is being inaugurated on the Buffalo Division of the Wabash to carry rush merchandise to Motor

City plants, It will proceed all sections of train No. 91. In the last 2 days there were 122 carloads of Fords.

January 26, 1935

The movement of autos for export is increasing. Almost like greased lightning a Ford special on the buffalo Division of the Wabash was through St Thomas on Friday afternoon en route from Windsor to Fort Erie with a final destination in the New England states somewhere. The train comprised of 29 solid carloads of Ford automobiles. Windsor to St Thomas was two hours and 28 minutes, with one stop at Glencoe. The engine was changed then a three hour dash to Fort Erie with one stop at Nixon's. All along the division the dispatchers gave the Fords the right of way. On the west end engine No. 2050 hauled the train and No. 2036 was put on for the run to the eastern border. The crew on the west end was; engineer Sherman Robinson, fireman Harry Byway, and conductor William Dack. The crew on the east end were; engineer Richard Rolling, fireman Fred Orr, and conductor Ed. Brown.

January 28, 1935

Fifteen cars of a Wabash freight train derailed in sub-zero weather due to a broken rail at Moulton. The engine was No. 2027, the engineer was Tommy Hill and fireman Thomas Dready.

Alderman J. W. Farrah says the Wabash trade is good. Many fast trains are run. On the weekend 239 carloads of new Fords were moved.

January 29, 1935

Wabash engine No. 2043 has been placed in service on the local division to improve the power situation.

January 31, 1935

Heavy shipments of iron ore and copper continue to pass over the Wabash Division to Detroit plants.



-1935-

February 1, 1935

Wabash No. 82 had 41 carloads of Fords. It ran Windsor to St Thomas in two hours and 5 minutes making one stop at Chatham. Using engine 2022, engineer Tommy Hill, fireman Harry Byway, and Conductor George Miller. It took three hours to run from St Thomas to Fort Erie with a stop at Cayuga. Over the eastend it was engine No. 2458, with engineer Bill Bucken, fireman Tommy Burton, and Conductor George Grainger.

Plenty of through freight over the Wabash; there were three sections of No. 82, there were two sections of train No. 98 and five sections of train No. 91. In two days there were 119 carloads of Fords.

February 2, 1935

Friday afternoon the CNR-Wabash auxillary derrick went to Thames River to replace a derailed car on train No. 82.

February 4, 1935

The funeral of Joseph N. Robertson retired Wabash Master Mechanic held in San Diego.

February 7, 1935

Work progressing on Cayuga bridge despite the cold weather.

February 11, 1935

Freight reports on the Wabash are the highest since 1930.

Wabash engines No. 2074 and No. 2058 are back from the Decatur Illinois shops after undergoing extensive repairs and then they will be added to the local fleet.



-1935-

February 12, 1935

Wabash locomotives may be repaired in the Pere Marquette Railways shops in St Thomas. It would require the filling of Mill Creek as Wabash could not operate over the L&PS bridge. The PM shops only open ten days a month.

February 15, 1935

Wabash fast runs of "Acme" flyers. Forty cars came direct from New York. Engine No. 2456 brought the train from Fort Erie and No. 2443 took the train west to Windsor.

February 18, 1935

The Wabash is busy. The Wabash expect two new cabooses that are on the way to the local Division from the Decatur shops and immediately upon their arrival one train will be added to the pool.

Wabash engine No. 2050 has gone into the St Thomas roundhouse for general repairs. Owing to the heavy traffic a large fleet of engines must be repaired.

February 23, 1935

Wabash engine No. 1680 has been sent over to Decatur for extensive repairs.

February 25, 1935

Two new Wabash cabooses from the Decatur shops were reported at Windsor Monday morning waiting to clear customs. They are No. 2326 and No. 2222.

-1935-

February 26, 1935

Might send Wabash engines to Pere Marquette as Decatur shops are working to capacity. There is now a long line of locomotives at Decatur to be overhauled. Various parts of the Wabash engines are now being repaired at the Pere Marquette shops mostly on an emergency basis.

February 27, 1935

Another engine which has been rebuilt and overhauled in the Wabash Decatur Illinois shops in company with the two cabooses and it will be assigned to through service when required. The engine is No. 2455 and the cabooses are No. 2222 and No. 2326. Although not exactly new the new way cars are freshly painted and have been reconstructed inside and out. One engine No. 2045 is being sent to Decatur. The addition of the new crews will make the highest number in service since 1930 when business began to fall off.

March 1, 1935

Wabash engine no. 2455 has been returned to service on the local division after being overhauled in the Decatur Shops. No. 2045 is being sent over for repairs.

March 2, 1935

Wabash engines No. 2057 and No. 2060 are being rushed over to the Decatur, Illinois shops for extensive repairs. Engine No. 2455 was recently returned. Owing to the great volume of business a larger fleet of engines than usual must be kept in perfect condition. Few are in white lead at Alma Street now.

-1935-

March 4, 1937

The Wabash in three days ran 110 trains,

March 5, 1935

Ford to boost output.

March 6, 1936

Variety of shipments are on Wabash fast freight trains, fruits, vegetables, poultry, butter and eggs besides automobiles. Trin No. 82 makes a fast run. Engine No. 2025 brought the train to St Thomas and engine No. 2460 took the flyer east to Fort Erie. The west end crew on No. 2025 were engineer Danny Dalton, fireman Fred Hatch and conductor Bill Dack. The east end crew on engine 2460 were engineer Roy Edgar, fireman J. Taylor and conductor Bob Curry.

March 7, 1935

Dave Britt, Road Foreman of Engines for the Wabash went to Windsor on Wednesday and returned Thursday with engine No. 1678 fresh from the Decatur Illinois shops. This engine is said to be Dave's "pet."

March 8, 1939

Rail officials must guard against another bad thaw. The tracks east of St Thomas near Cayuga had a narrow escape this week, for the Grand River is on the rampage. The rain stopped in time then it began to freeze. Ice had jammed up high o the Grand River near Cayuga.

The Wabash ran 21 trains in 24 hours.



March 8, 1935

Shipments of copper from South America is landed at the Port of Boston is routed over the Wabash for Detroit.

The first carload of sugar from Cuba for Detroit.

March 25, 1935

The Wabash ran 37 trains in 24 hours.

March 27, 1935

The Wabash is losing no time. Wednesday morning the first section of train No. 82 hauled by engine No. 2034 reached St Thomas in two hours and 43 minutes from Windsor and then also made a fast run over the east end where it was hauled by engine No. 2051. Stops had to be made at Glencoe and Cayuga as well as St Thomas in order to refuel and obtain a fresh supply of water.

March 30, 1935

Wabash engine No. 1677 has been assigned to the local fleet. It is an old passenger engine that was taken some years ago and used on the Montpelier line. It has been rebuilt and will be a welcome addition to the power line.

Last month 898 trains were yarded, 40,209 cars. In 24 hours the Wabash ran 32 trains, 1500 cars.

April 1 1935

There are plans to alter the local run between St Thomas and Jarvis daily so the plan is to build a wye at Jarvis. Work on the wye will start on Monday. To make a turn around.

-1935-

April 2, 1935

Dave Britt, Wabash Foreman of Engines went to Windsor on Monday to return with engine No. 1677 which has been rebuilt at Decatur Illinois. It is an old passenger service engine that has been on the Montpelier Ohio division since passenger trains were discontinued here. No. 1677 is an old favourite with the Wabash engineers.

April 2, 1935

Wabash engine No. 1680 and No. 2040 are expected to be finished in the Decatur shops and shortly will be returned to the local division.

April 4, 1935

The Wabash has received four new cinder cars for service at the St Thomas. They are bright red and white and the latest type of steel gondola with slide doors for easy dumping.

The new wye was started Tuesday.

April 5, 1935

Less than six hours. A marvellous run of a freight train in less than six hours from Windsor to Fort Erie was reported on the Buffalo Division of the Wabash on Friday. The distance is 235 miles. The train of 42 cars, 32 carloads of Fords and 10 cars of perishable freight was pulled by engine No. 1678. The west end crew were; engineer Tom Ford, fireman Bert Fox, and conductor James Norbert. The crew for the eastend run was; engineer H. Brown, fireman H. Clark and conductor Sam Keyes. Engine No. 2002 pulled the train over the eastend to Fort Erie.

The Wabash hauled 100 carloads of Fords in the last 24 hours. In 24 hours the Wabash ran 28 trains, 1349 cars.

-1935-

April 6, 1935

Wabash freight train goes to Windsor in record time, it covers 107 miles in two hours and 23 minutes, with a ten minute stop at Glencoe for water. This is the fastest run ever out of St Thomas. It was the Saturday morning, the second section of train No.91. The train had 37 cars and it was Wabash engine No. 1676 that did it. No. 1676 had only recently returned from the Decatur shops. For some years it had been on the Montpelier Division but it was originally in passenger service on this local division. It is possible that No. 1676 may establish more records.. The crew were; engineer Walter Wooliver, fireman Sinclair Fillmore and conductor G. G. Brown.

Wabash engine No. 2057 is en route to the local division after being overhauled in the Decatur shops. It is expected this weekend.

April 8, 1935

Two engines of the Wabash fleet haul extra large water tanks and occasionally it is possible to go from St Thomas to either border on one tank of water.

The Wabash hauled 111 carloads of Fords.

April 17, 1935

Wabash General Manager G. H. Sido made an inspection on fast freight No. 98.

The Wabash in the last 24 hours ran 24 trains.



-1935-

April 18, 1935

The new CNR wye at Jarvis has been completed and will be available to turn around the local run between St Thomas and Jarvis starting on April 29<sup>th</sup>.

April 20, 1935

Another Wabash engine sent to the Decatur shops.

April 24, 1935

The Wabash in 24 hours ran 21 trains, 1070 cars.

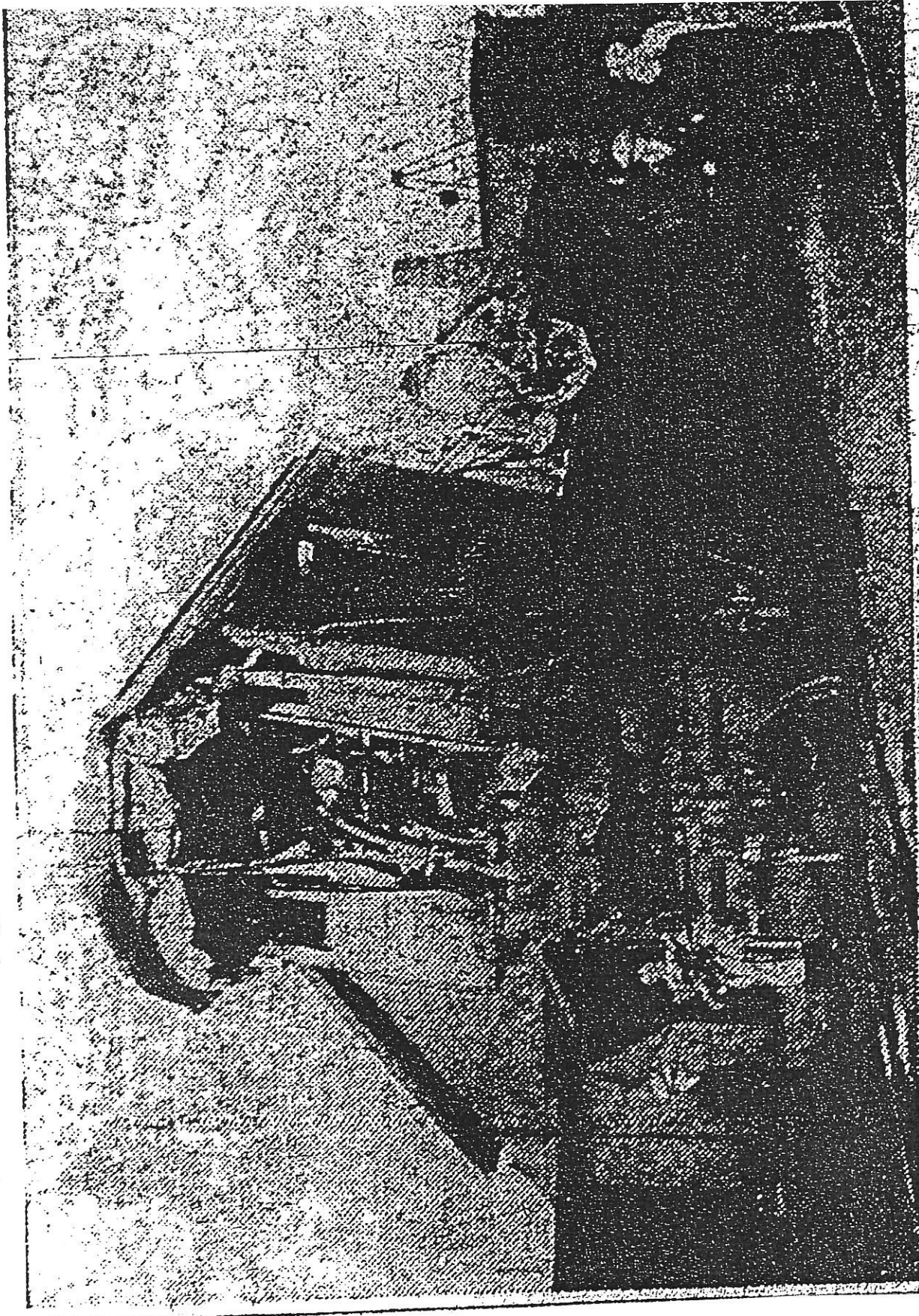
April 26, 1935

The new Jarvis run to start Monday and operate daily. The Jarvis to Fort Erie run will be made on alternate days.

April 29, 1935

A big Wabash freight locomotive was almost wrecked, a caboose was literally demolished, and the coal tender of the locomotive and five freight cars were badly damaged about four o'clock Saturday afternoon when the third section of of fast Wabash freight No. 98, eastbound from Windsor crashed into the rear end of the second section of the train, on the Wabash line about a quarter of a mile west of the st George street crossing in St Thomas. The engineer was William Smith and Barney Barnes, the front brakeman remained in the cab and plunged over the embankment with the locomotive. Fireman Harry Byway saw the danger and was able to jump. There were no injuries.

# When Freight Trains Collided At St. Thomas



Thousands of dollars in damage to rolling stock of the Wabash Railway was caused Saturday afternoon at St. Thomas when two sections of freight train No. 98 were in collision, with results pictured above. The engine of the third section of the Wabash train is shown after it plowed into the rear of the second section in a north-end suburb, on top of the engine is what is left of a way-fre car. Engineer William Smith clung grimly to controls of his locomotive as he plunged into cars but miraculously escaped injury.

The  
Free  
Press  
London  
April  
29  
1935

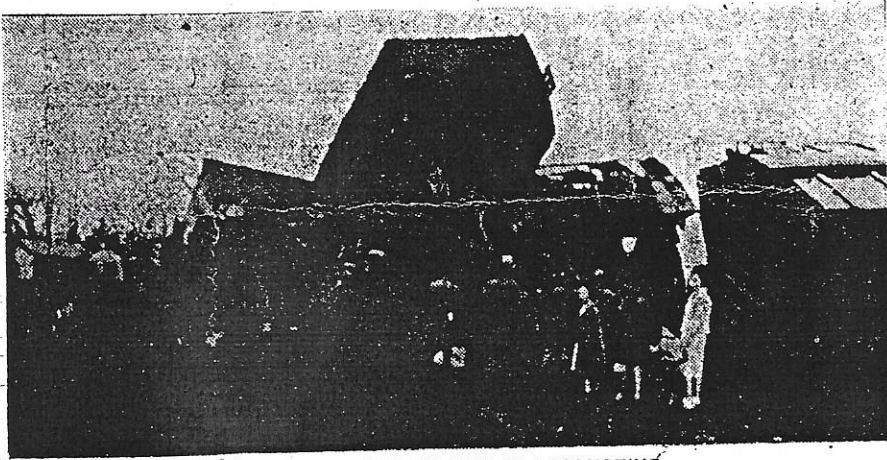


1918.

ST. THOMAS, ONTARIO, MONDAY, APRIL 29, 1935.—FOUR

## TWO ST. THOMAS

### Spectacular Wreck on Wabash



STEEL CAR PILED ON TOP OF LOCOMOTIVE

This picture of the wreck on the Wabash railway west of St. Thomas, Saturday afternoon, shows the big locomotive lying in a field at the side of the track where it was thrown after the impact with the train ahead. A steel car, loaded with furniture, was thrown on top. The photo was taken by Gib Johnson, of Johnson Brothers' garage, shortly after the wreck.

#### LOCOMOTIVE, CARS ARE PILED IN REAR CRASH

Freight Train Plows Into  
Another Mile West  
of City

#### MIRACULOUS ESCAPE

Engineer Sticks to His  
Post; Rolling Stock Loss  
Heavy; Line Tied Up

A big Wabash freight locomotive, No. 2045, was almost wrecked, a caboose was literally demolished, and the coal tender of the locomotive and five freight cars loaded with valuable merchandise were badly damaged about four o'clock, Saturday afternoon, when the third section of fast Wabash freight No. 98, eastbound from Windsor, crashed into the rear end of the second section of the train, on the C.N.R.-Wabash line, about a quarter mile west of the St. George street crossing. It was the most spectacular wreck that has occurred in this district in years, the locomotive and cars being piled up in a startling disorder in an area only about 200 yards square. Damages and expenses incurred by the wreck have been estimated at about \$15,000.

The most remarkable feature of the wreck was that none of the members of the two crews was injured, although William Smith, the engineer on the wrecked locomotive, and Barney Barnes, the front brakeman, remained in the cab and plunged over the embankment with the locomotive. That they escaped injury is a miracle in every sense of the word. Harry Byway, fireman on the locomotive, also had a narrow escape. He was standing on the steps of the locomotive cab as it rounded the "S" curve in that part of the line. He saw the danger and jumped to the north side, a moment before the crash, rolling down the embankment. He was only about four car lengths from the point of impact when he leaped. One freight car, loaded with General Electric motors and other equipment, was hurled over the north embankment, only a few feet from Mr.

(Continued on page fourteen)



# ENGINEER DID A BIT OF QUICK THINKING; STUCK TO HIS POST

William A. Smith Decided He Had About as Much Chance One Way as Another; Few Scratches and Bruises

It was a snap judgment, made in a split second, that caused William A. Smith, veteran Wabash engineer, to remain at his post, Saturday afternoon, when the locomotive of the fast freight train he was bringing in from Windsor, crashed into the rear of a standing freight train on the C. N. R. Wabash line on the west outskirts of the city.

"I had about as much time to jump as Harry Byway, my fireman," Mr. Smith told The Times-Journal, "but, I did some mighty quick thinking and decided that I had just about as much chance sticking in the locomotive cab as in jumping, and so I decided to stay and take it."

Mr. Smith was a little stiff from his thrilling experience, Monday morning. He confessed to a few

scratches and bruises, but outside of that he was none the worse for his experience.

He was unable to give a very clear account of the crash. Everything happened so quickly and with so much confusion. It was as though the whole earth had gone into eruption. Mr. Smith said that it was not until about ten minutes after he crawled from the wrecked locomotive that he realized his hat was not on his head.

Mr. Smith said the front brakeman, Barnes, was in the coal tender, when the crash occurred. The tender went over the south embankment; the locomotive over the north embankment.

Harry Byway, the fireman, jumped from the locomotive and rolled down the north embankment, about four car lengths from the crash. He took a definite risk in jumping,

which had been hanging over the coat, was some distance over in the field. The assumption is that the hat was tossed 200 feet or more in the crash.

The first person to the scene expected to be Engineer Smith and Brakeman Barnes dead or dying. Instead the pair crawled out from the north side of the cab, badly shaken up but little the worst from their thrilling experience. The impact threw them back into the coal tender. The Times-Journal was informed.

The car loaded with furniture, billed to a firm in Brooklyn, N.Y., suffered the greatest amount of damage. The car partly doubled with the impact. It was a battered and twisted wreck when it was finally lifted from its resting place on the locomotive and placed at the bottom of the north embankment. The contents of the car were removed early Saturday evening under the supervision of Charles Waterman, C.N.R. Wabash claims agent. Pieces of broken furniture were strewn about the embankment.

Two of the cars were loaded with General Electric motors and equipment.

## Two Auxiliaries

The local auxiliary was placed in service at the wreck about six o'clock, Saturday evening. It was joined by a big auxiliary and wrecking train rushed to the scene from Hamilton, shortly before three o'clock, Sunday morning. By six o'clock Sunday morning, the auxiliaries had the line cleared for the first train. The wrecked locomotive was lifted from its muddy bed and placed on the tracks about eleven o'clock, Sunday morning. Some excitement prevailed when a cable around the front end of the locomotive gave way while the great mass of steel was being lifted. The wreckage was cleared under the direction of James Farley, foreman at the C.N.R. Wabash shops.

Damage to the locomotive alone was estimated at \$7000 to \$8,000, by O. W. Duff, superintendent of the division. It is not known definitely whether the locomotive will be repaired. Mr. Duff was in Toronto Saturday afternoon and evening, and was unaware of the wreck until he stopped in front of The Times-Journal office, on his return, and read the bulletin. He went immediately to the scene and remained there all night.

## Hundreds at Scene

The wreck provided entertainment for hundreds of St. Thomas and district citizens. Many remained at the scene all night. Automobiles blocked the Lynhurst and St. George street roads an hour after the accident occurred. Among the first to arrive were Wabash trainmen who had been waiting at the depot to take the second and third sections on to the Niagara frontier. Spectators crowded around the scene, regardless of the soft earth, made sticky by the rains, Saturday. Hundreds of shoes were coated with mud. By morning the ground around the wreckage had been tramped solid. A bonfire was kept burning under the north embankment all night,

the fuel being the splintered wood from the caboose.

Members of the train crews had little to say about the accident, no doubt reserving their remarks for the enquiry that will undoubtedly result. Harry Byway, fireman on the wrecked locomotive, told The Times-Journal that he did not see the standing train as they rounded the curve as he was on the side of the train that obscured his view.

The wreck was no novelty to members of the crew on the Hamilton auxiliary train. They helped clear the wreckage from the terrible Dundas disaster last Christmas and declared the local smash to be nothing as compared with that.

## Witnessed the Crash

Several persons are reported to have witnessed the crash, among them being Alton A. Housley, local grocer, who resides in Lynhurst. Mr. Housley was in an upper room of his house and heard the freight train coming. More or less instinctively he went to the window and looked out. The next moment there was the terrific impact and cars started to pile up. Mr. Housley said the caboose was literally shot into the air.

"I had been expecting an accident on that double curve for years," Mr. Housley told The Times-Journal. "I had often remarked that some day a train was going to pile up there."

Two little boys who were in the tower at the St. George street crossing of the C.N.R. Wabash also witnessed the crash. They heard the freight train coming and ran up over the hill to see what was going to happen. Just as they reached the top, the crash came and a cloud of earth and splintered wood flew into the air. It was a thrilling sight for them.

A Curtis street resident, who was early on the scene, said he heard the crash and felt the shock in his home. Other people told of feeling the shock in their homes.

The wreckage was cleared Sunday evening. Until the line was re-opened, Sunday morning, traffic over the west end of the division was detoured over the London & Port Stanley Railway to London, by way of Glencoe.

O. W. Duff, divisional superintendent, had nothing to report on an investigation into the accident. He intimated that one will take place but he had no statements to make as to when it would start or upon whom the blame was likely to be placed.

## Locomotive and Cars Piled in Crash Spectacular Wreck on Wabash Railway

(Continued from page one)

Byway, The conductor on the third section of train No. 98. Thomas Coleman, and the other brakeman, Harvey Logan, were in the caboose at the rear of the train. They were thrown off their feet by the impact.

Fortunately members of the crew on the second section of No. 98 were not in the caboose at the time, or undoubtedly they would have been killed. Charles Popham was engineer; Norman Shunk, fireman; William Ferris, conductor; and William Putman and Charles Kitchen, brakemen, on the second section.

### Waiting for Yards

The train was run in three sections, Saturday afternoon, on account of heavy freight business. The second and third sections followed the first section out of Windsor within a few minutes of each other. The first section was in the local yards and the second section was standing on the line, about half a mile west of the C.N.R. Wabash bridge, waiting for yard orders, when the third section rounded the double curve and ploughed into it. The train was reported to be travelling about 35 miles an hour.

### Mass of Wreckage

The big locomotive was thrown from the tracks by the terrific impact and literally nose-dived down the embankment, burying its front part into the soft earth of the recently plowed field on the north side. A freight car, loaded with furniture, which was next to the caboose in the second section, was reared into the air, one end landing on top and about the centre of the locomotive. Another freight car was turned at right angles across

the tracks, with one end resting on the south embankment; the coal tender was also heaved back almost at right angles with the tracks and down the south embankment. A third freight car, swung over the north embankment, directly back of the cab of the locomotive; while two others were down the south embankment. One car, loaded with gas ranges, headed into a Lynhurst garden plot, crashing through the right-of-way fence and burrowing up the ground.

The heavy steel beam under the demolished caboose gave evidence of the force of the impact. It was doubled up in "U" formation, one end crashing through the front of the locomotive. Sections of the woodwork of the caboose were carried into the locomotive with the beam and immediately caught fire. Members of the train crew and section men immediately got busy extinguishing the flames, preventing them from carrying to the freight cars with their valuable contents.

The only part of the caboose that remained intact was the top of the cupola. The rest was a mass of wreckage. Splintered pieces of wood were scattered over the field. Twisted and broken trucks of the cars and other steel work were strewn down the embankment. The bunks, clothing, documents, broken lanterns and other equipment of the members of the train crew were among the debris. Much of it was partly buried in the soft earth.

### Looking for Hat

William Ferris, conductor on the second section, found his coat, with papers intact among the wreckage on the embankment, but his hat,

APR 29 1935

# WABASH FREIGHT TRAFFIC IS GOOD DESPITE LYNHURST SPILL

April 29 1935

## 1,800 Cars in One Day; Five Trains Over London Division; Change Time; Other Bits

In spite of the serious collision west of the yards at Lynhurst on Saturday afternoon, the Buffalo division of the Wabash, enjoyed one of the busiest week-end periods in some months. The volume of business on one day reaching about 1800 cars. Because of the derailment, five Wabash trains were routed over the London division but for the most traffic was kept moving as usual through the local terminal. The Michigan Central and Pere Marquette reported heavy volumes of freight and April is finishing far ahead of the same month a year ago despite the fact that freight began to increase steadily at the first of 1934. Oliver W. Duff, joint superintendent of the local region of the C. N. R. and the Buffalo division of the Wabash said that everything was moving smoothly on Monday.

Referring to the Lynhurst wreck, Mr. Duff said that while it was serious to a certain extent that it couldn't be compared to some other mishaps. He instanced the one at Middlemiss about seven years ago on New Year's Day morning when 13 cars went over the embankment and some off the bridge. It was zero weather at that time which interfered with salvage work. The superintendent was glad that no injuries occurred on Saturday afternoon but had nothing to say about the investigation that will take place. The Hamilton hook which assisted the local derrick left for Hamilton Sunday night.

### Send Engine To U. S.

Monday morning engine No. 2045 with its nose battered in and the cab at a bad angle was being put into shape to go to the Decatur, Ill., shops to be rebuilt. Another engine was immediately added to the local fleet by Master-mechanic W. B. Kennedy. With James Farley, general car foreman, in charge the debris is being picked up at Lynhurst Monday but the cars and engine were brought in Sunday. The caboose was brought in, too, but it is unlikely that it can be used and another has been added to the pool. The damage to the track and road-bed was a minor consequence and S. B. Wass, division engineer, said that he had his work done quickly. Only about four lengths of rail were damaged to any extent. Mr. Wass and Roadmaster W. Pulford personally supervised the track repairs.

### All Kept Moving

Reporting on the re-routing of five Wabash trains over the London division, Alderman J. Wm. Farrah, chief despatcher, said that trains were kept moving as swiftly as possible with the minimum amount of delay. Mr. Farrah kept on the job without cessation in order to get the import-

ant freight flyers over the line. The Wabash trains went over the London division to Fort Erie. The Wabash daily reports reveal that traffic was kept moving and great credit is due Alderman Farrah who was in full charge until Superintendent Duff returned from Toronto at midnight Saturday. The Monday 8 a.m. report showed 35 trains and 1792 cars, including 1013 loaded cars. There were 18 eastbound trains, 616 eastbound loaded cars and 397 westbound loaded cars. The day previous 27 trains and 1275 cars were yarded, comprising 908 loaded cars and 367 empties. Fifteen eastbound trains, 572 eastbound loaded cars and 336 westbound loaded cars were included. The day previous 26 trains and 1282 cars were yarded, comprising 878 loaded cars and 404 empties. Fourteen eastbound trains, 541 eastbound loaded cars and 337 westbound loaded cars were included. For loadings were heavy over the week-end.

-1935-

May 3, 1935

Wabash engine No. 2057 has been returned to the local division after undergoing extensive repairs at the Decatur Illinois shops. It certainly looks like a new engine.

Engine No. 2045 which plowed into the earth at Lynhurst (St Thomas) last Saturday after hitting the end end of another freight train has not yet been sent to Decatur for repairs. It will take some time to put the locomotive in shape for the long trip over the border. It is still on display near the local roundhouse.

May 4, 1935

The train wreck inquiry into the Wabash Lynhurst wreck completed.

May 6, 1935

Three hundred carloads of new Fords over the Wabash.

May 8, 1935

Picking up the debris from the Lydhurst wreck. As of yet the engine No. 2045 has not been sent to the Decatur shops but is gradually being put in shape to make the journey. Although it looks pretty well dilapidated now it is claimed that the boiler is in good shape and also the wheels and undercarriage. It was the cab and tender that suffered the most. A new front end will be necessary and also the riggings on the top of the engine. The caboose was a total loss except for the trucks and steel underframe. It is possible that a new one could be built on the old chassis



-1935-

May 10, 1935

Ford trains are making fast time over the Buffalo Division. The Wabash flyer comes from Windsor in two hours and 45 minutes with 116 cars. There has been no effect from the Chevrolet strike at Toledo. Friday n the Wabash moved 116 cars of new Fords and 90 the previous day and 60 the day before that. The first section of No. 82 has 43 Fords. The west end, Windsor to St Thomas was hauled by engine No. 2043; the engineer Tom Ford, fireman Bert Fox, and conductor Len Burnip. The east end run was with engine No. 2043; the crew were engineer Dune Reith.

May 11, 1935

Wabash engine No. 2045 which figured in the spill at Lydhurst two weeks ago has gone into the local Wabash roundhouse to have its frontend repaired before it is sent over to the Decatur Illinois shop[s] to be rebuilt.

Wabash engine No. 2040 which had an axle break at Canfield Junction a week ago was sent to the Decatur Illinois shops on Friday where it will be overhauled and later returned to local service.

May 15, 1935

Traffic is light, the Wabash ran only 9 trains, 900 cars yet the previous day there were 16 trains, 700 cars.

May 16, 1935

Wabash engine No. 2045 which figured in the Lydhurst wreck on the Wabash three weeks ago is having its frames welded before being sent to Decatur Illinois for rebuilding. Quite a crown of curious people watched the delicate task in the local St Thomas yards.

-1935-

May 17, 1935

Starts the Jarvis run. The new local run to Jarvis starts on Monday morning. The turning wye is completed. A roundtrip between St Thomas and Jarvis would be made each day and a similar run will be made between Jarvis and Fort Erie on alternate days.

May 21, 1935

In order to bolster the fleet of locomotives. Engine No. 2060 has arrived at Windsor from Decatur, Illinois shops and will reach here Wednesday.

May 23, 1935

D. Britt Wabash Road Foreman of Engines has left for Windsor to return with engine No. 2060 that has come back from the Decatur shops after undergoing extensive repairs.

May 27, 1935

Ford shipments are lighter. On Monday in 24 hours the Wabash ran 27 trains, 1284 cars.

May 30, 1935

Wabash engine No. 2060 is being prepared at the local shops to re enter the local division.

May 31, 1935

Wabash, the first section of train No. 98 ran with engine No. 1679 with 42 loaded cars from Windsor to St Thomas in 2 hours and 31 minutes. The train included eight cars of horses destined to polo clubs at Kingston, New York and there were cars of strawberries and other perishable consignments of fresh fruits and vegetables. One stop

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was made at Glencoe where engine No. 1679 received a fresh supply of water and coal. The capable crew in charge were engineer R. Harland, fireman John Tolmley, and conductor C. Wright. Traffic is light only 21 trains.

June 6, 1935

Wabash engine No. 2456 is en route to the local division from Decatur where it has been overhauled. No. 2060 which was returned recently is about to enter mainline service.

June 8, 1935

Wabash engine No. 2045, the ill fated mogul of the Lydhurst mishap moth ago has finally gone to Decatur Illinois for repairs. Strangely it was taken on a westbound freight hauled by engine No. 2456 just out of the shops.

June 10, 1939

Mishap at Belle River. A 19 car wreck occurred at Belle River at 6:15 Sunday morning. The first section of train No. 82 left the rails because of a broken rail. There were no injuries. The engineer was Thomas Arnum. He ran his remaining train up to the Belle River station where the train crew could flag down an approaching CNR passenger train. The engine that hauled no. 82 was engine No. 1679.

June 21, 1935

The Wabash still has hopes of passenger trains in Canada. Union Pacific is said to be behind the latest move to run passenger limiteds via St Thomas to compete with the New York Central and Michigan Central. The Union Pacific recently acquired large blocks of Wabash stock formerly held by the Pennsylvania railroad and this was the



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idea behind the purchase. The Pennsylvania at one time held 45% of the Wabash stock but now only 35% and the Union Pacific the controlling shares.

June 26, 1935

The Wabash handled a fruit special in record time over the local division Wednesday morning from Windsor to Niagara Falls. The special was operated as the first section of train No. 82 and it comprised 49 loaded cars and a total tonnage of about 3000 tons. The run was made in two hours and 38 minutes. The train was hauled by engine No. 2058.

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June 28, 1935

Wabash engine No. 2059 is en route to the local division from the Decatur shops after being rebuilt.

July 3, 1935

Wabash nine car passenger special booked for Thursday for the Knights of Columbus from California to New York.

July 5, 1935

Wabash special is fast. The Knights of Columbus special from California went 225 miles in 230 minutes between Windsor and Niagara Falls with only one stop at Glencoe. Over the west end engine No. 1676 hauled the train and over the east end it was engine No. 1687.

July 10, 1935

Major floods in New York State cuts the DL&W and other connections. The Wabash yarded only about 500 cars.

July 12, 1935

Wabash replaces flowers with crushed stone at the St Thomas station.

July 13, 1935

Wabash engine No. 2029 has been sent to Decatur locomotive shops for general overhauling.

July 18, 1935

Passenger trains to come over the Wabash starting on Saturday and another July 27<sup>th</sup> and three in August.

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July 20, 1935

Wabash caboose No. 2546 coming from St Louis.

July 29, 1935

Passenger specials make fast runs over the Wabash line. Two passenger special over the Wabash this weekend 10 to 12 cars carrying 566 passengers from Hannibal Missouri..

July 30, 1935

Wabash moved 130 car train Monday from Fort Erie to Windsor hauled by engine No. 2463, engineer Carson Arnold.

August 10. 1935

Wabash engine No. 2027 is out of Decatur shops and is en roué to the Buffalo Division for through service.

August 12, 1935

One thousand excursionists go over the Wabash line to Niagara Falls in two special excursion trains. They came from Decatur Illinios. The first train composed of eleven cars carried 567 passengers. The second was ten cars with 419 passengers.

August 14, 1935

A new colour for the CNR-Wabash stations is a reddish brown trimmed with green. In the past the colour was gray with green trim.

August 16, 1935

Wabash Conductor William Dack retires after 47 years of service.



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August 17, 1935

Wabash engine No. 2027 is being returned from the Decatur shops this weekend after being overhauled.

August 19, 1935

Five hundred passengers on Wabash special from Illinois to Niagara Falls.

August 26, 1935

Wabash freight traffic reports are going higher on both Wednesday and Thursday the Wabash ran 23 trains.

August 28, 1935

The Wabash in one day ran 59 carloads of Fords.

August 29, 1935

Strike is called against the Wabash.

August 30, 1935

Strike on Wabash called off.

September 4, 1935

The Wabash have fewer number of trains but more loaded cars.

September 6, 1935

The Wabash have another excursion train from Quincy, Illinois and another from Hannibal, Missouri.

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September 9, 1935

A Wabash train of eighty loaded cars makes a speedy run. Two engines pull a long train from Windsor to St Thomas in three hours and 10 minutes. It was the second section of train No. 82. The train was hauled by two locomotives the No. 1678 and the No. 2455 and only one stop was made at Glencoe for refuelling. At St Thomas the train was split in two. The engineers were William Smith and Henry Harland. The firemen were William Nelson and Victor Gates.

The Wabash has another caboose No. 2515.

Wabash engine No. 2027 has been returned from Decatur shops. It will make a total of 41 engines.

September 16, 1935

One thousand passengers on a Wabash excursion special. A train of seventeen cars made fast time hauled by a doubleheader; engines No. 1677 and No.1681, both of the high wheel passenger type.

The Wabash on Sunday ran 28 trains 1400 freight cars. There were many carloads of coal.

A minor mishap occurred in the St Thomas terminal yards at ten o'clock Sunday morning when a small coupe hit the rear of Wabash engine No. 1677 which was being taken off second No. 82. Bill Buchan was the engineer and George Mycroft fireman. The car driver was a Mr Barlett of Fingal. The engine was basking up at the time.

September 19, 1935

Wabash engine No. 2027 is being placed in service after Decatur shops.