

-1944-

January 3, 1944

A. T. Scherer is appointed Assistant Master Mechanic of the Wabash Railroad effective January 1, 1944. He hails from Montpelier, Ohio.

Steady stream of oil trains over the Wabash.

January 25, 1944

Wabash engine No. 2266 one of the latest of the large type has been returned from the Decatur, Illinois shops after being overhauled.

February 2, 1944

In order to keep power ready for the heavy traffic the Wabash has sent engine No. 2272 to the Michigan Central shops to be overhauled.

February 11, 1944

Wabash engine No. 2269 is returning to the local division service after having been overhauled in the Decatur, Illinois shops. It was brought to St Thomas from Windsor by Harry Shipp.

February 17, 1944

Solid oil trains still moving over local lines, 600 to 1000 oil cars pass through St Thomas each day.

February 22, 1944

Wabash work trains start at Cayuga.

February 25, 1944

Walter Wooliver stepped down from his engine cab Friday morning completing his final run in engine No. 2264.

March 4, 1944

Wabash train hits truck at Thamesville.

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March 17, 1944

When a Wabash "light" west struck an automobile at Glencoe on Thursday afternoon the cowcatcher of engine 2261 was broken. The train comprised of only an engine, caboose and one car was travelling between 30 to 35 miles per hour.

March 20, 1944

Heavy oil shipments.

April 3, 1944

The Wabash have 35 train crews.

Caboose 2514 is in work train service.

The Wabash in one day ran 33 trains hauling 2015 cars.

April 5, 1944

Wabash engine No. 1681 has been returned to the Buffalo division from the Michigan Central shops after being overhauled and No. 2458 is going over for repairs. Harry Shipp, road foreman of engines will test No. 1681.

April 6, 1944

Wabash officials on a tour of inspection via St Thomas. G. H. Sido heads the party from St Louis. Inspection made on Thursday in Private Car attached to rear of freight train No. 82.

April 12, 1944

Wabash caboose 2549 assigned to conductor C. Orr.

April 19, 1944

Wabash ran 24 trains, 1500 cars in 24 hours.

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April 21, 1944

Old Wabash No. 2022 is being dismantled behind the Wabash roundhouse and is going out of circulation for all time. The reason is "old age". It is one of the old type of engines, others of this type have been scrapped. Parts of No. 2022 are likely to be used for repair work although much of the mechanism is out of date.

April 26, 1944

Excellent progress is being made with the scrapping of Wabash engine No. 2022 behind the Wabash roundhouse. Acetylene torch workers were severing the front end on Wednesday.

May 1, 1944

Wabash ran 29 trains, 1800 cars on Sunday.

May 3, 1944

Thirty miles of new 105 pound rail laid on Wabash.

May 4, 1944

Wabash inspection tour ended

May 5, 1944

Wabash engine 2458 returned from the Michigan Central Railroad shops on Thursday. Wabash engine No. 1676 was sent to the Michigan Central shops.

The Wabash ran 23 trains in 24 hours.

May 8, 1944

On Sunday the Wabash ran 31 trains, 1900 cars.

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May 10, 1944

The dismantling of Wabash engine No. 2022 in the local yards is proceeding at a rapid clip. The boiler is over half ripped apart and there isn't much left now.

May 15, 1944

Fatal Wabash Explosion. Wabash engine No. 2254 hauling a westbound freight train on the Buffalo Division blew up at 11:35 Monday morning two miles west of Cayuga at the top of the grade as it was passing the farm of Wilfred Last. It was running from Niagara Falls to Windsor. Three St Thomas trainmen were killed in the explosion, Sherman Robinson the engineer, John Pickering the fireman, and Wesley Irwin the brakeman.

Robinson had started his career as a fireman August 12, 1911 and became an engineer a few years later. Mr Pickering hired on as a fireman June 1, 1918. Mr Irwin started with the Wabash August 25, 1926.

May 17, 1944

The investigation into the fatal Wabash explosion is still proceeding. There seems no explanation other than low water over the crown sheet of the boiler or that the water gauge was faulty. The witnesses to the explosion are William Little and Roy Drinkwater.

May 18, 1944

Investigation into the explosion of Wabash engine No. 2254 two miles west of Cayuga last Monday at noon shifted from Cayuga to St Thomas on Thursday following the removal of the wrecked engine to the local yards.



-1944-

May 19, 1944

The wrecked Wabash engine No. 2254 was released by the Government inspectors about six o'clock on Thursday night in the local yards and the police guard removed. It is understood that all evidence regarding the fatal explosion has been secured. Some tests of the valves on No. 2254 were made on engine No. 2253. Just what disposition the Wabash officials have decided upon with regard to the engine is not known. At least some parts will be salvaged.

May 23, 1944

Wabash engine No. 2254 will go to Decatur, Illinois shops. The fate of the big engine which exploded at Cayuga will be decided at the U.S. headquarters.

May 23, 1944

Hit by a Wabash train in the fog. While driving cattle across Frome crossing during a dense fog William Gentles, a worker on the farm of John Rice, was struck by engine No. 2271 on train No. 82. The Engineer was Joseph Connolly and the fireman was Roy Hewitt.

May 31, 1944

Officials of the St Thomas terminal of the Buffalo Division were in Cayuga on Wednesday to attest the inquest probing the death of three St Thomas men who lost their lives when Wabash engine exploded at that point. Included in the official party were R. Hayes Superintendent; J. William Farrah Assistant Superintendent; A. T. Scherer Assistant Master Mechanic; Harry Shipp Road Foreman of Engines; D. E. Carriere Division Engineer; Charles Lankin Conductor and W. E. Erwin Rear End Brakeman. What is left of engine No. 2254 is at the St Thomas terminal after being thoroughly inspected by rail police and Government officials.

# BASH EXPLOSION

## Three St. Thomas Men Lose Lives When Big Locomotive Explodes

Sherman Robinson, Engineer; John Pickering, Fireman; Wesley Irwin, Head End Brakeman, Are Victims of Terrible Accident West of Cayuga Shortly Before Noon

### THE DEAD

E. SHERMAN ROBINSON, 16 Station street, St. Thomas, engineer.

JOHN H. PICKERING, 57 St. Catharines street, St. Thomas, fireman.

WESLEY H. IRWIN, 37 Scott street, St. Thomas, head end brakeman.

Wabash engine No. 2254, hauling a westbound freight train on the Buffalo Division of the Wabash Railroad Company, operating over the St. Thomas Division of the C. N. R., blew up at 11:35 a.m. Monday, two miles west of Cayuga, resulting in the death of three men, the engineer, the fireman, and the head brakeman all well-known residents of St. Thomas.

### AT TOP OF GRADE

The blast occurred at the top of a steep grade two miles west of Cayuga as the train was passing the farm of Wilfred Last, Mrs. Last saw the explosion and immediately phoned the C. N. R. agent at Cayuga, who summoned doctors and wrecking crew.

The blast blew the boiler into the field at the right side of the track; the cab of the engine was tossed into the field at the left; the wheels and the undercarriage remained on the rails and the tender of the locomotive was driven back into the freight car behind.

### MEN THROWN FROM WRECK

....., the engineer, summoned by the Cayuga dispatcher, lost no time in making his way to the scene of the accident. He found Engineer Robinson, Fireman Pickering and Brakeman Irwin all dead. Their bodies had been thrown clear of the tracks and their deaths must have been instantaneous.

Wabash Engine No. 2254 is one of the latest of the big type engines to be assigned to the Buffalo Division from the Decatur, Ill., headquarters. There are a dozen or more of this class in service between Windsor and the Niagara Frontier. It is understood that No. 2254 was given an inspection on the eastern frontier before starting out with a heavy train for St. Thomas.

The C. N. R. wrecking outfit from Fort Erie was dispatched to the scene of the wreck.

The train was going from Niagara Falls, Ont., to Windsor, Ont., over the Canadian National Railways line which passes through Cayuga.

### SAW ENGINE RISE

The explosion could be heard for several miles and scores of farmers rushed to the scene. Mrs. Wilfred Last, whose home is less than 300 yards from the scene of the accident, said she was in her home at the time and was looking toward the railway line when the explosion occurred. She saw the boiler and cab rise up in the air and drop back to earth.

All three members of the engine crew were dead when found by searchers who probed the wreckage.

Some of the freight cars had left the tracks but none had rolled from the high embankment.

The train was in charge of Conductor Charlie Larkin, whose brakeman in the caboose was Frank Miller. The sudden jolt of the train shook up the crew in the way-car but they were not injured.

### HAD FINE RECORDS

The three victims had splendid records with the Wabash. Mr. Robinson had 10 years' experience.

Turn to EXPLOSION—Page 2



# WRECKED WABASH ENGINE IN; NEW P. M. R. AGENT IS NAMED

Probe Resumed Here Thursday Morning; Police on Guard;  
Allen E. Quick Comes to St. Thomas; Other Items

Investigation into the explosion of Wabash engine No. 2254, two miles west of Cayuga last Monday at noon, shifted from Cayuga to St. Thomas on Thursday following the removal of the wrecked engine to the local terminal yards.

Investigation by rail officials and government inspectors continued on Thursday morning as the remains of the big locomotive were guarded by railway police. Police guarded the equipment all night Wednesday and on Thursday until the investigation was completed and the equipment released to the railway for disposal. It was necessary to keep a close guard on the engine boiler until all valves and other valuable devices had been taken off and carefully tested and inspected in an effort to try and find the reason for the sudden explosion which resulted in the death of three St. Thomas employees of the Buffalo Division of the Wabash Railroad Company, which operates over the St. Thomas Division of the C.N.R. It is believed that a great amount of work was accomplished on the wrecked parts at Cayuga on Tuesday and Wednesday morning, official statement has been issued yet from any source.

## Crown Sheet Cuts Wire

The boiler of the powerful engine arrived in a large gondola car sticking up several feet above the sides, while two other cars carried the debris that had been scattered over fields adjacent to the track, and also the cab of the engine, which had been flung to the opposite side of the tracks from where the boiler was found. Hundreds of parts which had been strewn for several yards were gathered up and brought to St. Thomas with the wreckage. The derrick from Port Erie worked quickly to pick up the big pieces, including the boiler, and the operation was conducted without delay to Wabash traffic. The tender of the engine and also the trucks and driving wheels of the big engine were hauled along the tracks to St. Thomas at a low rate of speed. One point not mentioned before is that the large circular crown sheet, in descending in the air after being hurled high by the blast, cut a telegraph wire which hung over other wires and disrupted service. It did not interfere with the St. Thomas wire, which was kept open, but wires to Toronto and Buffalo were disrupted in that area for some hours until linemen from the St. Thomas terminal arrived and quickly repaired the damage.

## More Officials Here

Wabash officials were here again Thursday assisting local terminal officials and others in the probe. E. E. Sanford, assistant superintendent of motive power, headed a party from Decatur, Ill., including R. Haring, chief boiler

inspector, and R. R. Chappel, general car inspector. W. G. Kleck, master mechanic, of Montpelier, Ohio, was also here, while Inspector Engle of the Board of Transport, Ottawa, conducted his official inspection for the Board. No statement is likely to be issued

or Hagersville and no date has been announced yet, pending the completion of the official probe here.

## Pere Marquette Change

Announcement was made at the St. Thomas terminal of the Canadian Division of the Pere Marquette Railway Company on Thursday that Allen E. Quick, of Harrow, had been appointed agent here to replace M. S. Claus, who has retired after a long and faithful record of service with the company. Mr. Quick's appointment dates from May 15, 1944, but he has not arrived yet to assume his new duties. The appointment was announced by John A. Benjafield, chief train dispatcher, and approved by Charles Smale, superintendent. Bids for the position were considered according to seniority, it is understood. Mr. Quick has been agent in Harrow since 1921, starting with the railway in Harrow as assistant to the late Mike O'Connor. Later he served with the same company in London, Wallaceburg and Courtright.

## Former Harrow Mayor

The Harrow report of Mr. Quick's transfer to St. Thomas revealed that he has taken an active part in the social and community life of the district. When Harrow was incorporated, Mr. Quick was the first reeve and later became mayor. He was the first president of the Harrow Rotary Club. He was past master of King Edward Lodge, No. 488, A.F. & A.M., and past district deputy grand master of Windsor District, A.F. & A.M., a past patron of Colchester Chapter No. 122, Order of Eastern Star, a past P. & T.G.M. of Windsor Lodge of Perfection, A. & A.S.R. Mr. Harrow is chairman of the Harrow Public School Board. He was also secretary of the High and Public School Board for several years, and has held several offices on the Board of the Harrow United Church and is now president of the Red Cross Society and chairman of the Blood Donors Clinic. Mr. and Mrs. Quick intend to take up their residence in St. Thomas in the near future.

## Railroad Items

Wabash freight traffic continues steady on the Buffalo Division, with totals including over 1200 loaded cars almost daily. The May totals are shooting considerably higher than April figures so far.

Work on the demolition of the south end of the L. & P.S.R. freight sheds, Kains and Station streets, formerly the old Pere Marquette waiting-room, is proceeding rapidly. It is expected that the main portion will be preserved.

MAY 18, 1944  
St Thomas Times-Journal

# INVESTIGATION INTO FATAL WABASH EXPLOSION STILL ON

No Reason for Accident Which Cost Three Lives Advanced Officially; Much Speculation

While the investigation, from various angles, continues into the fatal engine explosion at Cayuga on the Wabash Railroad on Monday, there has been much speculation as to what might have caused it. The explosion occurred at the St. Thomas Division of the C.N.R. two miles west of Cayuga at 11:35 a.m. Monday. While the supposition is that low water could have caused the explosion, no official statement has been issued, and whether or not statements will be issued as to the probable cause at the inquest to be called by Dr. J. J. McManus, of Hagerstown, is not known. Further reports from Cayuga indicate that the huge crown sheet was examined by experts on Tuesday as they probed the triple fatality which cost the lives of three St. Thomas men, members of the engine crew, and one trainman. A Cayuga report said that much of the crown sheet was newly fire-parted like freshly-tempered steel, and some suggested that it could have been caused by low water. On the other hand, the cause might have been a defective gauge that did not register properly, or an unnoticed failure of an injection apparatus with resumption of water pumping at a dangerous time.

## More Eye-Witnesses

Another eye-witness in a Cayuga report was reported as William Little, 12-year-old freckled school boy who was close at hand. He said: "I was coming down the side-road and saw the train pulling up the grade out of Cayuga. The train was going about 25 or 30 miles an hour, but the engine was pulling hard to pick up speed. When it got a little way past the crossing I heard a rumbling crash and thought a gravel truck had hit the side of the train. I looked to where the locomotive had been and the sky was full of pieces. The big sheet of metal went looping up into the air, then seemed to stop in the sky for a moment and came crashing down again. The locomotive boiler was off on the side, plunging along end over end ahead of the train, which ran on a bit and stopped, with the locomotive wheels and cars all still on the tracks." Roy Drinkwater, a farmer, and his wife, driving on No. 3 Highway, a block south, heard the blast and saw the same events from a different point of view. A C.N.R. Wabash section-man at that point is also said to have been an eye-witness of the tragic accident. Mr. Drinkwater said the crown sheet must have gone 400 feet in the air. He thought at first someone was blasting with a big charge. A mile and a half away the blast halted classes in a school.

## Village Escapes

From further investigation which revealed parts of the scattered engine for a great distance, it has been concluded that the village of Cayuga escaped serious damage. If the explosion had occurred while the engine was passing through the village considerable damage to property is certain to have resulted. Fragments of the locomotive, hundreds of them weighing from a pound to nearly half a ton, raked the fields, battered old forest trees and buried themselves in a sheep pasture. Boiler tubes, twisted like boomerangs, were thrown 500 feet. Two fields, either of which would make a fair-sized city block, showed where the blast spent its force by the evidence of grass and bushes flattened to the ground, and where trees and shrubs were blown and burned in a dozen huge patches where the contents of the

firebox blew out with the rest of the wreckage. Cayuga is a customary stop for water, if it is required. It is expected that part of the wreckage at least will be hauled into the St. Thomas terminal by the end of the week, although no information has been given out here.

## Railroad Items

A party of engineering department officials, headed by W. H. Miesse, assistant chief engineer of the M.C.R. System, Detroit, Mich., passed through St. Thomas Wednesday morning on a divisional inspection trip, accompanied by William J. Shaw, division engineer. Private car No. 8 was attached to the rear of the second section of No. 50 for the official party's benefit.

A dense fog caused considerable inconvenience in rail terminals on Tuesday night and early Wednesday morning. The fog started early in the evening and was dense all night and until nearly nine o'clock on Wednesday morning.

Yard engine No. 140 is back in N.Y.C. service after being overhauled in the shops. It is on duty in the local terminal yards.

The M.C.R. is going to assign a baggageman to Nos. 2 and 3 on the east division in Drakeman Karn's place.

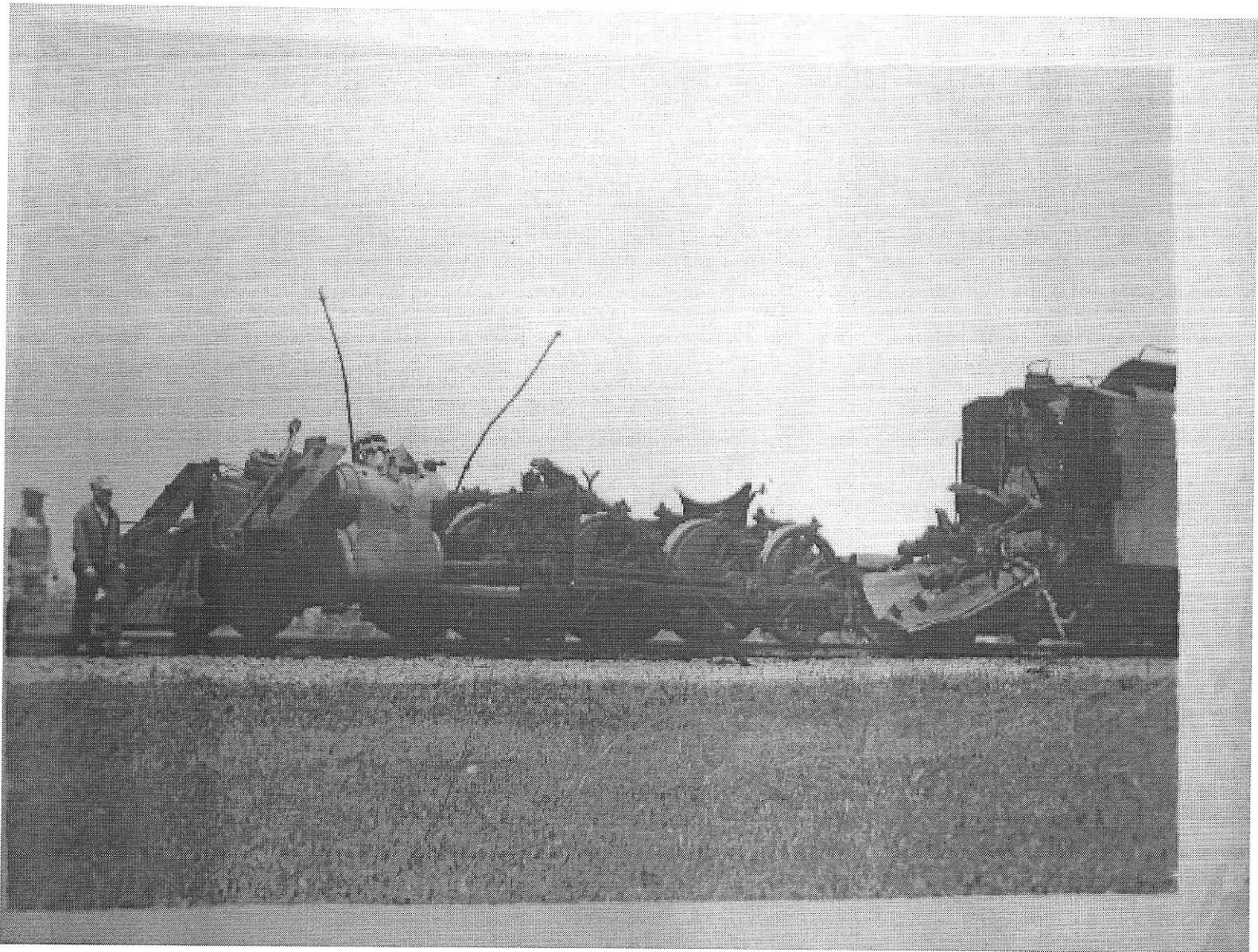
Freight traffic continues heavy on the M.C.R. with about 30 train crews called for main line duty during a 24-hour period ended early on Wednesday morning.

The redecoration of the N.Y.C. locomotive engineers' room in the St. Thomas terminal has been completed. The entire walls and woodwork of the room have been repainted, as well as the entrance.

May 17, 1944

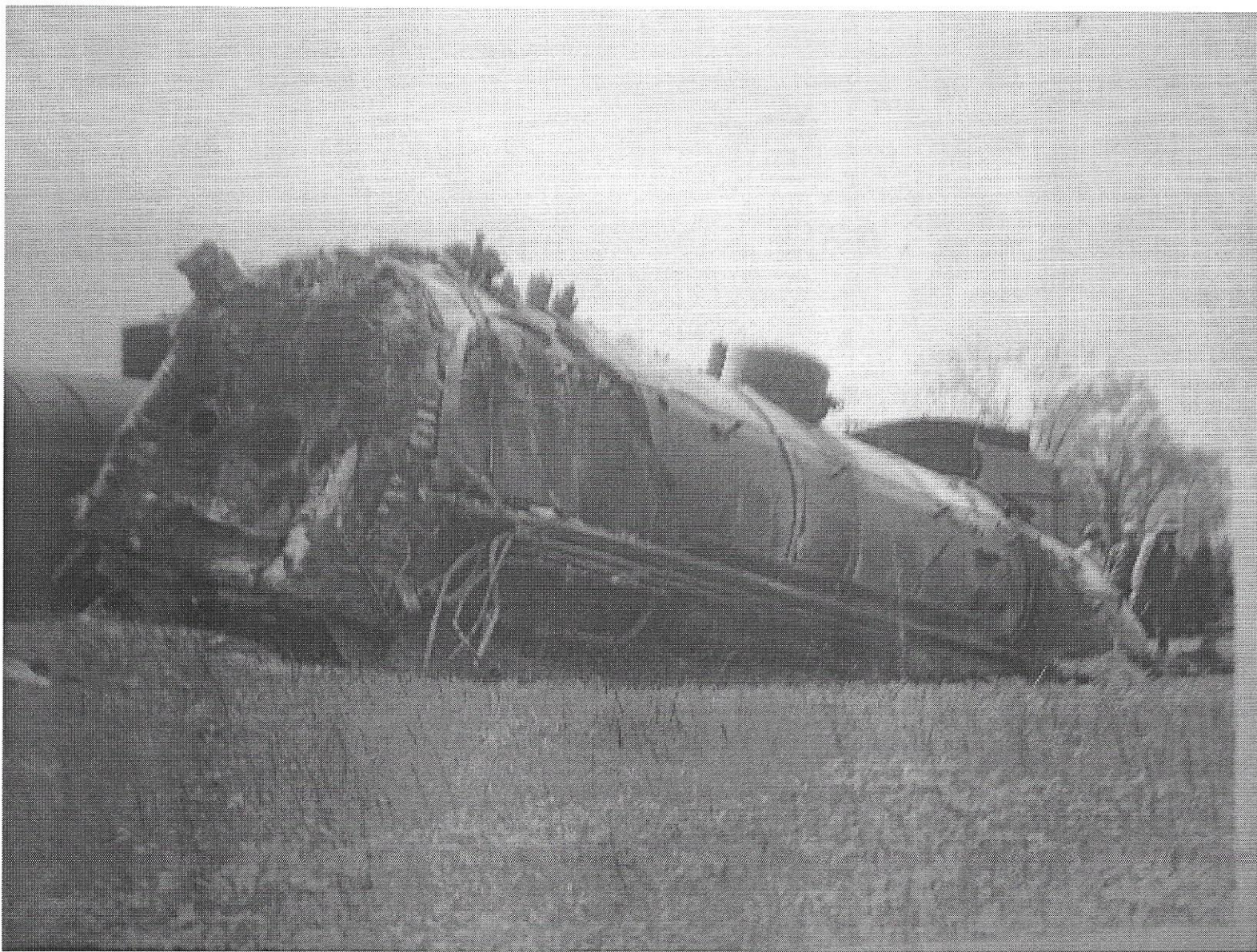


WAB Boiler Explosion Cayuga 1944 (May 15)  
Engine 2254

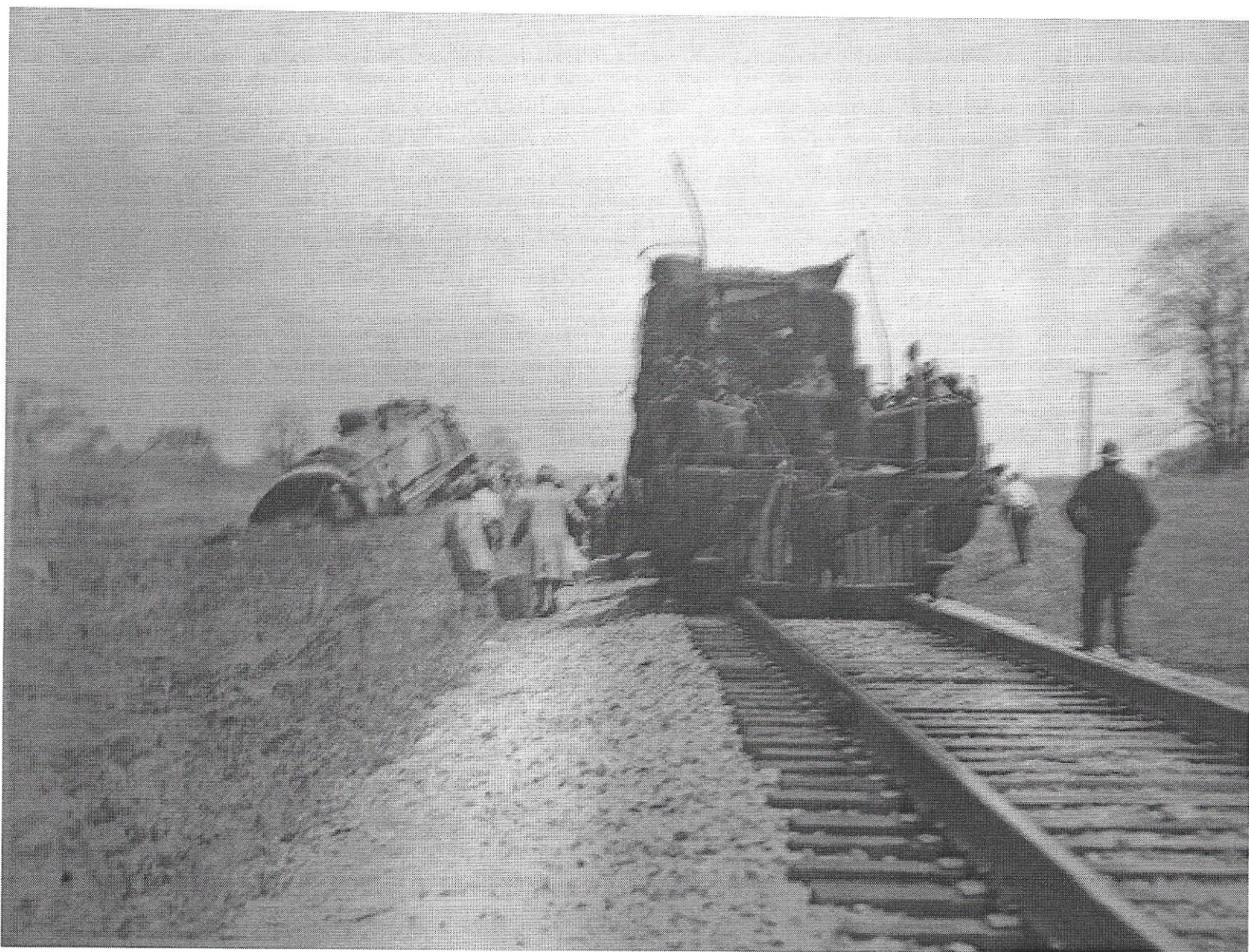


Engineer - E. Sherman Robinson  
Fireman - John Ticeburg  
Brakeman - Wesley Lewis















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June 1, 1944

Lack of water said cause of explosion. Jury brings in recommendation at inquiry. The inquest into the death of E. Sherman Robinson who was one of three men killed on May 15 was held here at Cayuga yesterday under Doctor Smirie Lawson Coroner after an hour deliberation the jury found he came to his death because the boiler exploded on account of water being too low in the boiler for reasons unknown.

-1944-

June 6, 1944

Wabash engine No. 1676 was out of the NYC shops on Tuesday morning.

June 7, 1944

Wabash engines back. In addition to No. 1676 which came back from the NYC locomotive shops on Tuesday the Wabash locomotive fleet has been augmented also by No. 2267 which arrived in Windsor last weekend from the Decatur Illinois shops. It was brought to St Thomas by Harry Shipp road foreman of engines. No. 1676 is going to be taken for a trial run on the local Thursday morning. The Wabash power situation is in good shape at the present time.

June 12, 1944

The Wabash ran eight sections of train No. 82 on Sunday. In twenty-four hours the Wabash ran 30 trains hauling over 1900 freight cars.

June 30, 1944

Wabash engine No. 2270 has come out of the New York Central shops after being overhauled.

July 8, 1944

Wabash engine No. 2273 has been overhauled and is back in mainline service.

July 10, 1944

Saunders took a trip over the Wabash east end in the cab of an engine with J. William Farrah and Harry Shipp.

July 12, 1944

Wabash ran 25 trains hauling 1600 cars.

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-1944-

July 26, 1944

R. A. Messmor Wabash General Manager went down to the eastern frontier in his private car on freight train No. 91.

July 27, 1944

Derailment on the Wabash and the engine derailed north of Highway No. 8 in Stamford near Niagara Falls shortly after two o'clock.

August 8, 1944

The reconstruction of the Gautlet bridge at port Robinson blocked the road to Niagara Falls for the trains through st Thomas or Buffalo for a seventeen hour period one day last week.

Wabash engine No. 2270 out of the shops.

August 10, 1944

Wabash engine No. 2270 which was overhauled in the NYC locomotive shop is back in regular service.

The Wabash Cayuga side track was lengthened from 57 cars to 100 cars.

August 18, 1944

The roof of the coal chute at Glencoe was blown off during high winds. The roof landed on the track.

August 25, 1944

Five more miles of 100 pound per foot steel rails were laid making a total of 35 miles in all.

August 28, 1944

Wabash engine No. 2262 was being broken down prior to going over to the New York Central shops on Monday morning.



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September 6, 1944

Big Diesel goes through. One of the big Diesel locomotives of the freight type passed over the Buffalo Division of the Wabash railroad Tuesday and Wednesday. The engine which was destined for the Ann Arbour Railroad, a Wabash Subsidiary from the ALCO in Schnectady, New York remained in St Thomas all night on order that the messenger in charge of it could get some sleep. It went westearly Tuesday morning on a train not scheduled to exceed 35 miles per hour. The number was A-3 and it was twice the size of the Wabash Diesel yard engine used here.

September 8, 1944

Wabash officials inspect the Windsor to Fort Erie line. A quick tour by G. H. Sido and C. J. Bousfield.

September 13. 1944

The Wabash work train passed through st Thomas having come from Payne's Mills.

September 22, 1944

Smart Diesel engines made a trip over the Wabash Division. A pair of the smartest looking Diesel-Electric locomotives passed through St Thomas built by ALCO for the Terminal Railroad Association, the TRRA. Their numbers were TRRA 587 and 588.

September 22, 1944

Wabash engine No. 2263 has been sent to the NYC shops.

October 11, 1944

Wabash engine No. 2262 which came out of the NYC locomotive shops last Friday is back in mainline service on the Buffalo Division after test runs under the supervision of Harry Shipp.

-1944-

October 16, 1944

The Wabash power situation was further improved last weekend when No.2256 arrived in the Windsor from the Decatur, Illinois shops and was brought here by Harry Shipp.

The Wabash No. 2272 has gone to the New York Central St Thomas shops to be overhauled.

October 18, 1944

Wabash engine No. 2256 arrived from Decatur.

October 25, 1944

The annual inspection scheduled on the Wabash line by Norman Pitcairn.

The special train was pulled by Wabash engine No. 1676, special coach 1216, and the private Car No. 400.

October 30, 1944

Wabash engine No. 2262 which had left <sup>its</sup> train at Chatham, Monday morning, to go to the water tank went off the rails in the Chatham yards. The engine hauled an extra west to Windsor.

November 2, 1944

The turkey shipments go through.

November 3, 1944

Wabash engine No. 1676 one of the few passenger type locomotives left on the Buffalo Division has been assigned to the Swing Run on the eastern frontier.

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November 6, 1944

Wabash engine No. 2262 was brought back to the local terminal over the weekend by Harry Shipp after it was overhauled by the New York Central.

November 8, 1944

Charles J. Popham retired from the Wabash a few weeks ago, started with the Wabash in 1899, promoted to engineer in 1904, and handled the fast passenger train No. 1.

November 14, 1944

An accident at Welland Junction when a Wabash locomotive was lifting 45 cars when it was hit by a Canadian National Railway's switch engine.

November 27, 1944

Construction of an unloading ramp for the Canadian Army at Yarmouth Center has been in progress for several days.

December 1, 1944

Wabash engine No. 2272 has returned from the New York Central locomotive shops after being thoroughly overhauled and reconditioned. No. 1892 has gone in for repairs.

December 6, 1944

The Buffalo Division of the Wabash is to get engine No. 2250 from Decatur, Illinois and another later on. These will be in addition to the local fleet and will permit others to be reserved.

December 8, 1944

The Wabash in two days ran 60 trains hauling 3857 cars.

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December 11, 1944

D. E. Carriere, the Wabash Division Engineer announced on Monday that he was fortunate in completing his new spur at New Sarum and other side tracks before rough weather arrived. The tracks are all laid.

Numerous solid oil trains are seen on the NYC and the Wabash moving the same since Pearl Harbour.

December 12, 1944

Blizzard.

December 13, 1944

Niagara Falls is a bottleneck due to the big storm. A big Canadian National snow plow was here with a huge CNR 6100 from the east end. The snowplow with its huge locomotive created a stir here but on Wednesday morning a Wabash engine No. 2457 took the snowplow over the west end to Glencoe and return. Later on Wednesday afternoon No. 6100 was scheduled to take the snowplow back to the eastern frontier where it will be retained for the next emergency.

December 18, 1944

Robert H. Turner returns to take over as Assistant Master Mechanic of the Wabash after bring assigned trainmaster at Peru, Indiana.

December 21, 1944

Following the visit to St Thomas on Wednesday of officials of the Algoma Central Railway here to purchase two engines to operate up north. The Wabash engines purchased were No. 2455 and No. 2457. Algoma Central bought Engine No. 2460, which had figured in a bad wreck.

December 22, 1944

The Wabash ran 30 trains hauling 1754 cars.



December 27, 1944

Wabash engine No. 2261 is being sent to the locomotive shops of the New York Central for extensive repairs

# ALGOMA CENTRAL OFFICIALS REPORT BAD WEATHER NORTH December 21 1944

In St. Thomas in Connection With Purchasing Wabash  
Engines; Visit Terminals; Other Rail Items

Following the visit to St. Thomas on Wednesday of officials of the Algoma Central Railway, Sault Ste. Marie, railroaders at local terminals began to feel that they have been fortunate; at least, so far. The officials were at the St. Thomas terminal of the Buffalo Division of the Wabash Railroad Company, and the St. Thomas Division of the C.N.R., and they also visited the locomotive shops at the St. Thomas terminal of the Canada Division of the New York Central System (Michigan Central Railroad). The officials, J. Boyd, master-mechanic, and R. Le Clair, Diesel engine inspector, were here in connection with the purchase of two Wabash engines to operate up in the north where railroading is railroading, especially in winter time. The Wabash engines purchased were Nos. 2455 and 2457, which are a couple of the old type not used extensively now. They have been replaced by the "2200" class. About a year ago it is understood that the Algoma Central bought Wabash Engine No. 2460, which had figured in a bad wreck. But the engine was rebuilt and Mr. Boyd said it has done good service for a distance of 80,000 miles already.

## Snow and 40 Below

The purchased Wabash engines will be taken to Fort Erie and thence to the Soo by C.N.R. engines. They will be moved as "dead" engines. The Soo officials reported that already the temperature on the Algoma Central had dipped to 40 degrees below zero, and that three snowplows were in service constantly because of the heavy snow. The weather in St. Thomas and district was considered "quite mild." Mr. Boyd also reported that he had visited the Decatur, Ill., shops of the Wabash last summer, and that he was impressed by their mammoth size, and also by the fine work that was being done in rebuilding engines. The Algoma Central will make good use of Wabash engines while more of the "2200" class will be assigned to the Buffalo Division. No. 2250 reached the Division a few days ago and Harry Shipp, road foreman of engines, took it on a trip through from Fort Erie to Windsor. It is expected that No. 2251 will be here by February. The price that the Algoma Central paid for the Wabash engines isn't known but no doubt it was well in the thousands as the engines are believed to be worth over \$100,000 each when new. The little Diesel switch engine which has been in service here for some years cost nearly \$40,000, including the duty. It was reported at that time. Without the duty it was \$24,000.

## Heavy Travel Certain

So far as passenger departments of local railroads are concerned on Thursday, it was a case of "the calm before the storm." There wasn't a great deal of travel reported on Thursday although some patrons contrived to get away before the rush. Tremendous travel, including thousands of men and women in uniform, is booked for Friday when as many special trains as possible will be operated

close to their schedules Wednesday night and Thursday morning.

## 25 Freight Cars Overtaken

Wrecking crews worked to clear New York Central Railroad tracks blocked at St. Johnsville, N.Y., when 25 of 114 cars in a freight train overturned. Two of four tracks were proceeding nearly on schedule. Trainmen said an overheated journal box probably caused the wreck. No one was injured.

## Santa Fe's Net Income Off

Atchison, Topeka & Santa Fe Railroad reports that net income for October was \$5,000,452, compared with net income of \$5,000,274 in the like month last year. For ten months ended Oct. 31, net income was \$40,202,557, equal to \$14.43 a common share. For the like 1943 period, net income \$44,238,729, or \$16.09 a common share.