

-1941-

January 21, 1941

The latest Wabash locomotive to come out of the Michigan Central shops was No. 1890 which has been overhauled. It is expected back on its own division by the end of the week.

The joint CNR-Wabash handled a passenger special on Monday afternoon to accommodate RCAF trainees en route to the Fingald Bombing and Gunnery School. There were six cars in the train which came into St Thomas from Toronto via Jarvis.

January 28, 1941

Wabash engine No. 2273 was sent to the MCR shops to undergo a through overhauling. Engine No. 1890 has been returned to the local division and is back in service on the local.

January 28, 1941

Wabash caboose 2623 was added to the local fleet. It is a new oone from Decatur. The Conductor assigned will be Hugh Orr.

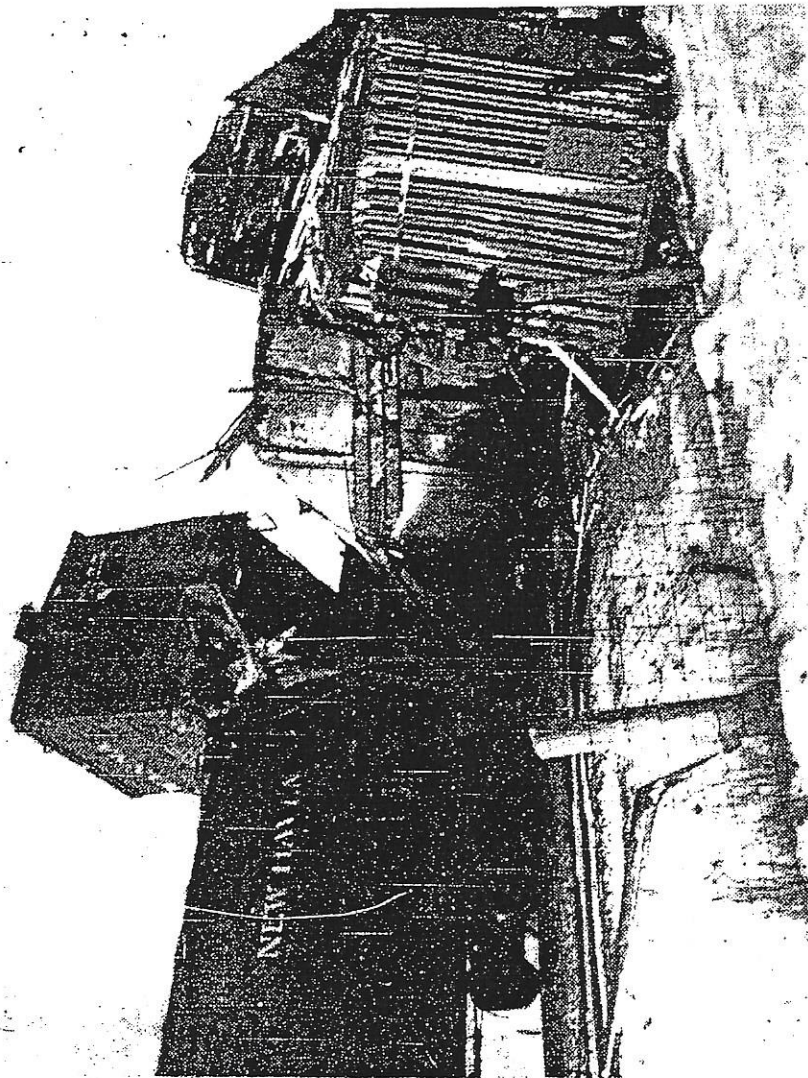
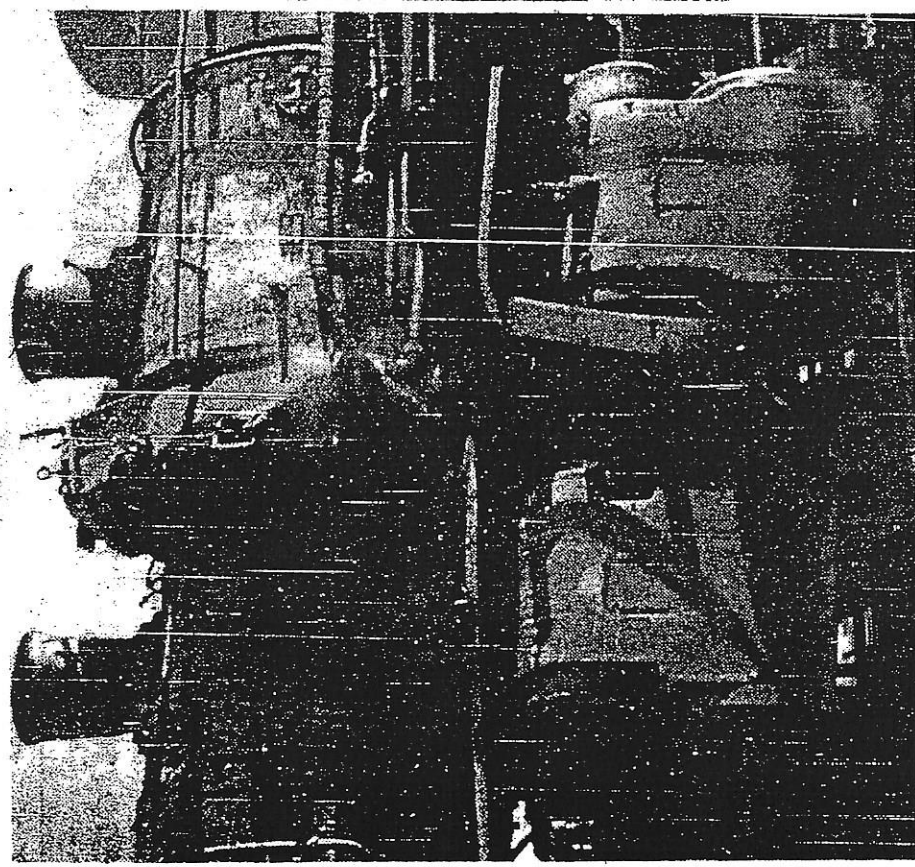
February 5, 1941

Tuesday night near midnight a Wabash westbound extra freight with locomotive No. 2457 pulling 80 cars was approaching the east end of Chatham. A Canadian National engine was pulling cars taken from the Pere Marquette and in the thick mist and fog neither train saw each other. The CNR engine crossed into the path of the Wabash and hit it. Wabash Engineer William Chater and Brakeman William Keys saw the CNR at the last minute and jumped. The fireman Thomas Dready was on the other side of the cab and did not see the CNR and did not jump. CNR fireman John Mulholland jumped from his locomotive and hit the bridge and rolled down the embankment into the creek. He was the most injured.

1941

TORONTO DAILY STAR. TUESDAY, FEBRUARY 11, 1942

FREIGHT CARS REAR LIKE RODEO STEEDS IN HEAD-ON COLLISION NEAR ST. THOMAS



NEW CURVE IS SCENE OF RAILROAD WRECK—CARS PILED UP, TWO MEN INJURED

Most serious head-on railroad collision in the St. Thomas district in the east-bound train were derailed and badly damaged and five cars in [fireman] are both in hospital with severe burns. The pair years occurred when east and west-bound Wabash freight trains, each the west-bound train. LEFT is a close-up view of the two giant engines cab of the east-bound engine and got the full force of the so. Other members of the train crews escaped serious injury. hauled by a super-powered locomotive, came together on the new Sarum. bound train had just pulled to a stop when the east-bound t curve about seven miles east of the city. Eleven cars and the tender on [Frank Miller, brakeman on the east-bound train, and Herbert Hewitt, a curve at high speed and was unable to stop.

-1941-

February 10, 1941

Wabash locomotives on eastbound and westbound freight trains collided head-on on a curve just west of New Sarum at 2:50 Sunday morning February 9, 1941. The two freight trains known as Million Dollar highballs. Each locomotive was hauling 50 cars of bonded merchandise. The eastbound train was the third section of Train No. 92 and was hauled by Wabash locomotive No. 2460 of the K-1 type. The westbound train was the first section of Train No. 91 and was hauled by Wabash locomotive 2268. The eastbound suffered the greatest damage, the impact of the heavy train it was hauling upended the steel tender into the cab section of the locomotive. The engineer, Carson Arnold was imprisoned in the cab and was able to crawl out. Sherman Robinson, engineer on the westbound train, remained in his cab and was uninjured except for a severe shaking up. Frank Miller headend brakeman and Herbert Hewitt, fireman on the eastbound train were badly burned by escaping steam and scalding water. The westbound train had stopped on the mainline in anticipation of a meet with the eastbound train which should have taken the siding, but instead the eastbound did not stop.

February 12, 1941

All the debris from the New Sarum collision was brought into St Thomas on Tuesday. Engine 2460 will be scrapped but both engine No. 2268 and engine No. 2457 from the recent Chatham wreck are to be sent to the Michigan Central Railway shops to be repaired.

February 14, 1941

The Sperry inspection car went over the Wabash testing the rails.

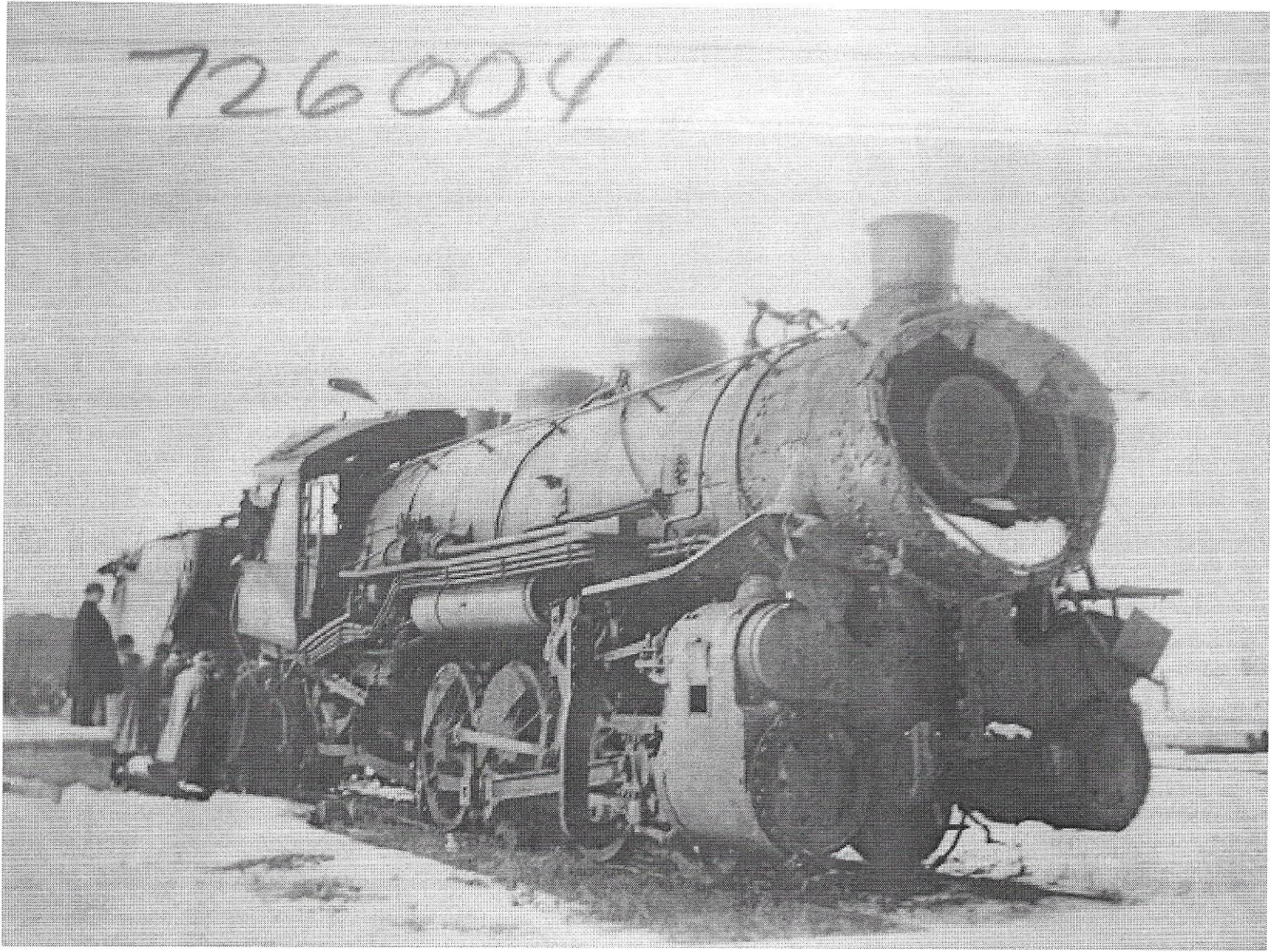
February 17, 1941

In order to help out the Wabash power situation engine No. 2256 has reached Windsor and will be assigned to the local division, Engine No. 2268 is at the Michigan Central shops.

WAB Wreck at New Laramie

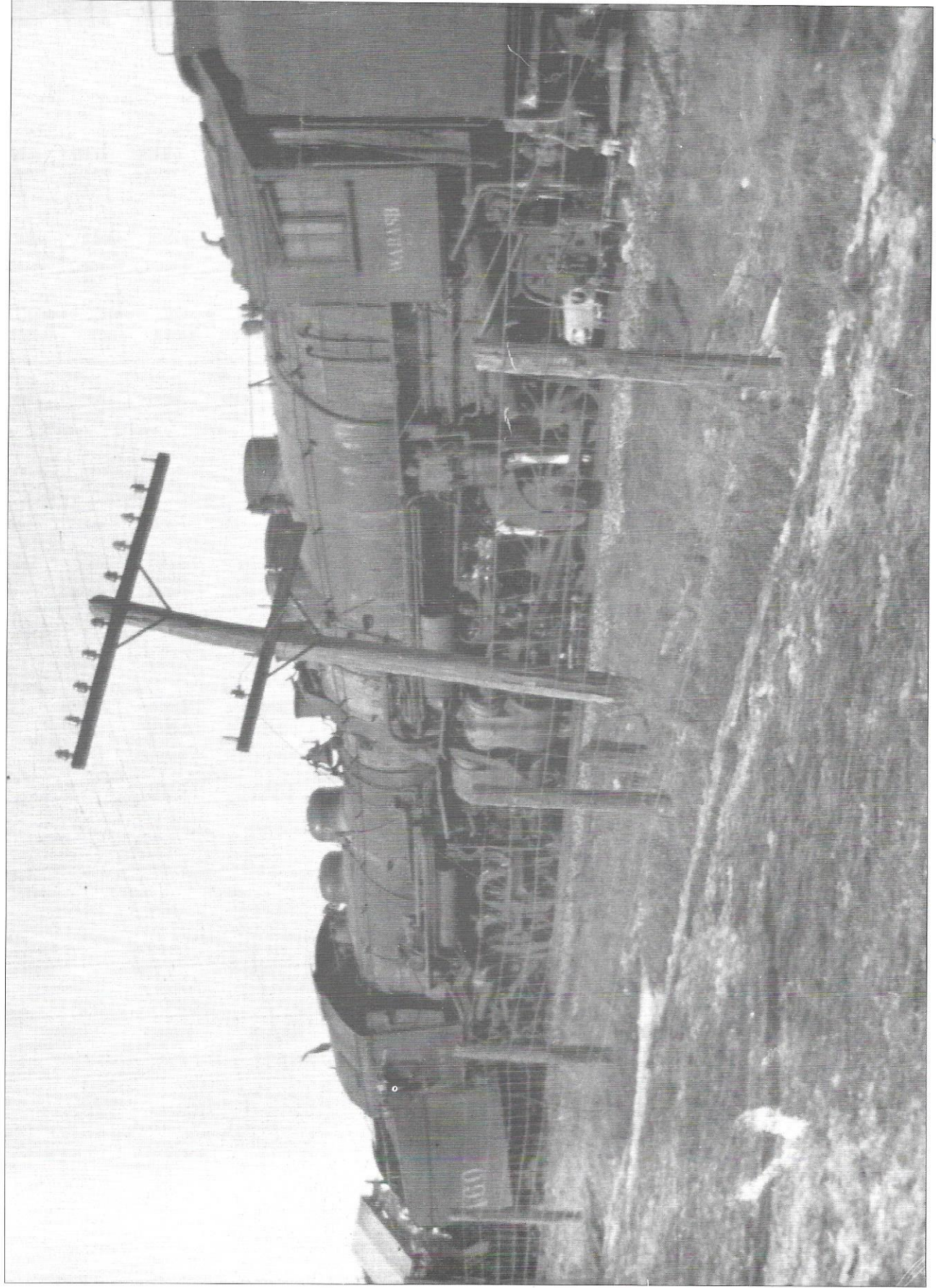
- February 9, 1941

726004



2460

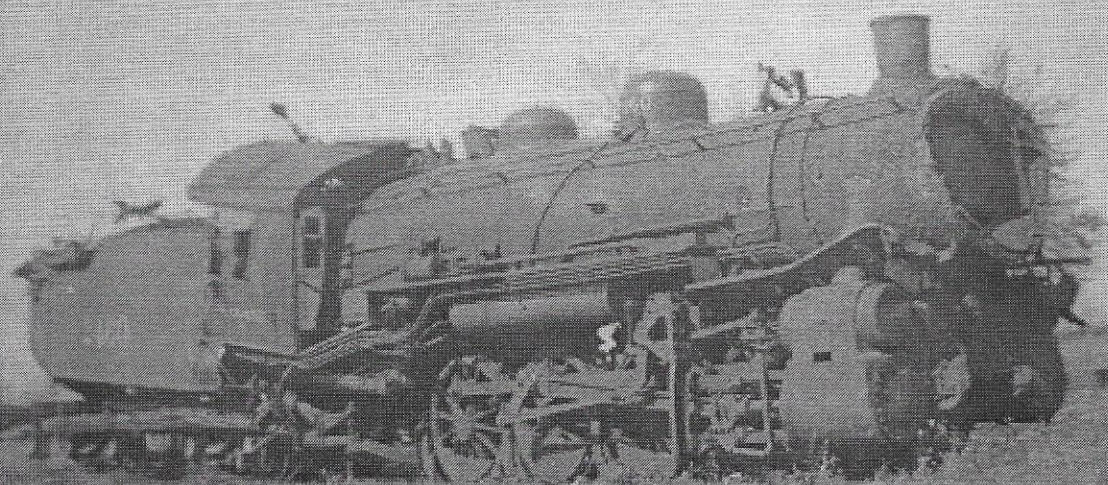
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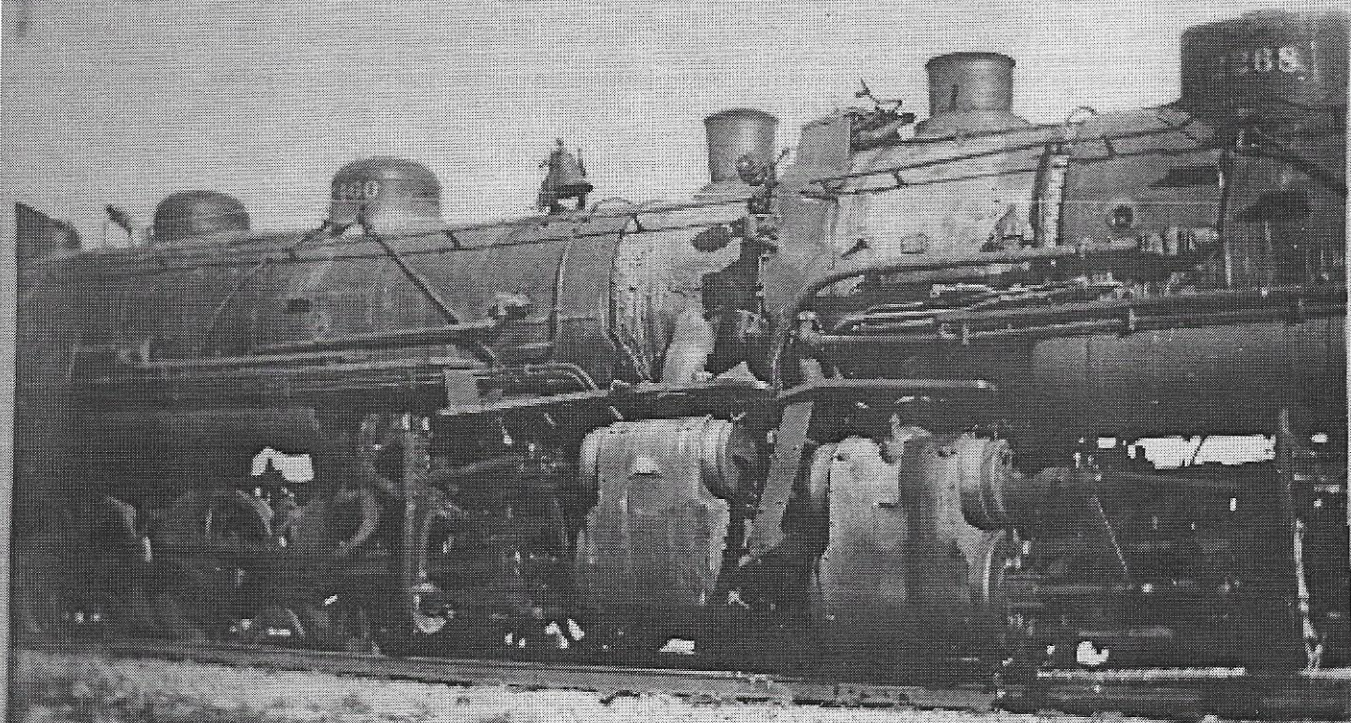
Head-on collision at New Sarum between two Wabash Railroad locomotives, February 9, 1941 .

246.2268

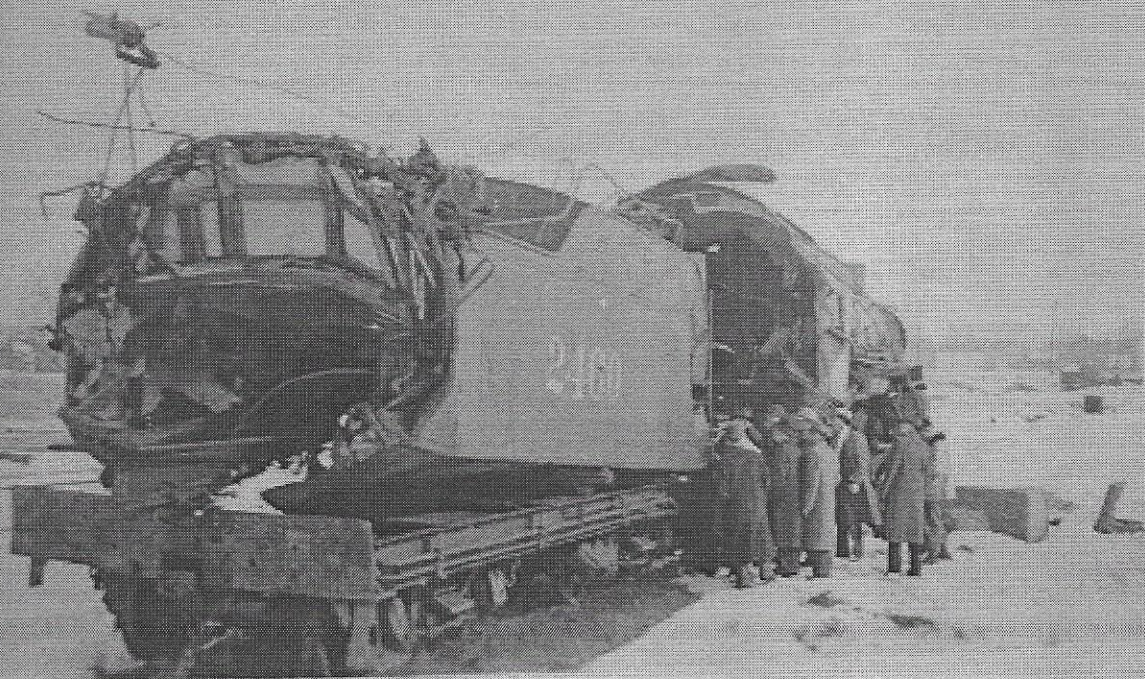
726004 WABASH



726004 New Sam Feb 9 1941
2268 - 2466



726004 New Sam Feb 9 1941
2268 - 2460



726 004



WABASH COLLISION ST THOMAS ONT FEB 9-41.

-1941-

February 19, 1941

Wabash Conductor George Nettercott was injured at Chatham when his caboose was hit by a taxi. The train was westbound pulled by engine No. 2271.

February 21, 1941

More crews need to be added but the Wabash lack cabooses.

Additional power soon, to make up for the engines gone into the shops. Engine No. 2256 which came from the United States is not ready to enter service but it is hoped that it will be available over the weekend.

February 24, 1941

The Wabash have 18 to 19 engines in service.

February 26, 1941

Wabash work trains have been sent out.

Wabash engine No. 2256 which came from the United States headquarters has made some trips over the east end and is helping out the power situation. Two more engines are expected.

March 12, 1941

Wabash engine No. 2457 has been returned from the Michigan Central shops after being overhauled, It was in a collision at Chatham some time ago. Harry Shipp, road foreman of engines is taking it on a trial trip to Windsor. Wednesday afternoon engine No. 2273 is the next Wabash engine to come from the Michigan Central shops.

-1941-

March 14, 1941

Three young girls were killed when hit by a Wabash train at Prairie Siding. They stepped from one track to allow a heavy freight to pass and failed to hear a second train bearing down on them.

March 17, 1941

Wabash locomotive No. 2273 has returned to the buffalo Division after being rebuilt at the Michigan Central shops.

March 25, 1941

Wabash engine No.2263 is next one to be sent to the Michigan Central shops. At the end of the week.

April 4, 1941

Ford strike affects the Wabash for the Wabash handles fifty to sixty cars of Fords daily.

April 7, 1941

Wabash trains 351 and 354 to be taken off the timecard.

April 22, 1941

Wabash engine No. 2268 has been returned to the Buffalo Division after undergoing extensive repairs in the Michigan Central shops. This engine figured into the New Sarum collision.

April 24, 1941

The Wabash "Acme" freight hauls westbound fast freight 226 miles in six to seven hours. The slower trains take eight to ten hours. Acme is a high class freight, virtually an express train.

Daily totals have been rising with over fifty carloads of Fords in the last twenty-four hours.

-1941-

April 28, 1941

A report from Welland revealed a two car derailment to Wabash train No. 92 early Sunday morning believed to have been caused by a brake beam falling down. A car of butter and a car of onions were derailed at 3:30 AM on Sunday and the track was reported clear at 10:30 AM. Five trains were detoured via Welland and Port Colborne and delays reduced to a minimum. The accident occurred at the E&O crossing this side of Moulton.

Two more train crews for the Wabash and in four days 119 trains were run involving 6556 cars.

May 2, 1941

Wabash officials inspect the Buffalo Division in a day. A special train comprising two cars No. 67 and No. 400 and hauled by Wabash engine No. 1681 left Black Rock at about 9:30 AM Thursday morning. The engineers were Paul Ormond and Diltz, firemen Walt Mathews and A. Haight, and the conductors G. Nethercott and Sam Keyes.

May 8, 1941

Recently the Wabash added two mote crews to the crew pools to a total of thirty-five. The caboose shortage is gone.

May 15, 1941

The Wabash owns 21.40 % of the voting stock of the Lehigh Valley Railroad and the Pennsylvania 30.17%.

May 20, 1941

Wabash engine no. 2263 has been returned from the Michigan Central shops after being received.

-1941-

May 28, 1941

Wabash engine No. 2270 which came out of the Michigan Central shops on Tuesday took the east local out Wednesday morning with Harry Shipp in command to supervise its performance.

June 10, 1941

Canadian National has re-opened the south yard in Fort Erie which in the past has been used only for car storage.

June 20, 1941

Harry Shipp the Wabash road foreman of engines went west on Friday morning to test engine No. 1680.

June 23, 1941

The Wabash

The Wabash in 3 days ran 92 trains, 5179 cars.

June 25, 1941

Michigan Central shops re-service two Wabash engines per month. On Tuesday Harry Shipp brought back engine No. 2269 from the Michigan Central and No. 2265 was taken over. No. 2271 will be back by the end of the week.

Harry Shipp, Wabash road foreman of engines is taking engine No. 2269 over the west end Wednesday evening to break her in after being overhauled in the MCR shops.

July 8, 1941

Wabash engine No. 2271 came back from the Michigan Central shops after being overhauled. Harry Shipp took the big engine west on Monday hauling a long drag.

-1941-

July 9, 1941

Business rising. The Wabash ran two sections of train No. 82 and two sections of train No. 96. In two days the Wabash ran 37 trains, involving 2066 freight cars.

July 21, 1941

A Wabash derailment of a coal car between Courtland and Tillsonburg.

July 23, 1941

Wabash engine No. 2266 is being sent over to the MCR shops to be overhauled. It has been a year without being re-serviced.

(Note: Possible error as the number given was 2966.)

July 25, 1941

Wabash engine No. 2265 which came out of the Michigan Central shops on Thursday and will be taken back in service on the local division this weekend.

July 30, 1941

Wabash engine No. 2272 has been sent to the Michigan Central locomotive shop for extensive repairs. It was in the yards near the shops on Wednesday morning. Engine No. 2265 which came out of the shops last weekend was taken to Fort Erie on Wednesday by Harry Shipp, road foreman of engines.

August 5, 1941

Wabash engine No. 2261 was returned last Saturday from the Michigan Central shops after being overhauled. It was the second locomotive to be released for Wabash service within a few days. The engine was given a workout in the MCR yards Saturday morning before returning home.

-1941-

August 27, 1941

Wabash engines are only inspected and have their fires cleaned at the St Thomas terminal.

Inspection car no. 20 is a large Chrysler sedan with rubber flanges.

September 2, 1941

Wabash engine No. 2266 has been returned to the local terminal after being overhauled in the Michigan Central shops.

The Wabash has been hoping for four cabooses from Decatur, Illinois shops. One did come last weekend. It is No. 2615 and it is being renovated for conductor Francis Monahan. Three more are expected

September 3, 1941

Wabash engine No. 2267 is being sent over to the Michigan Central shops to be overhauled. It was taken out of service on Wednesday.

September 5, 1941

Wabash engine No. 2267 has been sent to the MCR shops for repairs and No. 2272 will be returned this weekend.

September 9, 1941

Getting broken in for through freight service Wabash engine No. 2272 went west on Monday and returned on first No. 82 on Tuesday. It is stated to go out on a drag Tuesday. This engine returned from the MCR shops last weekend.

September 11, 1941

Biggest locomotive for the Union Pacific. The "Juggernaut" (UP Big Boy) at Buffalo from ALCO. Thought was given to routing it over the Wabash as so many Union Pacific engines have.

-1941-

September 12, 1941

The Wabash are moving tomatoes in special Tomato trains.

September 15, 1941

The Wabash ran three sections of No. 82. In three days 91 trains were run, 4648 freight cars moved.

October 6, 1941

Wabash engine No. 2267 came out of the Michigan Central shops last weekend and is back at the local terminal.

The Wabash in five days moved 147 trains, 7554 cars.

October 8, 1941

Wabash Instruction Car No. 8 is at the St Thomas terminal.

October 17, 1941

Wabash doing work on the bridge at Cayuga.

October 20, 1941

Wabash engine No. 1676 has been sent to the Michigan Central shops to be overhauled.

October 31, 1941

Wabash engine No. 1676 is expected back from the Michigan Central shops on Friday after being overhauled.

November 6, 1941

The Turkey Rush for Thanksgiving. The Wabash has the reputation for moving the greatest portion of this annual fall business because its lines penetrate into the "foul belt" in the south and midwest. Trains come directly from Kansas City and St Louis directly through St Thomas to Buffalo in fast refrigerator trains.

-1941-

November 7, 1941

Holding up addition to crews is the lack of cabooses for crew. The Wabash is lacking in cabooses. One arrived in the summer, and a second one is on its way from Decatur, but two more are needed.

November 27, 1941

At the CNR-Wabash yards, the Diesel yard engine No. 51 is temporarily out of service for an extensive overhauling. A small steam switching locomotive is on duty in the yards while the Diesel engine is given repairs.

December 2, 1941

The Wabash moved 32 trains through the St Thomas yards on Sunday.

December 7, 1941

Pearl Harbour, the whole Wabash is at War.

December 9, 1941

No railway tickets to be given to Japanese Nationals.

December 11, 1941

Congress declares war.

December 11, 1941

The Wabash receives another engine from the Michigan Central this week. It was No. 2264.

December 12, 1941

The Niagara Bridges Heavily Guarded. They are placed under United States military guard. Machine guns are mounted on the American ends of bridges crossing the Niagara River.

-1941-

December 12, 1941

The US mobilization is on.

December 13, 1941

The winter rush is on, turnips are moving.

December 15, 1941

Wintry weather. Rush shipment of turkeys. The freight rush on the Wabash was still on; for on Monday morning there was the operation of an Advance Turkey Special. In three days the Wabash hauled 95 trains and handled 4966 freight cars.

December 16, 1941

Sale of the Wabash approved by Court for \$31,030,950.00 returning the Wabash to private ownership after ten years of Federal Receivership.

December 17, 1941

New records set in a heavy Turkey rush over the Wabash. Turkeys are shipped in large barrels. Over 800 loaded cars were handled by the Wabash during the past 24 hours. The record on the Wabash last week was 1470 loaded cars handled, the largest since 1929. (The Gobbler Specials, ed)

In order to keep a fleet of engines ready to haul fast freight trains quickly over the Division, the Wabash sent engine No. 2256 to the Michigan Central shops to be overhauled this week. No. 2264 is back in service after being overhauled.

December 17, 1941

Plans for blackout at Buffalo.

-1941-

December 24, 1941

A minor accident occurred about four o'clock on Wednesday when the nose of Wabash engine No. 1890 slipped off the turntable in the local St Thomas Wabash yards. The front end sunk into the soft earth so deep that it could not be pulled back . The Michigan Central hook was borrowed and the front end was lifted by seven o'clock in the morning.

December 24, 1941

Test blackout for Buffalo on Friday at eleven o'clock in the evening.