

-1938-

January 3, 1938

Wabash engine No. 1870 is due back from the locomotive shops of the NYC.

January 6, 1938

Wabash 2261 is on its way.

January 15, 1938

Wabash has put another new engine No. 2263 in service on the Buffalo Division. This makes eleven in operation. There are three more to be added soon.

January 19, 1938

William A. Galbraith is killed by a Wabash train at a crossing. Father of Economist Kenneth Galbraith. It happened at the level crossing over Highway No. 3 about two miles north of St Thomas. The way freight No. 254, hauled by Wabash engine No. 1892 was returning from Chatham.

January 24, 1938

The biggest weekend on the Wabash since last November. Over 1000 loaded cars in one day. Sunday ran 25 trains, 1361 cars.

January 27, 1938

A Wabash extra with 103 cars left Fort Erie the other day hauled by engine No. 2263.

February 9, 1938

Prairie Siding is under water.

-1938-

February 16, 1938

R A Messmor makes inspection, car No. 5 attached to the rear of No. 98.

Wabash engineer Henry Harland dies.

February 21, 1938

Sideswipe of engines at Jarvis. Two engines, one engine No.1678 and the other a 2400 class engine. A light engine and caboose with one of th 2400 class engines was coming west it is understood and was going to pick up some cars at Jarvis, while the local train No. 355 was in the sidetrack. It is believed that the engine No. 1678, in the sidetrack was not clear of the mainline and was sideswiped. Both engines were headed west at the time.

February 22, 1938

Tuesday morning Wabash engine No. 1678 which was sideswiped at Jarvis has been sent to the NYC shops.

February 23, 1938

Fast train on the Wabash engines No. 2265 and No. 2272.

On Wednesday the Wabash ran 19 trains, 942 cars.

February 28, 1938

Wabash engine No. 1678 is finished at the NYC shops.

March 1, 1938

The old Wabash water tank at St Thomas is being dismantled.

March 2, 1938

The old landmark disappears at the Wabash yard. The 1880 water tank was replaced by a steel tank.

-1938-

March 3, 1938

Three Wabash engines at the NYC shops; No. 1678, No. 1870, and No. 2456.

March 4, 1938

New standpipe at the site of the old water tower.

March 5, 1938

There are now fourteen of the 2200 type. No. 2261 and No. 2273.

March 7, 1938

Many changes expected at the Wabash yards. A new coaling plant and a remodelled roundhouse are expected.

March 10, 1938

Although completed, Wabash engine No. 1870 is still at the NYC shops. No. 1678 and No. 2456 are still undergoing repairs in the shops which are extremely busy for this time of the year.

March 17, 1938

Wabash engine No. 1870 and No. 2456 are back from the MCR shop but No. 1678 is still there. It is expected one of the big 2200's type engines will be sent to the shops.

March 23, 1938

The Wabash only have one locomotive in their shops at present time. It is the No. 2456.

March 29, 1938

Harry Shipp went to Windsor on Thursday to return with engine No. 2260 on train No. 98.

-1938-

April 1, 1938

The Wabash is sending engine No. 2270 to the MCR shops to be overhauled. This is the first of the 2200 type to go to the shop. It is understood that it covered about 65,000 miles. Engine No. 1678 is still there.

April 6, 1938

Wabash engine No. 2270 sent to the MCR shops. Engine No. 1678 is almost ready to leave.

April 11, 1938

Engine No. 2263 makes good time.

April 16, 1938

Wabash inspection of engine No. 1677.

April 18, 1938

Wabash engine No. 1681 is going to be back in service soon. It was overhauled in the Michigan Central shops. No. 2266 was being repaired at the roundhouse.

April 25, 1938

Wabash engine No. 2270 is in the MCR shops for general repairs. No. 1678 has been finished.

April 30, 1938

Harry Shipp went to Windsor on Saturday morning and returned in the afternoon with a section of No. 98 engine No. 2260 which was given emergency repairs Friday night.

May 11, 1938

Wabash engines No. 2269 and No. 2270 in the MCR shops.

-1938-

May 16, 1938

Train No. 82 hauled by engine No. 2271.

May 23, 1938

Local Wabash Division hauling more freight. On Wednesday the Wabash ran 17 trains, 985 cars/

May 25, 1938

Wabash engine No. 2078 has been sent back to Decatur to be dismantled. Engines No. 2270 and No. 1678 are finished at the MCR shops.

May 30, 1938

The new Wabash cinder pits are completed.

June 29, 1938

Wabash No. 2273 entered service . This will be the fifteenth of the new type to be put in service.

On Wednesday the Wabash ran 14 trains, 741 cars.

June 30, 1938

Wabash has two finished engines at the Michigan Central that have not been taken home yet and No. 2273 another new one is being put into service.

July 11, 1938

Speedy Wabash engine No. 2264.

August 3, 1938

On Sunday the Wabash ran 18 trains, 1237 cars.



-1938-

September 2, 1938

The Wabash engines at the Michigan Central shops are No. 1678, No. 2269. No. 2271. No. 2272, No. 2660, No. 2268.

September 7, 1938

The Wabash ran 9 trains on Wednesday, 550 cars. On Monday 20 trains, 1161 cars.

September 21, 1938

An official inspection train over the Wabash hauled by engine No. 1677 and No. 2022.

September 23, 1938

New York Central shops have four Wabash engines; No. 1678, No. 2271, No. 2269, and No. 2272.

October 3, 1938

Wabash engine No. 2036 is being scrapped.

October 4, 1938

Extra freight trains on the Wabash this week. On Wednesday the Wabash ran 18 trains, 801 cars.

October 7, 1938

Harry Shipp the Wabash Road Foreman of Engines went to the Michigan Central shops on Friday morning and returned with engine No. 2269 which had been overhauled. The MCR still has three Wabash engines in the shop that are being renovated as rapidly as possible.

October 12, 1938

Wabash engine No. 2261 was put in service.

-1938-

October 19, 1938

In order to get more power in shape for the rush of freight traffic Wabash engine No. 2460 was sent over to the Michigan Central shops on Tuesday afternoon to be overhauled. It is expected that one of the 2270 type will be returned to the Wabash soon.

October 26, 1938

R. A. Messmor of St Louis visits the Buffalo Division in his private car the "Iowa."

The Wabash on Wednesday ran 20 trains, 1212 cars.

Wabash No. 2269 is back from the shop. No. 1678 has been returned, and No. 2460, No. 1679, No. 2271, and No. 2272 are at the shops.

October 28, 1938

On Sunday Wabash engine No. 2272 was returned from the Michigan Central shop. It looks like new. No. 1679 was sent over to the MCR recently.

November 11, 1938

A new ramp in front of the station at St Thomas in order that cinders can be loaded into cars without first being put in the cinder pit. The cinders are wheeled up the runway in wheel barrows.

November 12, 1938

Wabash engine No. 2272 which had been in the Michigan Central locomotive shop being overhauled was given some test runs in the MCR yards on Saturday morning by Harry Shipp.

November 14, 1938

The first Turkey Special over the Wabash at ten o'clock Monday.

-1938-

November 16, 1938

Turkey shipments are heavy over the Wabash, fifty cars daily. On Tuesday Wabash operated one turkey special of 35 cars and as an extra section of no. 92 was operated too.

The Wabash ran 23 trains, 1056 cars on Tuesday.

Wabash engine No. 2266 has been sent over to the Michigan Central shops for extensive repairs. Others of the 2200 class have been returned after being overhauled.

November 18, 1938

Shipments of turkeys reached a peak over the weekend, about fifty cars daily are moved over the Wabash and more are coming.

November 21, 1938

One solid train of Turkeys on first section of train No. 92.

Wabash engine No. 2266 was sent over to the Michigan Central shop on Saturday to be overhauled. No. 2268 is already in the MCR shop while No. 1679 has been returned to the local Division after being overhauled.

November 28 1938

Thomas Andrew Peacock conductor on the Wabash retires.

December 5, 1938

A new Diesel engine included in the freight traffic on the Wabash was a large Diesel switcher from ALCO for the Kansas City Terminal.

The Wabash ran 23 trains on Monday, 1244 cars.



-1938-

December 9, 1938

George Carroll added to Wabash engineers extra list.

Harry Shipp, Wabash Road Foreman of Enginess went over to the Michigan Central shops on Friday morning to get engine No. 2268 which had been overhauled.

December 12, 1938

The first of the turkeys move over the Wabash for the Boston area.

The Wabash on Monday ran 27 trains, 1451 cars.

December 13, 1938

Two Wabash locomotives have recently come back from the MCR shops after overhauling. They are No. 2268 and No. 2272. There are still two over there and others will be sent over later on.

December 30, 1938

The Wabash has received engine No. 2460 from the Michigan Central locomotive shops where it was overhauled. Engine No. 2265 was taken over to be renovated.