

**FOR  
RAILROADERS  
FORT ERIE  
TIMES -REVIEW**

**C H RIFF**

CANADIAN NATIONAL STEAM ENGINES LEASED FROM WABASH,  
LEHIGH VALLEY, D.L.& W, AND BUFFALO CREEK IN 1947 AS  
REPORTED IN "FOR RAILROADERS" COLUMN IN FORT ERIE  
TIMES- REVIEW.

January 16, 1947        Two Wabash engines have been placed in C. N. usage to supplement the urgent need for power. Engines 2266 and 2263 have been utilized in freight service between Fort Erie and Mimico.

January 23, 1947        Six engines acquired from the D.L.&W have joined with the two Wabash steam wagons to supplement C. N. power running generally between Fort Erie and Mimico.

The huge jobs are engaged in shuttle service in a strenuous effort to relieve terrific pressure currently plaguing the Toronto terminals. Exceptionally heavy freight movement through that point is now hurrying to yhr local terminal for haulage to Black Rock connections.

February 20, 1947        A half dozen Lehigh Valley engines which have been borrowed for Canadian National service have crossed into Canada at Niagara Falls to match up with the eight D. L.&W. And two Wabash engines. The first L.V. Engine to move into the local terminal was Conductor Bert Worden on Monday running as extra 472 out of Mimico. Engineer Goad.

February 27, 1947        The local terminal has received a half dozen yard engines from Buffalo Creek Railway. This will allow a movement to Mimico of rwegular CNR switch engines within a few hours after receipt of the first Buffalo creek engines CNR 2396 and 2451 were dispatched to Mimico with engineers Goad and Webster. These were followed the next day by 8203 8217 with engineers Kingston and Muth. The shifter to Niagara Falls for switching service was Buffalo Creek engine No. 26.

March 5, 1947            Train bound for Sarnia Regular 489 D.L. & W. engine 1503.

March 20, 1947            Three light engines dispatched. A pair of Lehigh Valley locomotives Nos. 452 and 485 were taken on different days on lone trips by Engineers Steele and Griffin and another was 6249.

March 27, 1947            A spot of trouble hindered D. L. & W. 1503 Engineer Pell running as 486 out of Sarnia.

-1949-

March 31, 1949            Locomotive 2256 came in from the west with no cars, two cabooses with crews, and a couple of engine crews.

The Wabash strike had ended.

From St Thomas, the engine brought Engineers Neish and Wisstlecraft, and Conductors Kitchen and Fitzpatrick with their crews. They arrived shortly after midnight; two hours later, a Wabash train scuttled westward with 15 loads and 36 empties. This train was powered by 2270, with Engineer Whistlecraft and Conductor Fitzpatrick and crew

August 23, 1949            At a very early hour the other morning, Engineer Al Bennett steered 1680 off the shop track and out into the yard. Before long, the locomotive pulled a half-dozen cars and a caboose past the top-end shanty and out of sight of the upper west bound crew. "We're a work extra;" explained Conductor Perc Embury, "and we're going to unload stone for track ballast in the vicinity of duff." .

September 8, 1949        Wabash 1676 was guided by Engineer Arrell through the yard and off to St Thomas. The last Wabash train on the Fort Erie to St Thomas way-freight for six months due to the rotation with CNR crews.

October 13, 1949        Collision at Port Robinson between a CNR train and a Wabash train. CNR 6158 sped out with the wreck train.

November 3, 1949        CNR 4-6-4 5703 was damaged at the collision at Port Robinson with the Wabash train. It was patched up and thumped its way to the Stratford shops.

-1950-

March 9, 1950           The end of February brought the end of the CNR control of the Fort Erie to St Thomas way-freight. For the next half year , the set up will be managed by the Wabash roadmen.

"That ends that," said Conductor Tom Shuttleworth, and watched Engineer Sam Wilby and Fireman George Peterson loosen 1677 from their train and head for the shop. Next day at the crack of dawn , 1681 left with the new crew: Engineer McIntyre, Conductor Doyle and Brakemen Mcteer, Yeats.

March 9, 1950           "Settling comfortably on a soft seat in his caboose Conductor Buck Owens urged his guests to relax. Then the cab shuttered, and followed forty freight cars and Engineer Mattews with 2250 out of the yard. The Wabash train was breaking track at five o'clock on a cold morning and carried a couple of CNR men. Conductor Lenny Jackson, Brakeman Don Grant. At St Thomas the CNR men picked up Sperry Car 135 and escorted the rail-tester over the Cayuga and Welland Subdivisions.

FOR RAILROADERS  
THE FORT ERIE TIMES REVIEW

BY HARRY BUSH  
1943-1950

April 8, 1943            A Wabash wreck at Cortland in which the caboose of Conductor Pat Orr was overturned along with seven freight cars.

April 23, 1943            The new CNR slogan has appeared on boxcars, a white maple leaf in a square with the words Serves All Canada.

August 23, 1943            Engine 6149 arrived from Mimico with 92 cars, the Engineer was Lane and the Conductor R. Bright.

October 7, 1943            Doubleheader 5109 and 5569 arrived with 75 loaded cars, the Engineers were Head and Wagner.

January 6, 1944            Splitting the air in characteristic railway fashion, all working rail engines belched forth the customary greeting indicating the departing of the old and the arrival of the New Year. The first train in was a Wabash freight, Engineer Branch. The first CNR freight hauler nosed in about 2:00 am., Extra 3455 from Mimico with Conductor Campbell and Engineer Halle. The first train over the International Bridge 2399. The first westbound trains to leave Fort Erie were Wabash 2256, Engineer Wrightman, and 6220 to Mimico via Port Colborne.

April 6, 1944            The extra job running out of Sarnia landed kerplop in these yards was doubleheader 5578-5567 pulling 75 loaded cars, Enginemen Roberts and Coleman. The twin engine assignment turned back out with Conductor Roy Nash, slipping away with 18 loads and 41 empties.

April 11, 1944            The high water mark of the season of cars pulled was an extra to Woodstock that got away from the local terminal with a total of 108 cars. Engine 6220 with engineman Tommy Lyon hauled the train containing 78 empties and 30 loads, making an impressive total of 4539 tons. The Conductor was Nels Glauser. In contrast to the huge haulage contained in the outward

march, the crew came back the following day with a pair of empty wagons.

August 3, 1944            The week saw the suspension of train 510-511 running from Fort Erie to Stratford, but on the other hand train 478-479 moving between here and London began a daily service.

Reconstruction of the Gauntlet Bridge at Port Robinson blocked the road to Niagara Falls for the Wabash Railway and caused the rerouting of CNR trains to and from Fort Erie for a 17 hour period Thursday. CNR freight moved to and from Fort Erie to Mimico via the Dunnville Subdivision.

March 28, 1946            At varying intervals each day a sob-like whistle announces the arrival in Canada of a pounding Pennsylvania freight train. Heading for either the Canadian National or the Michigan Central yards, the powerful husky locomotives plunge up the incline leading from the International Bridge. The train, having then declared its presence, someone always remarks: "Here comes the Pig-tail!"

Why is the Pennsylvania train called hereabouts, the pig-tail? The question seems unanswerable – at least conclusively. Research efforts have not disclosed a time when the name first came into use. The oldest of railway men claim to have known no time when the Pennsy was called by any other name. Reasons for the designation are variable enough to encourage doubt as to authenticity.

A Pennsy conductor with many years of service suggests the name came about because of the winding nature of the road bed out of Buffalo. "The tracks," he said, "often wind about like the corkscrew twirl of a pig's tail. I understand an engineer got disgusted once and said he was reminded of a pig-tail, and the name stuck."

On the other hand, others have come forth with reasons they give with conviction. "The screech of the engine whistle is just like a stuck pig," a yardman claims. "Naw," chimes in a yard checker, "its because the engines seem so dirty – like a pig is supposed to, - that's why they call it the pig-tail!"

April 11, 1946            A new engine has arrived from Port Huron, Michigan the No. 7495, for service at the Black Rock, New York, yard.

May 16, 1946            Engine 8206 with Engineer Hank Third pulled 82 loads and 6 empties across the International Bridge from Black Rock, N.Y.

May 16, 1946            A brand new diesel arrived Saturday from the D.L.& W. pulled by 8203 at 8:40 am. It then rolled west to Dainville Junction. It went out on regular 466, engine 6141, Engineer Bill Neas to Mimico. The Conductor was Percy Hill.

-1946-

May 23, 1946                    An Extra to Stratford with 60 empties, the engine was 6151, Engineer Dore and Conductor Nels Glauser.

   The 6062 arrived from Mimico, Engineer Montgomery, on a freight and was painted in a vivid green.

May 30, 1946                    A through Canadian National 19 coach train came through Fort Erie from the Delaware Lackawanna and Western connection heading west full of United States Naval personnel. CNR 6233 pulled the train, Engineer Luther and the Conductor was W. Wilson.

June 20, 1946                    A Canadian National excursion train destined for Crystal Beach arrived at Fort Erie engine 6023, Engineer Murray and Conductor Slade. The train returned with engine 3458 and Engineer Tommy Davidson.

July 18, 1946                    A train of 109 cars arrived from the D.L.&W. pulled by engine 2396, engineer Fite.

July 18, 1946                    From a standing start at ht Wye semaphore, engine 6302, on regular 486, bit tough getting 62 cars going and had to stop, back up and run at the grade.

July 25, 1946                    The local auxillary was sent off to Simcoe with engine 6142 to clear up a minor track blockade. The conductor of the wreck train was Percy Embury.



FOR RAILROADERS

HARRY C. BUSH

FORT ERIE TIMES REVIEW

## WABASH

-1943-

April 8, 1943            There was a Wabash wreck near Cortland. The caboose of Conductor Pat Orr and seven freight cars were over-turned.

December 9, 1943        Wednesday, in severe weather Wabash 291, with Conductor Earl Norton, after departing the local terminal en route to Windsor, a serious mishap resulted in the derailment of twenty cars of freight at the Moulton depot. This forces the re-routing of Wabash business via the roundabout method of railing on to Port Colborne, forging into Welland Junction and moving on to either Niagara Falls or Fort Erie. A few days previously an engine fault caused a breakdown to Wabash east-bound business and compelled movement of a 100 load train with engine 2265, Engineer Robinson, to proceed to this point under Conductor Orr. The train was built up by merging the disabled string near Canfield, with the following cars.

-1944-

January 6, 1944            New Years Day at Fort Erie. The first train out of the yard was the Wabash with Conductor Marringer and Engineman Branch. The first Wabash west was the 2256, Engineer Wrightman and Conductor Earl Norton.

February 3, 1944        The biggest train of the week was Wabash 98 wended its way from Windsor, with Conductor J. Orr, Engineman Fox, to plop a train of 70 loads in the yard, behind engine 2261. February 24, 1944  
Through out the week the Wabash railway spliced a considerable

-1944-

movement of oil products into regular freight handling. The sensational expansion in oil handling for this road via the Fort Erie-Black Rock gateway reached a top mark Sunday. From 1:40 pm. until 12:44 am. five sections of regular train 82 arrived here. All sections handled substantial amounts of oil, gasoline and kerosene. The shipments are moving in the main from the State of Texas to the eastern states of Massachusetts and New Jersey.

March 2, 1944            Still riding high in the oil products transportation trade, the Wabash railway continued to pour tank cars through the local terminal in the past week maintaining a commendable tempo, a double duplication of the proceeding week's maximum train sections was managed. On both Thursday and Friday, five sections of regular No. 82 rocketed into the yard to receive prompt switching attention and proceed hurriedly to the Black Rock connections.

May 18, 1944            Three crew members of a Wabash Railway freight train were killed at noon, Monday, when, the locomotive drawing the train exploded near the top of a steep grade, two miles west of Cayuga. Dead are E. Sherman Robinson, Engineer, John H. Pickering, fireman, and Wesley H. Irwin, head-end brakeman, all Wabash railroad employees. The boiler was hurled into the air by the force of the explosion and landed on one side of the tracks while the cab was blown to the other side. The explosion could be heard for several miles and scores of farmers rushed to the scene of the accident.

August 3, 1944            Reconstruction of Goutlet Bridge at Port Robinson blocked the road to Niagara Falls for the Wabash Railway and caused re-routing of CNR trains to and from Niagara Falls for a 17 hour period Thursday. Advance expectations had estimated the inconvenience would exist for a hour period but a double shift placed the bridge on new abutments and opened the way for normal traffic. In the period of Niagara Falls isolation, all Wabash traffic routed for that point sifted through the Fort Erie-Black Rock gateway. November 2, 1944    A Wabash job did the

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August 17, 1944            There was an accident at Oakville last week involving engine 6144.

September 7, 1944        A big train, No. 469, engine 6133 arrived with 97 cars, 55 were loaded. The crew were engineer Halle and Conductor Frank Gilan. CNR 3480 was on train 464. Also Engineer Lane went out with engine 6244.

September 28, 1944        CNR 8200 and 8226 arrived and 8339 and 8386 were sent to Toronto.

December 2, 1944        CNR 3460 saw yard duty this week. There was a wreck in the Black Rock yards.

December 7, 1944        A derailment occurred at Niagara Falls. The Auxillary was hauled by 6189.

December 14, 1944        CNR 5063 was running out of London.

-1944-

unusual last week by moving in from St Thomas under Conductor Charlie Lankin to bring in 85 loaded buggies for futherance to Black Rock connections. The train was headed by engine 2265 handled by Engineman Robertson.

November 16, 1944 Wabash in a 24 hour period ran 7 east-bound trains into Fort Erie. 253 cars for Black Rock came from St Thomas. Five engines pulled all the train.

December 21, 1944 The Wabash Louisiana Street job was run for the first time in many moons.

-1945-

January 9, 1945 The first Wabash trains of the New Year. On the way out and St Thomas bound, went Conductor G. Else and roadmen Lecourtois and Clark on engine 2458 handled by Engineman Whistlecraft. The first arrival was engine 2268 with engineman Haight and Conductor Marringer.

January 25, 1945 The Wabash is so congested that it is making up trains at the Windsor terminal in straight batches for delivery for the Lackawanna and Erie Railroads

April 5, 1945 There was an inspection of the Wabash by its officials.

-1946-

May 30, 1946 Louisiana Street Job There were many broken windows because of the national rail strike. June 13, 1946 .

A new Wabash Diesel arrived in the Fort Erie yard Wabash No. 303.

-1946-

June 27, 1946            Diesels Deluxe going west to east were handled by the Wabash from Tolleston, Indiana to the Lackawanna at Black Rock. The Diesels were for the Boston and Maine Railroad, engines, 3805, 3806, 3807 and 3808.

July 25, 1946            A derailment near Simcoe. Triple sections of the Wabash #91 were run over the weekend.

August 22, 1946            The Wabash was stopped due to the Seaman's Strike. The Wabash are routing over the New York Central and the CNR through Sarnia. Wabash 2269 went out with Engineer Mathews.

Wabash Railway traffic through the Fort Erie-Black Rock terminal was temporarily halted during the week as a result of the far-reaching effects of the strike action of Great Lakes seamen. With the ferry service suspended between Windsor and Detroit, the railway was confronted with a tie up of normal movement east of those points. Conductor Jay Vicary rode in Thursday afternoon with a regular train, and until shortly after midnight Sunday, traffic did not move east-bound. At that time Conductor Leo Monaghan delivered, with Engineman Nelson, a train from St Thomas. In an effort to cope with the situation, routing over NYC rails, and also on the CN via Port Huron and Sarnia, was implemented into Wabash timetables. The first Wabash to move to Sarnia on CN lines was conducted by "Fitz" Fitzpatrick with Engineer Wightman hauling 57 loads, on Friday. Pilot service was provided by Ed Kingston on the engine and Perc Embury for the cab crew. They returned Sunday morning with a 65 car string.

August 29, 1946            Wabash 2269 went out with Engineer Spencer. It was unique that two Wabash freight cars 49590 and 49591 were coupled together in order.

September 5, 1946            Wabash caboose 2541 arrives to replace the 2548 to be used on the Fort Erie to Black Rock run.

-1946-

October 17, 1946 In from St Thomas came the light engine No. 2264, Engineer Nelson and Conductor Buck Owens. The engine went out with Engineer Houston and Conductor Bob Scoville.

October 31, 1946 The Wabash found the east-bound movement heavy and sent to St Thomas engine 2271 with only a caboose.

November 28, 1946 The CNR Auxillary was sent out with CNR 3380 Saturday morning due to a derailment at Feeder Siding on the Wabash beyond Welland Junction. Wabash traffic 2263 east with Engineer Byway and Conductor Jim Orr and Wabash 2266 Engineer Neish and Conductor Watters moved 80 loaded cars. Moving west engine 2265 Engineer Arvel and Conductor Sledge. Wabash engine 2253, Engineer Brenner pulled 175 cars out of the yard.

-1947-

January 6, 1947 The first inbound train on New Years Day was Wabash 2267, Engineer Mills and Conductor Bob Scovil and the first out-bound train was 226 with Engineer Neish.

January 16, 1947 Two Wabash engines have been leased to the CNR, engines 2266 and 2263, to be utilized in freight service between Fort Erie and Mimico.

January 30, 1947 A Wabash freight train had 85 cars pulled by engine 2260.

February 13, 1947 Wabash engine pulled 100 cars, Engineer Byway.

June 12, 1947 Wabash from Windsor with 64 loads arrived hours late due to engine trouble at Nixon, and was soaked by rain. Engine 2251 became balky and was joined by engine 1676. The double-header came in with Engineers Mathews and Fox.

-1947-

July 3, 1947                    Wabash train 91 had Engineer Mille and Conductor Charlie Orr. One hundred cars were hauled west by Wabash 2266 Sunday afternoon with Engineer McRaid and Conductor Fran Moneghan.

July 19, 1947                A Wabash engine fresh from the NYC shops came in with Engineer Brennan and Conductor Buck Owens.

July 24, 1947                The Wabash train No. 96 ran in three sections, there were 112 cars.

July 31, 1947                A trio of Wabash 2200's powered three sections of Wabash train No.91, with a total of 140 cars. The Wabash engines were 2251, 2261 and 2271. The Engineers were Robertson, Brenan and Myrcarp.

August 7, 1947              The Wabash derailed a train at Feeders Siding. CNR 3508 was sent out with the Auxillary.

-1949-

March 24, 1949              Wabash engine 2255 dribbled down the east bound track, cut off from its train, and puffed down the lead to the shop track. Conductor Carl Gormley turned in the bills for the train.

"There's second 82," he commented. "Looks like it'll be the last Wabash for awhile." A strike of Wabash railroaders in the United States stopped traffic through the Wabash Fort Erie gateway.

In the early evening the final west-bound train of the strikebound road left the terminal. Engineer McRaid handled 2251 and the caboos crew were Conductor Gormely and Brakeman Jordan and Clarke. All the Conductors left town in their own cabooses in this train.