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January 2, 1929

The Wabash ran 30 trains, 1519 cars.

January 4, 1929

The Wabash have plans for a new roundhouse at Tecumseh. All long trains coming into St Thomas have to be doubled over as the London and Port Stanley bisects the local yards.

January 5, 1929

General inspection made by the officials of the Wabash. A special train of five cars went over the railway.

George Blackwell engineer of the Wabash has accepted the passenger runs in trains No. 1 and No. 6 in place of Engineer Coulter. Bert Fox has been promoted to the engineers list.

J. N. Robertson, Master Mechanic went to Windsor Friday, engine No. 2027 has just been received back from the US shops after undergoing extensive repairs.

Sixty per cent of the cabooses of the Wabash have steel underframes.

January 8, 1929

Recruits through here. A special train is being handled over the Wabash between Windsor and buffalo for army recruits on Tuesday. The recruits are coming to the Wabash at Chicago from different parts. The Illinois Central are bringing a party of 47 recruits from the Jefferson barracks and the North Shore Line in bringing a party of 47 recruits from Fort Sheridan.

January 9, 1929

The Recruit Special. The army recruit special operated by the Wabash through St Thomas on Tuesday made a fast run between Windsor and Buffalo. The special comprised five cars and 181 passengers, that left

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Windsor at 9:15 am and reached Black Rock (Buffalo) at 3:15 pm. Where the train was turned over to the Lackawanna.

January 10, 1929

Engineer William Coulter has resumed his duties in passenger service after being off for nearly two months. George Blackwell, better known as Lindy who was relieving him has returned to the fast freight service in the east end pool.

More Wabash power. Engine No. 2027 has been received from the O.S. shops and three more are being prepared to go over. Engine No. 2026 was sent across the line the other day.

January 14, 1929

The Wabash Moves Big Volume of freight trough here. Sub zero weather but between 5am Sunday to 5am Monday the Wabash ran 42 trains, 1918 cars. Eleven Ford Specials were run. The previous day 39 trains ran, 1857 cars.

January 15, 1929

The ferry "Bessemer" is locked in by ice.

January 16, 1929

Traffic handicapped by a derailment of one car between Tillsonburg and Tillsonburg Junction.

January 17, 1929

The CNR-Wabash start to distribute new 100 lb. rail in 150 cars. New tracks for Cayuga and Feeder Siding.

January 18, 1927

Dense Fog, the Wabash has to use fusee's.

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January 16, 1929

A Canadian National passenger train and a Wabash freight train collide near Chatham. Early morning fog is the cause of the accident which slightly injured two railway men.

A CNR passenger train ran into the rear of Wabash freight train No. 92 two miles west of Chatham. It occurred at 1:35 Tuesday morning. The big CNR engine No. 5506 was derailed, The CNR Conductor was C. W. McCarthy. The Wabash crew were Engineer Bert Fox and fireman Clifford Clark.

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January 19, 1929

Rear end collision on the Wabash this week at Chatham.

January 21, 1929

Wabash engine No. 24-- and No. 2063. Engine No. 2050 has left for Fort Wayne.

January 22, 1929

Wabash passenger service may be improved locally. There is talk of adding a new Limited train to make connections between Chicago and New York. The Wabash is not likely to take off the present trains.

Three of the big "2400" are out of white lead storage. Engine No. 2034 is being sent to Decatur, Illinois.

Wabash Instruction Car No. 9 is scheduled for next week.

Two cars of a Wabash freight train were derailed at Dilts on the east end early Tuesday morning at the E&O crossing.

January 23, 1929

A Wabash derailment occurred between Darling Road and Moulton Tuesday morning. An engine went through the derail and the engine was derailed but no cars left the track at E&O Crossing.

January 28, 1929

The Wabash handled 143 fast freight trains in three days, nearly 6000 freight cars moved through St Thomas over the weekend.

The Wabash ran 41 trains, 1843 cars on Sunday and two immigrant passenger specials.

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January 29, 1929

Master Mechanic J. N. Robertson of the Wabash Railroad reports that engine No. 2050 has been returned from the Decatur, Illinois shops with everything new but "the button Holes," He continued that engine No. 2025 had been sent across the line for repairs this week.

January 30, 1929

The Wabash on Tuesday ran 39 trains, 1990 cars, including 8 Ford Specials.

January 31, 1929

The Wabash ran a full train of forty cars of only Spinach.

February 2, 1929

The Wabash get three more engines.

February 6, 1929

A westbound fast freight train on the Wabash suffered a slight derailment at Middlemus on Tuesday when a car of slate left the rails.

February 9, 1929

Wabash engine No. 1678 is coming back this weekend from the Decatur, Illinois shops after undergoing an extensive overhauling.

An excursion special Detroit to Niagara Falls.

February 11, 1949

The Wabash on Sunday ran 43 trains, 2090 cars.

February 14, 1929

Wabash engine No. 2002 has been sent to the Decatur shops.

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February 19, 1929

Another record run on the Wabash. One of the big engines, Wabash No. 1681 hauling a six car special passenger train covered the distance of 154 miles from Simcoe to Windsor without having to stop for water.

Baltimore and Ohio Railroad wants to take over the Wabash Railroad. Part of the new merger plan.

February 20, 1929

Wabash engine No. 2078 was taking a caboose to Windsor when the caboose overturned and caught fire at Bairds.

Sub-Zero weather. Three degrees below zero. The Wabash ran 43 trains, 2151 cars, including seven Ford Specials.

February 25, 1929

Silk train makes affine record on the Wabash line. The train left Windsor at 12:47 pm on Sunday and delivered the silk train to the Lackawanna Railroad at 6:03 pm. The western train crew were engineer Bill Chater and fireman A. Saunders.

February 28, 1929

Wabash engine No. 2048 is being sent to the Decatur, Illinois shops this week for extensive repairs.

March 1, 1929

Large Silk Train. The local division of the Wabash might handle one of the longest and most valuable silk trains in recent months. The train comprised of eleven cars and left Windsor at 6:48 pm being delivered to the DL&W at Black rock (Buffalo) at midnight.

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March 2, 1929

The Wabash moves about 6500 cars over the weekend. Friday to Monday 133 trains.

March 2, 1929

More power on the Wabash. The Wabash is getting more power into shape it was learned Saturday. Engine No. 2059 is going to the Decatur Illinois shops over the weekend and engine No. 2048 has gone. Word has been received that engine No. 2025 and No. 2045 are coming back and will be used in service on the mainline next week.

March 6, 1929

No let up on the Wabash, eight Ford Specials. Tuesday 40 trains, 1990 cars, on Tuesday.

March 7, 1929

A new spur at Chatham for LL&B Distillery.

March 11, 1929

A Silk Train of seven cars was handled on the Wabash through St Thomas on Sunday.

March 13, 1929

Tuesday the Wabash ran 50 trains, 2609 cars.

March 14, 1929

The Wabash needs more power. Wabash engine No. 2038 is leaving this week for the Decatur shops,

March 18, 1929

The Wabash handled 40 Ford trains during three days.

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March 19, 1929

An inspection train goes over the Wabash Monday.

March 21, 1929

Wabash engine No. 2058 has been sent to the Decatur shops.

March 25, 1929

The Wabash on Sunday ran 49 trains, 2539 cars.

March 26, 1929

New passenger engine. Passenger engine No.1677 released from the Decatur Illinois shop and would be sent to the local Division in a couple of days. As this is one of the speediest engines in service it will be reserved for passenger and silk trains exclusively.

March 28, 1929

Wabash fast run. On Wednesday train No. 90 comprised of 48 carloads of Fords, the engineer was Eddie Robinson, and fireman Harley Moore.

April 4, 1929

Master Mechanic J. N. Robertson of the Wabash reports the arrival of passenger engine No. 1677 from the Decatur shops.

April 5, 1929

The Wabash on Wednesday ran 44 trains, 2231 cars. There were 9 Ford Specials.

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April 8, 1929

Four mile spur between Tecumseh and Walkerville is underway. Work of constructing the new four mile spur at Walkerville by the CNR-Wabash is being rushed along. A gravel train has been placed in service and large pieces of stone and gravel are being dumped for the grade work. The finer gravel will be placed on top for ballast. Over seventy car lengths have been finished already

April 10, 1929

Ford shipments are heavy. Eleven Ford Specials, over 200 carloads of Fords a day.

April 11, 1929

Two new way cars (caboose) arrived at Windsor for the Wabash, No. 2542 and No. 2543.

April 12, 1929

On Thursday, the Wabash ran 37 trains, 1886 cars nine Ford Specials.

April 16, 1929

Tecumseh spur to Chrysler Auto Plant four miles. Wabash personnel are working the ballast train.

New Cement Pile bridge at Prairie Siding.

April 17, 1929

Wabash ran 22 trains on Tuesday, 1644 cars, 13 Ford Specials.

The Wabash handled an immigrant special comprising of three coaches. There were 113 passengers on the special.

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April 25, 1929

Two Wabash crews are set up. Five big work trains are in service on the local division of the CNR-Wabash at Cayuga, Delhi, Stevensville, Tecumseh and Courtland. A train recently left Prairie Siding where some preliminary work was done in connection with the contracting of five small bridges.

April 26, 1929

An immigrant special of three cars went over the Wabash.

April 27, 1929

A great amount of crushed stone ballast is being secured by the CNR-Wabash. About 34 miles on the east end between Nixon and New Sarum will get the crushed stone instead of gravel for ballast and new rails are being put down there as well. One hundred ballast cars will come from the Hagarsville quarry.

April 27, 1929

Wabash engine No. 2030 is reported coming out of the Decatur shops over the weekend after undergoing a thorough overhauling. Engine No. 2078 has been sent across the border for repair.

April 30, 1929

Engine No. 2030 of the Wabash has been returned to the Canadian Division from the Decatur shops after undergoing extensive repairs.

May 1, 1929

The Wabash is busy. 33 trains over 1800 cars were moved.

May 3, 1929

The Wabash is working to guard against washout in the west. Lake St Clair rises higher so ballast has been rushed to eliminate the danger. Eighteen cars of ballast were rushed from Paris, Ontario. Only the westbound track was being used.

May 4, 1929

The new Chrysler spur between Tecumseh and Walkerville on the west end is over half completed.

Wabash track between Jeanettes Creek and Stoney Point was reinforced and now out of danger.

May 8, 1929

Speedy Silk Train

May 10, 1929

An immigrant special of four cars was handled by the Wabash through St Thomas on Thursday.

May 16, 1929

A 45 car Special. Eastbound traffic on the Wabash is breaking all previous records. The train composed of forty-five loaded cars of fruits and vegetables was hauled by engine No. 2058. The crew of the train were engineer Frank Miller and fireman Harry Brennan.

May 20, 1929

Wabash official train Sunday.

The Wabash ran 43 trains, 2130 cars on Sunday.

May 22, 1929

Wabash special tour passenger train of five cars Chicago to New York.

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May 23, 1929

Crushed stone ballast on the Wabash. Thirty-four miles of crushed stone ballast is being laid.

May 28, 1929

Wabash engine No. 2024 is being sent to the Decatur shops.

May 29, 1929

On Tuesday the Wabash handled a Steamship Special comprising of four passenger cars carrying 59 passengers.

June 1, 1929

Wabash Caboose No. 2507 has been renovated and painted red and white.

June 3, 1929

Over the weekend the Wabash handled a special Silk Train of five cars.

June 5, 1929

Local CNR-Wabash officials make an inspection tour of the railway in a Studerbaker automobile.

June 6, 1929

The new Chrysler spur opens Saturday.

June 7, 1929

Wabash engine 2025 hit at Stevensville. The engineer was Sherman Robinson.

June 10, 1929

Wabash official train over the railway.

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June 10, 1929

The new Chrysler Spur officially opened Monday.

June 22, 1929

Wabash engines No. 2036 and No. 2057 which recently came back from the Decatur shops are now in regular mainline service.

July 5, 1929

Wabash Passenger Specials run for the July 4th, from Detroit to Niagara Falls. One six car train carried 185 passengers and the second also of six cars carried 181 passengers. The Wabash also ran a Silk Train of five cars.

July 8, 1929

The Wabash ran 34 trains on Friday, 1654 cars.

July 11, 1929

D. Britt, Road Foreman of Engines for the Wabash has been riding some of the large locomotives this week, Wednesday he took a trip to Windsor on engine No. 2055 which has been gone over recently.

July 13, 1929

Wabash engines No. 2024 and No. 2028 retired. Engine 1873 sent over the border and 2042.

July 17, 1929

The Wabash through here handled an important four car Silk Train.

An Army recruitment train of five cars to be handled on Wednesday.

The Wabash on Tuesday ran 36 trains, 1664 cars.

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July 18, 1929

A speedy run. One of the best passenger runs recorded by the Wabash was made Wednesday when a Recruit special came from Windsor to St Thomas in one hour and 45 minutes without a stop. There were four coaches. Engineer James Moore was at the throttle.

July 19, 1929

The Wabash has dropped from 40 trains to 35 trains a day.

A near wreck at New Sarum with engine No. 2029.

July 23, 1929

Another fast run on the Wabash. A 'light' operated from Niagara Falls to St Thomas in three hours and ten minutes. Here was only engine No. 2024 and a caboose. The engineer was William Whistlecraft, fireman G. Chesney and Conductor Sam Keyes.

July 24, 1929

A derailment of a car of cinders occurred at Tillsonburg.

July 25, 1929

Wabash engines No. 2024 and No. 2026 are back in service and are handling fast freight trains on the mainline.

July 25, 1929

Wednesday night a fast Silk Train went over the Wabash.

July 31, 1929

A Wabash engine hit a car at Cayuga.

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August 1, 1929

A Wabash special passenger train for the Fraternal Order of Eagles

August 7, 1929

A seven car Silk Train left Windsor Tuesday evening at 7:18 pm and reached Buffalo at 12:40 am Wednesday.

August 8, 1929

The power situation at the Wabash here in St Thomas was further improved this week by the arrival of engine No. 2042 which reached Windsor Wednesday. This engine was at the Decatur, Illinois shops undergoing extensive repairs. Engine No. 1889 was sent to the US shops this week for a general overhauling.

August 9, 1929

Wabash on Thursday ran 37 trains, 1776 cars, seven Ford Specials.

August 12, 1929

A Wabash engine establishes mark of Continuous Service. Engine No. 1680 covered 773 miles in little over one day. Saturday morning 1680 took freight train No. 91 to Windsor and brought back train No. 98. Later it hauled a drag to Windsor and then came back through St Thomas to Niagara Falls with a passenger excursion special and then returned to Windsor with another. There are 21 engines on the Wabash.

August 13, 1929

More locomotives are being put in shape by the Wabash officials for the increasing traffic. It was reported Tuesday that engine that engine no. 2042 has been received back from the US shops and that the following engines are being sent over for thorough inspections:

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Nos. 1689, 2029, 2043 and 2049. These locomotives will be ready for the heavy fall and winter traffic.

August 17, 1929

The Wabash ran a Army recruitment special of twelve cars for 240 passengers.

August 19, 1929

The largest shipment of canned milk ever sent out from the Carnation Milk Company at Aylmer went out through St Thomas to Vancouver. There were eighteen cars. Carnation normally sends out only one or two cars.

August 20, 1929

A Valuable Silk train makes good time on the Wabash line. Yesterday a Silk Train comprising of six cars went through the Wabash Canadian Division from Windsor to Black Rock (Buffalo), New York in the fast time of four and a half hours. Another Special went through on the Wabash yesterday, five cars, and was called a "Radio Town."

August 24, 1929

Tonight a special train is to run through on the Wabash conveying 60 to 70 members to the Arkansas Chamber of Commerce.

August 26, 1929

Two special trains on the Wabash, the Arkansas Chamber of Commerce, and the Essex Scottish Regiment Band.

August 27, 1929

Engine No. 1676 which has been undergoing repairs in the shops at Decatur is back in St Thomas and is again ready for its run.

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August 30, 1929

Another Silk Train went through yesterday on the Wabash from the west en route to New York. This train was composed of eleven cars.

The "Radio Special" which went through St Thomas about a week ago also came back again on its way to Detroit.

August 31, 1929

There will be two engines that pass through over the Wabash sometime today or tomorrow that are being released from the shops at Decatur after undergoing repairs there, These are engines No. 2043 and No. 2049 and are going back to the Buffalo Division for service there.

September 7, 1929

It was reported at the Master Mechanics office that engine No. 2043 has returned from the Us shops looking like new. Plans have been made to send engine No. 2460 to the shops across the line for extensive repairs.

September 11, 1929

CNR-Wabash is handicapped when a boat crashed into the CNR bridge at Port Colborne. All CNR freight is now routed over the Wabash between Canfield Junction and Welland.

September 13, 1929

The Port Colborne bridge is repaired

September 16, 1929

A Wabash Record. The longest freight train ever handled on the local division of the Wabash left the yards Monday morning for Windsor hauled by engine No. 2458. The train was composed of 122 cars and was well a mile in length.

September 18, 1929

The Wabash ran 32 trains, 1550 cars on Monday.

September 19, 1929

More freight train records are being made by the Wabash Railroad. On Wednesday another record train for length was pulled out of the yards comprising 127 cars five more than the other day when 122 were hauled. These were all empties however. The train was en route to the Windsor yards where they will be distributed to their home lines. Engine No. 2457 hauled the train. The crew were Engineer Henry Harland, Fireman Brinn, Conductor George E. Brown, Brakeman Fred Bechley and Bill Dehart.

Recently two exceptionally fine runs were made by fast freight trains to Windsor. Each time Engineer Charles Popham was at the throttle with Sinclair Fillmore "doing the heavy." The train crew were Conductor Sam Keyes, Brakemen Eddie McEachern and Davy Jones. Hauled by engine No. 1676, one train with 52 loads and 8 empties covered the distance in two hours and 57 minutes, the next time, a train hauled by No. 2457 with 39 loads and one empty made the trip in two hours and 45 minutes. No water was taken at any point between St Thomas and the border.

September 25, 1929

The Wabash is busy. It wasn't more than three years ago that twenty fast trains on the Wabash was considered a big days business. During the rush periods recently well over forty have been moved through St Thomas and in the middle of the week the average is over thirty trains. On Tuesday of this week the Wabash hauled twenty-nine fast freight trains to haul 1444 cars.

September 25, 1929

An immigrant special made an excellent run on the local division for the Wabash. There were 133 passengers destined for Chicago.

September 26, 1929

There were heavy shipments of onions between St Thomas and Windsor. Sugar beet rush to start.

September 28, 1929

Another Wabash record. Hardly a day goes by that the Canadian Division of the Wabash doesn't make a record of some description. This week Engineer Charles Popham who has been breaking all existing records was at the throttle of engine No. 2030. He took a train of 43 loaded cars labelled as train No. 91 to Windsor in two hours and 50 minutes without stopping once for water. This has been done with the "1600" engines but not the "2000" which carry 1000 gallons less water. On the engine with him was fireman Sinclair Fillmore while the train was in charge of Conductor Thomas Coleman and Brakeman Marringer and Harvey Logan. Freight trade still keeps up and it is necessary to operate two sections of most of the fast symbol trains daily. They are run to Fort Erie and Niagara Falls.

September 30, 1929

The main axle on engine No. 2022 hauling fast Wabash freight train No. 90 over the east end Sunday afternoon broke derailing one empty freight car besides the locomotive. Several ties were scraped but the track and roadbed was not seriously damaged. The train was making about thirty miles per hour and although the crew were shaken up, no one was injured. The auxillary from St Thomas sped to the scene and repaired the damage. Train No. 90 comprised of 33 loaded cars and 8 empties, and was at the time of the accident in charge of Conductor E. G. Brown with brakeman C. Kitchen and F. McAteer. Engineer R. Rolling and fireman G. Moore were in the cab at the time of the accident. A more serious accident might have occurred if the train had not been travelling at a low speed.

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September 30, 1929

The Wabash ran 41 trains, 1881 cars on Sunday.

The Wabash handled a special train on Sunday for three theatrical troupes. The special comprised of ten cars and there were 106 passengers.

October 1, 1929

The extensions to the roundhouses at Fort Erie and Niagara Falls is progressing.

October 2, 1929

Two minor spills. A pair of tracks under a coal car on one of the fast Wabash freight train left the rails three miles from Jarvis Tuesday night

It is reported at the Master Mechanic's office of the Wabash that two of the larger engines have been released from the Decatur, Illinois shop and would be sent to the local Division immediately. They are No. 2460 and No. 2021. These engines have been thoroughly overhauled.

October 2, 1929

Much salt moving. It was reported by officials at the Wabash that the local trade was to take a jump immediately. About 25 cars of salt are about to be shipped daily out of the Essex terminal from points about Leamington and Essex. The sugar beets will start to move in the near future. The Ford business is fluctuating to a great extent now. Some days only a few cars are secured while on other days as high as ten and twelve special Ford trains are operated.

October 5, 1929

D. Britt, roundhouse foreman of engines for the Wabash made a special trip to Windsor Friday in order to see engine No. 2021 which came across the border after undergoing extensive repairs in the US shops.

October 7, 1929

ROYAL TRAIN

The schedule for the special train to be operated for the accommodation of Governor-General Willington and his party was learned at the CNR Monday. The special will leave Hamilton at 6:30pm Tuesday arriving at Windsor at about 9:50 am on Wednesday. At 6:00 pm the train leaves for Chatham, stopping along the division for the night and reaching the Maple City at 10:00am Tuesday. At 12:00 o'clock noon the train leaves for St Thomas reaching St Thomas at 3:00 and remaining there until 5:00 o'clock. It then leaves for Simcoe, again stopping along the division for the night. It is due at Simcoe at 10:00 am. It leaves Simcoe at noon Friday and arrives at Guelph at three o'clock. There will be at least six cars in the train; a dynamo in the baggage car, a cafe-parlour car, cars No. 1 and No.2 of the Governor-General's, a compartment car and a standard sleeper.

October 8, 1929

A number of the large cabooses of the Wabash are being sent over the US shops to be outfitted with steel underframes.

Wabash engines No. 1901 and No. 2022 have been sent to the United States shops for extensive repairs.

October 9, 1929

Lord Willington special train passed through London.

St Thomas welcomes Governor-General.

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October 11, 1929

Viscount Willington the Governor-General visit to St Thomas.

Five car train for the Governor-General.

October 12, 1929

Vice regal Party at Simcoe.

October 14, 1929

Construction of the new yard at Tecumseh being rushed along. The plans at present call for the construction of six tracks capable of holding 700 cars.

The Wabash on Sunday ran 35 trains, 1778 cars.

Over the weekend the Wabash moved a military special from St Thomas to Chatham.

A slight derailment. A westbound freight train en route to Windsor on the Wabash suffered a slight derailment at Chatham Saturday afternoon when a car went off. There was little delay however and no delay to mainline traffic. Engine No. 2051 hauled the train; and the crew were Engineer William Chater, Fireman S. Fillmore. The derailed car contained auto bodies.

October 17, 1929

A new caboose No. 2626 has been returned from the Wabash shops at Decatur. Caboose No. 2515 is being sent.

October 18, 1929

An average of seven Ford Specials a day. Thursday 34 trains, 1582 cars.

October 18, 1929

Wabash operated a Silk Train Thursday comprising of five cars that were delivered to the DL&W Lackawanna at Buffalo. Engine No. 1676 was used on the west end and No. 1677 was used on the east end. The crews who handled the train were westbound Engine Charles Popham, Fireman S. Fillmore; the east end Engineer Rolins and fireman Bert Fox.

October 21, 1929

Over the weekend, the Wabash ran a Silk Train, and a seven car vaudeville special that carried 61 passengers.

October 22, 1929

The construction of the six tracks at Tecumseh is nearly complete. Four miles of track laid.

The Wabash continues to operate long trains. Monday morning an unusually long one was seen steaming out of the yards destined for Windsor and hauled by one of the big locomotives No. 2455. There were 110 buggies on the train, including 21 loaded cars. The train was well over a mile in length and was in the charge of Engineer Frank Miller. Fireman Harry Brennan and Conductor "Doc" McCarty.

October 23, 1929

An official train over the Wabash to Fort Erie.

October 25, 1929

Wabash has surplus power, nine are in white lead. Engine No. 2050 is being sent to Decatur.

October 28, 1929

The Wabash on Friday October 29th, 1929 ran 38 trains in 1870 freight cars, there were eight Ford Special trains.

October 29. 1929

Crash on Wall Street.

Officials are on the Wabash.

October 30, 1929

The new yard at Tecumseh completed tomorrow.

A fast Wabash symbol freight Windsor to St Thomas in three hours hauled by engine No. 2463, 45 cars of beef, 9 cars of strawberries, 9 cars of raspberries. The Engineer was Thomas Burton, fireman Sinclair Fillmore and Conductor Doc McCarthy.

November 6, 1929

First time on the Wabash the number of trains fell below 30 trains. Monday 28 trains, 1383 cars.

A new top was given to the Wabash water tank at St Thomas.

November 7, 1929

Two of the large freight locomotive of the Wabash No. 1680 and No. 1889 arrived at Windsor this week from the Decatur, Illinois shop. They will be used for the winter freight rush if necessary.

November 8, 1929

Wabash engines No. 1680 and No. 1889 are reported out of the Decatur shops.

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November 9, 1929

Two more of the Wabash engines which have been working hard on the local Division are going over to the Decatur, Illinois shops for extensive repairs. The engines are No. 2060 and No. 2027.

St Thomas water tank roof completed.

November 12, 1929

The heads of the Wabash make their fall inspection.

November 13, 1929

A Football Special is booked by the local Wabash Division. The Missouri University gridirons on a 2000 mile trip to New York and will pass through St Thomas on Thursday. They are from Columbia, Missouri and will play against New York University.

November 14, 1929

Wabash caboose No. 2515

Five bridges on the west end, Prairie Siding and Jeanette's Creek completed.

November 15, 1929

The Missouri University Football Special was pulled by engine No. 1678.

November 18, 1929

The Wabash ran a ten car Silk Train.

November 19, 1929

Twenty-three carloads of coal from the carferry Bessemer, landed at Port Stanley, moved over the L&PS to St Thomas. The coal is bound for Glencoe and Nixon coaling stations.

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November 21, 1929

The new watertank of the Wabash at Tillsonburg is almost completed. The Tillsonburg tank was blown down almost a year ago.

November 22, 1929

The Wabash handles two Silk Trains.

A wreck at Middlemus, a football special.

November 25, 1929

Turkeys for US tables, boost Wabash traffic, Wabash continues to lead the field. Large shipments of turkey, geese and chickens for the US Thanksgiving Day.

The Wabash on Monday ran 38 trains, 2008 cars, and 5 Ford specials.

November 29, 1929

Some new Wabash engines have been returned from the United States shops. No. 1680, one of the large passenger locomotives is now back in service, and also No. 1889, No. 1900 and No. 1901 which are all lighter engines for work trains and yard service will be retained for any emergency. There are a dozen of these on the local Division.

December 5, 1929

Wabash engine No. 2050 has returned from Decatur, Illinois.

December 7, 1929

Wabash engine No. 2457 was outfitted to be sent to the Decatur, Illinois shops for extensive repairs. The engine is expected back in time for the big rush at the first of the year.

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December 7, 1929

Concern about the construction of a new watertank at Glencoe. This year a new tank was erected at Tillsonburg and another on the Stratford line. A tank at Glencoe would revolutionize train movements. There are watertanks at Thames River, Chatham, Thamesville and Windsor. There never was a tank at Glencoe before.

An interlocking plant is being finished at Niagara Falls and an extension of the stalls at the Niagara Falls roundhouse.

December 17, 1929

Master Mechanic J. N. Robertson of the Wabash Railroad reports that engine No. 2060 has arrived at Windsor from the Decatur shops and will be used on the mainline immediately. He said that while no new big engines were likely for the local Division, he thought more of the bigger types from the American lines might be assigned to Canada on account of the anticipated increase in power.

December 19, 1929

Wabash trade is down, on Thursday the Wabash ran 26 trains, 1217 cars, 10 Ford Specials.

December 23, 1929

The Wabash ran a five car Silk Train on Sunday.

December 30, 1929

The Wabash on Sunday ran 31 trains, 1777 cars.