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January 4, 1943

Much oil is moving.

January 8, 1943

The Wabash Diesel yard engine No. 51 is still in the Michigan Central shops and No. 1890 is doing heavy duty in the yards. It is understood that the extensive alterations are being made to No. 51 so that it can handle more cars. Bigger axles are being inserted and the driving rods eliminated.

January 12, 1943

Inquest on January 15, 1943 into the CNR freight train that crashed into the rear of the Wabash train at Chatham on November 22, 1942.

January 15, 1945

J. W. Farrah appointed Assistant Superintendent of the Wabash, he is a former Alderman.

January 18, 1943

The Wabash in 3 days ran 89 trains, 4606 cars.

The last Wabash engine to be returned from the MCR shops was No. 2268.

January 18, 1943

The St Thomas Wabash crew on the stand at Chatham in the inquest of the Chatham wreck.

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January 20, 1943

Canadian National train crashes into the rear of a Wabash freight train. The wreck occurs at Belle river in the middle of a storm. At 5:00 o'clock Tuesday afternoon a n eastbound Wabash freight train ran into the siding to allow the locomotive to take on water at the water tank. CNR train No. 476 eastbound came up and smased into the rear end of the freight. Conductor Bill Cameron was not in the caboose.

The CNR big snowplow No. 55307 came into St Thomas from the east.

January 25, 1943

Engine No. 51, the small Diesel yard engine belonging to the Wabash Railroad has returned to service in the local yards after being overhauled in the Michigan Central shops.

January 28, 1943

The next Wabash engine to be released from the MCR shops this week will be No. 2273. Yard engine No. 51 (D-3) was returned a week ago.

January 29, 1943

W. G. Rieck, Wabash Master Mechanic from Montpelier, Ohio was in St Thomas.

Harry Shipp went to the MCR shops to bring back engine No. 2273.

February 3, 1943

Wabash inspection by R. A. Messmor.

The Wabash in two days ran 43 trains, 2173 cars.

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February 5, 1943

Oil and more oil.

Wabash caboose to Conductor McArthur.

Some Wabash engine repair work is being done in Decatur, Illinois owing to the congestion of work in the Michigan Central shops. It is understood that engine No.2256 is expected back from Decatur soon when another will be dispatched there. The MCR is doing as much Wabash work as possible, but not enough to keep the Wabash fleet in shape.

February 8, 1943

The Wabash in three days moved 82 trains, 4148 cars.

Wabash engine No. 2256 arrived back from Decatur, Illinois last Saturday and has made a trip or two over the Division in fast freight service.

Oil in barrels is being shipped in boxcars.

February 24, 1943

The Wabash power situation continues to improve, No. 2264 has been returned from the Michigan Central shops after being overhauled and No. 1890 has gone over for minor repairs. Work is underway on No. 2262 which figured in the head on collision a few months ago.

February 26, 1943

Wabash engine No. 2267 is the next one expected back from the Decatur, Illinois shops.

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March 1, 1943

Wabash engine No. 2267 arrived at Windsor about four o'clock in the morning from the Decatur, Illinois shops where it was overhauled. Harry Shipp, road foreman of engines expected to leave on Monday afternoon for Windsor to come back with the engine Tuesday morning.

March 3, 1943

The Wabash ran 51 trains in two days

March 5, 1943

Wabash caboose assignments.

2504	Conductor Hewson
2526	Nethercott
2543	Connor
2507	Wilkinson
2550	McAteer
2509	Ferris

March 10, 1943

Wabash caboose No. 2546 is being returned to the local Division after being overhauled in the London Canadian National shops. Conductor Fred (Buck) Owens will move into the new car and No. 2540 will be sent to the Forest City (London) to be renovated.

March 12, 1943

Wabash power inspection, the officials visit Fort Erie.



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March 16, 1943

Oil shipments continue to expand on the local divisions. It is estimated the Wabash is moving between 100 and 150 car loads daily, enough for four trains eastbound. No doubt PM and NYC are getting as much.

March 24, 1943

The Michigan Central shop-men are also striving to keep up with the Wabash work and No. 2262 which was in a headon collision at Moulton some months ago is still torn down and little work has been done to it yet.

March 29, 1943

A rail spill at Courtland, 38 miles east of St Thomas where a Wabash extra eastbound ran over a broken rail. Seven cars and a caboose were derailed. The engine on the train was No. 2265 with engineer Roy Diltz.

March 30, 1943

William B. Kennedy the former Assistant Master Mechanic of the Buffalo Division passed away in Hannibal, Missouri.

April 2, 1943

The Wabash power situation is due to get better in the near future. Finally engine No. 2262 which was in a head on collision (Moulton) a year ago is on the pit in the Michigan Central shops and the big repair job is underway. No. 2268 is coming from the Michigan Central soon. No. 2253 is out of the Fort Erie roundhouse and No. 2273 has been sent to Decatur, Illinois.

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April 5, 1943

R. A. Messmor to visit on Tuesday. Wabash had a slump in January. Another new crew on the Wabash.

April 7, 1943

Wabash engine No. 2273 has been sent to the Decatur, Illinois shops for extensive repairs. Another 2200 type is expected from the Michigan Central shops by the end of the week.

April 14, 1943

Wabash has received No. 2268 from the MCR shops. Working on the No. 2262, while No. 2260 has been sent to the Decatur shops.

April 24, 1943

Wabash President Norman Pitcairn here, in St Thomas, in a special train on his way to a Directors Board meeting in New York, The special train was hauled by engine No. 1676, one of the few passenger engines left of the old fleet.

April 28, 1943

Wabash official special train hauled by No. 1676.

April 28, 1943

The Wabash in six days ran 187y trains, hauling 10,545 freight cars.

May 3, 1943

Wabash engine No. 2456 is being torn down in the local Wabash yards. It figured in a disastrous head on collision over a year ago. Some of the outer rigging and pars are being salvaged, but it is understood that the boiler will be burnt up.

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May 10, 1943

Extensive repairs made to the bridge at New Sarum. A pile-driver was needed.

Wabash engine No. 2273 has been returned from the Decatur, Illinois locomotive shops after being overhauled. It will augment the local fleet. No. 2260 is expected out soon.

Wabash caboose No. 2610 returned to service after being rebuilt.

The Wabash on Sunday ran 32 trains, 1884 cars.

May 14, 1943

Wabash engine No. 2260 has been returned from the Decatur shops.

May 17, 1943

Massive rain fall. Washouts on the Wabash and a work train was sent to Jarvis.

The Wabash in three days ran 99 trains.

May 19, 1943

Precautions are taken because of the large amount of rain as there is a lot of high water.

May 28, 1943

Wabash engine No. 2457 has been sent over to the Michigan Central shops.

June 8, 1943

Flooding in Arkansas and the Mississippi Rivers affect Wabash traffic so there was a big drop in May.

Wabash ran 27 trains in 24 hours.

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June 9, 1943

A work train sent to Tillsonburg.

A Wabash victory garden is behind the roundhouse.

June 11, 1943

Oil in barrels are being carried in boxcars on local trains.

June 14, 1943

A work train works the Aylmer to Courtland section.

June 23, 1943

A farm tractor runs into a Wabash train. Tuesday at noon at the Alma Street crossing, St Thomas, a farm tractor ran into the side of Wabash engine No. 2261 which was hauling a westbound out of the south track. No blame was attached to the railroad as the tractor ran into the side of the engine. The engineer was Walter Wooliver and Sam Keyes was the conductor. It was travelling along Alma Street, the tractor was owned by Norman Watson, RR No. 6, and it was driven by Irving Walsh at the noon time.

The Wabash in 2 days ran 59 trains.

June 26, 1943

A good time was made on a Wabash fast freight pulled by No. 2458, engineer Walter Wooliver and fireman Harvey Page.

July 5, 1943

Wabash engine No. 2262 which was in a fatal collision on July 11, 1942 near Moulton has come out of the shops and is in the roundhouse. After some trail tests it is likely to be returned to the Wabash by Wednesday of this week. The engine went into the Michigan Central shops last fall but the other engine No. 2456 has



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been scrapped and taken off the records. One engineer died at the time of the wreck and the other has died since. Some delay was experienced in getting much new material for No. 2262, but it was finally finished and is good as new. In fact so many new parts have been put on the new locomotive that it is almost a new one.

July 7, 1943

Oil flows to Illinois (from the big pipeline) from the south and it is loaded into tank cars. Fifty per cent of the oil shipments go through St Thomas on the NYC, Wabash and Pere Marquette.

The Wabash in two days ran 55 trains, 3577 cars.

Wabash No. 2261 is due back any day from the Michigan Central roundhouse where it went after being rebuilt in the shops.ohn G. Gibson Windsor trainmaster will retire Friday.

July 12, 1943

Wabash engine No. 2262 was due back from the MCR shops and No. 2263 was expected at Windsor from Decatur, Illinois shops. No. 2262 is the engine which was in the fatal collision at Moulton on July 11, 1942. Because of extensive damage the engine had to be almost rebuilt particularly the engine cab. The boiler was pretty well intact but all the outer rigging and the undercarriage was ruined.

Wabash in 24 hours ran 38 trains, 2291 cars.

July 21, 1943

The Wabash ran 28 trains, 1854 cars in 24 hours.

July 26, 1943

The new oil pipeline to Philadelphia is to open in one day which will handle only 426 tank cars of oil a day. This will not change the railway traffic patterns much.

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July 28, 1943

Wabash official tour of Buffalo Division by R. A. Messmor in his Private Car the "Iowa."

The oil business and the new pipeline to Philadelphia will decline business. The Wabash has noticed the effect and the Bulletin for two train crews was cancelled.

July 29, 1943

Still lots of oil, the pipeline has not affected railroads for hundreds of cars still go through, oil goes by pipeline, gasoline by railroad tank car.

Wabash engine No. 1870, one of the small type engines arrived at the Michigan Central terminal shops on Tuesday to be overhauled.

August 3, 1943

A minor Wabash derailment at Simcoe on Saturday night when four cars derailed.

August 4, 1943

Fine rail performances over the Wabash line in July, 959 trains ran. The Wabash oil traffic is not as heavy as NYC or Pere Marquette.

August 9, 1943

The Wabash oil business has been affected by a Texas Tornado.

August 11, 1944

Extensive track work program on the CNR-Wabash line. Over ten miles of new 100 lb. rail have been laid. Most of the rail laid was at Courtland, Cornith, Tillsonburg and Delhi.

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August 13, 1943

In addition to engine No. 2457 which came out of the MCR shops recently after being overhauled. The Wabash have three other engines of the 2400 class to be put in service if required. They are being kept in the roundhouse at the present time. Mostly 2200 type engines are being used to haul its long trains.

August 16. 1943

The Wabash power situation will be further improved this week upon the arrival at Windsor of engine No. 2272 after being overhauled at the Decatur, Illinois shop. Due to heavy traffic, however, there are still many engines waiting to be shopped. The Michigan Central continues to repair some Wabash engines also.

August 23, 1943

Engine No. 1870 one of the older moguls on the Buffalo Division of the Wabash has been returned from the Michigan Central shops after being overhauled. The engine went out on the west local on Monday. On each end of the division every day.

August 25, 1943

The Wabash oil business is also heavier than it was. A new block of forty cars daily has been allotted to the Wabash, which will mean a train a day.

August 27, 1943

The electric wire of the London and Port Stanley came down and so the Wabash east local carried the L&PS mail car.



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September 10, 1943

Heavy oil shipments are boosting the freight traffic on the Buffalo Division of the Wabash. There were 200 cars on Friday, enough for three trains.

Wabash caboose No. 2540 has been repainted.

September 17, 1943

Another Wabash engine No. 2255 released from the Decatur, Illinois shops of the Wabash reached Windsor on Thursday and was placed on a eastbound train en route to St Thomas for a trial trip with Harry Shipp, Road Foreman of Engines. It will be taken off at St Thomas. No. 2253 is going west to Windsor en route to Decatur to be re-serviced. No. 2463 is expected from the Michigan Central on Sunday after which No. 2455 will go in for repairs.

The Wabash in 48 hours ran 61 trains, 3628 cars were handled.

September 21, 1943

The Wabash caboose No. 2551 was purchased from the Pere Marquette, it was built in 1888, 55 years ago.

September 24, 1943

Seventy-two car oil train over the Wabash. The heavy volume of Wabash traffic has been moving in and out of the local St Thomas terminal yards easily; Jack Jordan well known daytime yardman has earned his nickname of "Three and six minute Jack", because of the speed with which freight trains are yarded in and out of St Thomas. Similarly complimentary reports have been heard about operations at night when Thomas Erwin is the night General Yardmaster. Oil shipments continue to boost Wabash traffic, No. 82 on Thursday, one of the highball eastbound trains comprised of 72 cars of oil. This heavily loaded train made excellent time over the Division and was handled quickly in and out of the local yards by Mr Jordan. A speed



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limit of forty miles an hour of course had to be observed. The train was estimated to be hauling about 650,000 gallons of precious petroleum for the thirsty eastern states across the border.

The Michigan Central hauled gondola cars fitted with eight oil tanks, and boxcars had been fitted with rubber oil tanks.

(The oil traffic was caused by the operation of German U-Boats off the eastern Atlantic coast, and therefore all oil shipments were sent from Texas by rail. Ed.)

September 27, 1943

Wabash engine No. 1892 is expected back to the local yards from the Michigan Central locomotive shops this week. It is needed for light duty and yard service it is understood.

Still many oil trains, great care is needed.

October 1, 1943

Women are not hired here for track or engine work. Women go to the CNR Stratford or the CPR at London.

October 6, 1943

The railroads get ready to move the sugar beet crop.

Harry Shipp his 30<sup>th</sup> anniversary.

October 8, 1943

The Wabash power situation has been improved by the return of engine No. 2263 to service. It has been at Niagara Falls for a long time.

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October 13, 1943

Steady Wabash traffic is moving smoothly. There are now 35 train crews, 4 preferred, 13 west-end, 14 east-end, the Louisiana Street (Buffalo), and 1 day swing.

Harry Shipp, took engine No. 1680 to the Michigan Central shops on Wednesday to be overhauled and expects that engine No. 2455 will be returned.

October 14, 1943

The bigger type of Wabash engines are the 2200 class but the Wabash also has some of the 2400 class and a few of the 1600 class, although many in the later class have been retired.

October 15, 1943

The Wabash shops at Decatur, Illinois have built a powerful new locomotive, the No. 700, a 4-6-4. The engine was built from parts of other locomotives including parts from Canadian No. 2262, the cab.

October 18, 1943

Wabash engine No. 2455 has been returned from the Michigan Central shops after being overhauled and No. 1680 has gone oover to be re-serviced.

Wabash caboose assignments:

2526	G. W. Stacey	2515	W. H. Irwin
2507	W. Keyes	2546	V. Perry
2618	A. J. LeCourtois	2513	P. Lumley
2532	J. Babcock		

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October 20, 1943

The continued Wabash rush is the reason for more crews.

Wabash engine No. 2261 has been sent to the Decatur, Illinois shops to be overhauled. The Wabash recently received No. 2455 from the Michigan Central and sent over No. 1680 to be overhauled. Every effort is being made to accommodate some surplus power before winter as traffic steadily rises.

October 23, 1943

More and more oil is moving over the local railways in boxcars.

October 27, 1943

Two more crews enter Wabash service.

The Wabash moved 31 trains in 24 hours, 1844 freight cars.

Wabash caboose assignments:

2507 W. B. Wilkinson,	2514 Harvey Patterson,
2541 Tom Flexer,	2549 Herr,
2544 Gormly	2550 W. Keyes,
2506 Cecil Swift,	2532 Gus Scoville,
2526 Nethercott.	

November 2, 1943

The little Big Inch pipeline runs from Beaumont Texas to Norris City, Illinois. Oil then moves east of Norris City in railroad tank cars. This is the source of the Wabash traffic.

November 5, 1943

Because of the pipeline Wabash expect more oil trains.

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November 8, 1943

The Wabash in two days ran 68 trains, involving 4167 cars.

The Wabash expect Turkey Rush.

November 16, 1943

Effective Monday, November 22, 1943 the Wabash train and engine crews take over the east end local until May 22, 1944 and then the Canadian National crews will take over again.

Wabash engine No. 2260 has been taken over to the locomotive shops of the Michigan Central to be overhauled for winter service.

Wabash Instruction Car in charge of instructor Milton of Decatur, Illinois is at the St Thomas terminal for three weeks.

December 4, 1943

A westbound Wabash freight train en route to St Thomas from Fort Erie was derailed at Moulton at two o'clock Saturday morning. Twenty-one cars left the rails in front of the station. No one was hurt. John McRaild was the engineer and Earl Norton was the conductor.

George Nettercott, Wabash mainline Conductor is recovering from some injuries sustained recently when he fell while delivering orders to his engineer. Mr Nethercott fell into the cinder pit.

December 7, 1943

Wabash Official Special Train. Norman B. Pitcairn President of the Wabash, and G. H. Sido, General Manager made a tour of the buffalo Division. It was the annual fall inspection trip with the officials occupying special cars in a short special train



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December 13, 1943

Wabash engine No. 2261 has been returned to the Buffalo Division from Decatur, Illinois where it had been overhauled.

December 15, 1943

The Wabash officials leave St Thomas.

December 17, 1943

Wabash engine No. 2266 has been sent to the Decatur shops to be overhauled. Engine No. 2260 has been received from the Michigan Central shops after being re-serviced.

December 23, 1943

The Wabash are going to send engine No.1679 to the Michigan Central locomotive shops next week to be overhauled.

December 30, 1943

Wabash engine No. 2269 is being sent to Decatur, Illinois.