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January 24, 1940

Wabash engines No. 2270 and No. 2273 have been returned from the Michigan Central shops after being overhauled.. Engine No.2058 has been sent to be serviced.

January 30, 1940

Wabash engine no. 1679 has been returned from the Michigan Central locomotive shops after being completely overhauled.

February 7, 1940

Wabash new caboose No. 2600.

February 9, 1940

Wabash caboose No.2618 and No. 2626.

February 19, 1940

Wabash engine No. 2269 is the next to come out of the MCR shops where it is now being overhauled. It is expected No. 2269 will be finished by the end of the week.

February 24, 1940

Wabash caboose gone to rip track.

February 28, 1940

Wabash engine No. 2458 was returned on Tuesday from the Michigan Central shop after being thoroughly overhauled.

March 7, 1940

Wabash engine No. 2269 has been finished in the local shops.

March 13, 1940

The Wabash ancient sixteen stalls, six stalls not to be rebuilt.

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March 15, 1940

The Wabash ran five sections of train No.91.

In two days the Wabash moved 53 trains in 2596 cars.

April 3, 1940

Wabash engine No. 2263 has been sent to the MCR shops to be overhauled. The Wabash has three engines in the MCR shops to be repaired at the present time.

April 5, 1940

It is expected that the six stalls of the Wabash roundhouse which are not to be rebuilt will be torn down shortly. The six stalls and other small buildings have been put up for sale and will be disposed of cheaply to anyone taking away the material.

April 5, 1940

Wabash engine No. 2463 according to a report from Windsor was delayed near Jeanette's Creek Thursday night due to a loose tire. Engine No. 2463 was hauling train No. 97 at the time.

April 8, 1940

Wabash engine No. 2271 was returned to the local Division from the MCR shops on Sunday.

April 13, 1940

Diesel-Electric Switching locomotives are very popular. Wabash buys two more. Plans to retain little 300HP engine here in St Thomas for it does a nice job. Two orders for two Diesel Electric switching engines one from ALCO and the other from EMD.

St Thomas is the only point that uses a switch engine. In Windsor, Fort Erie, Niagara Falls and Chatham and other points strictly

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Canadian National engines are used, and also CNR train and engine crews. CNR crews are also used on the Wabash engine in switching.

The Wabash ran in 3 days 84 trains, 4334 freight cars.

May 8, 1940

Wabash engine No. 2272 which came back from the Michigan Central shops last Sunday, went out on No. 93 from here Wednesday morning after being on the local run. No. 2266 is the next to go.

May 13, 1940

A Wabash inspection is expected the middle of next week.

Over the weekend, 3 days, the Wabash handled 75 trains, 4146 cars.

May 14, 1940

Automobile production, Fords move more freely over the Wabash.

May 16, 1940

The Wabash car ferry "Transfer" was towed into Amherstburg the other day on the first lap of a trip to Hamilton where this boat will be scrapped. In Amherstburg the paddle boxes were removed.

May 17, 1940

The Wabash handled 50 trains in the last two days, 2564 cars were handled.

Canadian National takes over the local way-freight run for six months.

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May 23, 1940

Grade crossing accident at Tillsonburg.

May 29, 1940

Wabash engine No. 2268 was returned from the Michigan Central shops over the weekend and it went out on a trial spin.

Ten additional carloads of crated airplanes coming from England arrive at Wabash St Thomas terminal.

June 5, 1940

Wabash engine No. 2262 is the latest engine to go to the Michigan Central locomotive shop to be overhauled. Engine No. 2268 was the latest to return to service on the Wabash mainline.

The Wabash in the past here days ran 52 trains, 2910 cars.

June 7, 1940

A westbound Wabash freight train was derailed just east of Jarvis early on Tuesday morning blocking the mainline for hours. Eight cars were derailed.

June 14, 1940

Wabash engine No. 2265 came back from the Michigan Central shops the other day.

The Wabash ran in two days 44 trains, 2205 freight cars.

June 17, 1940

Rapid progress made in tearing down part of the Wabash roundhouse. Six stalls are being dismantled.



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June 19, 1940

Wabash engine No. 2267 is the next to go to the Michigan Central shops. The Wabash continue to send two engines per week to be refitted at the NYC.

June 21, 1940

Gradually part of the Wabash roundhouse is disappearing.

Wabash engines No.2267 and No. 1677 have been sent over to the MCR shop.

July 2, 1940

Wabash engine No. 2266 has come out of the Michigan Central shop.

July 3, 1940

Wabash engine No. 2264 has been sent over to the Michigan Central shops to be overhauled. No. 2266 was returned Tuesday afternoon.

July 16, 1940

Wabash engine No. 2262 returned from the Michigan Central. Engines No. 2264 and engine No. 2247 (2267 ed.) are in the shop.

July 22, 1940

Wabash engine No. 2262 came out of the MCR shop.

July 31, 1940

The Wabash ran 31 trains, 1035 cars.

August 14, 1940

The next Wabash locomotive to come out of the MCR shops will be engine No. 2267.

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August 21, 1940

Wabash engine No. 2267 came back from the NYC shops this week after being overhauled. Engine No. 1670 went into the shop to be overhauled.

September 5, 1940

Diesel Electric trials in freight service.

September 6, 1940

A Wabash freight train was hit by an automobile at Dain City, better known as Welland Junction.

September 9, 1940

Another shipment of airplanes and engines arrived in the Wabash yard over the weekend. (Note this is the time of the Battle of Britain and these airplanes were for the new RCAF air training stations.)

With the RCAF gunnery school at Jarvis an extra station agent is assigned.

The Wabash in three days ran 71 trains, 3944 cars.

CNR military special train from Niagara on the Lake to Jarvis and Port Dover.

September 16, 1940

Wabash engine No. 2264 out of the MCR shops.

Two Wabash train crews added.

The Wabash has two work trains in the east end, one at Port Robinson and the other at Nelles Corners.

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September 18, 1940

The Wabash in two days ran 36 trains with 2136 cars.

September 20, 1940

Wabash engine No. 2460 has been sent to the Michigan Central shops.

September 23, 1940

Three hurt in grade crossing accident at Tillsonburg.

Protest about train service between St Thomas and Glencoe.

September 24, 1940

St Thomas Division handle Wallace Brothers production special train of 21 cars into Aylmer.

October 18, 1940

Wabash engine No. 1870 has returned from the Michigan Central shops after being overhauled. No. 1680 is going next.

December 11, 1940

Wabash engine No. 2460 was returned from the Michigan Central shops.

Wabash caboose No. 2518 was recently renovated.

December 12, 1940

The first heavy shipment of Turkey left Kansas City and St Louis on Wednesday.

December 16, 1940

The Wabash on Saturday moved 1700 cars in 29 trains.