

-1948-

January 7, 1948

The Wabash ran 92 trains, 5059 cars in six days.

January 8, 1948

The Wabash gets 34 miles of new rail for 1948 program, 15.25 miles at Cayuga and 18.75 miles near Chatham. The new rail has arrived. There will be more embankment work done around Jarvis.

January 9, 1948

The Wabash ends the year with a fine record on the Buffalo Division for 35,000 cars were moved last month, 36,479 in November last compared with 38,043 cars in December 1946. Ford shipments are higher.

January 14, 1948

Retired Wabash Engineer Hubert Stanley "Harry" Clark dies.

January 29, 1948

The Wabash ran 18 trains 914 cars on Monday.

February 14, 1948

Two cars of a Wabash freight train derail near Glencoe.

February 23, 1948

Wabash takes over the way freight on March 1, 1948.

March 25, 1948

Wabash engine No. 2250 back from the NYC shops.

-1948-

March 27, 1948

The Wabash on Thursday ran 21 trains, 1139 cars.

April 7, 1948

The Wabash on Monday ran 21 trains, 1125 cars.

April 29, 1948

Wabash officials on tour on Wednesday G. H. Sido toured on Car No. 5 attached to the rear of train No. 82.

May 15, 1948

Excavation goes ahead for Wabash storage tanks. Two huge oil storage tanks at the rear of the roundhouse.

May 22, 1948

The Wabash on Thursday ran 19 trains, 1158 cars.

June 11, 1948

Wabash Diesel Engine No. 102 has come out of the New York Central shops after being overhauled. It is being sent to the Windsor yard.

June 21, 1948

Accident at Middlemus.

June 23, 1948

The Wabash on Monday ran 18 trains, 1083 cars.

July 5, 1948

Wabash gets engine Harry Shipp brought Wabash engine No. 2261 from the NYC shops on Saturday. He took the engine east to Niagara Falls on Monday morning for a test run.

-1948-

July 26, 1948

Wabash official R. A. Messmor made an inspection tour.

July 28, 1948

The Wabash on Monday 20 trains, 1182 cars.

August 5, 1948

Wabash gets engine, Harry Shipp has received engine No. 2266 from the NYC shops.

On Saturday the Wabash ran 20 trains, 1277 cars.

August 11, 1948

Windsor, a Wabash freight car loaded with malt dropped off the end of the car ferry "Detroit" and sunk in the river.

August 12, 1948

The sunken Wabash freight car was located by a drag line.

August 16, 1948

Grays Shows six car train sent Huntsville on the Wabash.

August 19, 1948

The Wabash Feeder Canal bridge just west of Welland Junction is being dismantled and replaced by a culvert. This is the route of the old Welland Canal.

August 26, 1948

The Wabash on Saturday ran 21 trains, 1268 cars.

-1948-

September 21, 1948

The Wabash track extension program finished industrial and storage tracks at Chatham.

One pit at the St Thomas roundhouse has been enlarged to accommodate a 2200 class engine.

September 30, 1948

The Wabash on Sunday ran 23 trains, 1241 cars.

November 16, 1948

The Wabash ran 692 trains, 39,479 cars in October and ran 555 trains, 31,096 cars in September. October 1947 there were 706 trains, 42,531 cars.

November 18, 1948

A. B. Saunders Funeral.

December 2, 1948

Wabash official inspection.

December 6, 1948

Wabash freight train sideswiped at Glencoe.

December 20, 1948

Ten cars of a Wabash train were derailed when it was hit by a gravel truck. It occurred at 8:30 Monday morning one mile east of Marshville, or eight miles east of Welland. Engineer Charles Wightman was in the cab of engine No. 2260. Ten cars were derailed.

The Wabash ran 22 trains on Monday.

December 5, 1948

GLENCOE

Ten cars and Wabash engine 2268 were derailed when an eastbound Wabash freight train sideswiped another freight train at the Glencoe crossover at 5:35 Monday morning, December 5th, 1948.

The third section of train No. 96 was coming to St Thomas from Windsor and No. 97 westbound was going into the crossover. No. 97 had not cleared the switch, and it was understood that the engine of No. 96 sideswiped it. Engine No. 2268 was thrown off the rails and plowed up the track. Two cars behind it were thrown from the track. Cars from train No. 97 were pushed over in the impact. In all one big engine and ten cars were derailed. No one was injured.

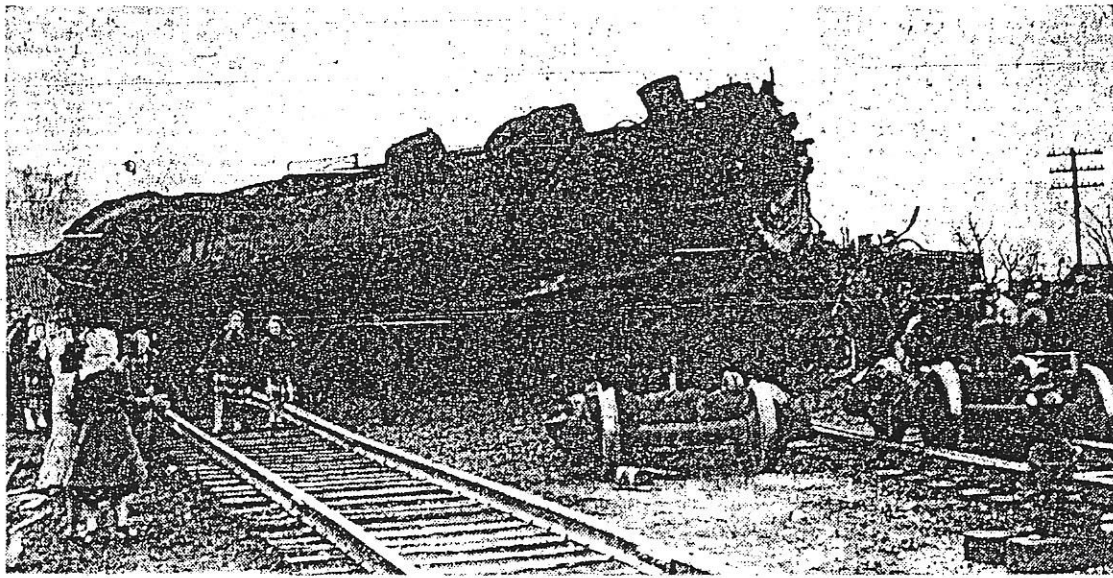
The train crew on train No.97 were Engineer William Saxon, fireman Fred Hatch, Conductor R. Wilson, Brakemen H. Erwin and G. Orr. The train crew on train 96 were Engineer William Nelson, fireman Joe Loucks, Conductor Andy Cook, Brakemen Con Doyle and Ted Bechley.

Other trains were rerouted through the north passing track around the wreckage so there was little delay. Both the CNR and Pere Marquette derricks from St Thomas were sent north over the London and Port Stanley Railroad to clean up the mess.

Engine No. 2268 was taken back to St Thomas where it was sent to the New York Central shops for repair. The 2268 was the same engine involved in the New Sarum wreck a few years earlier.

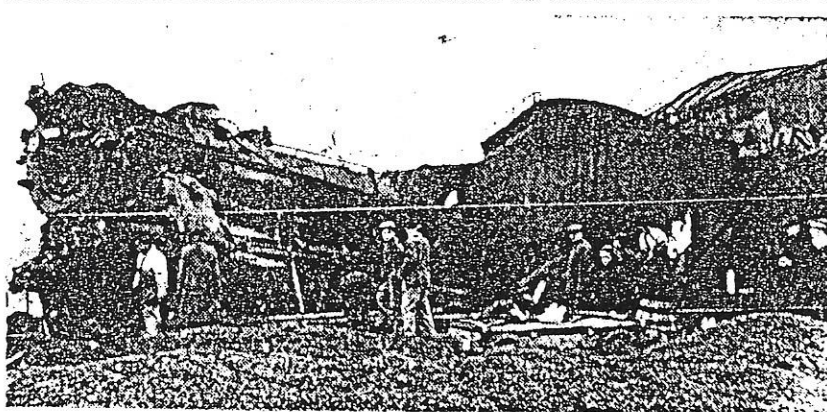
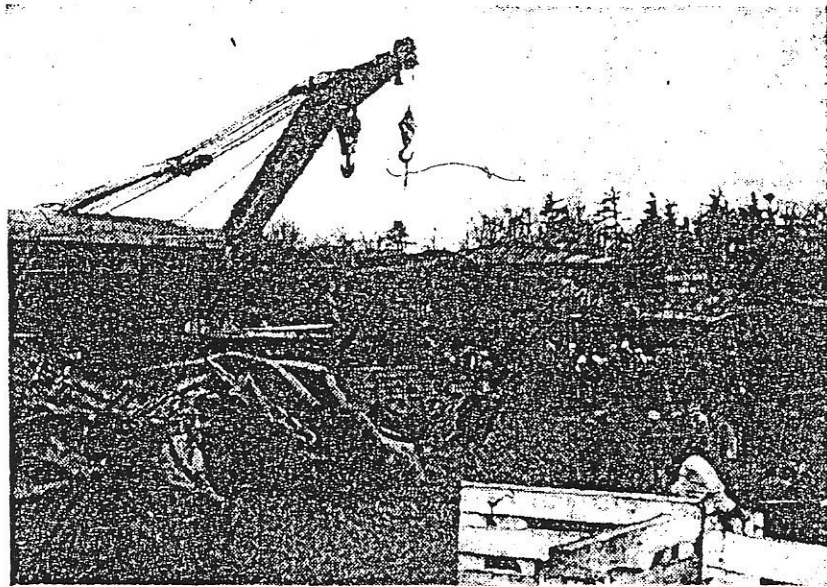
ST. THOMAS, ONTARIO, TUESDAY, DECEMBER 7, 1948

Ten Cars, Engine Derailed in Wabash Wreck



—Photo by Stollery.

PICTURED HERE are photographs taken at Glencoe where ten freight cars and an engine were derailed yesterday when an eastbound Wabash freight engine sideswiped another freight at the railroad cross-over. Both trains were traveling on the joint St. Thomas Division of the C.N.R. and the Buffalo Division of the Wabash Railway Company but they were traveling slow and no person was injured. The third section of train No. 96 was coming to St. Thomas from Windsor and No. 97 westbound was going in the cross-over. It had not cleared the switch, it is understood, and the engine of No. 96 sideswiped it. Traffic was moving normally through the Glencoe yards on Tuesday, but salvage work was still continuing.



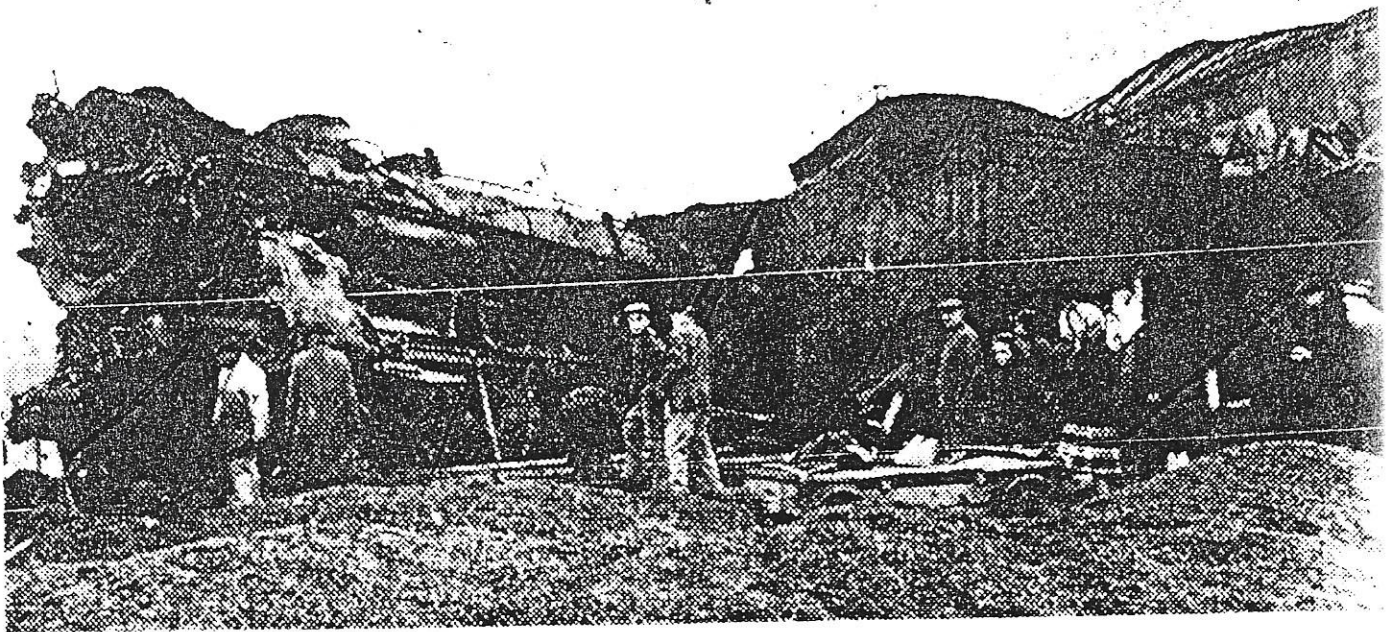
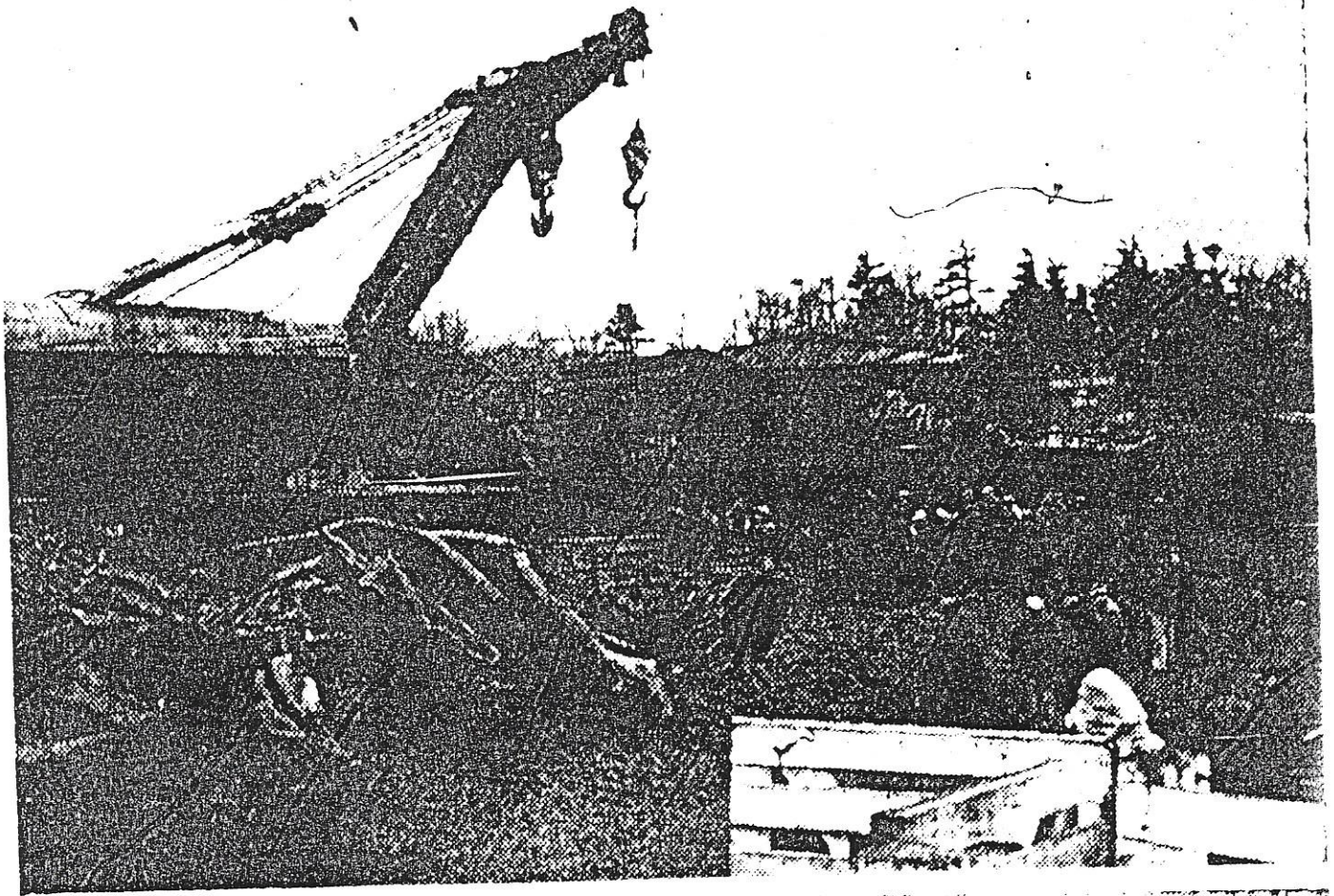
ST. THOMAS, ONTARIO, TUESDAY, DECEMBER 7, 1948

Ten Cars, Engine Derailed in Wabash Wreck



—Photo by Stollery.

PICTURED HERE are photographs taken at Glencoe where ten freight cars and an engine were derailed yesterday when an eastbound Wabash freight engine sideswiped another freight at the railroad cross-over. Both trains were traveling on the Joint St. Thomas Division of the C.N.R. and the Buffalo Division of the Wabash Railway Company but it was traveling slow and no person was injured. The



-1949-

January 6, 1949

Wabash engine No. 2273 was returned on Wednesday from the New York Central shops after being overhauled. It was sent light to the eastern frontier.

The Wabash ran 46 trains in 3 days, 2752 cars.

January 18, 1949

Damaged Wabash engine No. 2265 sent to NYC shops,

January 20, 1949

The Wabash ran 117 trains in 6 days, 6486 cars.

February 3, 1949

Wabash caboose No. 2511.

March 3, 1949

The Wabash in 3 days ran 60 trains, 3404 cars.

March 7, 1949

The Wabash handled a brand new M.K.T. Diesel engine brightly coloured in red and gold en route from the factory.

March 8, 1949

Wabash engine No. 2268 has gone down to the eastern frontier for service on the swing run. Recently it was delivered from the New York Central shops. It is getting a good tryout on the swing run.

March 10, 1949

A nine car special accommodating some 200 passengers was operated by the Wabash Railroad for the Ralston Purina Company en route from St Louis to Toronto by way of Windsor. The Wabash handled

-1949-

the special as far as Detroit and the CNR took over for the trip to Toronto. CNR engine No. 6401 pulled the train over the CNR.

March 15, 1949

Operating employees of the Wabash Railroad went on strike today at 7:00 A.M. The walkout was ordered after a breakdown in contract negotiations. A total of 3000 to 4000 employees are affected.

The train and engine crews in Canada were not involved. Employees in Canada must adhere to the Dominion Labour laws, but because the car ferries could not be loaded or unloaded at Detroit train service in Canada could not be continued.

March 16, 1949

Wabash strike.

March 17, 1949

Thursday no trains run on the Wabash but both the New York Central and PereMarquette railways are in operation.

March 18, 1949

No Wabash trains since Tuesday.

March 24, 1949

A number of trains operated by the Wabash.

March 31, 1949

Wabash on Monday 16 trains, 845 cars, for the Wabash is recovering from the strike.

April 1, 1949

Improvements cost the Wabash ten million dollars.

April 7, 1949

-1949-

Wabash is busier.

The Wabash ran 399 trains in March and 521 in February.

April 21, 1949

The Wabash ran 40 trains in 48 hours.

April 23, 1949

Wabash train No. 84 will terminate at Suspension Bridge New York instead of Niagara Falls, Ontario starting Sunday.

-1949-

July 8, 1949

In ay 1949 the Wabash ran 509 trains.

July 29, 1949

Wabash engine No. 2363 is being sent to the NYC shops.

August 11, 1949

The Wabash ran 60 trains in 3 days, 3683 cars.

August 18, 1949

Two more Wabash crews added.

August 29, 1949

Wabash engine No. 1677 is in the local yard after being overhauled.

September 1, 1949

Wabash Diesel Engine No. 103 was taken to Windsor on Thursday by Harry Shipp. Diesel was repaired in the New York Central shops despite the fact that only a skeletal staff has been maintained there for some weeks. It is to used there in Windsor yard service.

September 9, 1949

Wabash business is better than forecast in the spring.

September 15, 1949

The Wabash has sent engine No. 2256 to the New York Central locomotive shops.

September 22, 1949

The Train of Tomorrow ran Walkerville to London via Glencoe.

-1949-

September 22, 1949

Wabash engine No. 2260 is expected out of the NYC shops this week. A start was made on it last May before the shops were closed.

The Wabash in 3 days ran 54 trains, 3327 cars.

October 8, 1949

A collision between a CNR 5700 class locomotive and a Wabash freight train occurred six miles east of Welland. The Wabash train was a westbound manifest, known as No. 97 in charge of Sam Keyes, conductor, with Jack Greenaway and Eldon Clarke as brakemen. Alex Neish was the engineer and Earl Graham was the fireman.

October 13, 1949

A new all steel cinder pit is being constructed under the mainline at the local CNR-Wabash terminal at St Thomas.

October 14, 1949

The Wabash in a 5 day period ran 94 trains, 5762 cars.

October 28, 1949

The Wabash ran 18 trains on Thursday, 1057 cars.

October 31, 1949

Wabash Conductor David J. (Davy) Jones retires.

November 10, 1949

Wabash caboose No. 2546.

November 11, 1949

The Wabash ran 38 trains for two days, 2156 cars.

December 9, 1949

The Wabash ran 21 trains, 1254 cars on Friday.

-1950-

October 2, 1950

Wabash running 1100 to 1400 cars per day.

October 3, 1950

An icrease in new automobile traffic 20 to 25 per cent increase.

October 6, 1950

The Wabash ran thirty trains through St Thomas hauling 1730 cars.
Wabash engines average 200 miles per day.

October 12, 1950

A.T. Scherer Assistant Master Mechanic was in Montpelier, Ohio on Thursday in connection with the diesel power situation.

October 13, 1950

The Wabash in four days ran 83 trains, 5091 cars, 3722 loaded cars, 1319 empty cars and on Tuesday 15 trains, 917 cars. Ford shipments alone are fifty cars per day.

Repairs made to the Wabash turntable.

October 16, 1950

The Wabash diesel is coming. The first big Diesel unit in connection with an extensive dieselization program on the Buffalo Division of the Wabash Railroad is slated to go from Windsor to Fort Erie on Tuesday and to be used on the Fort Erie to Buffalo Louiana Street run. It will be used in International service. Other Diesel units ordered from London GMC plant will be used in Canadian service between Windsor and Fort Erie. Diesel units used in yard service are to be used in St Thomas, Windsor and Fort Erie.

-1950-

October 18, 1950

One Wabash caboose slated for the scrap heap was gutted by fire, and another to be used for Diesel engine part storage was saved in the Wabash yard Tuesday night. Caboose 2541 was to be scrapped at Decatur and 2551 for storage at Fort Erie.

October 19, 1950

The Wabash in three days ran 68 trains with 4042 cars, and on Monday ran 22 trains with 1409 cars.

October 23, 1950

Set up of Wabash engine crews, three engine crews, two in the east end, and one in the west end. Harry Shipp Road Foreman of engines was in Fort Erie and Buffalo last week with A. T. Scherer, the Assistant Master Mechanic when Diesel engine No. 121 was inaugurated on the Louisiana Street run over the International Bridge. The engine which is 800 Horsepower is doing a grand job in International service. It had to be hauled first across the border by a steam engine to keep within the regulations. It was built at La Grange, Illinois. Other Wabash Diesels will come from London.

October 26, 1950

A. T. Scherer, the Assistant Master Mechanic is at La Grange, Illinois for a Diesel Course.

-1950-

October 28, 1950

Wabash traffic is steady.

Train engine crews set up, cabooses assigned.

2511 A. Richardson, 2518 west-end pool

2526 Harvey Patterson, Bob Marringer

2527 L. E. Sedge, 2539 east-end pool

2610 Nat Richardson, 2613 Albert Herr

2615 C. R. Blackwell

Robert Wilson Wabash Conductor retires.

November 1, 1950

Local Wabash line to get first GMC Diesel next week.

A 3000 Horsepower unit for road service. Alexander R. Wilson Division Superintendent says the first Diesel to be delivered on November 15th, 1950. To be placed on fast run Windsor to Fort Erie. Diesels are not new to St Thomas for sixteen years ago a Diesel was assigned to yard service, and were assigned to Windsor soon after.

Wabash added 800 Horsepower unit to the Fort Erie to Buffalo Louisiana run. Bothe the Wabash and C&O are getting low in steam power as repairs have been cut because of the change.

November 3, 1950

The Wabash ran 24 trains with 1314 cars., with 15 carloads of new Fords.

-1950-

November 4, 1950

The Wabash during October ran 662 trains and 554 trains in September. The preferred run are Fort Erie to Windsor which the crews call "Flying Saucers".

November 14, 1950

Plans for Diesel Power are being completed on the Wabash. Road engines to be in regular service by the end of next week. They are expected Wednesday, to be assigned Windsor to Fort Erie, possibly on fast freight No. 96.

November 16, 1950

First Wabash Diesel coming on November 28th. Fourteen Diesels by February, 10 3000 HP road engines, 1 1500 HP switcher, and 3 800 HP switchers.

November 17, 1950

Wabash on Monday ran 21 trains with 1188 cars.

December 1, 1950

Train and car crash west of St Thomas at Lawrence Station sent six persons to the hospital. The Engineer was Thomas Hill.

December 4, 1950

Diesel road engines will start on the Wabash this week. The first engine is being checked at GMC London Plant on Monday and coming to St Thomas on Tuesday. Will go via Glencoe from London and dead-head to Fort Erie. The new diesel for the Wabash has been painted in Banner Blue and White. The first unit is 1155 and 1155-A. Two F-7s.

-1950-

December 7, 1950

Wednesday December 7th, the first Wabash Diesel units 1155-1155A runs through St Thomas and made an almost record time hauling train No. 91, Fort Erie to St Thomas. The Engineer from Fort Erie to St Thomas was Alexander Neish and fireman George Mann with Conductor John Orr. St Thomas to Windsor the engine crew were Billy Nelson engineer and George Tanner fireman, with Conductor Nat Richardson. The run was made in two hours and fifty-five minutes, hauling fifty-seven cars of freight.. Stops were made at Duff, Welland Junction, Cayuga. The train left Fort Erie at 1:18 PM. It stopped at Woodworth Avenue, St Thomas at four o'clock to allow the cabooses to be changed. A E. V. Riippingville of London was on hand to record a movie. The train arrived at Windsor at 7:10 that evening.

December 14, 1950

Another Diesel for the Wabash. The second of the fleet of ten Diesel road engines ordered by Wabash from General Motors Diesel Limited, London is expected in St Thomas either this weekend or Monday. Engines No. 1155 and 1155A are doing a grand job.

December 16, 1950

A big day for the Wabash, 24 trains and 1405 cars.

December 21, 1950

Diesel Inspector "Bo" Evans for the Wabash was in St Thomas. Wabash No. 1156 expected Thursday.

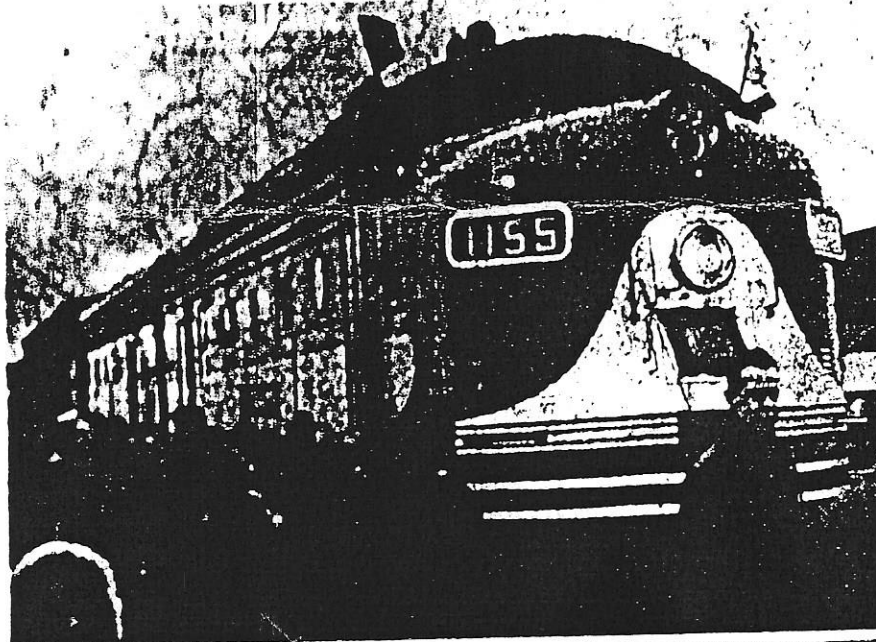
St. Thomas Tim

INCORPORATING THE ST. THOMAS DAILY TIMES AND THE ST.

ST. THOMAS, ONTARIO, THURSDAY, DECEMBER 7, 1950 —TV

ARMY RETRE

Scenes of Wabash's First Diesel Run Here



—Photo by Stollery

THE FIRST DIESEL ENGINE from the General Motors Diesel, Ltd., London, is shown above as it reached St. Thomas Wednesday afternoon with the first fast freight train to be hauled by the new power. Quite a crowd gathered at Woodworth avenue, at other crossings and at the station. The first of ten road Diesels is No. 1155 and 1155A, and the head-end crew taking it from here to Windsor are shown as follows: Left to right, Engineer Billy Nelson, Fireman George Tanner and Head-End Brakeman Jack Stewart. The Diesel made two fast Fort Erie-Windsor trips under five hours. (See story (Page 14))

WABASH DIESEL ARRIVAL DATES

121	October, 23, 1950
1155-1155A	December 7, 1950
1156-	January 2, 1951
1157	January 2, 1951
1158	January 12, 1951
122	January 15, 1951
453	January 23, 1951
1159	January 25, 1951
1160	February 9, 1951
1161	February 19, 1951
1162	February 26, 1951