

-1942-

March 2, 1942

In order to keep a fleet of engines repaired to handle the heavy traffic Wabash engine No. 2260 is going to the Michigan Central shops.

March 5, 1942

Wabash train hits a truck at Lundy's Lane, Niagara Falls.

March 6, 1942

The Wabash received engine No. 1892 from the Michigan Central shops.

March 20, 1942

The Wabash needs cabooses.

March 27, 1942

The Wabash ran 63 trains in 24 hours.

April 4, 1942

Many oil tank cars are en route. The Wabash moves 506,025 barrels of petroleum daily into the east during the week ending March 30.

R. H. Turning of Decatur, Illinois arrived in St Thomas this week to assume his duties as Assistant Master Mechanic of the Buffalo Division succeeding Harold F. Eisele, a reserve officer of the United States Army who was called up a month ago.

April 6, 1942

The Wabash ran six sections of train No. 91.

April 14, 1942

CNR-Wabash track work underway near Chatham, extensive ballasting Chatham to Jeanette's Creek.

-1942-

April 17, 1942

The Wabash need more cabooses. Two more train crews would be set up at once on the Wabash if there were cabooses for the line to use.

There were four sections of train No. 82, and eight sections of train No. 91. In 48 hours the Wabash ran 66 trains.

April 22, 1942

The Wabash engine No. 2260 has been returned from the Michigan Central shops after being overhauled and No. 2268 has been sent over to be serviced.

April 27, 1942

A new Wabash caboose arrives from Decatur, and another caboose has been rebuilt.

April 30, 1942

Wabash leads the way with the addition of two train crews, there are now 37 full crews. Still lack of cabooses.

May 5, 1942

The Pennsylvania Railroad's control of the Wabash aids the local Division.

May 8, 1942

The Wabash has received No. 2273 back from the MCR.

May 13, 1942

Oil tank trains have become quite common on the local railroads. Trains of 98 tank cars is not uncommon.

June 5, 1942

Work gangs at Chatham and Cayuga.

-1942-

June 8, 1942

Wabash No. 2268 has been returned to the Wabash after being overhauled in the Michigan Central shops. Wabash No. 2270 is the next to go.

June 9, 1942

Oil shipments are increasing.

June 17, 1942

Wabash engine No. 2262 has returned.

June 19, 1942

A greater rise than usual is reported in Wabash line, for on Friday there were 42 trains.

July 8, 1942

A bright yellow Sperry car, No. 124 tours the CNR-Wabash line, covering the local Division.

There were three sections of No. 82, and in 24 hours over 2100 cars were moved. Lack of cabooses restricts the numbers of train crews.

July 9, 1942

The shipment of coal by rail to Buffalo is preferred as the lake boats are under orders to reduce marine coal shipments

July 11, 1942

Three o'clock in the early morning of July 11th, 1942 at Moulton station which is fifteen miles west of Welland a head-on collision occurred between two Wabash trains.

Eastbound freight train No. 96 hauled by Wabash No. 2262 was pulling a heavy train of about fifty freight cars. In the locomotive cab of 2262 were Engineer St Clair Fillmore, fireman Sam Shipp, and brakeman William Sproule. In the caboose were brakeman George Orr and Conductor Charles Kitchen. They had orders to meet two westbound trains at Moulton, train No. 97 and train No. 91. There was a very dense fog, very little visibility as train No. 96 approached Moulton and train No. 97 was sitting in the siding as it was supposed to be, and No. 96 passed it safely, but Fillmore kept going on and he plain ignored warnings from brakeman Sproule to stop. There was still train No. 91 that had to be met. Maybe in the fog Fillmore thought that he had passed train No. 91. He had not.

Train No. 91 was westbound following train No. 97, and it was hauled by locomotive No. 2457, a lighter 2-8-2. The Engineer was Thomas Dready and the fireman was George Tanner. It was slowing up to take the siding at Moulton for its meet with train No. 96. Out of the dense fog with little warning No. 96 smashed into the front of train No. 91. The engines crashed and rolled over. Twenty freight cars were thrown from the track and were smashed. Engineer St Clair Fillmore was pinned in his locomotive cab alive, but as the train crewmen were working to free him he died.

WRECK UNLIKELY TO RE



SCENE AT FATAL RAILROAD WRECK—St. Clair Filmore, of St. Thomas, engineer, was fatally injured Saturday when east and westbound freight trains collided head-on near Wellandport on the Canadian National-Wabash line from Detroit to Fort Erie. Other crew members jumped to safety just before the giant locomotives met in dense fog. Residents of the district for a mile radius were awakened by the terrific crash. Some 20 freight cars were smashed to bits and one tank car, sixtieth car from the locomotive on the westbound train, was up-ended, while 50 or so cars in front of it remained on the rails undamaged. Neither locomotive left the rails, but the tender of the eastbound came to rest on top of a coal car. Top picture shows the tender on top of the coal car. Lower one gives some slight idea of the terrific damage, arrow pointing to the front ends of the two engines jammed tight together. An inquest will be held July 21, at Crowland, by Dr. E. A. Mackenzie, coroner, of Port Colborne.

ENGINEER OVERRAN DISPATCHER'S ORDER

This Is Jury's Verdict at Inquest
Probing Death of St. Clair Fillmore

CROWLAND, Ont., July 22 (AP).

St. Clair Fillmore, 62, of St. Thomas, engineer of a Wabash freight train, was killed near Moulton July 11 in a head-on train collision "as result of overrunning the dispatcher's orders," a coroner's jury found here yesterday.

William Sproule, Fillmore's head brakeman, said: "I told him I did not think we should go. I told him twice. Visibility was about 25 feet. Fillmore said, 'What is the matter, are you scared?' The fireman said, too, 'I don't like it.' The fireman turned to bail some coal and he said, 'If you see the head-lights coming through the fog for heaven's sake let me know'."

"What was the fireman's duty?"

"Nothing else he could do. He was not a class man. I figure I did my duty when I told the engineer."

"Did you have a further duty to stop the train, run over and see if the siding was empty?"

"Yes," replied Sproule.

Ross Waterworth, St. Thomas conductor of the other train, said his train was proceeding from 30 to 35 miles per hour when the crash occurred. His engineer, T. H. Dready, was still in hospital and unable to attend.

From the St. Thomas terminal at the inquest were: Conductors Ross Waterworth and Charles Kit-ohen; Brakeman William Sproule; Fireman Sam Shipp and Train Dispatcher Basil Wills. All gave testimony regarding the events leading up to the head-on collision in which Locomotive Engineer St. Clair Fillmore, also of St. Thomas, lost his life.

July 22
1942

-1942-

July 13, 1942

Wabash trains are detoured over the Canadian National Railway from Fort Erie to Port Colborne and Canfield Junction and then to St Thomas.

July 15, 1942

Two new Wabash engines to boost the fleet on local lines come from Decatur, Illinois; No. 2252 reached Windsor, and the other No. 2254 was expected at the end of the week.

July 16, 1942

The power situation on the Buffalo Division was further augmented by the return to service of engines No. 2272 this week. No. 2272 was given some trial runs in the Michigan Central yards after coming out of the shops. Although the Wabash may ship another engine when No. 2272 is received it may be possible to take a smaller one out of the local fleet. No. 2272 is one of the largest type.

July 17, 1942

Wabash freight traffic continues to rise. The Wabash is linked with the Pennsylvania Railroad.

The two Wabash engines which figured in the fatal head-on collision last Saturday are on a sidetrack at Moulton and are not likely to be brought to St Thomas until next Monday when the traffic eases up. The Wabash is enjoying a heavy run of freight at the present time, particularly eastbound traffic. During the past 24 hours 41 freight trains and over 2300 cars were yarded.

July 20, 1942

Wabash has received engine No. 1676 back from the Michigan Central shops and engine No. 2279 has been sent over. Engines No. 2254 and No. 2255 from the United States are in service.

-1942-

July 22, 1942

The badly crippled engines Nos. 2262 and 2456 from the Moulton wreck reach St Thomas.

The Inquest into the Moulton wreck found that Engineer Fillmore had over ran the Dispatchers train orders.

July 24, 1942

The Wabash in two days ran 77 trains hauling 4440 cars.

July 27, 1942

There is no statement on the Wabash engines to be repaired.

July 29, 1942

There are three engines on the siding from wrecks. No decision as of yet. Cars of scrap material have been taken away.

August 5, 1942

Passenger trains are likely after the war. The control by the Pennsylvania has revived hope.

August 7, 1942

Antiquated subway cars from New York come over the Wabash as a train. The old equipment is to be used for troop and factory workers housing.

August 11, 1942

Wabash engine No. 2266 just out of the Michigan Central shops went on a test run.

Harry Shipp, Wabash road foreman of engines and Percy Cox locomotive inspector gave engine No. 2266 a test run in the MCR yards on Tuesday.

-1942-

August 12, 1942

The seven day traffic record reported by the Wabash is an average of 2500 cars a day with over 40 trains daily during the past week. Abash hauls many empty and full tank cars. On one westbound day, it was reported meeting eight eastbound trains en route to St Thomas.

Engines are repaired. Wabash engine No. 2266 was brought from the Michigan Central shop on Tuesday.

August 17, 1942

Records are broke on the Wabash with 100 trains on the trainsheets.

August 19, 1942

Wabash will attempt to rebuild engine No. 2262. The badly damaged engine will go to the Michigan Central Railway shops at once. Engine No. 2460, the New Sarum engine is still there.

August 21, 1942

Wabash engine No. 2262 has been sent over to the Michigan Central shops to be rebuilt.

August 31, 1942

The Wabash get Pere Marquette cabooses.

September 2, 1942

Pere Marquette cabooses on the Wabash. Pere Marquette cabooses are seen daily on the Michigan Central but now they are going to be seen on the Wabash. Two of the cabooses purchased by the Wabash from the Pere Marquette Railway were in service on Wednesday morning; No. 591 going east, and No. 383 going west. Two more crews can now be added. It is expected that two more Pere Marquette way cars will arrive at the Wabash.

-1942-

September 4, 1942

E. E. Sanford Superintendent of Motive Power, Wabash Railway, Decatur, Illinois was in St Thomas on Thursday, and on Friday W. G. Bleck of Montpelier, Ohio was in the city. The officials visited the Michigan Central shops where No. 2262 is being rebuilt. Engine No. 1678 has been returned to the Wabash from the MCR after being overhauled. It is a passenger type engine. The Wabash officials were also interested in the Pere Marquette cabooses assigned here. Two have been received and are in service and two more to come. The Wabash is also said to have bought three Pere Marquette way cars to be taken across the border to the Peru Division. In addition the London and Port Stanley is said to have acquired one or two.

September 11, 1942

Final disision reached to rebuild Wabash engine no. 2262 in the Michigan Central shops. The No. 2460 will be next.

September 15, 1942

The Wabash crew total is now close to a local record of 150 men.

September 21, 1942

Wabash engine No. 2253 has been added to the fleet. Two new Pere Marquette cabooses have been acquired and are being painted in the local yards. Two others are already in service.

September 23, 1942

The Wabash adds another train crew. Another Pere Marquette way car (caboose) is made over, Pere Marquette way car No. 369 is now Wabash caboose No. 2550.

-1942-

October 1, 1942

Wabash engine No. 2261 has been overhauled in the Michigan Central shops and was tested in the yards on Thursday by Harry Shipp, Wabash road foreman of engines and Percy Cox, locomotive inspector. It will be back in service soon.

October 5, 1942

Wabash engine No. 2261 which came out of the Michigan Central locomotive shops last week made a trip on an westbound drag on Monday morning to Windsor. Harry ship road foreman of engines rode in the cab of No. 2271 is also going into service and another from the Decatur, Illinois shops is expected soon which will increase the locomotive fleet considerably. No. 2262 which figured in a wreck is also to be rebuilt in the Michigan Central shop. Wabash No. 1870 one of the smaller type has been sent to the MCR for overhauling.

October 7, 1942

Harry Shipp went west on Thursday with engine No. 2271 just out of the shops after being overhauled.

October 13, 1942

Second yard crew on Wabash at Chatham because of the heavy sugar beet traffic.

October 16, 1942

The Wabash Diesel Electric yard engine has gone into the Michigan Central shops for an inspection.

October 20, 1942

Wabash has received engine No. 1870 from the MCR shops after being overhauled. Another of the 2200 class has been sent over to the MCR.

-1942-

October 27, 1942

A Wabash train derailed and cars of oil explode and burn blocking the line at Nelles Corners just east of Jarvis. Twenty cars of an eastbound Wabash derailed because of a defective brake beam. The wreck occurred at 3:35 in the morning, Tuesday. The cars piled up criss-crossing the mainline and knocking down telephone and telegraph lines. The train was uncoupled and then managed to pull the front part of the train away from the flames. Train crews and RCAF personnel from local airfields were then able with crow-bars, managed to force the rear cars backwards and away from the fire. No one was injured. Wabash trains were detoured at Canfield Junction to Brantford and the CNR London mainline to Detroit. The wrecked train was the third section of train No. 98. The Engineer was Lorne Beer and the Conductor was Charlie Lankin.

October 28, 1942

Workers still cleaning up the Wabash train wreck at Nelles Corners. The fire severely damaged the track.

October 30, 1942

R. A. Messmor, the Wabash General Manager made a tour on Monday,

November 2, 1942

Wabash engine No. 2458 has come out of the Michigan Central shops and is back at the Wabash roundhouse ready to go out when required.

-1942-

November 4, 1942

The wrecked Wabash tank cars brought to St Thomas yards. Only one car was able to operate on its own wheels, the rest are scrap already in gondola cars. The 24 cars of tanks and scrap in the Wabash yard have been placed alongside of the two engines Nos. 2460 and 2456, which figured in head-on collisions some time ago.

November 6, 1942

Wabash engine No. 2264 has been sent to the Michigan Central locomotive shops to be overhauled.

November 19, 1942

The Wabash ran 45 trains in 24 hours.

November 23, 1942

Turkey shipments boost weekend traffic totals.

December 14, 1942

Bridge fire at Delhi Saturday night.

December 21, 1942

A Wabash caboose burned Sunday morning near Welland. Wabash caboose No. 2552 was purchased from the Pere Marquette.