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January 6, 1925

Another wreck on the Wabash. Travelling through the dense fog at a fairly rapid rate of speed, fast symbol freight train No. 91 of the Wabash crashed into the rear of the Welland Swing Run train at Port Robinson, early Tuesday morning. Serious results were the outcome, as the locomotive pulling the big symbol train toppled over into the ditch and the first seven cars were derailed. A. W. Dawson of Niagara Falls, car inspector was badly injured. He was riding in the caboose at the time of the accident. This is the second big wreck during the past week both on the east end.

January 7, 1925

The Wabash rush starts again but ice in the Detroit River hinders the carferry.

January 12, 1925

The Wabash ran 25 trains, 1125 cars. A slight derailment at Northwood when one car derailed.

January 14, 1925

Engine No. 2026 is being returned to the local division of the Wabash Wednesday from the Wabash shops at Decatur, Illinois. R. J. Cottrell General Foreman of the shops reported Wednesday. The engine has undergone repairs.

January 19, 1925

The Wabash ran a special eight car train from Detroit to Toronto for the Rose Marie Company. A slight one car derailment at Middlemus.

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January 12, 1925

Wabash engine gets jack-rabbit. On the Wabash at Tillsonburg, the locomotive after getting a supply of water from the nearby water tank the engine backed into a standing car. The engine crew were Engineer A. Dowe and fireman F. Hunt, and the Conductor E. Wright.

January 24, 1925

Gets new locomotive. Officials of the Wabash were overjoyed this week when engine No. 2026 was again placed in service after being at the Decatur, Illinois Wabash shops undergoing extensive repairs. The locomotive was returned about as good as new and also with a fresh coat of paint. D. Britt road foreman of engines has given the engine a number of trials and placed it in regular service. More new power is expected shortly.

January 27, 1925

The Wabash has received two more engines from the United States.

February 13, 1925

Over the Wabash an unusual variety of freight, silk trains Ford specials, feed trains, steel trains and locomotives. There were two Silk Trains; one seven car and one eight car. There were forty cars of steel rails, two Ford Specials, and six brand new locomotives for the Wabash from the ALCO plant.

February 19, 1925

Six more brand new Wabash engines passed through St Thomas, of which five were three cylinder engines.

January 20, 1925

The start of laying new rail. The Wabash ran 25 trains, 1373 cars.

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February 27, 1925

Three Silk Trains went over the Wabash.

March 2, 1925

The Wabash has a largest volume with 35 trains. A slight derailment occurred to the engine of Wabash train No. 6 near Buffalo, New York, Saturday evening after bringing the train into the station, it was going back to the roundhouse when it sideswiped a freight car. Engineer Robert Shine was at the throttle.

March 6, 1925

New Baldwin and ALCO engines come through Canada for the Wabash in the United States; numbers 601, 602 and 603.

March 11, 1925 Wabash Baldwin's come through Canada.

March 25, 1925

Wabash train No. 90 came through with fifty-five cars of meat. A big three cylinder Baldwin locomotive through St Thomas.

April 17, 1925

Wabash engine No. 1635 is undergoing extensive repairs in the locomotive shops of the Wabash at St Thomas. The tender, which is the one that fell off the turntable recently is being outfitted with new trucks and painted, while the boiler is being cleaned and will be put in running order for active service in the near future.

April 27, 1925

The Wabash to get two passenger locomotives.

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April 29, 1925

Wabash rushed a solid thirty-eight car train of 300,000 gallons of gasoline through St Thomas from Phillip Petroleum Company to Byway, New Jersey.

May 1, 1925

The Wabash ran 27 trains, 1320 cars.

May 6, 1925

Wabash Official Train in St Thomas.

May 8, 1925

The Wabash expect new locomotives. J. N. Robertson Master Mechanic expects two passenger engines. Engine No. 2022 and No. 2027 are at Fort Wayne shops for thermite welding.

May 13, 1925

Strawberries and Gasoline. Over the Wabash there went a forty-two car train of gasoline from Phillip Petroleum Company to New York. Six cars of Strawberries came through attached to the rear of Wabash passenger train No. 3, which also had three Pullman sleeping cars.

May 15, 1925

A Wabash special train came through, nine passenger cars, four Pullman sleeping cars, three steel coaches, one combination baggage car and one dining car.

May 16, 1925

One solid fourteen car Silk Train came over the Wabash.



June 6, 1925

Plenty of power. Wabash engine No. 2066 has been received Friday after it had undergone extensive repairs in the Fort Wayne shop, while engine No. 1871 and engine No. 1900 had been received earlier in the week.

July 3, 1925

The Chicago to New York air mail line planes may follow the local railway lines.

July 7, 1925

Wabash gets a big assignment of four special passenger trains for US Kiwanian's, 1200 people to go over the Wabash to Niagara Falls from Shenandoah, Iowa.

July 8, 1925

Wabash ran 18 trains, 1041 cars.

July 11, 1923

The Wabash expects ten special passenger trains of ten to twelve cars each. Four Kiwanian specials, a Coloured Excursion from Detroit to Niagara Falls and the Polish Falcons from Chicago.

July 15, 1925

The Wabash takeover of the Ann Arbour Railway will benefit the local division.

July 16, 1925

Wabash accidents at Stevensville and Cayuga.

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July 30, 1925

Wabash engine No. 1635 has been returned from the Decatur, Illinois locomotive shops where it underwent extensive repairs. The engine is like new and will be used on the fast passenger limiteds where ever possible.

August 8, 1925

A Wabash derailment of two cars near the bridge in St Thomas.

August 14, 1925

The Wabash Dynamometer Car will be operated over the local line.

August 17, 1925

Engine No. 2022 of the Wabash was sent Saturday to the Fort Wayne, Indiana shops for extensive repairs.

August 24, 1925

A Wabash twelve car Silk Train went over the Canadian division.

August 26, 1925

A carload of Missouri mules came over the Wabash destined for New York.

September 9, 1925

A Canadian National passenger train crashed into a Wabash freight train on the crossing at Clinton Junction, near Niagara Falls, Several freight cars were derailed but the passenger cars remained on the rails.

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September 14, 1925

The Wabash ran six special passenger trains to Niagara Falls.

Collision in the fog. On the Wabash at 5:10 Monday morning, just east of Glencoe an eastbound Canadian National London Division train ran into the caboose of a Wabash freight train.

September 15, 1925

The Wabash ran a special train of Cranberries.

September 16, 1925

After visiting St Thomas the Wabash General Superintendent orders two more passenger locomotives. The new engines to be received are No. 1679 and No. 1680 and will be immediately placed in service.

September 26, 1925

Wabash engine No. 2022 has been received here after undergoing extensive repairs in the Fort Wayne shops.

September 29, 1925

Wabash engine No. 2050 has been received this week from Decatur.

October 2, 1925

A new derrick had been received, CNR No. 50031.

October 3, 1925

The Wabash has power. J. N. Robertson states that at the present time there are 49 engines on the Canadian Division. There are 12 big passenger engines that may be used for fast freight in cases of necessity. The number includes six E-11 class and six J-2 locomotives. In the freight class there are twenty-five C-1 class and twelve E-7 class engines.

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October 10, 1925

J. N. Robertson, Master Mechanic of the Wabash Railroad reported that another big passenger train has been assigned to the local division. Engine No. 1680 was received the later part of the weekend, which will make the power total of 50 engines now.

October 12, 1925

Sixty cars of Dates running in a solid train was a feature of weekend trade on the Wabash. Two extra Pullman sleeping cars from the Delaware Lackawanna and Western Railroad came on Wabash train No. 6 on Sunday to carry the "Tell Me More" theatrical troupe. Wabash ran 32 trains hauling 1648 cars.

October 16, 1925

J. P. Morgan, the financier came to Port Rowan in his private car. Mr Morgan owns a large game preserve at Port Rowan. Five cars of onions came out of Jeanette's Creek.

October 17, 1925

Further additions have been made to the power at the Wabash it was learned Saturday that three engines recently overhauled at the Decatur Illinois shops have been assigned to the local division. The numbers of the engines are: 1680, 2030 and 2036, the later two are passenger engines.

October 19, 1925

Sunday morning at eight o'clock the Wabash had a derailment at Canfield Junction throwing seven cars in a ditch when an eastbound freight train left the rails. The cause was a broken rail. Wabash engines are now to run through from Windsor to Buffalo without change effective Monday morning.



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October 30, 1925

J. P. Morgan's private car went over CNR's train 232 Simcoe to Jarvis en route to Port Dover.

January 13, 1926

The third section of Wabash freight train No. 90 was derailed near Welland Tuesday when an axle broke on one of the trucks broke and two cars left the rails.

January 15, 1926

Wabash rush of business. There is a lack of power, two engines arrived the other day and three more are expected. The two new engines received this week were No. 2026 and No. 2078 which are equipped with all the modern devices and are claimed to be the biggest and best class assigned to the Buffalo Division. Three more are to be secured.

Thirty trains moved 1556 freight cars and train No. 90 ran in three sections.

January 18, 1926

Wabash creates a record of 38 trains, 2000 freight cars in 24 hours. Sunday 1931 cars were handled. Windsor yard was so congested. The car ferries at Windsor could not handle all the business, and so some cars at Detroit were route through the Sarnia Tunnel and then to Glencoe and St Thomas.

An Opera troupe travelled over the Wabash.

A slight derailment occurred at Simcoe Monday when an engine and a couple of cars came off the track.

January 18, 1926

On the Wabash there is a great congestion in the Windsor yard. Five trains were detoured by way of the Sarnia Tunnel and Glencoe. The ferries are handicapped because of the low water level. It is expected that there will be relief next month when the new ferry arrives.

-1926-

January 20, 1926

It is understood three more of the big Wabash freight engines will be received here this week.

January 22, 1926

A new westbound time card freight train inauguration on the Wabash line. Train No. 97 started this week on account of the rush of traffic secured from the Delaware Lackawanna and Western Railway's connection at Buffalo. On Tuesday there were 30 freight trains, 1517 cars, the increase in Wabash freight makes it necessary for the operation of a number of trains daily via Glencoe and Sarnia as the ferries are unable to take care of business. Ice is handicapping the ferries. The slip docks have to be lowered on account of the low depth of water.

January 25, 1926

It is expected that Monday will be a record day on the local Division of the Wabash Railroad as the company was dealt an unfortunate blow, for in addition to the storm Saturday afternoon, a serious derailment occurred between Moulton and Darling road. A broken wheel threw twelve cars off the track. Trains were routed at Canfield Junction through Port Colborne. Four trains were routed through the CNR Sarnia tunnel. The Jeanette's Creek station caught fire and burned down. There were 29 trains and 1383 cars moved.

January 27, 1926

The Wabash ran 33 trains and four trains were routed through the Sarnia tunnel.

January 29, 1926

Wednesday the Wabash moved 32 trains and four detoured through Sarnia.



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January 30, 1926

Since the operation of a number of the Wabash fast freight trains via Sarnia during the past week travelling fireman Harry Shipp has been spending a lot of time in the Tunnel City.

February 1, 1926

Between 8:00 AM and 4:00 PM Sunday the Wabash operated fourteen trains.

February 2, 1926

Wabash engine No. 2024 has been received in service again on the local Division of the Wabash Railroad from Fort Wayne, Indiana shop after undergoing extensive repairs.

February 3, 1926

On Tuesday the Wabash ran 33 trains. Two crews were dispatched from the St Thomas yard to Windsor this morning to bring two more engines from the United States.

February 8, 1926

On Sunday the Wabash ran 32 trains but there were no trains via the Sarnia Tunnel.

February 10, 1926

Drastic measures were resorted to on the local division of the Wabash, Wednesday because of further setbacks starting with an engine throwing a tire at Renton on Tuesday evening. This accident occurred about three miles from the spot of the Monday wreck when six cars were piled into a ditch near Jarvis.

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February 12, 1926

The Al Jolson Theatrical Company was handled by a Wabash special train of nine cars on Thursday en route from Chicago to Buffalo.

February 17, 1926

The Wabash had to run two freight trains in each direction via Sarnia again on Wednesday morning.

February 19, 1926

More train and engine crews put back to handle the Wabash rush of freight trade. Fourteen have been added to the extra list., there are now 38 crews. There are more doubleheaders until the larger engines arrive. Windsor yard is clogged after a heavy snow storm. The Wabash ran 34 freight trains with 1670 cars.

Duke Else, the leading machinist of the Wabash was scalded on duty at Elfrid, near Glencoe, the other day. He was helping to put a new tire on the driving wheel on the engine of Wabash passenger train No.1, when an exhaust of cylinder head blew out and he was enveloped in n steam and scalding water.

February 20, 1926

The "Peek-Aboo Burlesque Troupe travelled over the Wabash.

Co-incident with the announcement from the Wabash Friday that more crews were being set up, came another announcement Saturday that three more engines were being placed in service. These are coming from the U.S. shops. One was received early in the week, making four in all to be added to the list in service now between the two borders.

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February 22, 1926

Anthracite coal shipments are starting to augment freight traffic through St Thomas, the Wabash hauled a 46 car anthracite coal train.

February 26, 1926

Repairs were made at Windsor to the ferry terminal as the slip docks were lowered.

March 1, 1926

The Wabash ran six trains via Sarnia and the tunnel on Sunday. The Wabash ran 38 trains on Sunday.

March 3, 1926

The Wabash shortage of motive power. Chief dispatcher T. J. Cassidy sent a rush wire to General Superintendent T. J. Jones at St Louis for more engines. There are four of the local engines at Decatur undergoing repairs, and three more are ready to be sent across the line for extensive repairs. There were only three available engines Wednesday, for service, Repairs to one of the engines were being made, and it was the only one in the shops.

March 5, 1926

The familiar "Old Granny" is to be taken out of service by CNR officials before long. It runs between St Thomas and Simcoe.

Wabash trains run via Sarnia.

March 6, 1926

The local locomotive shop of the Wabash Railroad welcomed back on Friday engine No. 2058 which had been on the other side undergoing heavy repairs. (Note- typo shows 4058)



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March 8, 1926

The Michigan Central Railroad Detroit Tunnel has to be used by the local Wabash line because of the very brisk traffic rush. The officials of the Wabash have not as yet exhausted their supply of trick maneuvers in order to have their rush of freight through St Thomas. The Times-Journal reporter learnt that four big were hauled from Detroit through the Michigan Central Detroit river Tunnel Sunday night on account of the congestion in the Wabash Detroit and Windsor yards, The ferries were unable to take care of the trade. Trains via Sarnia have been necessary to relieve the situation. The inauguration of the new Wabash ferry on May 1<sup>st</sup> will be welcomed.

March 12, 1926

A gang of 125 men start laying new steel rails on the Wabash at Chatham.

March 15, 1926

Huge locomotives to haul freight through St Thomas reports J. N. Robertson. The new power weighs 42,100 pounds. The exact number of the new locomotives is unknown. The new K-2 type of engine to be sent here. The bridges and roadbed have to be inspected found to be suitable. The engines are numbered 2401 to 2463. They are 2-8-2 Mikado type.

The Wabash is using both the CNR Sarnia Tunnel and the MCR Detroit river Tunnel.

Passenger train No. 1 en route to Windsor on the Wabash Railroad was derailed on the east end at Cayuga early Sunday morning. Fortunately the train was slowing down for the depot and there were no injuries. Pullman cars "Evade" and "Duame" left the rails but as they were unoccupied they were left there and the remainder of the



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train rushed to the border without much delay. The accident was caused by a broken rail.

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March 16, 1926

Seventeen cars derailed on the Wabash and blocked traffic for 13 hours. Jarvis was the scene of the third recent derailment. Train No. 82 eastbound with 42 loaded automobile cars. It was 1:07 Tuesday morning when the derailment occurred. Engineer Clark and Conductor Tracey were in charge of the train. Wabash trains were detoured over the Michigan Central.

March 16, 1926

Engines to arrive. Superintendent H. W. Mathews of the Wabash expects that the new engines would arrive in St Thomas in a few day. Six engines are believed to be sent.

March 19, 1926

Big engines are here. Two of the huge engines were ferried across from Detroit Friday morning, but it will be nightfall before they have cleared customs. The engines will be run through without a change. Coal will be taken on at Glencoe and Nixon and water at Thamesville and Tillsonburg. The other four will be here Saturday or Sunday.

One official said he didn't think the head officials knew how fast some of the present engines could travel. He referred to the 1600 and 1700 class of passenger engines now use by the Wabash line here. The other night a doubleheader hauled 103 cars, which included 20 loaded cars at a record speed from Niagara Falls to St Thomas. This was the longest train ever to run on the Wabash.

Trains of Spinach are handled every night known as Peru Specials.

March 20, 1926

The Wabash claims defeat of the Michigan Central in a race from Canfield Junction to St Thomas. One day this week on the morning Wabash passenger train No. 3 westbound and due at St Thomas was held twenty minutes at Canfield Junction where the MCR crosses to allow a fast MCR express to pass over first.

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March 22, 1926

To Engineer Victor Gates and fireman Harry Clark goes the honour of taking charge of the first new Wabash locomotive Saturday, out of Windsor. An eighty car train, all loads was pulled to St Thomas in record time. D. Brit road foreman of engines supervised the work of Mr Gated at the throttle. On Monday morning the same engine, No. 2463 left St Thomas with 100 cars for Windsor. Harry Shipp travelling fireman boarded the locomotive here in St Thomas to solve more of her mysteries. The times-Journal railway reporter caught a glimpse of this engine as she pulled out of the yards and it is a big one. The length is astounding, more so on account of the boiler narrowing perceptibility toward the front. There are four pair of driving wheels, quite small.

March 24, 1926

The Wabash moves 90,000 live chickens in one train comprising 21 special chicken cars. The chickens were moved from points in Illinois over the Wabash to Hoboken. The special poultry cars could hold 4000 birds in each car.

During the month of February the Wabash interchanged cars with the Lehigh Valley Railway at Buffalo, New York. The Wabash received 3,067 cars and delivered 2,781 cars.

The Canadian National was unable to handle any more Wabash business via Sarnia the Michigan Central hauled a couple of Wabash trains through the tunnel for them Tuesday night.

March 24, 1926

Five of the new Wabash locomotives have been received and are in service. The numbers of them are as follows:

2455, 2456, 2460, 2462, 2463

D. Britt, road foreman of engines declared Wednesday that he was well pleased with the performance recorded so far although the arrangement of tonnage for them and the speed is still in the experimental stage, Trains of 80 to 90 cars are becoming common occurrences now on the Wabash.

March 26, 1926

J. N. Davis, President of the Delaware Lackawanna and Western Railway went over the Wabash on train No. 3 in his private car.

March 27, 1926

In addition to the six new freight engines received this week by the Wabash Railroad it was announced Saturday two big locomotives which had undergone extensive repairs at the Fort Wayne shops were back in service being received Friday. They are engines No. 2056 and No. 2057.

March 29, 1926

The Wabash ran 39 trains with 2156 cars on Sunday.

March 31, 1926

Smuggling aliens in empty freight cars. United States Agents say hundreds of aliens have entered Detroit over the railroad car ferry. Herbert Girard, a twelve year Wabash employee used empty refrigerator cars.



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March 31, 1926

Wabash brisk Easter business. The Wabash had a forty car special train of oats. There was a special train of fifty-three cars of spinach. There were three trains of Fords. Two trains comprising of 90 cars of raw sugar sent to the Chatham refinery.

Another locomotive has been placed on the local division of the Wabash this week, it was learned Wednesday. Passenger engine No. 1678 has been received from the Decatur, Illinois shop after being made over almost like new. The local line was never in better shape.

April 3, 1926

The Wabash ran three trains of oats. They had 38, 42 and 46 cars in each train.

Chief dispatcher T. J. Cassidy of the Wabash reported that Wabash train No. 6 on Friday carried four extra Pullman sleepers with American recruits destined for a camp near New York.

April 5, 1926

Better facilities for the Wabash freight are being planned at Windsor  
The Wabash ran 38 trains with 1923 cars.

April 6, 1926

On account of the congestion at Windsor it was learned at the Wabash depot Tuesday, that a certain number of Wabash trains are being handled by the Michigan Central tunnel and the Essex Terminal Railroad. The Wabash business is nothing short of phenomenal now.

April 7, 1926

The Wabash has handled about a half million bushels of oats, which is about 300 freight cars.

April 9, 1926

The old Grand Trunk "Old Granny" cancelled May 2<sup>nd</sup>; that was a Hamilton to St Thomas train via Jarvis and Simcoe.

At Windsor the new car ferry will start May 1<sup>st</sup>. The "Manitowoc" is a three track ferry capable of holding 34 cars which compares with the old ferry that held only 21 cars.

April 14, 1926

The Wabash now have 42 crews. Monday ran 29 trains.

Travelling fireman Harry Shipp took a trip over the eastern division on Wednesday in one of the big engines No. 2455. These engines it was learned from Master Mechanic J. N. Robertson have an air compressor on the sides for reversing the huge throttles instead of performing the job by hand.

April 15, 1926

The Wabash launches the new car ferry.

April 19, 1926

The Wabash lays 26 miles on new rails.

April 21, 1926

The Wabash Silk Train clips off fast time of five hours Detroit to Buffalo.

April 27, 1926

Six were injured when Wabash train No. 3 rolls into the ditch. A serious mishap at Moulton. Wabash passenger train No. 3 met with a bad mishap  $\frac{3}{4}$  of a mile west of Moulton at 10:30 this morning. Three coaches being thrown off the track. Five passengers were injured. The engineer was Joseph Grice and the fireman was James

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Gatfield. The train was travelling at forty miles per hour when it left the track.

April 28, 1926

Wabash engine No. 2460 was sent to the Michigan Central shops Wednesday morning to have its flues welded.

April 30, 1926

The "Old Granny" makes last trip on Saturday St Thomas via Jarvis to Hamilton.

There is an investigation of the Moulton wreck and it is thought that there was something wrong with the engine.

Reporters ride in Wabash locomotive No. 2456.

May 2, 1926

The Wabash ran 32 trains, 1752 cars.

May 7, 1926

The Wabash has 43 crews.

May 12, 1926

An important special train was handled by the local division of the Wabash Railroad Tuesday afternoon. A big Steamship party was en route from Washington to New York comprised of 193 people. It was necessary to run fourteen cars on fast time through St Thomas.

May 14, 1926

New Power. F. W. Rhuark, Master Mechanic of the Wabash, Decatur was at the local depot today. The other day engine No. 2028 was received from the United States shops where it had undergone extensive repairs and it was placed in service immediately.

-1926-

May 19, 1926

The Wabash water tank at Belle River is the most dependable. The water tanks at Thames River, Chatham and Thamesville are not so good. The St Thomas water tank is as old as the railroad. It is supplied with city water. The tanks on the east division are located at Tillsonburg, Cayuga, Welland Junction, Niagara Falls and Fort Erie.

May 26, 1926

A rather peculiar accident occurred to Wabash engine No. 2024 as it was hauling a train out of the local yards here on Wednesday morning. The axle on the left side broke but as the train was travelling slowly it did not leave the rails. From the appearance of the break the axle had to be half cracked for sometime as rust could be seen about half way through it.

May 29, 1926

Two Shriner Specials go over the Wabash.

June 11, 1926

The Wabash will have the new car ferry at Windsor next week.

June 12, 1926

Our shops are busy now declared J. N. Robertson, Master Mechanic of the Wabash, a number of big repairs were being made to the locomotives, including the No. 2024 which broke an axle.

June 16, 1926

Renton discontinued as a telegraph station.



-1926-

July 3, 1926

An unusual event in railway circles when an eastbound special passenger train not only stopped but held time at St Thomas long enough to allow the excursionists, of the Catholic Polish Falcons of South Bend, Indiana, to attend Sunday Mass at the Holy Angeles Church. After the Mass, the excursionist's boarded the special and were off to Niagara Falls to celebrate the Fourth of July.

July 5, 1926

A number of solid trains of wheat, one 52 cars and the other 45 cars went over the Wabash from Chicago bound for the eastern seaboard on Sunday.

July 9, 1926

The Wabash has water towers at Chatham, Belle River, Thames River, Tillsonburg, Simcoe, Cayuga and Welland Junction.

July 24, 1926

Engine 2060 was received Thursday from the Decatur, Illinois shops and that No. 1678 was expected Saturday. Both locomotives will be placed in service immediately.

July 28, 1926

The Wabash will operate six excursion trains over the weekend, four will come from Fort Wayne ,Indiana on Friday, and two will come from Detroit. All are bound for Niagara Falls. It is expected that each train will be about fifteen cars long.

-1926-

July 31, 1926

Jumping from the way car of an eastbound Wabash freight train as it was entering the local yards at Lynhurst, Friday evening, Conductor George Nethercott, escaped almost certain death as the engine hauling the CNR way freight crashed into the rear of the caboose. Part of the caboose was telescoped.

August 2, 1926

The results of the six special excursion passenger trains over the weekend from Michigan and Indiana to Niagara Falls were:

Train No.1	15 cars	598 passenger
Train No. 2	10	398
Train No. 3	11	560
Train No. 4	9	247
Train No. 5	11	486
Train No. 6	9	319

August 5, 1926

Construction progressing on the construction of a new turntable in the St Thomas yards of the CNR-Wabash Railways. It is a seventy foot long structure, and had formerly worked at Windsor.

August 9, 1926

At about six o'clock Monday morning train No. 92 en route from Windsor with a train of mostly loaded cars was derailed at the west switch a short distance east of the Courtland depot. Engine No. 2074 and eight cars left the tracks but fortunately the locomotive remained upright and no injuries were reported. About 300 feet of track was torn up. Wabash passenger trains Nos. 2 and 3 were routed over the Michigan Central Railway.

-1926-

August 11, 1926

A new mile long siding was installed in the yards at St Thomas east of the city. The siding extends from the heart of the yards near the depot past the south end of the municipal golf links. The entire siding will be able of holding 100 cars. The new turntable has been completed.

August 16, 1926

The Wabash has been handling special trains of wheat from the west while the bulk of traffic comprises; fruits, vegetables, automobiles and coal. On Sunday there were 33 trains hauling 1728 freight cars.

August 19, 1926

The sugar beet rush is on and 300 hopper class cars will be needed for the traffic, the following is a list of the number of cars that will be required at each station, Glencoe 25, Newbury 26, Northwood 42, Payne's Mills 21, Stoney Point 35, Thamesville 40, and Prairie Siding 12 cars. Most of the shipments will be destined for the Dominion Sugar Company at Chatham but some of the consignments will be sent across the border or to Wallaceburg.

August 26, 1926

The Wabash will handle a special 13 car silk train on Thursday en route from Chicago to New York. The train will carry a consignment worth several million dollars. From Chicago to buffalowhere the limited is delivered to the New York Central thirteen hours is allowed. This is the first of the silk trains which are expected to be handled by the Wabash.

August 30, 1926

Another second silk train was handled over the Wabash on Sunday. The train was composed of fourteen cars

-1926-

September 2, 1926

Engine No. 1873 was received Wednesday from the Decatur , Illinois shops. She has been thoroughly overhauled and is almost like new.

September 3, 1926

The Wabash ran a seven car special train on a record run through St Thomas for the Russian Choir Company and The song of the Flame Company. Also Wabash train No. 2 had four extra sleeping cars for a special party en route to New York from St Louis.

September 7, 1926

The Wabash ran 28 trains hauling 1435 cars on Sunday.

September 8, 1926

The construction of a new station at Jeanette's Creek is underway.

September 11, 1926

Engine 2604, a big 2-8-2 was reported that it was to be assigned to the local division during the coming rush in the winter.

Over forty Wabash freight crews are now in the pool.

September 13, 1926

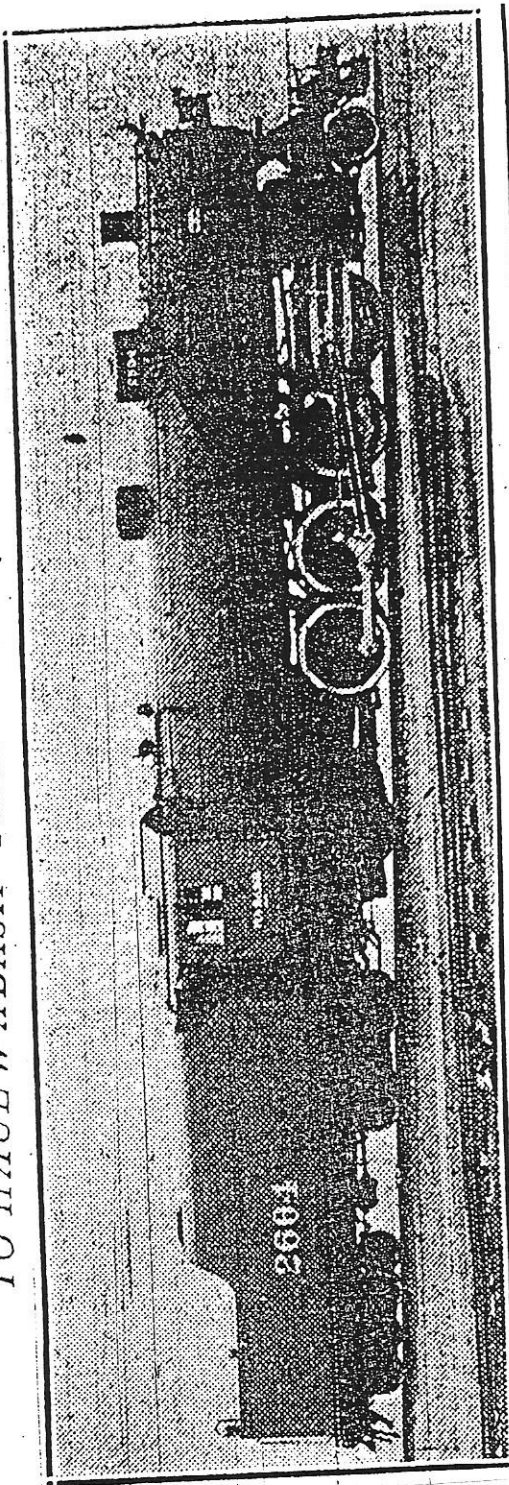
The new side track east of St Thomas was put in use on Saturday. The entire track over a mile long is capable of holding 130 cars. It extends from Flora Street to the CPR diamond.



SATURDAY, SEPTEMBER 11, 1926. -- TWENTY-FOUR PAGES

# TARGET OF ASSASSIN'S

TO HAUL WABASH FREIGHT THROUGH HERE



ENGINE NO. 2604, one of six new Wabash Railroad locomotives to be assigned to the local division during the anticipated rush of the coming winter. Because they have been received at the U. S. headquarters in Decatur, Ill., only recently, J. N. Robertson, master mechanic here, has no official information about their great powers. He told The Times-Journal today, however, that the mammoth steel moguls were known as the "Mikado" type, and were capable of hauling immense freight trains at a steady and fast pace. The engines are much larger than the "24" class used here now, and are equipped with boosters, automatic fire-doors and automatic water systems. One peculiar point in their construction is the location of the bell on the front of the locomotive. They are products of the American Locomotive Works at Schenectady, N.Y.

September 11  
1926



September 28, 1926

New whistle. Chickens, cows and fowl as well as local residents and those between the two borders on the local division of the Wabash are being aroused these days by a new sound. The reason for the amazement is that a new "fog-horn" whistle is being tried out on one of the engines with good success. While the sound is strange it is much more softer than the ordinary whistle but is just as penetrating. One of the officials of the Master-mechanic 's department made a special trip Monday on the engine and reported without any doubt that the animals and fowl were startled and ran in all directions when the engine sounded the whistle for a crossing at any point.

September 28, 1926

One of the Wabash engines established a new record last week. Passenger engine No. 1681 completed the stretch of track between Windsor and St Thomas five times during a 21 hour period. In all 525 miles were covered by this engine in that space of time and every train that she hauled made the distance quickly. The start was made out of Windsor on a silk train which was hauled to St Thomas in about two hours. The engine then hauled train No. 3 back to the western border and brought No. 2 to St Thomas. A fast freight was taken back to Windsor and a fourth trip to St Thomas was another passenger limited.

September 29, 1926

The axle on engine No. 2060 hauling the first section of freight train No, 97 into Windsor broke at Jeannette's Creek causing a delay of nearly three hours. Fortunately the train was moving slowly with a big train and none of the cars were derailed. There were 25 loaded cars and 21 empty cars on the train which was in charge of Engineer Dalton. A similar accident occurred to an eastbound train at Courtland. Both accidents happened around noon Tuesday.

-1926-

September 29, 1926

Another idea of the queer sound of the new Wabash whistle was learned Wednesday. An engineer reported that when he whistled for the cross-over at Windsor that a number of the boats in the Detroit River answered him thinking that the sound came from another steam boat. Two of the locomotives have been equipped with the new whistle this week and it is expected that others will get them in the future.

A new large freight yard is being constructed at Niagara Falls.

September 30, 1926

The Ontario Government Department of game and fisheries requested that the CNR-Wabash move the fish car known as the "Beaver" from Simcoe to Hamilton. The car is loaded with live speckled trout.

October 4, 1926

The Wabash on Saturday ran 33 trains hauling 1600 freight cars.

October 6, 1926

Engines Nos. 2022 and 2025 had reached Windsor and were immediately placed in freight service. Both locomotives had undergone extensive repairs at the Decatur shops.

October 9, 1926

New yards are being built at Niagara Falls to hold one thousand freight cars.

October 13, 1926

The building of a brand new roundhouse and shops at St Thomas for the Canadian National-Wabash Railways is in the hands of CNR President Sir Henry Thorton.

October 13, 1926

## C. N. R.-Wabash Shop Situation In Hands of Sir Henry Thornton

While Estimates Were Not Passed at Last Session of Parliament, Whole Matter Rests in Hands of C. N. R. President;  
M. F. Hepburn, M.P., Ascertain on Visit to Ottawa

"The present situation in regard to the new C. N. R.-Wabash shops and roundhouse is entirely in the hands of Sir Henry Thornton and the administration of the Canadian National Railways. If Sir Henry Thornton still feels that he wishes to go on with railway shops at St. Thomas, I feel satisfied that there will be no delay in the House so far as passing the estimates is concerned. If Sir Henry has altered his plans, then little or nothing can be done. There has been no intimation that such has been the case."

Thus reports M. F. Hepburn, M.P.-elect for Elgin West, on his return from a visit last week to Ottawa for the sole and expressed purpose of learning something about the new shops situation. Mr. Hepburn learned a number of things, among them being the fact that the estimates prepared and submitted by Sir Henry Thornton early this year asked for an appropriation of \$235,000 for the starting of a new railway shops and a roundhouse at St. Thomas, and a further appropriation of \$200,000 to complete the work next year.

"If it had not been for the obstructionist tactics in the House, under the leadership of Right-Hon. Arthur Meighen, that \$235,000 esti-

mate would have gone through and those shops would have been under construction in St. Thomas," Mr. Hepburn stated. "Mr. Meighen, at the beginning of the session of Parliament, announced that he would obstruct everything brought down, and he did, in this particular case to the detriment of St. Thomas. I do not mean that the Conservative party put up that opposition and prevented the shops from being started in St. Thomas this year; it was the opposition of Arthur Meighen did it."

Mr. Hepburn learned that as a compromise Hon. Mr. Dunning, Minister of Railways, only managed to get \$10,000,000 through the estimates, and this amount did not permit the C. N. R. heads to go on with the proposed work in this city.

"I was unable to see Sir Henry Thornton while I was in Ottawa and to learn from him the prospects for new shops in St. Thomas, but I am going to Ottawa again very soon and will make an extra effort to see Sir Henry," Mr. Hepburn said. "The people of St. Thomas can rest assured that I will be on the job and will do everything I can do to get new shops for the city."

Mr. Hepburn went to Ottawa to enquire into the situation at the urgings of city officials and business men of both political parties.



# WASHING MACHINES, MILK, CREAM, BLUEBERRIES IN WABASH RUSH

Chief Dispatcher T. J. Cassidy Reports Special Train of 24 Cars  
of Machines From Chicago to New York; Big Shipments  
From Aylmer; Other Railway News

Washing-machines, blue-berries, milk and cream are among the new varieties of freight traffic reported on the local division of the C. N. R. and Wabash Railroad to The Times-Journal railway reporter Wednesday morning by Chief Dispatcher T. J. Cassidy. A most unusual but important shipment of washing-machines is being moved through here today. The consignment will comprise 34 car loads of machines in a special train en route from Chicago to New York. The special left Chicago Tuesday night at 6.30 o'clock and will likely reach Buffalo Wednesday night. This train is being given the preference over all others and record time is expected to be registered on the Chicago-New York flight. The best power and men have been assigned to the movement of this train. Blue-berries are moving in large quantities to Cleveland and Chicago through here coming from River Du Loupe. A special shipment of 16 carloads was reported on Tuesday and others are to follow. Mr. Cassidy said. Starting last week a special express carload of 350 cans of milk and cream have been moved daily out of Aylmer for Toronto. The shipments are from The Carnation Milk Company's plant and according to the reports the shipments will continue this heavy for a couple of weeks yet. The reason for the extra trade at this time is not known but it certainly means that the Aylmer plant is doing business on a larger scale. The fast Wabash passenger trains take care of this traffic and not a moment's delay is allowed in transit. Other shipments of automobiles, coal, fruits and vegetables continue as brisk as usual.

## Special Wabash Run

A real fast run from Windsor to St. Thomas was reported on the local division of the C. N. R. and Wabash Railroad Wednesday. One of the fast symbol Wabash freights handling 52 cars of meat made the 112-mile stretch from the border here in two hours and 35 minutes. There was not a hitch in movement of this train and those in charge are being highly complimented by the excellent showing made during unfavorable weather conditions. It was reported that a dense fog was enhanced by mist, wind and rain. Despite this Fireman Alexander McNish kept the steam up all the time. The engineer was Arthur Martin. Conductor J. Schultz and brakemen Tommy Flexen and Ted Beechley were also on the train. Traveling Fireman Harry Shipp rode in the cab of the locomotive and was elated with the record established. It was explained that an abbreviation for keeping steam up is to "keep the fog up." Apparently the "fog" was kept up all the time on this run.

## Mid-Week Records

Freight traffic reports for the middle-of-the-week were quite encouraging to the local steam road officers although nothing to brag about. At the C. N. R. and Wabash Railroad Chief Dispatcher T. J. Cassidy reported that on Tuesday 30 trains and 1,555 cars were handled, including 1,049 loaded cars. There were 697 eastbound loaded cars and 16 eastbound trains. Monday was somewhat lighter when 23 trains hauled 1,164 cars including 820 loaded cars. Of this number 563 were destined for the eastern belt. Thirteen eastbound trains were necessary. It was reported that the gasoline motor-car is still out of commission between Windsor and Chatham and that the steam

engine is taking care of trains Nos. 672, 674 and 676. The M. C. R. yarded about 2,800 cars on Tuesday. There were nearly 500 local cars. Steady movements were reported from P. M. R., C. P. R. and L. & P. S. R. officers too.

## Off To Reunion

A number of local officials of the C. N. R. and Wabash Railroad left Tuesday for St. Louis to attend the big official meeting and family reunion. Only the higher officials attend but there is always a huge attendance from all parts of the system. Superintendent H. W. Matthews who is on his annual vacation will be present as he is at Detroit now while Ross Snyder, district freight agent will be another guest from here. Others who will attend from this district are: Superintendent L. J. Ferritor and J. J. Moorman, general agent of Buffalo. The big event is being held Thursday and Friday. Included in the program will be a banquet at which a number of addresses will be given. There will also be golf games and various interesting features. The Wabash heads get together in this manner once every year at St. Louis. Thomas L. Cochrane, general freight agent the Wabash Railroad at Toronto also left for St. Louis on Tuesday.

## "Sparks and Cinders"

General Superintendent R. H. Fish of the C. N. R. at Toronto is at Niagara Falls Wednesday where he is meeting General Roadmaster William Wharry of this city. The officials are looking over the new yards that are being rushed along. Plans will also be made for other changes in that district.

Motorman John McGugan of the M. C. R. suffered a bad injury to his knee cap the other day while on duty.

Andrew Johnson is relieving Chief Dispatcher William H. McNabb at the local depot.

Trainmaster Jerry McGowan of the M. C. R. at Windsor was in the city Wednesday conferring with Chief Trainmaster F. W. Cowley and the heads of other departments.

It was reported at the engineering department of the M. C. R. Wednesday that one of the extra gangs had been moved from Tillsonburg to Yarmouth Centre and that another had left Tillsonburg for McGregor on the Amherstburg division. It is understood that improvements will be made to the Leamington and St. Clair branches before long also. New rail is being laid and other general improvements carried out.

C. F. Weir, roadmaster of the Pere Marquette Railway is at Richmond, Va., attending the American Bridge and Building convention. He is also visiting at Norfolk, Va., and Washington before returning. Andrew Leslie, superintendent of the buildings and waterworks departments of the M. C. R. is also at the same convention which is considered a most important one. The convention finishes Wednesday.

Frank Moynagh, solicitor for the Canadian lines of the M. C. R. is at Bridgeburg Wednesday attending an important inquest.

Brakeman "Pick" Pascoe and Alex Watts of the M. C. R. claim to have broken all records for baseball practices. The two diamond stars were out for a real work-out Tuesday night and reported Wednesday that their arms weren't even sore. Both are getting into condition for basketball and hockey this winter.

October 13

-1926-

October 13, 1926

New varieties of traffic are going over the Wabash. A special train of twenty-four carloads of washing machines en route from Chicago to New York. Blueberries are moving in large quantities, fifteen car loads, from Riviere du Loup, Quebec to Cleveland and Chicago. Starting last week a special express carload of 350 cans of milk and cream have been coming out daily from the Carnation Milk Plant at Aylmer. The milk is handled in the fast Wabash passenger trains.

October 14, 1926

Six Wabash locomotives have the new whistle. Experiments made with the new fog-horn whistle on the local division of the Wabash Railroad has resulted in six of the Wabash passenger engines being equipped with the new sound making devices. The sound has created quite a stir among the people between the two borders on account of its penetrating qualities. It is reported that the whistle sounds louder a half-mile away than it does a few feet from the locomotive. But the noise is not a shriek like the ordinary ones. One railroader remarked that when the whistle was sounded in the St Thomas yards on a clear night that the 'Bessmer' steamship tied up at Port Stanley answered.

More repairs are being made to the Wabash roundhouse at St Thomas.

October 20, 1926

The Wabash ran 35 trains, with 1225 cars on Monday.

October 30, 1926

The Wabash uses forty train crew at St Thomas.

A new yard engine is now in service in the St Thomas yards of the Wabash. Engine No. 1875 has taken the place of engine No. 1900 which has gone into the shops for extensive repairs.



-1926-

November 1, 1926

A non-stop record run over the Wabash by a special train for the Vagabond King Theatrical Company and Orchestra. Seven passenger cars were run between Buffalo and Detroit. Engineer Roy Edgar and his fireman Bill Rapley ran non-stop between St Thomas and Windsor in one hour and fifty minutes.

Sunday the Wabash ran 32 trains, 1701 cars.

November 2, 1926

The Wabash obtain fifty steel grain boxcars from the Delaware Lackawanna and Western railway and fifty from the Lehigh Valley Railway for the western grain trade.

November 5, 1926

A long Wabash train had 105 cars, of which 35 were loaded and 70 were empty.

November 6, 1926

Wabash engine No. 2030 has been sent to the Decatur, Illinois shops.

November 9, 1926

The Wabash obtain fifty more grain cars from the Lackawanna Railroad.

Wabash ran 31 trains on Saturday, 1625 cars moved.

November 11, 1926

The railways observe the Armistice. Every wheel stops and there is two minutes of silence.

November 12, 1926

Four sections are now required of one Wabash fast freight.

-1926-

November 17, 1926

The Wabash receive locomotive No. 2029 from the Decatur, Illinois shops.

The Wabash special refrigerator train, the Christmas Foul and Meat Train ran through on Tuesday with twenty-six cars of turkeys and other meats from the south-west ranges.

November 18, 1926

The Wabash and ART (American Refrigerator Transit Company) purchase 2000 refrigerator cars.

November 19, 1926

The Wabash have built a new slip dock at the Windsor ferry terminal.

Wabash are running two special trains, the first a seven car Theatrical Special, and the second a twelve car silk train.

November 24, 1926

A Wabash derailment at Windsor.

December 3, 1926

A Pere Marquette freight train derailed right on the diamond crossing of the Michigan Central-TH&B,-Pere Marquette Railroads and the Wabash-Canadian National Railways at Welland on Tuesday night. All five Canadian railways were blocked all at one time.

December 4, 1926

The Wabash ran a second section of passenger train No. 2 to accommodate the "Castles in the Air" company while train No. 6 was full of passengers from the Norwegian American Steamship Company.



-1926-

December 6, 1926

The new Niagara Falls freight yard opens on Monday. It has twelve tracks capable of holding one thousand freight cars.

December 8, 1926

A new track diversion is opened at Clifton Junction, Niagara Falls.

December 13, 1926

An Increase in Power. One of the two big engines to be assigned to the Wabash Railroad will arrive on Monday. The new locomotive which is known as No. 2457, a medium 2-8-2 Mikado type will be assigned to permanent freight duty

December 14, 1926

Wabash passenger train sideswipes CNR freight train at Fort Erie.

December 22, 1926

The Wabash now have twenty-five engines in service in Canada, plus four that are away for repairs in Canada and one that is over-seas, that is in the United States.

December 29, 1926

The huge new Niagara Falls railway yards to open.

Dec 14 1926

# Wabash Passenger Train Sideswipes C. N. R. Freight

**Brakeman G. R. Barnett of Fort Erie is Killed; Fireman Bert Fox of This City Slightly Hurt; Passengers Escape**

Wabash passenger train due here about 1 p.m. sideswiped a C. N. R. freight train in the Fort Erie yards at 11 a.m. Tuesday killing Brakeman G. R. Barnett of Fort Erie and slightly injuring Fireman Bert Fox of this city. According to the particulars obtained at the local depot, the C. N. R. freight train pulled out foul of the main as the passenger limited was en route to St. Thomas. Although the passenger train was not derailed the tank of the freight engine and three cars left the rails, causing quite a blockade. The passenger coaches were scraped and partly damaged but on account of the steel construction the passengers escaped with a bad shaking up.

The derrick from Fort Erie was despatched to the scene of the accident and the track cleared as soon as possible but not without considerable damage to Wabash train No. 3. Local officials sped to the scene of the accident to make a thorough investigation. Although Brakeman G. H. Barnett did not reside at St. Thomas he was well-known locally. Engineer Arthur Arnum and Conductor A. Thompson of St. Thomas were in charge of the Wabash train. More particulars about the accident may be obtained upon the return of the officials from Fort Erie.

December 14, 1926