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January 3, 1931

The Pennsylvania Railroad may improve the Wabash Railroad.

January 5, 1931

A Wabash special four car passenger train for "The Street Scene" theatrical troupe, 31 passengers.

January 7, 1931

On Tuesday the Wabash ran 21 trains, 1100 cars.

January 8, 1931

Wabash work train to repair bridges at Jarvis and Tillsonburg.

January 10, 1931

Famous "Old Granny" on CNR will not what she used to be. The popular early morning local to switch off the local division at Simcoe, then back down the Otterville Subdivision to Woodstock, turn and head north to Stratford and Goderich and return to St Thomas the same way.

January 12, 1931

Old Granny puffs on new route.

January 13, 1931

Local line certain to get huge locomotives. Five of the 2200's expected soon.

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January 15, 1931

Another fast Detroit to Buffalo freight flyer has been inaugurated to handle important coke shipments every night. Will rank in speed with Ford Special's. The fast freight increases two to three sections of No. 96.

At the Wabash locomotive department this morning it was announced that engine No. 2460, one of the largest on the division is being sent to the Decatur shops for a general overhauling. Engine No. 2029 is expected to arrive at the border by the end of the week.

January 17, 1931

Wabash engine No. 2460 which was equipped at St Thomas to be sent to the Decatur shops.

The new Wabash coke special is making fast time.

January 22, 1931

The freight figures for the Wabash are about equal to 1925.

The large engines ran up big mileage during the cold weather. Wabash engines are not affected by the cold.

Strawberries are beginning to be moved.

January 24, 1931

Certain changes to the front end of Wabash locomotives. Canadian Law requires certain changes, so a boiler maker foreman from the Decatur, Illinois shops went to St Thomas roundhouse. B. Hurley, General Road Foreman of Engines spent nearly three weeks at St Thomas gathering data recently. Wabash engines are still being sent to the Decatur for repairs and it is necessary that the American

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Shop-men know exactly what is the (Canadian) requirement before they can go about the changes.

W, B. Robinson is on fast strawberry special.

January 27, 1931

Wabash engine No. 2029 has arrived at the local roundhouse after undergoing extensive repairs in the Decatur shops.

A minor derailment on the east end.

The onion harvest helps railway traffic.

January 28, 1931

Wabash big engines coming, they expect five big 2200's.

On Tuesday the Wabash ran 28 trains, 1325 cars.

January 29, 1931

Two more of the new Wabash combination passenger and freight locomotives passed over the local lines this week. They were No.2919 and No. 2920. Only four more will be handled.

February 4, 1931

Two of the large new Wabash engines No. 2919 and No. 2920 passed over the local line.

February 7, 1931

Wabash starts the first work train on the west division at Jeanette's Creek

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February 9, 1931

Wabash trade rises again. On Sunday the Wabash ran 37 trains, 1897 cars.

Nineteen engines in operation.

February 12, 1931

The Wabash handled a five car Silk Train.

February 14, 1931

Official four car attached to train No. 6 on the Wabash. The head officials from St Louis, W. H. Williams Chairman of the Board, J. E. Taussig President et al.

Wabash handled a five car Silk Train on Friday.

February, 16, 1931

Following brisk weekend the Wabash set up two crews. On Sunday the Wabash ran 36 trains, 1894 cars.

February 17, 1931

The Wabash is sending engines No. 2060 and No. 1677 to the Fort Wayne, Indiana shops for extensive repairs. No. 1678 has returned recently.

February 19, 1931

The Wabash may receive large locomotives for hauling fast freights soon.

Wabash hauled a eight car Silk Train.

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February 21, 1931

Wabash crews make record run. Engine No. 2027 hauled First No. 91 out of St Thomas at 4:00 am, ran to Windsor, turned around and came back into St Thomas by 9:30. The engineer was Tom Coleman.

February 28, 1931

Wabash engine No. 1678 was reported at Windsor having come from Fort Wayne, Indiana shops after undergoing extensive repairs. Engine No. 1677 is being sent to the US shops for extensive overhauling.

March 5, 1931

On Wednesday train No. 91 with 43 loads ran to Windsor in 2 hours and 49 minutes, one stop was made at Glencoe. The engine was No. 2029. The crew were engineer William Smith, fireman Lorne Beer and Conductor William Ferris.

March 6, 1931

Wabash passenger train No. 1 was delayed at the ferry when chair car No. 1360 was derailed

On Thursday the Wabash ran 33 trains, 1593 cars.

March 9, 1931

Wabash train No. 91 in charge of Bill Winters struck an empty Ford Sedan at Feeder Siding last Friday night.

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March 13, 1931

Michigan Central St Thomas shop is likely to get Wabash work. G. F. Hess, Superintendent of Motive Power for the Wabash stated; "We simply must locate in Canada a place to carry out extensive repairs to our large locomotives."

March 17, 1931

Car of Helium on Wabash train No. 96. Special Helium cars built for the United States Navy. These were gray cars with long tubes. They are frequently handled in Wabash trains.

Wabash engine No. 1677 has returned from the Decatur shops.

March 23, 1931

Accident at Fort Erie.

March 26, 1931

Four Buffalo Division engines will be returned to the road from the shops at Decatur early next month. Business has improved so that work on repairs to these engines is being rushed along ahead of schedule. The engines which will be returned are No. 1677, No. 2460, No. 2460 and No. 2027.

March 31, 1931

The Wabash shops are going to send engines No. 2036 and No. 2022 to the Decatur shops.

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April 6, 1931

St Thomas may be on the route of a new transcontinental flyer. The Santa Fe Railway is talking to the Wabash and the Lackawanna Railroads to introduce a direct New York to Los Angeles flyer.

On Sunday the Wabash ran 34 trains, 1708 cars.

April 9, 1931

Wabash engine No. 1677 fresh from the Decatur shops made its first run.

April 14, 1931

Engine No. 2458 is expected to reach Windsor today from the US shops where it was overhauled.

April 18, 1931

The Wabash power situation will be much improved for the weekend. Engine No. 2460 arrived yesterday and No. 2050 and No. 2060 are expected over the weekend. No. 2045 will be sent to Decatur, Illinois shops immediately.

April 20, 1931

Wabash traffic is down 19.5%.

Two special passenger trains Detroit to Niagara Falls for Breibenach Travel Bureau. Six car trains, carrying 106 passengers in each train.

On Sunday the Wabash ran 33 trains, 1640 cars.

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April 29, 1931

An inspection of the Wabash in a seven passenger Studebaker touring car which is made to run on the rails.

On Tuesday the Wabash ran 27 trains, 1223 cars.

May 2, 1931

More Wabash engines. The power situation on the Buffalo Division has been vastly improved. Recently engines No. 2050, No. 2060, and No. 2460 have come back from the United States shops and it was reported this morning that No. 1892 and No. 1682 are on the way. No. 2059 has been sent over for an overhauling. The Wabash will be in splendid shape to take care of the remainder of the spring rush and the coming summer traffic.

May 5, 1931

Wabash crews are after a big share of the CNR yard work.

May 9, 1931

Wabash engine No. 1892 reached the local division yesterday from Decatur, Illinois, the shops at Decatur have reopened and a number of locomotives have been repaired. No. 2027 has also been returned and No. 1889 is leaving this weekend.

May 11, 1931

Wabash passenger traffic is up, for there are two specials, the "Sketch Book" theatrical troupe in six cars, and the Japanese Imperial Family that travelled over the part from Glencoe to Windsor. About the later

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this was Prince Takamatou of Japan and he was travelling via the Canadian National Railways from Niagara Falls to Windsor on May 10th.

On Thursday the Wabash ran 33 trains, 1525 cars.

May 23, 1931

The Wabash Master Mechanic's office reports four big engines have left the Decatur shops.

May 27, 1931

Wabash Steamship Special passenger train nine cars with 142 passengers.

May 28, 1931

A long Wabash train. One mile long, 110 cars. On Wednesday, Engine No. 2460, one of the largest and recently overhauled at Decatur pulled the train easily from St Thomas to Windsor. The crew: Engineer Thomas Arnum, fireman Alton Haigh, and Conductor Martin Donnelly.

June 4 , 1931

W. H. Mathews does inspection in private car No. 400 attached to train No. 1.

June 6, 1931

Wabash engine No. 1679 is being sent over to the Decatur shops for repairs this weekend. Engine No. 2457 is being placed back into service.

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June 9, 1931

Old Granny is definitely off the CNR- Wabash tis time. The once popular passenger train to be cancelled on June 28th.

June 12, 1931

Wabash engines No. 2036 and No. 2022 are en route to the local shops after undergoing extensive repairs at Decatur. No. 2059 and No. 2457 arrived back a short time ago.

June 16, 1931

The Wabash ran a special nine car passenger train for the Walter League.

June 19, 1931

Wabash low traffic, on Wednesday the Wabash ran 20 trains, 1052 cars.

June 20, 1931

Wabash special trains; besides the Walter League, the Wabash ran a train for the Gold Star Mothers of Chicago but also a five car Silk Train.

June 22, 1931

Thomas Arnum, veteran locomotive engineer suffered a nasty injury to his right ankle at Windsor Sunday when his engine No.2455 was sideswiped by CNR 2387. Perceiving that a collision was unavoidable, Mr Arnum jumped from the steps of the engine.

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June 26, 1931

The Wabash saves thousands of dollars by giving their locomotives soda ash baths. It started five years ago. Before 200 flues were blown a month and now there were none.

Wabash engine No. 2057 is being dismantled in St Thomas and will be sent across to the Decatur shops in the near future.

June 27, 1931

Three big passenger specials; one from St Louis, one from Detroit and the Walter League from Pennsylvania.

"Old Granny" ends career tonight.

June 29, 1931

Old Granny exits, hauled by a CNR 800 class locomotive, the engineer George Slaughter, fireman William Miller, and conductor Mark Vincent.

The Wabash Walter League special was six cars, 61 passengers. The second special was five cars, 47 passengers. Special three was six cars and 64 passengers.

June 30, 1931

Wabash engine No. 2455 is being dismantled and will be forwarded to the US shops this week for general repairs.

There are two Wabash specials booked, the Polish Alliance Investors Syndicate, New York to Minneapolis.

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July 3, 1931

Aylmer without CNR passenger service. The morning mail is dependent on the mixed train.

July 4, 1931

The Wabash ran a five car Silk Train on Friday afternoon. The train was from Seattle and bound for New York.

July 6, 1931

The Wabash ran three special passenger trains; The Investors Syndicate eight car train, the Fine and Dandy theatrical seven car train, and the five car Silk Train.

July 13, 1931

Wabash engine No. 2024 is being sent across the line to the US shops to be overhauled.

Wabash ran a Fort Erie race special.

July 14, 1931

The Wabash booked a number of passenger specials, including the Lackawanna Western Wonder Tour Park which went from Yellowstone to Hoboken.

July 20, 1931

Wabash Silk Train

Sunday the Wabash ran 24 trains, 1202 cars.

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July 21, 1931

Wabash engine No. 1899 is en route to the local division from the Decatur shops.

Wabash combination car No. 506 has arrived at Windsor after a trip to the Decatur shops. It is to be used on the west end local.

July 23, 1931

More Wabash crews are added to move increasing trade.

Wabash passenger special on the weekend.

July 30, 1931

Wabash passenger train No. 6 Thursday night might have extra equipment for the accommodation of the Swedish-American Steamsip party en route from Chicago to New York City.

Wabash inspection trip by V. Parvin in Car No. 7.

Victor Gates, John McGrayl, and Sherman Robinson firemen have been promoted from freight to the passenger service. Engineer George Blackwell has accepted the west local and engineer Murphy has come off that run to the west end pool. Alex Nish, Bert Fox and Harry Brennan have accepted runs in the west end pool. Engineer Duncan Graham has gone to the east end to relieve Engineer Pickle on the Louisiana Street run. While the latter has returned here. William Miller CNR Engineer of the Windsor yards has come to the west end pool here. Fireman W. R. Robinson and A. McKay have gone into the west end pool.

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August 1, 1931

Wabash engine No. 2021 is being released from the the US shops over the weekend. The engine will be assigned to the fast freight service immediately.

Wabash special for the Delaware Wonder Tour.

August 5, 1931

Wabash engines numbers; 1889, 1679, 2025, and 2021 have returned to the local division after being overhauled in the US shops. A caboose is being sent to Toledo for repairs.

The Wabash ran 19 trains, 845 cars.

August 6, 1931

A new yard engine No. 1889 is being placed in service by the Wabash in St Thomas this week in the local yards.

August 7, 1931

Wabash work train starts.

On Thursday the Wabash ran 24 trains, 1132 cars.

August 11, 1931

Wabash passenger trains are not making the records of previous months.

August 13, 1931

Wabash will operate a ten car special for the Lackawanna Wonder Tour Party.

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August 15, 1931

Wabash yard engine No. 1889 which recently came back from the US shops has been placed in service at St Thomas. No. 1679, a larger freight engine has been returned also.

August 17, 1931

The Wabash handles a large special. Lackawanna Wonder Tour in ten cars passed through St Thomas. The train was composed of seven Pullman sleepers, two Dining cars, and one baggage car. The tour went from Yellowstone to Hoboken.

August 19, 1931

The Belgian Special from Detroit went over the Wabash, it was emigrants returning.

August 20, 1931

The Wabash engines have been rated best in the United States by inspectors. Over 1300 locomotives inspected and not one was found to have a defect. Government inspectors inspected 1221 Wabash, 138 Ann Arbour and 20 NJI&I engines and there were no defects.

Wabash and Pere Marquette work shop situation, there has been no word in two months, the problem is that the Wabash engines are too heavy for the L&PS bridge south of Wellington Street.

August 24, 1931

The 4th Wonder Tour passed over the Wabash in eight cars, six Pullman sleepers, two Diners, and one baggage car.

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August 24, 1931

Wabash engines No. 1576 (1676 ed,) and 1885 are leaving shortly for Decatur, Illinois where they will undergo general repairs.

August 31, 1931

Wabash official pays a visit, V. Parvin, General Superintendent of the Wabash.

September 3, 1931

Because of the importance of Wabash freight train No. 96 large K-1 engines will be used to haul this limited through here daily in the future.

September 3, 1931

The Arnum boys are still in harness. Tom and Art still pilot Wabash engines. Brother Fred works for the Pere Marquette.

September 4, 1931

Wabash fast freight train No. 96 clips off fast time, 2 hours 40 minutes hauled by No. 1679, Engineer Frank (Dusty) Miller, fireman Thomas Burton.

Wabash on Thursday ran 2 trains, 1270 cars, and included theatrical special hauled by a J-2 locomotive.

September 5, 1931

The Wabash will handle two special passenger trains over the weekend, The Powers Travel Bureau party will occupy a special en route from Chicago to Niagara Falls; while the All-Expense Tour party from Detroit will also move through St Thomas.

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September 12, 1931

New Wabash President W. H. Williams passes over the local division en route to St Louis in Private Car No. 400. He succeeds J. E. Taussig who retired. Rumors that the Pennsylvania Railroad may put faster trains to compete with the NYC.

Wabash engine No. 2455 left the Decatur shops on Friday and is due to reach the division this weekend. Engines No. 1676, No. 1885, and No. 2040 are en route.

Wabash traffic last night comprised of a four car Silk Train that made fast time.

September 16, 1931

The Wabash expect ten American Legion Specials to Detroit, and each train will be fourteen cars.

September 18, 1931

Wabash engine No. 2021 has made some special trips over the division.

September 21, 1931

American Legion Specials over the Wabash and the Michigan Central Railways. CNR engine No. 5280 hauled some trains.

September 24, 1931

Wabash engine No. 2455 was placed in service yesterday to assist in the movement of the American Legion specials and later to be used in hauling fast freight trains.

WABASH AND M. C. R. HUM WITH ACTIVITY TO HANDLE FLYERS

Sept 21 1931
Fleet of Legion Limiteds Make Rapid Time on Local Lines; Officials Supervise Movements; Other Rail Items

The Wabash and the Michigan Central hummed with activity on Saturday as the two companies handled the fleet of American Legion flyers over the local divisions in rapid time. Speedy schedules were maintained on both lines while the heavy week-end rush of trade was handled at the same time. No serious delays were reported on the Canadian lines but there was plenty of congestion at Detroit where the specials literally "poured" into the two terminals.

That there was no accidents and no delays speaks volumes for the efficiency of St. Thomas and head officials, who were on the division because of the importance of the movement. Just like old times," one official remarked as the limiteds dotted the divisions in a steady stream. Officials were stationed at the border points while others accompanied the more important specials. It was roughly estimated that over 10,000 legionnaires passed through here on the steam roads.

A Speedy Run

After combining one special with passenger train No. 1, the Wabash operated ten other trains in addition to those on the C. N. R. which were under the control of local officials between Glencoe and Windsor. The King county excursion special broke all records between Glencoe and Windsor, covering the 82-mile stretch in 80 minutes flat. It was hauled by engine No. 5280 one of the large C. N. R. monsters. All Wabash specials consumed between five or six hours on the division. The M. C. R. handled more specials than forecasted last week, a total of 61 being handled on all divisions into Detroit. Over the local line there were 16. The return movement will commence Wednesday and continue over the week-end. The Wabash reported about 3,000 passengers on their trains as follows: No. 1, 10 cars, 207; No. 2, 10 cars, 331; No. 3, 12 cars, 439; No. 4, 10 cars, 158; No. 5, 7 cars, 140; No. 6, 11 cars, 346; No. 7, 11 cars, 237; No. 8, 6 cars, 157; No. 9, 10 cars, 285.

Wabash through freight was also heavy over the week-end. The report for the three-day period ending at 5 a.m. today was as follows:

Sunday: 26 trains, 1100 cars, 889 loaded cars, 219 empties, 14 eastbound trains, 506 eastbound loaded cars.

Saturday: 24 trains, 1133 cars, 905 loaded cars, 233 empties, 12 eastbound trains, 511 eastbound loaded cars.

Friday: 26 trains, 1319 cars, 897 loaded cars, 422 empties, 12 eastbound cars, 520 eastbound loaded cars.

were noticed on the C. P. R. over the week-end. This traffic remains steady.

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October 7, 1931

A new siding at Canadian Vitrified Produce Company at the east end of St Thomas.

October 15, 1931

Sudden passing of William H. Williams, President of the Wabash Railroad.

A theatrical special train passed over the Wabash this week, six cars with 69 people.

Wabash engine No. 1676 is en route from the US shops after being renovated.

William H. Williams, President, was only one month in office and died in his hotel room in St Louis. He began his career with the Pennsylvania Railroad. Was elected Wabash President September 10th.

October 16, 1931

The Wabash Funeral Train for William H. Williams moves through St Thomas in a special train of three private cars.

October 16, 1931

Wabash extra No. 1677 hit a fruit truck owned by E. Ginther at Marshville.

October 19, 1931

On Sunday, the Wabash ran 28 trains, 1325 cars.

October 22, 1931

W. S. Pierce succeeds Williams.

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October 23, 1931

The Wabash roadbed now one of the finest on the continent. Entire division has rock ballast and 100 lb.. rail.

October 24, 1931

Wabash engine No. 1676, one of the large passenger type, arrived at Windsor on Thursday and is placed into mainline service.

October 26, 1931

Extra sections mark brisk weekend of Wabash traffic. Over 900 cars are yarded daily. There is an average of five sections daily of fast freight train No. 91.

October 31, 1931

Wabash engine No. 1676 which recently came back from the Decatur shops is being put in shape for service on the local division.

November 3, 1931

The Wabash are sending engines No. 2028 and No. 2034 to the Decatur, Illinois shops to be extensively renovated.

Over the weekend the Wabash received twelve large cars of coal from the car ferry "Bessemer" at Port Stanley.

November 7, 1931

Wabash watertank at St Thomas is being rebuilt.

November 10, 1931

Wabash engine No. 2057 has arrived at the local shop after undergoing extensive repairs in the US shops.

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November 14, 1931

The local Wabash division is not to be merged, CNR attempted to dispatch trains and Wabash rejected the idea.

November 20, 1931

Turkey Specials move like passenger trains on the Wabash. Turkeys are speeding over the line this morning, 28 solid cars of undressed gobblers.

On Thursday the Wabash ran 24 trains, 1162 cars.

November 26, 1931

A new sidetrack at St Thomas in the Wabash yards for coal shipments.

November 27, 1931

The Wabash is sending six of its small passenger engines to Decatur, Illinois. They have been in "white lead" in St Thomas and may be used for switch engines in the US, The numbers are: 1631, 1632, 1633, 1634 and 1635. Much larger freight locomotives are now used to maintain the fast schedules between Windsor and Fort Erie.

On Thursday the Wabash ran 22 trains, 1146 cars.

December 3, 1931

A considerable amount of repair work is being handled by the Wabash shops these days during the slack period. Two engines No. 2026 and No. 1624 are at present at the Decatur shops undergoing repairs and some of the older engines are to be sent back to the shops for dismantling to be replaced by engines of greater power.

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December 8, 1931

Wabash caboose No. 2526 has returned from Fort Wayne after being overhauled.

December 12, 1931

Wabash engine No. 2458 hauled a train of cars to Windsor from St Thomas yesterday in fast time. There were 100 cars, including 13 loads.

December 15, 1931

CNR plans to close Alviston line, the Kingscourt Branch.

December 19, 1931

Wabash engine No. 2040 has returned from the Decatur shops. Two extra engines have been pressed into service temporarily to protect the rush.

December 24, 1931

The Wabash ran a special Princeton University Triangle Club passenger train. Seventy-five students to Chicago

December 26, 1931

Wabash passenger trains not likely to be cancelled. Contrary to persistent rumors it is not expected that Wabash passenger trains No.1 and NO. 6 will be cancelled on the local division on January 1st, 1932. These are the only two passenger trains on the local Wabash line and it is claimed that they are necessary to carry the mail and express even though the passenger trade is light. There has been no official notification.

The Princeton passenger special over the Wabash. It left Black Rock at 6:52 am and reached Windsor at noon. The Princeton flyer was hauled by engine No. 1681.

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Wabash engine No. 2049 has reached the local division over the weekend after having been rebuilt in the Decatur Illinois shops.

December 30, 1931

The Wabash ran only 13 trains, 712 cars.