

-1946-

January 3, 1946

The Wabash ran 15 trains and 1199 cars in 24 hours.

January 12, 1946

The Wabash Coal Dock at Aylmer is nearly ready, the tracks are being laid to the huge concrete and steel and wood structure. Work started last summer. The grand opening is one month away.

January 14, 1946

Wabash engine No. 2270 was returned last weekend from the NYC shops.

January 17, 1946

R. A. Messmor, Assistant General Manager of the Wabash, St Louis toured the Buffalo Division.

January 26, 1946

During the war 1400 cars of oil passed through St Thomas daily. The oil trains started in 1943. The Wabash handled 300 cars per day. Explosives and munitions were prohibited to go through the NYC Tunnel, so Pere Marquette and Wabash handled all of this traffic.

February 11, 1946

Wabash Aylmer coal dock.

February 20, 1946

Sperry car over the Wabash.

February 25, 1946

Auto traffic: Pere Marquette goes into Flint for Buicks and Pontiacs, NYC gets Fords and Hudsons, Wabash gets Studebaker. The Wabash gets more Ford business than NYC and Pere Marquette.

-1946-

February 25, 1946

Wabash caboose 2507.

February 26, 1946

The Wabash in four days ran 86 trains, 4710 cars.

February 28, 1946

On the Wabash a new coaling tower has been erected at Aylmer. This week official tests were made and the dock is ready for operation.

March 5, 1946

Freight traffic steady over the Wabash, in 28 days the Wabash ran 564 trains, 31,334 freight cars moved.

March 11, 1946

A derailment at Windsor when CNR passenger train No. 117 went off the track at the Devonshire road crossing.

March 12, 1946

The Wabash ran 52 trains in 3 days, 2927 cars.

March 16, 1946

New Wabash coal dock at Aylmer is being used regularly with good success. It holds 200 tons of coal. The Wabash sends 20 cars of coal.

March 18, 1946

Wabash engine No. 2250 is being sent to the NYC shops.

March 25, 1946

The Wabash in four days ran 90 trains, 5221 cars.

-1946-

April 4, 1946

Rail gangs on the Wabash at Thamesville and Stevensville.

April 22, 1946

The Wabash continues to get an engine or two serviced each month at the St Thomas NYC shops.

April 26, 1946

The Wabash working on the Tillsonburg bridge.

April 30, 1946

The Wabash ran 24 trains on Monday. 137 cars.

May 15, 1946

The Wabash ran 81 trains in four days, 5066 cars.

May 23, 1946

Rail strike at 5:00 o'clock.

June 6, 1946

The Wabash ran 46 trains in the last three days.

June 24, 1946

Wabash caboose No. 2503 overhauled.

July 4, 1946

Wabash locomotive No. 2261 has come out of the New York Central shops after being overhauled.

Wabash caboose No, 2539 in Wabash pool.

July 10, 1946

The Wabash interchange about 35 cars to the Pere Marquette daily.

-1946-

July 15, 1946

The Wabash ran 89 trains in four days, in one day 25 trains, 1577 cars.

July 25, 1946

The Wabash adds new train crews as traffic mounts, in one day 23 trains, 1424 cars.

Wabash engine No. 2251 has returned to St Thomas terminal after being overhauled at the NYC shop. The big K-3 mogul whose tender holds 10,000 gallons of water and 22 tons of coal was tested on a drag west by Harry Shipp.

July 30, 1946

Wabash caboose No. 2540.

July 30, 1946

The Wabash adds four crews.

August 1, 1946

Wabash caboose No. 2545.

Roy Sutherland Conductor on the Wabash, made his last run on No. 82 hauled by Engineer Austin Curtis at the throttle of engine No. 2266 and Ernie Branch as the fireman.

The Wabash ran 22 trains in 24 hours. 1321 freight cars.

August 8, 1946

The Wabash ran 23 trains, 1422 cars.

-1946-

September 24, 1946

A big CNR-Wabash program to put down 60 miles of crushed stone ballast.

October 8, 1946

On Monday the Wabash ran 20 trains, 1177 cars.

October 24, 1946

A brand new Diesel locomotive built by General Motors Corporation-Locomotive Division at LaGrange, Illinois passed through St Thomas on Thursday morning over the Buffalo Division of the Wabash. It was Boston and Maine No. 1115. It left on train No. 82.

November 4, 1946

Wabash Engineer William Spencer retires, he started in August, 1909.

December 11, 1946

Two Wabash Diesels are on their way from Decatur, Illinois shop headquarters to be used at the Windsor terminal of the Wabash, Buffalo Division it was learned on Monday. The Diesels are slightly bigger than the one used in the St Thomas yard and are said to be about 600 horsepower each. The Wabash like the New York Central and other big US steam roads is turning to Diesel power to a certain extent. For many years the Wabash has used Diesel engines for yard service.

December 26, 1946

Diesels at Windsor. The Wabash Diesel switch engines were scheduled to reach the western border on Thursday for service in the Windsor Yards. Each of the engines is somewhat larger than No. 51, which has been in yard service in St Thomas for many years.

December 31, 1946

The two diesel electric switch engines belonging to the Wabash Railroad which were put into the joint CNR-Wabash yards at Windsor last Friday are working fine.

The two engines were put into service on December 27th, one, at 10:00 am and the second unit at 4:30 pm. They are numbered No. 102 and No. 103, with each weighing 198,000 pounds and each having 600 horsepower.

The St Thomas party was headed by R.H. Turner, Assistant Master-Mechanic, Harry Shipp, Road foreman of Engines. Others included James Reddix, Master Mechanic at Decatur, Illinois, Harold F. Eisle, Assistant Superintendent of Motive Power at Montpelier, Ohio.

The Diesels at Windsor are used for all types of yard operations, including taking trains in and off the Wabash car ferries. They are much larger than the one in service at St Thomas and will ease the smoke and soot nuisance at Windsor considerably.

-1946-

August 15, 1946

A Seaman's Union strike ties up train ferries at Detroit-Windsor. The strike started on Wednesday afternoon. The Wabash is forced their trains from Detroit through the New York Central Detroit River Tunnel, then over the NYC to St Thomas where the trains had to take an additional detour on to the London and Port Stanley Railway to travel north the Wabash St Thomas terminal.

The Wabash ran 61 trains in 3 days.

August 16, 1946

The NYC is still moving Wabash trains.

August 19, 1946

The NYC is still moving Wabash trains through the Tunnel.

August 20, 1946

The Wabash and Pere Marquette freight traffic takes a drop of 75% since the carferry strike started.

August 26, 1946

Car ferries resume, Wabash back to normal.

August 27, 1946

The ballast for the Wabash track work is coming from Hagarville via Jarvis.

August 29, 1946

The Wabash in three days ran 56 trains, 3497 cars.

August 30, 1946

There was a grade crossing accident at Jeannes Creek.

-1947-

January 2, 1947

In five days the Wabash ran 98 trains, 5867 cars.

January 4, 1947

Wabash caboose No, 2528 out of the shops.

January 6, 1947

The Wabash in four days ran 87 trains, 4747 cars.

January 13, 1947

Wabash caboose No. 2501 is assigned to Conductor A. M. Swift. On the Louisiana Street run.

January 22, 1947

Wabash engines No. 2263 and No. 2266 are leased to Canadian National Railways.

January 23, 1947

The Wabash in four days ran 87 trains, 4837 cars.

January 25, 1947

The Canadian National loan two Wabash and two DL&W locomotives.

February 7, 1947

Last month the Wabash handled 658 trains, 38,212 cars. Ford shipments rise.

February 10, 1947

At 4:07 am. Monday, the second section of Wabash train No. 96 struck a stalled trailer at a crossing east of Tillsonburg. The train was travelling about thirty miles per hour and a man tried to flag it down with a flashlight. The brakes were applied but the train could not

-1947-

avoid the collision. Severe damage was sustained by the engine including valve lubricator and steam pipes. Another engine had to be sent to take the train on. The engine was No. 2271 in charge of Conductor W.B. Wilkinson and Engineer Bert Fox.

February 12, 1947

Wabash ran 84 trains, 4801 cars in four days.

February 18, 1947

CNR borrows Lehigh Valley locomotives.

March 12, 1947

The Wabash ran 22 trains, 1352 cars on Thursday.

April 1, 1947

The Wabash ran 94 trains, 5614 cars over four days.

April 2, 1947

Wabash caboose No. 2356 was overhauled.

April 28, 1947

Wabash engine No. 2262 and No. 2265 were returned from loan to CNR.

May 13, 1947

Special Wabash Shipment: Former Pullman (Troup) Sleepers, a total of nineteen cars moved over the Buffalo Division the other day from Illopolis, Illinois behind engine No. 2272, Engineer McKay and Conductor Francis Monaghan. The United States Army surplus was moving via the DL&W and D&H to Valley Forge. Engine No. 2445 took the train out of St Thomas.

-1947-

June 5, 1947

Wabash caboose No. 2615 assigned to Conductor Monghan.

June 10, 1947

The Wabash moved 37,435 cars in May.

July 2, 1947

Two motorist are killed when hit by a Wabash engine at Stamford level crossing, Niagara Falls.

The Wabash ran 21 trains, 1223 cars on Monday.

July 14, 1947

Wabash locomotive No. 2264 hauls 100 freight cars.

July 18, 1947

Wabash caboose No. 2623 repaired.

August 5, 1947

An eight car derailment occurred three miles west of the Welland Canal.

August 19, 1947

Wabash caboose No. 2345 out of the shops.

August 25, 1947

Wabash caboose No. 2503 out of shops.

September 2, 1947

Wabash caboose No. 2618 out of shops.

October 7, 1947

Wabash engine No. 1676 is out of the NYC shops.

December 23, 1947

Wabash engine No. 2264 returns from the NYC shops.