

-1939-

January 20, 1939

There was a time when most Wabash freight trains had to be given a start by the yard engine; particularly eastbound up the grade by the Public Golf Links and later when the day yard engine was discontinued and engines were changed here, the regular engine on the train helped the other engine get going. But this all changed and the mammoth Wabash engines now take heavy trains up the grade without any difficulty. In fact by the time the end of the train passes the yard office it is hitting about forty miles per hour.

January 24, 1939

Wabash engine No. 2266 which has been in the Michigan Central shops being overhauled was given a few trial spins in the MCR yards on Tuesday morning before been taken back home by Harry Shipp.

January 25, 1939

Wabash engine No. 2266 came back from the MCR shops on Tuesday and was expected to make a trial trip to the border on Wednesday either as a "light" or with a "drag". The Wabash expect to send to send another engine to the Michigan Central at once.

January 27, 1939

Wabash engine No. 2260 has been sent over to the Michigan Central shops to be overhauled. The MCR has four Wabash engines in the shops in addition to several NYC moguls.

January 31, 1939

May enlarge the roundhouse.

-1939-

February 1, 1939

The Buffalo Division of the Wabash expects to get engine No. 2260 back from the MCR shops on Wednesday, which will leave three Wabash engines still there for repairs.

February 6, 1939

The Wabash has received engine No. 2262 from the Michigan Central shops after being overhauled. No. 2260 is the next to return. No. 2264 is the next to be overhauled. No. 2262 took a "drag" to Windsor on Monday morning as a sort of test flight.

February 8, 1939

Material arrives for a new Wabash roundhouse. The timber was unloaded.

February 24, 1939

Wabash engine No. 2265 is the next engine to be released from the Michigan Central shops. Harry Shipp road foreman of engines plans to go and bring the engine home early next week. There is another large "2200" type engine at the MCR shops in addition to two smaller class engines. The Wabash is in good shape.

February 27, 1939

It is expected that Wabash engine No. 2265 will be returned to the terminal from the MCR shops on Tuesday. No. 2455 was sent to the Michigan Central making five there now.

March 1, 1939

Wabash engine No. 2265 was returned home on Tuesday from the MCR shops after being thoroughly overhauled. Wednesday morning it went out on the local to be broken in for mainline service later in the week. The Wabash still have four engines in the MCR shops.

-1939-

March 8, 1939

One of the newest Wabash cabooses has been returned to the Buffalo Division service after having being overhauled and repainted in the Windsor car shops of the Canadian National Railways.

March 10, 1939

Wabash engines have been repaired in the Michigan Central shops since October 1936, this has been going on for three years. The Wabash is satisfied with the costs of from \$2500.00 to \$5,000.00 spent on each engine. The Wabash spends \$100,000.00 annually in St Thomas.

Harry Shipp is going to the Michigan Central on Saturday to get engine No. 1676, a passenger engine which has been overhauled. There will still be three Wabash engines in the shops.

March 13, 1939

Heavy traffic is moving during the sleet storm. At Jeanettes Creek 135 telegraph poles fell down.

March 15, 1939

R. A. Messmor, the Wabash General Manager was in St Thomas in Private car No. 6 which came in attached to freight train No. 98.

March 15, 1939

A truck was struck by a Wabash eighteen car freight train on March 8<sup>th</sup> 1939 at Lundy's Lane in Niagara Falls.

March 21, 1939

The next Wabash engine to be finished is No. 2264 and No. 2267 and it is expected that they will be out by the end of the month. The two K-3 Wabash engines before going to the shops had between 70,000 and 80,000 miles to their credit. Another Wabash engine taken home



-1939-

the other day was the No. 1676. It is a passenger engine that can be used in freight service also.

March 22, 1939

The only repair work being done to the Wabash roundhouse. The roundhouse can not accommodate the big "2200's", only the two "1600's" can fit inside, the others have to be left outside.

March 24, 1939

A new device on the big Wabash engines washes off the rails. Hot water cleans rails of sand after it is used to help an engine get started. On Friday morning at the Wabash terminal about ten o'clock one of the big engines No. 2269 was pulling a fast train eastbound out of the yards, The Times-Journal had occasion to watch an interesting bit of mechanism at work. For many years engines have used sand to permit the engine to move ahead more easily on slipping rails. In order that No. 2269 could get away to a good start with a train of substantial tonnage, there the reporter noticed that father back from the pipe which released the sand on the rails there was another pipe which emitted boiling hot water almost like steam. Inquiries revealed that the hot water washes the released sand off the rails. Often the sand clings to the wheels and later accumulate in the brake shoes. Here are none on the older locomotives.

Another unusual feature of the Wabash 2200 class is that the bell is right at the front of the engine.

A number of the Wabash cabooses have radios.

March 27, 1939

Wabash trains run in many sections; four sections for No. 98 and five sections for No. 91 on Saturday.

-1939-

March 29, 1939

Wabash engine no. 1676 which recently came out of the Michigan Central shops has made several runs on the local and is ready for a run on the through freight presumably on the west end.

March 31, 1939

Wabash engine No. 2264 was released from the Michigan Central shops on Thursday and brought here by Harry Shipp.

April 14, 1939

Wabash engine No. 2267 is the next to be returned from the Michigan Central shops. Harry Shipp road foreman has been testing the engine frequently on the "speedway" in the MCR yards.

May 6, 1939

Wabash engine No. 2271 has been returned from the Michigan Central shop after having been gone over for a short time. The wheels needed attention. There are still three Wabash engines in the MCR shops.

May 13, 1939

The next Wabash engine to enter the shops will be No. 2263 which is in need of an extensive overhauling. No. 2271 was the last to be returned home.

May 20, 1939

Ten new stalls at the local Wabash roundhouse. Five stalls are being rebuilt. There will be brand new doors.

May 27, 1939

Wabash engine No. 2263 is the last engine to go out to the Michigan Central locomotive shops. There are still two others over there.

-1939-

May 29, 1939

Harry Shipp, Wabash road foreman of engines was at the Michigan Central shops on Saturday giving No. 1892 a trial run. He expects to bring the engine home about Wednesday. It has been completely overhauled and painted.

June 8, 1939

The Wabash engine No. 1892 is the next one to back from the Michigan Central locomotive shop and No. 2260 will go to be overhauled.

June 9, 1939

Harry Shipp went to the Michigan Central shops on Thursday and returned with engine No. 1892 which is now back in yard service. No. 2260 is the next one to go to the MCR.

June 12, 1939

The Wabash ballast gang is at Belle River.

June 15, 1939

Wabash engine No. 2457 was out of the Michigan Central shops on Thursday and Harry Shipp road foreman of engines and Percy Cox locomotive inspector had it out for a test run before taking it back home.

June 30, 1939

A new spur track at Lynhurst in the west end yard of the st Thomas yard 300 to 500 feet to be used to store cabooses



-1939-

June 30, 1939

The first yard Diesel is coming to the local Wabash terminal. The switcher will be used to switch cabooses on and off the mainline trains.

June 31, 1939

The new policy of the Wabash of changing cabooses at St Thomas did not go into effect on Monday because the Diesel did not arrive.

July 4, 1939

An unusual accident at Simcoe caused a short circuit at Nixon and burned down the CNR-Wabash Nixon station has resulted in a temporary arrangement being made until a decision is reached regarding a new depot at that point. It was fortunate that the coal man's shanty nearly nine feet wide and twelve feet long was available for temporary quarters. It was learned at the St Thomas terminal that operators wires and other equipment have been installed and the shanty will serve as a station for the present. The station was virtually a total loss being a frame structure.

July 5, 1939

In one month the Wabash moves one hundred more trains than in 1938. The reason was the rise in automobile production. In the last two days the Wabash ran 29 trains that hauled 1798 freight cars.

July 5, 1939

The Wabash has two big engines in the Michigan Central shops to be overhauled this month. The engines are No. 2260 and No. 2263.

It is understood that Canadian National crews will handle the new switch engine in the CNR-Wabash terminal yards from 3:30 PM until 11:30 PM. The new engine is not likely to go into service until the middle of the month.

-1939-

June 30, 1939

The first yard Diesel is coming to the local Wabash terminal. The switcher will be used to switch cabooses on and off the mainline trains.

June 31, 1939

The new policy of the Wabash of changing cabooses at St Thomas did not go into effect on Monday because the Diesel did not arrive.

July 4, 1939

An unusual accident at Simcoe caused a short circuit at Nixon and burned down the CNR-Wabash Nixon station has resulted in a temporary arrangement being made until a decision is reached regarding a new depot at that point. It was fortunate that the coal man's shanty nearly nine feet wide and twelve feet long was available for temporary quarters. It was learned at the St Thomas terminal that operators wires and other equipment have been installed and the shanty will serve as a station for the present. The station was virtually a total loss being a frame structure.

July 5, 1939

In one month the Wabash moves one hundred more trains than in 1938. The reason was the rise in automobile production. In the last two days the Wabash ran 29 trains that hauled 1798 freight cars.

July 5, 1939

The Wabash has two big engines in the Michigan Central shops to be overhauled this month. The engines are No. 2260 and No. 2263.

It is understood that Canadian National crews will handle the new switch engine in the CNR-Wabash terminal yards from 3:30 PM until 11:30 PM. The new engine is not likely to go into service until the middle of the month.



-1939-

July 10, 1939

The Wabash Engineman's Instruction Car No. 9 arrived at St Thomas.

July 11, 1939

The Sperry Car went over the Wabash.

July 12, 1939

The Wabash ballasting program is well underway with sixteen miles finished on the west end.

W. A. Pownell, Wabash locomotive inspector from St Louis was at the Wabash terminal the other day in connection with the introduction of the Diesel-Electric yard engine here soon. The engine has not yet reached Windsor but it is expected by the end of the week.

July 14, 1939

The new Diesel-Electric yard engine from Erie, Pennsylvania is expected to reach Fort Erie Friday night. It was in Buffalo Friday morning but it must be cleared through Customs.

July 17, 1939

There were two Wabash road crossing accidents; one at Chatham and one at New Sarum.

July 17, 1939

The new Wabash Diesel-Electric engine No. 51 arrives in St Thomas.

July 19, 1939

The new Diesel-Electric No. 51. The previous yard engine was 2-6-0 No. 1890. Engine No. 2030, a 2-6-2 was sent from St Thomas to Decatur, Illinois for scrapping. The Wabash at one time had eighty-three of these (2-6-2) engines. No. 2022 is still here.

# New Diesel-Electric Wabash Engine Arrives in St. Thomas

July 17 1939

Little Locomotive Weighing Only 43 Tons to Switch Cars in Local Yards; 300 Horsepower; Other Items

A "shining example" of "quality but not quantity" is Engine No. 51, a little mite of a mogul that is to be used for switching in the St. Thomas terminal yards of the St. Thomas Division of the C. N. R. and the Buffalo Division of the Wabash. It is a Diesel-electric locomotive weighing only 43 tons and it arrived in St. Thomas on Sunday after coming from Fort Erie on a "drag west" that only traveled about 25 miles an hour. The engine is not fully assembled yet but will be put in shape Tuesday. It is expected so that the new switching service may be inaugurated by the end of the week. The engine is in charge of W. H. Craig, of Erie, Pa., where it was made by the General Electric Company and the Gummings Engine Company. The latter company made the two 150-horsepower engines, the total horsepower of the engine being 300. Mr. Craig was in charge of the engine on Monday morning as many officials and employees looked it over. Superintendent Arthur F. Sharpe was one of the first to inspect the engine while Master-mechanic W. B. Kennedy, General Locomotive Foreman Frank Bowra, Road Foreman of Engines Harry Shipp, Storekeeper Lorne Lodge and many others made a brief trip over the engine which is an ebony-colored one with grey lettering and numbers. Sam Rutherford engine instructor from Decatur, Ill., was one of the first to inspect it on Sunday.

## Not Like Steam Engine

The engine is what is known as a D-3 class D-B-80-80 2 G. E. No. 1204. Another number on the engine is No. 12496 and it was built in July this year. It has a tractive effort of 1800 tons and could haul a train of about 1200 tons but this type of engine is made especially for yard service and work in industrial plants. Explaining its powers, Mr. Craig told The Times-Journal that it was unlike a steam locomotive because the moment that the throttle was pulled it could attain its maximum speed at once and did not have to work up speed gradually. It is, however, a low-speed engine and is not built for speed. There are other types of this engine built as heavy as 80 tons or almost twice as heavy and twice as large as No. 51. Mr. Craig was sure that the engine would serve the purpose in the local yards where there isn't a great deal of heavy switching to be done. Mr. Craig explained that the generator was connected directly with the crank shaft.

## Has Side-rods, Too

There are four pairs of trucks under the engine which are connected with siderods. These rods haven't been placed on the engine yet as papers have not arrived for it. At the present time the engine is located in the first stall of the roundhouse and it will remain there until fully-equipped for service. There are airbrakes as well as a throttle in the cab of the engine. The cab, however, is much smaller than the cabs on the L. & P. S. R. electric locomotives and those used by the M. C. R. in tunnel service at Windsor. Mr. Craig told the reporter that he had helped to construct the engines used by the M. C. R. at Windsor. One of the most peculiar features of the engine is that the belt is located underneath the platform on which rests the engine cab. It is a good sturdy bell, however, with a loud ring to it. The engine will supplement the present yard service. There is a yard engine on at night at the present time and the new engine will be used in the day time. It is understood that R. A. Messmore, general manager of the Wabash in St. Louis will reach St. Thomas on Monday afternoon to confer with Mr. Sharpe regarding the new policy.

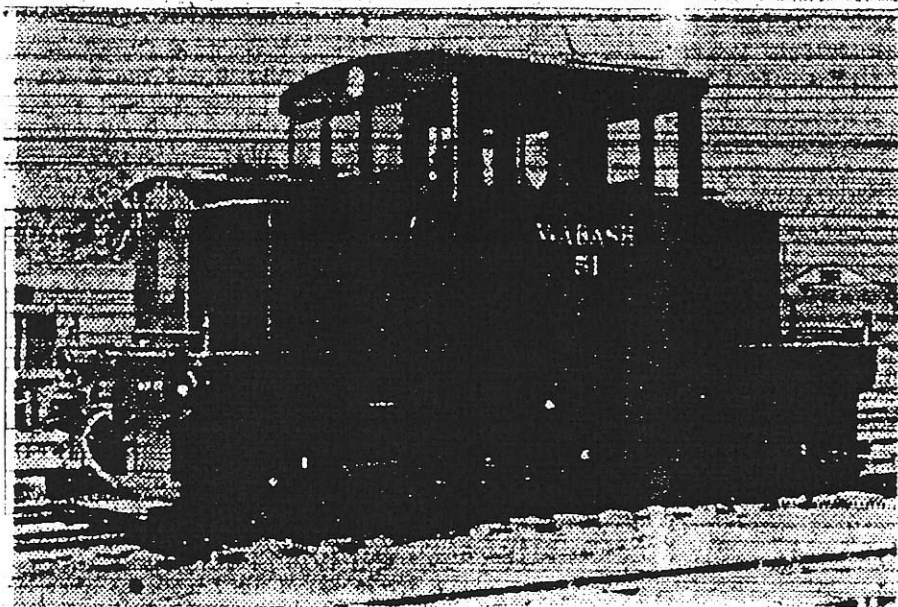
July 17

1939

No. 51



## Addition to Wabash Fleet



**WABASH** Engine No. 51, a new Diesel-electric D-3 yard locomotive which was officially put into service in the St. Thomas C. N. R.-Wabash terminal yards on Tuesday afternoon. It is the first engine of this type to be used on a local division of any U. S. road passing through St. Thomas. It is small but well able to switch cars and cabooses with ease despite the fact that it rates only 300 horsepower with a tractive capacity of about 1,800 tons. It has two 150-horsepower engines, the generators being connected directly with the crank shafts. The engine weighs 43 tons and is the fifth to be purchased by the Wabash recently from the General Electric Company and the Cummins Engine Company at Erie, Pa. The other four are 600 horsepower engines and are in service in the larger U. S. terminal yards, two being at Detroit, one at Fort Wayne, Ind., and one at Moberly, Mo. (See story on page fourteen).

July 19, 1939



# Wabash Diesel Engine Runs 16 Hours Without Mishap

New Yard Service Started at 3.30 p.m. Tuesday: Gen. Man.

R. A. Messmore and Other Officials Test Locomotive

Starting at 3.30 p.m. Tuesday the new Wabash Diesel-electric yard engine had completed sixteen hours of service at 7.30 a.m. Wednesday in the St. Thomas yards of the C. N. R. and Wabash Railroad and did a fine switching job without a mishap. It is the first engine of this type to be used on the local division of a United States railroad at any point in Ontario. The occasion marks another step forward in modern railroading. The event was so important that head officials of the Wabash were present along with local officials, some of whom rode in the cab of the 43-ton "midget" as it officially entered service on Tuesday afternoon.

The engine is No. 51 and is a D-3 class. To start off it shunted a freight car easily as a steam locomotive and then took hold of the large all-steel private car No. 6 belonging to R. A. Messmore, general manager of the Wabash from St. Louis. The engine pulled this car easily in the yards and the officials were well-satisfied with its initial performance. For 16 hours it worked almost steadily. The engine was partially assembled on Monday afternoon and finished on Tuesday morning so that the new switching policy could be put into effect on Tuesday afternoon.

For some years there has been a steam engine in yard service duty at night only but this engine, No. 1890 will not now be required and may be scrapped. At one time there were three shifts of yard engines but this policy was discontinued and the engines of the trains themselves switched cabooses except at night. This was not in accordance with brotherhood regulations and a change was planned.

## Officials Ride In Cab

Besides Mr. Messmore on the new engine Tuesday there were a number of locomotive department officials from Decatur, Ill., and Montpelier, while the local official delegation was headed by Superintendent Arthur F. Sharpe. Mr. Sharpe was in the cab for a few trips in the yards and he summed up the operation of the engine with: "That engine can go all right. It goes to beat the band." From General Manager Messmore it was learned that the engine in service here was the fifth to be purchased from the General Electric Company and the Cummings Engine Company of Erie, Pa. There are two Diesel engines in Detroit one in Moberley, Mo., and one at Fort Wayne, Ind. These four, however,

at 10 o'clock Tuesday night, Mr. Craig was pleased with its performance when questioned Wednesday. The engineer on the first crew was Alex McCaw of St. Thomas while Harry Metcalfe was the yard foreman and Ronald Runions of London, Ont. was the switchmen. All are C. N. R. men. On the night shift was Engineer William Miller.

The engine has a regulation whistle operated by electricity as well as a bell underneath the cab which is also operated by electricity. The little side rods on the trucks are like "watch-fobs" compared with those of steam engines. Yet they're not so small and light either. They are made of steel. There is a water cooler in the cab while the exhaust pipes which pass up through are kept hot. These serve to keep the cab warm in cold weather.

A new 500-foot span has been constructed at Lynhurst to facilitate switching of cabooses on and off trains at that point.

## Dinner at Port Stanley

An enjoyable sidelight of the visit of Wabash officials here on Tuesday was a trip to Port Stanley at noon for dinner at Hillcrest Inn. At the same time the officials had a chance to look over Port Stanley, the St. Thomas Golf and Country Club at Union, and the new mental hospital south of the city. There were seven in the party as follows: Superintendent Arthur F. Sharpe, Chief Train Dispatcher Earle C. Turnbull, District Freight Agent Ross A. Snyder, all of St. Thomas; R. A. Messmore, general manager, St. Louis; his secretary, W. Cripe; G. F. Hess, superintendent of motive power, Decatur, Ill., and W. G. Rieck, master-mechanic of Montpelier, O.

## Traffic Is Good

For so early in the week freight traffic reports on the local divisions of U. S. lines are real good. The Pere Marquette along with the Wabash and M. C. R. were busy on Wednesday morning and officials anticipate a steady rise during the remainder of the week. The Wabash reports are most encouraging. In two days, 30 trains and 1,783 cars were handled, comprising 1,009 loaded cars and 774 empties. The daily reports were as follows: Wednesday—16 trains, 842 cars, 490 loaded cars and 352 empties; Tuesday—11 trains, 941 cars, 517 loaded cars and 422 empties. The M. C. R. yarded about 1,500 cars during the past 24 hours and the Pere Marquette over 800. All traffic was hand-

July  
19  
1939

legation was headed by Superintendent Arthur F. Sharpe. Mr. Sharpe was in the cab for a few trips in the yards and he summed up the operation of the engine with: "That engine can go all right. It goes to beat the band." From General Manager Messmore it was learned that the engine in service here was the fifth to be purchased from the General Electric Company and the Cummings Engine Company of Erie, Pa. There are two Diesel engines in Detroit one in Moberley, Mo., and one at Fort Wayne, Ind. These four, however, are much bigger, in fact about twice the size as they are 600 horsepower engines and the new one here is only 300 horsepower. In the opinion of Mr. Messmore, railroads will not buy steam engines for yard service in the future because the Diesel electric engines are much more economical especially in the consumption of fuel. "The day of the steam engine in yard service is rapidly passing," Mr. Messmore said.

#### Traffic Is Good

Regarding general freight traffic conditions on the Wabash, Mr. Messmore said that business was not too bad. He said that traffic was better than a year ago and wasn't slipping. He appeared optimistic about the future but admitted that there were always strikes to contend with all over the United States. Mr. Messmore came to St. Thomas on Monday afternoon and remained overnight in his private car No. 6 in order to see the new engine in service. Besides Mr. Messmore, G. F. Hess, superintendent of motive power from Decatur, Ill., and W. G. Rieck, master-mechanic of Montpelier, O., were present on Tuesday afternoon in order to see that everything went off smoothly. Besides Mr. Sharpe the local officials present included General Locomotive Foreman Frank Bowra, Yardmaster Thomas Irwin, Master-mechanic W. B. Kennedy, District Freight Agent Ross A. Snyder, Road Foreman of Engines Harry Shipp and others.

#### Scrap Old Engines

Talking with Mr. Hess about the power situation The Times-Journal enquired about the scrapping of certain classes of engines because No. 2030 was sent from here to Decatur, Ill., recently to be scrapped. Mr. Hess said that at one time the Wabash had 83 of these engines but now there were only a dozen left. No. 2022 is still in St. Thomas and there are 11 on the other side but eventually all will be dismantled. Owing to the fact that they are out-of-date, he said there wasn't much of them that could be used to repair other engines. Fortunately scrap is bringing a good price at this time. Mr. Hess was sure that the Diesel engine would prove satisfactory in the St. Thomas yards as the others were doing good work in U. S. terminals. The Diesels pick up speed quickly, in fact almost at once and while they cannot haul the tonnage that steam engines can they are "just what the doctor ordered" for small yards and industrial plants. The new one here has two 115-gallon fuel tanks underneath, one at each end.

#### Cheaper to Operate

While no official statement was given out on the cost of operation, it is understood that the Diesel engine will operate for about a \$1.30 per hour while about \$2.00 per hour is necessary to operate a steam engine in yard service. The big saving is in fuel consumed. One peculiar feature of the engine is a big letter "E" printed at one end to indicate the front of the engine. As the rear is similar to the front this identification is almost necessary. The engineer sits at the right of the cab.

#### First Crew

W. H. Craig, of Erie, Pa., has been with the engine since its arrival on Sunday and he was in the cab with the first crew on Tuesday afternoon. He was also on hand when the second crew took over at 11.30

here. Marquette along with the Wabash and M. C. R. were busy on Wednesday morning and officials anticipate a steady rise during the remainder of the week. The Wabash reports are most encouraging. In two days, 30 trains and 1,783 cars were handled comprising 1,009 loaded cars and 774 empties. The daily reports were as follows: Wednesday—16 trains, 842 cars, 490 loaded cars and 352 empties; Tuesday—11 trains, 941 cars, 513 loaded cars and 422 empties. The M. C. R. yarded about 1,500 cars during the past 24 hours and the Pere Marquette over 800. All traffic was handled smoothly with the trains making their connections at the border terminals without delay.

#### Rail Briefs

Arthur F. Sharpe, superintendent of the St. Thomas Division of the C. N. R. and the Buffalo Division of the Wabash was in Windsor on Wednesday looking over conditions. He accompanied General Manager R. A. Messmore as far as the border in his private car on Tuesday afternoon.

Charles Swartz, C. N. R. Wabash train dispatcher, is off duty this week, enjoying holidays. W. H. Cornell, relief dispatcher, was off duty on Tuesday.

The C. N. R. moved a racehorse special from Fort Erie to Hamilton on Wednesday. The big meet concluded at Fort Erie on Tuesday and races will begin at Hamilton in the near future.

Frank Moynagh, solicitor for the Canada Division of the New York Central System (M. C. R. lines) is off duty on his vacation for two weeks. Gerald Sullivan of the Toronto office is in charge at the local terminal during his absence.

July 19, 1939

-1939-

July 28, 1939

The Wabash roundhouse at St Thomas five stalls are rebuilt and two stalls are being torn down.

July 31, 1939

With the diesel yard engine doing good service for sixteen hours daily freight trains yarded in and out quickly on Sunday under the supervision of Jack Jordan, better known as "Three and six minute Jack." No time was lost getting the trains moving on Sunday, when the largest volume of business was recorded, The collision early Monday morning only caused minor delays. No trains were detoured. It is estimated that the Wabash trains freight trains are operating between Windsor and the eastern frontier anywhere from one hour to two hours faster than they were a few years ago. Despite the fact that schedules have been speeded up, the "Highball" and the "Acme" trains are delivered to their connections virtually on time.

Wabash in the last twenty-four hours ran 20 trains, hauling 1122 cars.



ST THOMAS, ONTARIO

July 31, 1939

Train engine crews unhurt

Locomotive telescopes a caboose.

Three empty cars demolished on Wabash. Conductor Joe Rychman and George Winter jump to safety. Engine crew stuck to post.

Engine 2271 hauling the fourth section of Wabash freight train No. 91 telescoped the caboose and part of three empty cars of the third section of No. 91 in the middle of the Wabash St Thomas yards opposite the Canada Vitriified Products Company plant east of the city at 5:55 Monday morning. There was a dense fog at the time but conductor Joe Rychman Chief Clerk George Winters heard and saw the train bearing down upon the caboose in time to jump for their lives. Mr Winters is the chief clerk in the locomotive department at Windsor. The engine stayed on the rails. On the engine of the train which crashed into the rear of the one ahead was Engineer Duncan Graham and fireman Frank Davies both of whom stuck to their posts and were unhurt as the engine remained upright on the tracks.

Brakeman J. J. Mann was also in the engine cab. The caboose was demolished. It took four hours for the Michigan Central derrick to clear the wreck away. A CNR work train at Nixon with CNR engine No. 2551 was ordered to St Thomas, and it hauled away the rear of the train and placed it on a side track. The accident occurred opposite what is famous as the "Jumbo" sidetrack. The front of engine No. 2271 was damaged, the bell and cow-catcher were torn off. Engineer Eddie Robinson and Fireman Harry Breman were on the engine of the first train. The cause was the dense fog.

August 1, 1939

Clearing up the wreck. It was necessary to destroy the caboose. Locomotive No. 2271 which was damaged by the impact was sent over to the Michigan Central shops for repairs on Monday afternoon. The headlight, bell, cowcatcher and railings were torn off.

-1939-

August 1, 1939

There is a possibility of a new Wabash turntable at St Thomas, It would need to be strong enough to take care of the "2200" class. A higher roof would be necessary in the stalls to house the 2200's.

August 4, 1939

Wabash officials from St Louis inspect the railway. Chief Operating Officer G. H. Sido, J. C. Bousfield the Chief Engineer visited st Thomas Wednesday afternoon. They arrived in their private car attached to the back of freight train No. 98. They left St Thomas via the Michigan Central to take them to Detroit.

August 9, 1939

Extensive repairs are underway to the turntable. The large derrick from Fort Erie was used. A new center ring is being constructed under the turntable.

August 11, 1939

Extensive repairs are being made to the turntable in the center of the CNR-Wabash yards. It required both a large derrick and a pile-driver. Dynamite was used to remove the old center of the turntable. Two stalls are being remodelled. It is still unlikely that any of the new "2200" engines will be housed in the st Thomas roundhouse unless vast changes are made.

August 11, 1939

Wabash engine No. 2263 which came back from the Michigan Central locomotive shops was given a trial run on the local Friday morning.

-1939-

August 14, 1939

Five sections of Wabash train No. 91. The high class "Acme" fast freight. The Ford plant is very busy and the Wabash gets the "Lions Share" of Ford business.

August 16, 1939

The CNR-Wabash turntable is not being made longer, so no permanent changes are being made to take care of the large "2200" class engines. The present turntable is 72 feet and it would need a 90 foot turntable to turn a "2200" class engine.

August 18, 1939

Wabash engine No. 2463 is the next one to enter the Michigan Central locomotive shops for a general overhauling. Engine No. 2271 has been returned to the Wabash.

August 21, 1939

Wabash car foreman James Farley retires after a 38 year record.

August 23, 1939

CNR-Wabash are putting in a big new subway east of Northwood on the east side of the division.

August 29, 1939

The Wabash turntable was replaced on a new center ring.

September 1, 1939

Nazis invade Poland.

Plans for protecting all railway property a priority is speeded up. Wabash is ordered to have all its railway bridges guarded at once twenty-four hours a day. The order meant the lining up of 104 sectionmen to guard every bridge.



-1939-

September 3, 1939

WAR.

September 4, 1939

Further precautions to be taken to protect all rail lines. Strict orders given to protect all bridges twenty-four hours a day.

The Wabash St Thomas turntable is painted.

September 6, 1939

Guards are placed on all Wabash bridges. Ross rifles are distributed to the guards.

September 11, 1939

The Wabash takes extra precautions. The bridges are guarded. The Wabash builds quarters for the bridge guards and sentry boxes at bridge sites.

September 15, 1939

The Wabash track work is nearly finished; Belle River to Tecumesh, Northwood to Chatham, Nixon to Simcoe.

September 25, 1939

Wabash rush of traffic from Ford, and the "Peach Rush" and the "Sugar Beet Rush."

October 2, 1939

Wabash engine No. 2260 has been returned to the mainline after being overhauled in the Michigan Central shops.

Wabash hauls the Conklin Carnival and the Wallace Brothers circus trains.

-1939-

October 11, 1939

Wabash General Manager R. A. Messmor visits the division in his private car attached to freight train No. 82 on Tuesday and returned on freight train No. 91.

October 13, 1939

Wabash engine 2463 is at the Michigan Central shops.

October 19, 1939

The Wabash handle Green Bay and Western Railway engines.

October 20, 1939

Wabash track work ends.

October 23, 1939

John S. (Dads) Lynn, a Wabash conductor retires.

October 27, 1939

Turkey's coming soon.

October 30, 1939

Wabash engine No. 2463 is returned to the Division over the weekend after being overhauled in the Michigan Central shops.

November 20, 1939

Wabash traffic is boasted by both Fords and Turkeys.

New piles inserted at St Thomas turntable so that the turntable will not be lengthened.

December 9, 1939

Another rush of turkeys is expected over the Wabash.

-1939-

December 11, 1939

Two of the large Wabash engines No. 2273 and No. 2270 are in the Michigan Central shops to be overhauled. The Diesel engine No. 51 was in the shops for two days recently. The next enging to be overhauled ia No. 1679.

The Sperry Rail Detection Car over the Wabash.

December 15, 1939

Turkeys are moving over the Wabash. There are forty to sixty carloads of turkeys every day.

December 20, 1939

The Sperry car is finished its work.

December 22, 1939

An automobile drives into the side of a Wabash freight train between Canfield Junction and Moulton at one o'clock in the morning on Friday. It was the second section of train No. 91. The train was hauled by engine No. 2272. The train crew were engineer Billie Nelson, Conductor Charlie Wright and Brakeman Arthur Hardy.

December 27, 1939

The Wabash on Christmas Day 1939 ran 23 trains hauling 1373 freight cars.