

THE
MICHIGAN
CENTRAL
CANADIAN
DIARY
VOLUME II

1922-1938

* = indicates either entering or
leaving St Thomas Shops

C. H. RIFF

-1922-

- January 19, 1922 MCR No. 8318 is used on the Wolverine.
- February 2, 1922 The Wolverine is going into a movie by Pathe named Silk Train in Canada.
- February 4, 1922 MCR auxiliary idle for one year for there have been no serious wrecks.
- February 15, 1922 An MCR express train of twenty milk cars.
- February 17, 1922 The speed demon engine No. 8318, the MCR engine handling passenger and express trains.
- February 21, 1922 MCR is full of freight trains.
- March 30, 1922 American Beauty- No. 8318 a new MCR engine.
- April 7, 1922 A silk special over the MCR from Chicago to New York.
- April 21, 1922 MCR are using passenger engines on freight trains.
- May 12, 1922 Send locomotives over the entire route.
Commencing Friday at noon the Michigan Central will run engines attached to eastbound passenger trains through from Detroit to Buffalo instead of changing engines at St Thomas as has the custom of the past.
- May 13, 1922 The new plan is working out well of sending engines through.
- May 16, 1922 A new fast daylight train on the MCR No. 30.
Henry Ford came through in his private car "Fairlane"

-1922-

May 17, 1922 Much milk is handled through St Thomas. The daily shipments over the Michigan Central amount to 90 cars daily.

May 27, 1922 The wolverine is hit by an engine at Buffalo. A NYC switch engine jumped the track under the Washington Street viaduct and crashed into the side of Michigan Central train No. 8 on the opposite track.

June 9, 1922 Railway men talk of the mystery engine No. 8000 being tried at Toledo.

June 10, 1922 A new wye is being constructed on the Waterford Sub-division.

June 16, 1922 When MCR BA-2, a symbol freight train had a serious delay, passenger engine No. 8435 was put on.

June 17, 1922 MCR are hauling large quantities of stone from the Ingells and Hambleton quarry.

June 23, 1922 St Thomas turntable under repair.

June 24, 1922 MCR engine no. 8000 makes a record run from Toledo to Detroit on June 22nd with a 123 car coal train.

June 28, 1922 A Silk train went over the MCR.

July 8, 1922 MCR Silk Train.

July 28, 1922 MCR No. 8434 is in bad condition.

July 28, 1922 MCR carries the Government Fish car en route to Springfield, Mass.

-1922-

August 11, 1922 MCR run a 90 car auto train.
August 15, 1922 The MCR run seven beef trains.
August 21, 1922 MCR engine No. 8000 Mikado is waiting for a
Canadian trial run, it is a very different engine.
August 25, 1922 MCR engine No. 7635*.
August 29, 1922 Super locomotive on trials on NYC lines.

September to December missing.

-1923-

- January 8, 1923 The MCR handled a train every twenty minutes on Sunday, that's 83 trains.
- January 12, 1923 MCR dwarf signals installed for westbound trains.
- January 16, 1923 MCR switch engine in collision at Windsor.
MCR derailment at Waterford.
- January 22, 1923 MCR wreck at Fargo.
- January 23, 1923 The NYC has 200 engines fighting the snow storm in New York State.
- February 20, 1923 On account of a break in the motor on the turntable at the Michigan Central roundhouse on Tuesday morning the locomotive that was to haul train No. 15 from St Thomas to Windsor was unable to get out of the roundhouse so the same engine had to haul the train the remaining distance.
- February 23, 1923 The MCR ran a Special Train for Al Jolson from Cleveland to Toronto.
- March 5, 1923 Mrs Rudolf Valentino came through St Thomas on the MCR.
- March 6, 1923 The old MCR coal dock at St Thomas is being dismantled.
- March 9, 1923 Automatic train Control.
- March 12, 1923 MCR coal cars to be rebuilt into the 9000 series.
- March 21, 1923 MCR old engine David Upton operated over the local division with Engineer George Unruh.

-1923-

March 22, 1923	MCR is to be equipped with ATC by 1925.
March 22, 1923	The MCR ran 49 specials in one week, there were seven extra troop trains per day of US troops.
March 26, 1923	The MCR coal dock built in 1905 is disappearing.
April 5, 1923	MCR to run engines through St Thomas without change.
April 12, 1923	Two new MCR passenger trains.
April 14, 1923	Several old MCR 7500 class engines are in freight service.
April 17, 1923	MCR big engines go through. Five huge K-3 type from ALCO going to Jackson, Michigan.
April 23, 1923	Freight locomotives now traverse the whole Division, MCR engines run border to border begins Monday at 9:00 am.
April 25, 1923	Thirty trains are in operation on the MCR at one time.
April 26, 1923	Mile a minute is called for in the new schedule for the MCR Wolverine.
May 3, 1923	MCR engine No. 7624 hauling a lone freight derailed at Iona Station when it ran through a switch.
June 2, 1923	MCR derailment at Welland.

-1923-

June 12, 1923	A stalled train hit by MCR fast freight in the Niagara Falls, New York yard.
July 6, 1923	Two sections MCR train No. 17.
July 11, 1923	MCR Beef train was hauled by an 8400 class.
July 12, 1923	MCR move one coal train a day to Detroit.
July 13, 1923	MCR train shatters all the Friday the 13 th records with engine No. 7613.
July 30, 1923	MCR trainmen and employees to receive instruction by Movie. The NYC have a special Safety or Movie car No. 2796.
August 7, 1923	The local division of the MCR handled two huge locomotives belonging to the AT&SF on Monday, AT&SF No. 4021 and 4022, both oil burners.
August 8, 1923	A new coal dock at Fargo.
September 4, 1923	MCR engine No. 8437 cylinder head blew out while doubleheading.
September 7, 1923	Two monster engines pass through St Thomas bound for the west, the destination Madison, Iowa. The 2-8-2 were built for the AT&SF by Baldwin.
September 17, 1923	Extension to the MCR St Thomas yards.
September 22, 1923	AT&SF engine Nos. 3739 and 3740 were handled by the MCR.
September 24, 1923	More AT&SF engines came through St Thomas.

-1923-

- September 26, 1923 Three Chicago and North Western engines from ALCO came over the MCR bound for Chicago.
MCR No. 7618 made its first run.
A new MCR train No. 47 to start.
- October 11, 1923 Extra engine No. 8541 in charge of Engineer Thompson struck a big truck belonging to Dominion Cannery at Preeux Street, Niagara on the Lake.
- October 12, 1923 Over 20 passenger trains operated daily over the MCR.
- October 18, 1923 MCR No. 8422*.
- October 20, 1923 MCR new bridge at First Avenue.
- October 27, 1923 Over fifty engines are required daily on the local MCR division.
- November 5, 1923 Two silk trains ran over the MCR.
- November 7, 1923 The new MCR yards at St Thomas are to open soon.

The train of engine No. 8434 had two cars derail. The MCR ran a 110 car automobile train.
- November 9, 1923 Five special trainloads of Marines come through on the MCR early Saturday morning. Five trains, 59 coaches for a football game at Ann Arbor, Michigan.

-1923-

- November 10, 1923 MCR handles the Marine movement easily of the Marines from Quantico, Virginia to Ann Arbour, Michigan. The locomotives that pulled each of the five trains in order were: Nos. 8425, 8419, 8401, 8417 & 8434, and 8402.
- November 15, 1923 Work started on new MCR coal chute at Fargo.
- November 26, 1923 NYC is building a new turntable at East Buffalo so all NYC engines are turned at Victoria Terminal (Fort Erie). There are no boarding houses at Victoria, so cabooses have been sent there.
- November 26, 1923 Two large locomotives pass through St Thomas from Baldwin Locomotive Works; AT&SF Nos. 4051 and 4052.
- December 7, 1923 The local MCR shops make repairs to 36 US engine in the last year. Engine No. 7634 was turned out. The 7500 class have been stored for one year. (a labour strike of US machinists sent a lot of work across the border.)
- December 10, 1923 Nine dead in wreck of the 20th Century near Westfield, New York.
- December 11, 1923 The 20th Century was rerouted through St Thomas. It has only been routed through St Thomas twice.
- December 18, 1923 MCR fast run with a 8400 class.
- December 26, 1923 There were 83 trains at the NYC Exchange Street Station
- December 28, 1923 The MCR yards at St Thomas were completed.

-1924-

January 4, 1924	Six more large engines for use on the lines west of Detroit passed through St Thomas on Thursday afternoon.
January 7, 1924	MCR handles five special passenger trains in a severe snowstorm in record time.
January 30, 1924	MCR derailment at Comber.
February 4, 1924	A Welland to Victoria (Fort Erie) transfer was started.
February 6, 1924	MCR to lay new rails.
February 8, 1924	A MCR engine threw a side-rod at Tillsonburg.
February 13, 1924	MCR engine No. 8428 made a fast run.
February 20, 1924	A severe snow storm, the MCR snow-plow, "The Lillian Russel" was called out.
February 21, 1924	The MCR "The Lillian Russel" is built for double track.
February 25, 1924	A derailment of MCR engine No. 7629 at the Wabash-MCR diamond crossing.
February 26, 1924	The new coal dock at Fargo.
March 1, 1924	NYC to take over the MCR.
March 10, 1924	NYC President Smith dies.
March 13, 1924	Father and son have charge of express train on the MCR, "Dinty Powers."

-1924-

March 13, 1924	Two minutes of silence to honour NYC President Smith.
March 13, 1924	MCR engine No. 8410 its piston blew out two miles east of Canfield Junction.
March 18, 1924	MCR handles eighteen carloads of silk.
March 20, 1924	A train of 75 cars of Automobiles on the way to South America handled by the MCR.
March 28, 1924	MCR makes another attempt with running engines through.
March 29, 1924	More talk of automatic Train Control after wreck.
March 31, 1924	MCR No. 8413*.
April 1, 1924	Silk train over the MCR.
April 3, 1924	MCR had a 30 car train of tank cars from Seattle. MCR through trains take coal at Fargo.
April 8, 1924	MCR have added two more symbol freight trains.
April 9, 1924	MCR Dodge inspection car trip.
April 16, 1924	New fast symbol freight train SD- 3 on MCR to clip off nearly 24 hours.

-1924-

April 17, 1924	St Thomas is being honoured Thursday afternoon by a visit of the new experimental passenger engine the No. 5000 which will arrive in the city about four o'clock hauling fast symbol freight train BD-1 from Buffalo to Windsor.
April 19, 1924	New NYC passenger locomotive creates a stir at MCR trial trip. NYC No. 5000 was en route to Detroit.
April 22, 1924	MCR derailment Courtright.
April 26, 1924	It is stated that the MCR have 154 engines in Canada.
May 6, 1924	Likely a test by NYC to operate trains through Canada on the MCR>
May 7, 1924	A new ice plant opened near Windsor.
May 10, 1924	MCR handles a freight train one mile long drag of automobiles.
May 14, 1924	MCR derailment at Lasallete.
May 15, 1924	The MCR mainline has fifty miles of sidings.
May 17, 1924	Baled hay turns to Ale in freight yard miracle.
May 31, 1924	President of the NYC visits St Thomas, P.E. Crowley arrived in Private Car No. 301.

-1924-

June 2, 1924	Two enormous new engines belonging to the Santa Fe was handled through Canada by the MCR. AT&SF engines No. 4060 and No. 2721. They can not go through the Tunnel on account of the electrical third rail.
June 5, 1924	Fire at Exchange Street Station at Buffalo.
June 9, 1924	AT&SF engines No. 4063 and No. 4064.
June 18, 1924	MCR eight car silk train establishes world record for fast trains Chicago to New York is 650 miles in ten hours and thirty minutes. That's 75 MPH.
June 20, 1924	A MCR Democratic Party special averages seventy miles per hour. MCR engine No. 8434 took a seven car train from Windsor to Niagara Falls.
June 25, 1924	MCR No. 8594*.
June 30, 1924	The local Division of the MCR Monday morning handled several new MCR switch engine en route from ALCO to Detroit.
July 21, 1924	A train of 121 white MDT refrigerator cars.
August 1, 1924	MCR No. 8425.
August 15, 1924	MCR derailment at Buxton.
August 19, 1924	MCR wreck at Ruscombe. Engine No. 7634, thirteen cars leave the track.
August 26, 1924	MCR track pans at Tillsonburg, West Lorne and Fords Creek.

-1924-

- September 2, 1924 NYC Detrouiter in derailment at Savanah,
New York.
- September 8, 1924 MCR special express shipment to two elephants.
- September 11, 1924 New NYC bridge at Niagara Falls.
- September 30, 1924 Five miles of track pans on the MCR at West
Lorne, Forks Creek, Waterford, Tillbury,
Edwards, Ridgetown, Tillsonburg.
- November 24, 1924 MCR train wreck.

-1925-

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| January 5, 1925 | MCR enjoys the greatest passenger traffic so there are many doubleheaders. |
| January 7, 1925 | MCR engines continue to run through. |
| January 23, 1925 | A fire at the west-end of the St Thomas station. |
| February 12, 1925 | A rear end collision without any disastrous consequences occurred on the Michigan Central Canilever bridge at Niagara Falls about 11:30 Wednesday night. MCR engine No. 8079 on train No. 16 crashed into the rear of MCR car No. 81635. |
| February 16, 1925 | MCR traffic over the new bridge. Engine No. 8365. |
| March 5, 1925 | MCR light engine derailed at Waterford. |
| May 2, 1925 | MCR shop engine sold to Canadian Equipment Company. |
| May 20, 1925 | Shriner's Crews to handle the Shriner Special trains on the Michigan Central. There will be three trains. |
| May 28, 1925 | Three MCR Limiteds to make non-stop trip through St Thomas. |
| June 8, 1925 | MCR trains in remarkable run, 224 miles in 98 minutes on non-stop specials Windsor to Niagara Falls, Three special trains hauled by K-3 engines with ten all steel cars. The engines were No. 8400 and No. 8404. |

-1925-

July 3, 1925	The Chicago to New York air mail plane follow the local railway lines.
July 15, 1925	MCR Niagara Falls branch problem.
July 18, 1925	MCR adding stone ballast makes fast progress.
July 18, 1925	A solid 100 car train of white MDT refrigerators go over the MCR.
August 7, 1925	MCR had a big gasoline train of 21 cars to Detroit. Passenger engine No. 8473 took the train.
August 26, 1925	MCR engine No. 8433 hauling a passenger train slipped a rod.
August 29, 1925	MCR hauls a fifty car train of gasoline.
August 29, 1925	MCR No. 8402*, No. 7632*.
September 15, 1925	Five new engines delivered to the MCR.
September 16, 1925	NYC engine 3354 hits a new record with the Lake Shore Limited.
October 7, 1925	Longer runs for NYC locomotives. The Wolverine and the Detroiter run through from Windsor to New York.
October 8, 1925	Through MCR engines Detroit to Chicago.
October 16, 1925	MCR engines with boosters make the long run better, coal is taken at Wayneport, 90 miles east of Buffalo and again at Fargo.

-1925-

October 21, 1925	MCR. Three engines arrive from the Jackson, Michigan shops. The engines are No. 8307, No. 8308, and No. 8309.
October 24, 1925	MCR new tanks at Ridgetown.
October 26, 1925	Accident at Springfield.

-1926-

January 6, 1926 MCR books 13 more special trains, including the auto show special, 3 sections of the Wolverine and two sections of the Detroit.

January 9, 1926 Michigan Central specials race through the snow. MCR engine No. 7918 brought a trainload of 80 auto-car empties from Bridgeburg to St Thomas..

January 14, 1926 The Canada Division of the MCR has a grand array of locomotive power. The 7900 class have arrived with 15 assigned to the Canadian Division. At present there are 25 engines stored at St Thomas. These are old switch engines, the 7500 compounds and a number of 7600's.

January 23, 1926 Three of the big passenger MCR engines from the United States headquarters have been forwarded here. These are the 8300 class which are very much similar to the 8400 class. Three have been received.

January 28, 1926 Service on the St Clair Branch has been curtailed. The two passenger trains into St Thomas are cancelled due to lack of patronage effective February 6th. Trains No 101 and No. 102 are replaced with a wayfreight. Train No. 106 Courtright to Petrolea is for school children.

MCR has three 8300 class engines on the Windsor to Buffalo route.

January 29, 1926 MCR steam in yard service. "Big Jack" has four pair of drivers is in yard service but does not have a foot-board on the front, it is engine No. 7626. All MCR trains are now doubleheaders, and yet every train is given a boost at the rear with an engine.

-1926-

February 4, 1926 President P. E. Crowley of the NYC Lines gets a fast trip over the Canadian Division.

February 18, 1926 Michigan Central Limiteds and express trains race airplanes through Canada. St Thomas is in the poke of the New York to Chicago air mail service as the MCR tracks are there guiding markers.

February 18, 1926 MCR's big "7900".

March 8, 1926 The MCR Tunnel has to be used by the Wabash because of a rush of traffic.

April 1, 1926 There was a derailment near the Moore Street tower on the MCR early Thursday morning. A yard engine was shunting a caboose and a car left the rails and considerable difficulty was experienced in clearing the track.

April 1, 1926 Testing a big locomotive. NYC experts accompanied a dynameter car out of Windsor to test the tractive force of the 7900 class freight engine which was recently put in service on the local division.

April 8, 1926 Michigan Central passenger train derailed at welland when an axle on the engine broke.

April 9, 1926 Canadian Division of the MCR gets a crack passenger Limited known as No. 63.

April 15, 1926 MCR employees move to Windsor for in the future the washing of boilers will be done at Windsor.

- April 17, 1926 Two new westbound Limiteds to start on the Canadian Division.
- April 26, 1926 The DeWitt Clinton makes its first trip.
- May 14, 1926 Michigan Central 8400 and 8300 class are for passenger trains and 7600 and 7900 class for freight. The 8300 class are equipped with Chicago flange oilers.
- May 15, 1926 The MCR are to add four stalls to the roundhouse which would will house 47 engines.
- May 17, 1926 The Pere Marquette requested forty flat bottom gondola cars with two hoppers from the Michigan Central to be sent to Fargo and required at Sarnia for coke shipment to Welland.
- MCR engines have automatic stokers.
- May 19, 1926 The second delivery of eight new electric locomotives to be placed in terminal service for the MCR passed through St Thomas Tuesday from General Electric.
- May 20, 1926 A special fast run with engine No. 7954 "Big Mike" was made over the MCR.
- May 22, 1926 A grade crossing accident at Springfield.
- May 25, 1926 MCR engine No. 7942 pulled 100 empty automobile cars.
- May 27, 1926 Fast symbol freight trains on the MCR run about two hours ahead of time.
- May 29, 1926 A dozen Shriner's Specials run over the MCR.

-1926-

May 31, 1926 Santa Fe and Frisco engines came through St Thomas on the Michigan Central. The air tanks are on the top of the engines.

A train for NYC President P. E. Crowley is expected to make a tour of the MCR and TH&B Railways.

June 7, 1926 MCR officials are scraping around to get sufficient locomotives power in the event of another rush.

June 8, 1926 The MCR ran five Shriner's Specials.

June 15, 1926 NYC Cardinal red train to transport the Papal Legation. The 20th century has been routed through Canada twice.

June 22, 1926 A big engine, MCR No. 8416 left the rails at the Ross Street Subway on Monday.

July 3, 1926 MCR have a new bridge at Gordon on the Amherstburg Division.

July 7, 1926 MCR No. 8436.

July 17, 1926 Two big passenger locomotives from the other side (USA) were given attest run today in freight service. The engines were No. 8471 and No. 8472. Which are considered the biggest of the class.

July 21, 1926 The MCR is hauling crushed stone from Hagarsville.

July 23, 1926 The MCR ran 28 trains in 24 hours.

July 24, 1926 The MCR had a derailment at Ridgetown. The MCR is scrapping four old compound engines No. 7558, No. 7605, No. 7563, and No. 7601.

July 27, 1926 MCR engine No. 7629 involved in side swiping while hauling a stone train.

August 3, 1926 During the past week two of the big 8300 class passenger locomotives have been assigned to the Canadian Division. They are slightly larger than the 8400 class and run from Windsor to Buffalo.

August 7, 1926 Eight more passenger trains to be added to the Canadian Division of the MCR.

August 20, 1926 MCR crash at the Hagarsville quarry.

August 25, 1926 Hagarsville accident on Friday.

September 15, 1926 MCR to make long runs with engines.

September 24, 1926 MCR No. 8400*.

September 30, 1926 NYC to lease the MCR.

October 5, 1926 MCR ran a test train with a 7900 class engine.

October 9, 1926 An MCR collision occurred at Amherstburg between a work train and a local train.

October 9, 1926 The MCR has a new yard engine No. 3925.

October 12, 1926 A chance to see the oil-electric on the MCR for it is expected on Sunday.

-1926-

October 14, 1926	A white streak a mile long passed through St Thomas, it was 100 MDT refrigerator cars.
October 20, 1926	Queen Maria of Romania came through St Thomas on a MCR train.
October 25, 1926	Queens special.
October 27, 1926	Automatic stokers on MCR locomotives.
October 28, 1926	MCR engines No. 8300 and No. 8434 pulled 100 cars.
November 11, 1926	Armistice Day observed on th railways by two minutes of silence, every wheel stopped.
November 16, 1926	Maybe the Canada Division will have four tracks.
November 25, 1926	The Michigan Central engines will run from Harmon, New York to Windsor, Ontario starting next week.
November 30, 1926	The MCR is waiting for five Pacific 4-6-2's.
December 3, 1926	Four railways are affected by the wreck of a Pere Marquette train derailed at the Wabash diamond of the MCR at Welland.
December 22, 1926	MCR is still waiting for the big Pacific engines.
December 28, 1926	The new NYC engines, the K-5's are to be here this week.

-1927-

January 14, 1927 Large new type of K-5 4-6-2 locomotives are here for service on the Canada Division of the MCR.

January 18, 1927 Three more MCR engines are here.

January 20, 1927 The K-5 type will soon be used on passenger trains.

January 22, 1927 Two K-5 type engines used on MCR doubleheader.

January 25, 1927 A new passenger engine No. 8361 gets a test on a fast MCR express.

January 29, 1927 MCR engine No. 8362 made another fast trip.

February 5, 1927 MCR engine No. 8362 makes a fast run on the Detroit.

March 9, 1927 Fast runs are being made with the 8300 class engines on the MCR.

March 25, 1927 The MCR may get more new engines.

March 25, 1927 MCR new K-5.

March 28, 1927 The new NYC 5200 class 4-6-4.

April 28, 1927 MCR No. 7954.

May 2, 1927 MCR trackpan at Ridgetown.

May 7, 1927 Two MCR trains were on the Kettle Creek bridge in st Thomas at the same time.

May 26, 1927 MCR symbol trains cater to an immense automobile trade, ninety loaded freight cars per train.

-1927-

June 1, 1927 New York Central and a Michigan Central merge may be in the fall.

June 2, 1927 The North Shore Limited has maids, barbers and valets.

June 6, 1927 The North Shore Limited "Delux" inaugural run is Monday.

June 9, 1927 Four MCR engines are equipped with Pyrometers (to measure graduations in temperatures) on engines No. 8361, No. 8362, No. 8363, No. 8364.

June 11, 1927 Michigan Central engine in service, No. 8360.

June 11, 1927 MCR No. 8598*, 9598*.

June 14, 1927 The North Shore Limited now runs in two sections.

June 29, 1927 The first Canada Southern locomotive.

July 14, 1927 MCR No. 8421*, 8423*, were tested on a doubleheader freight drag.

July 28, 1927 NYC want to improve passenger service with more power, the 5200 class Hudson type are to be given trials on the Canada Division.

August 17, 1927 Five of the big MCR 5200 class will be here within three months. Some months ago five of the big 8360 were assigned to the Division.

August 26, 1927 NYC engine is painter gray.

-1927-

August 27, 1927 MCR No. 8427*.

October 8, 1927 The Michigan Central are testing engine No. 8361, one of five new large passenger engines.

October 11, 1927 MCR No. 7914 pulls a train of 110 cars.

October 13, 1927 A sports model locomotive is coming to the MCR. Engine No. 8309 arrived at Windsor on Thursday. When the turntable is completed five big NYC 5200 class engines to arrive.

October 14, 1927 MCR engine No. 7628 hauled dedhead 25 Pullman cars.

October 18, 1927 The 5200 class are expected on the Canada Division when the new 100 foot turntable at Windsor is completed.

October 20, 1927 MCR No. 8418 pull a fast freight.

October 25, 1927 MCR turntable.

October 29, 1927 The Windsor 100 foot turntable is finished.

October 31, 1927 MCR No. 8363*.

November 1, 1927 The new sports model 5200 class are coming to the MCR right away. They will arrive Tuesday or Wednesday five are sent to Canada and five 8300 class.

November 28, 1927 It is expected the MCR engines to be 8200 class and 5200 class.

-1927-

December 2, 1927 The MCR inaugurate a fast symbol freight train out of Windsor.

December 10. 1927 The sport model engine No. 8206 was placed in service on the Michigan Central.

December 13, 1927 To try operation of the big MCR engines to Harmon, New York another 8200 class has arrived.

December 16, 1927 The third MCR Hudson engine No. 8207 arrived and will join No. 8205 and No. 8206.

December 17, 1927 An MCR express train from New York to Chicago with 21 loaded cars was pulled by engines No. 8404 and No. 8421.

-1928-

January 2, 1928 A new sports model hauls a heavy train 112 miles in 90 minutes. Hudson type No. 8207 brings train No. 32 from Windsor to St Thomas in record time with 13 cars. The engine ran to Buffalo.

February 22, 1928 Canadian lines of the Michigan central have wonderful locomotives here with over 100 engines.

February 23, 1928 Michigan Central No. 8207 was given a test run on a long freight out of St Thomas on Wednesday.

Michigan Central No. 8209 is used to teach Automatic Train Control (ATC).

February 25, 1928 Michigan Central train from Windsor, JS-2 with 98 automobile cars and two tanks of oil was pulled by engines No. 8435 and No. 8402'

February 27, 1928 The big NYC locomotives are doing well on the long 700 mile haul. It is the third week of operation of the 700 mile Windsor to Harmon, New York run.

-1928-

February 2, 1928 MCR engine No. 7617 hauled 53 cars.

February 8, 1928 Engine No. 7904 was involved in a grade crossing accident at Charring Cross.

February 11, 1928 MCR is laying heavier rails. A big 7900 class engine pulled 110 cars.

February 14, 1928 MCR lost engines three years ago with run through engines that ran from Windsor to Harmon, New York.

February 15, 1928 Automatic Train Control (ATC) is going to be applied to the Canada Division.

February 16, 1928 MCR through engines Harmon to Windsor using 5200 class, engines No. 5213 and No. 5319 are making good runs.

March 2, 1928 Reports that the MCR will add a new passenger train.

March 16, 1928 Michigan Central expects to receive six of the latest type freight engines, the H-7 class with automatic stokers. Hudson locomotives now pull the New England Wolverine.

March 21, 1928 The MCR Kettle Creek bridge at st Thomas is to be strengthened this year.

March 24, 1928 The Michigan Central expects six of the large H-7 class freight locomotives on Saturday.

-1928-

March 29, 1928 Michigan Central locomotives are back again on the long 700 mile run. The engines are fixed to meet the safety first requirements of the Canadian Government. The big Hudson type have resumed hauling the fast passenger Limiteds between Windsor and Harmon, New York. There are ten of the 8200 class engines in service between Windsor and Buffalo which is the same type as the 5200 class in International Service.

March 29, 1930 Three small switch engines for the Mobile and Ohio Railroad pass through St Thomas on the MCR.

April 13, 1928 MCR No. 8597 is newly painted.

April 21, 1928 The new Michigan Central engines can attain a speed of 110 miles per hour where as the K-3 class can go 92 miles per hour. The engines are the 8204, 8205, 8206, 8207, 8209. Every day at least three are in International Service.

April 24, 1928 Students are imperilled when the MCR train leaves the rails at Petrolea.

April 25, 1928 An MCR probe into the rail derailment at Petrolea.

May 7, 1928 Henry Ford came through St Thomas on the MCR in his private railroad car the "Fairlane."

May 9, 1928 NYC No. 7981*.

May 16, 1928 MCR engine No. 7930 pulled 112 freight cars.

June 4, 1928 Five big 8200 class J-1s are now in service on the Canada Division, while others of the 5200 class come through from Harmon, New York.

-1928-

- June 6, 1928 An elephant went over the Michigan Central.
- July 7, 1928 MCR No. 8205*.
- July 18 ,1928 New freight locomotives at the local MCR shops.
Engine No. 7943 hauled 100 cars. Engine no. 8592 returned to yard
service.
- August 1, 1928 A boiler explosion occurred to a NYC engine
near Buffalo.
- August 11, 1928 MCR No. 8434 and No. 8206*.
- August 27, 1928 Wreckage piled high on the subway for the Pere
Marquette and MCR trains were involved in a spill.
- September 1, 1928 MCR old equipment came through from the
Catskill Mountain Railway to Henry Ford (Museum) was hauled by
engine No. 7943.
- September 4, 1928 Michigan Central No. 8402 has made a few
trips.
- September 5, 1928 Test runs were made on engines No. 7943 and
No. 7926.
- September 6, 1928 Changes are being made to the MCR bridge.
- September 7, 1928 MCR No.8207* and No. 7930*.
- September 12, 1928 Engine No. 8207 of the MCR, recently out of
the shops made a fine run on the mail train.
- September 14, 1928 The Detroider to make quicker time through
Canada.

-1928-

September 19, 1928 The MCR are getting ready to repair US engines here in Canada.

September 28, 1928 California grapes move over the MCR.

October 12, 1928 Many shipments of fish over the Canada Division.

October 25, 1928 At a glance at work in the MCR shops are No. 8416 and No. 8418, two of the oldest types.

October 29, 1928 Beauties of the Stage pass through St Thomas on the MCR.

October 30, 1928 MCR derailment at Comber.

October 31, 1928 One of the biggest engines on the Michigan Central is in moving pictures. The October issue of NYC Lines Magazine shows engine No. 8206, which belongs to the Canada Division which operates between Windsor and Harmon, New York.

November 1, 1928 An attempt to wreck a MCR limited at Highgate. An accident to MCR No. 7946.

November 5, 1928 MCR extends sidings to haul longer trains at welland and Tillsonburg. The heaviest rail in Canada is on the MCR.

November 22, 1928 Engine No. 7931 made a test run on a fast freight.

November 28, 1928 Four fast express trains on the MCR rush shipments.

-1928-

December 4, 1928 Spanish royalty passed through St Thomas on the Michigan Central.

December 7, 1928 MCR No. 8401*.

December 18, 1928 MCR wants to close Kingsmill station.

December 21, 1928 Eleven student special trains rushed through on the MCR line.

December 22, 1928 MCR No. 8428*.

December 24, 1928 The Michigan Central handled 107 passenger trains in three days.

-1929-

January 3, 1929 Honeymoon Special runs through st Thomas on the Michigan Central. This is a luxurious special train. There were nine special trains, including the Munro-Lloyd wedding party.

January 5, 1929 The Michigan Central has reached a high mark for passenger trade, it handled eleven specials. There were eighteen trains in five hours and each train had an average of twelve steel cars.

January 14, 1929 Three derailments cause trouble for the Michigan Central Railway, they were at Fletcher, Hagarsville and Welland.

January 16, 1929 NYC No. 8206*.

January 18, 1929 NYC sends out aid to the TH&B Ry. for the washout at Stoney Creek.

February 4, 1929 Michigan Central No. 8428 that was wrecked on the TH&B Ry. at Stoney Creek will be repaired at the MCR St Thomas shops.

February 6, 1929 MCR No. 7951*.

February 13, 1929 MCR No.8428*.

March 2, 1929 MCR No.8205*.

March 5, 1929 MCR No. 7918*, 8402*, 8205*.

March 9, 1929 MCR No. 7903*

March 16, 1929 MCR No. 8591*.

March 23, 1929 The Michigan Central handled 186 trains in one day.

March 26, 1929 MCR No. 7954.

-1929-

March 28, 1929	A large Michigan Central 5200 is here in St Thomas.
April 6, 1929	The greatest freight traffic is on the MCR.
April 9, 1929	MCR No. 8428 was in the shops and was placed back in service, this was the locomotive that was wrecked on the TH&B Ry.
April 13, 1929	The Michigan Central "Niagara Falls Deluxe" is a new luxurious passenger train which starts on Sunday April 28 th and is to be painted in brown and gold colours.
April 16, 1929	MCR No. 7620*.
April 18, 1929	MCR Niagara Falls Deluxe.
April 22, 1929	MCR engine 8425 is out of the shops and is painted with white paint similar to the big Hudson's.
April 29, 1929	First run of "Niagara Falls Deluxe". MCR No. 8207*.
May 4, 1929	Waterford Coal Tower.
May 4, 1929	MCR No. 7036*.
May 23, 1929	The Michigan Central Railway is to be absorbed by the New York Central and this is expected for June first.
June 18, 1929	MCR No. 8208*.

-1929-

June 25, 1929	A Michigan Central train over the Canada Division was the first train out of the new NYC Buffalo Central Terminal.
June 28, 1929	A Michigan Central engine No. 8419 plunged into the Welland Canal at the bridge.
June 26, 1929	The MCR must continue service on the St Clair Branch.
July 8, 1929	The MCR Hudsons.
July 9, 1929	MCR No. 7618*.
July 17, 1929	MCR No. 7752*.
July 23, 1929	The MCR engine that plunged into the Welland Canal an attempt to lift it out of the Canal today.
July 29, 1929	Giraffes to go over the MCR.
July 30, 1929	Plans to raise the Welland Canal engine this week.
July 31, 1929	The giraffes to move for sure this week.
August 1, 1929	The giraffes went over the Michigan Central Railway today.
August 1, 1929	Another attempt was made to raise the locomotive out of the Welland Canal.
August 14, 1929	The big engine is out of the Canal. MCR engine No. 8419 was raised from the Welland Canal after being submerged for two months.

-1929-

August 14, 1929	MCR BA-2, a fast symbol freight derailed at Chippewa.
August 15, 1929	An attempt was made to derail the Wolverine.
August 24, 1929	A collision occurred to the Niagara Falls deluxe at Lundys lane, Niagara Falls.
August 30, 1929	The radio Special which went through about a week ago also came back through St Thomas again on its way to Detroit.
September 3, 1929	MCR No. 8205*.
September 25, 1929	MCR No. 7934*.
September 28, 1929	Michigan Central engines No. 8403 and No. 7636 were in a doubleheader pulling 110 refrigerator cars to Windsor after coming out of the shops.
September 30, 1929	There were three sections of the Wolverine on Sunday.
October 15, 1929	A new MCR freight train has the speed of a passenger limited, DH-4.
October 18, 1929	The MCR Kettle Creek bridge at St Thomas is to be completed soon.
October 23, 1929	MCR ran a solid train of 56 cars of automobiles hauled by engine No. 7922.
October 28, 1929	Freight trains move like passenger trains on the Michigan Central.

-1929-

October 31, 1929	Two more Limiteds for the MCR, the Wolverine is so popular that it will run in two sections permanently.
November 1, 1929	MCR No. 7629*.
November 4, 1929	The MCR shops are full time.
November 6, 1929	A Michigan Central fast run, engine No. 7942 on JS-2 pulled 79 cars.
November 14, 1929	MCR No. 8430*.
November 16, 1929	The MCR bridge to be opened by the first of next month.
November 21, 1929	The MCR ran an 85 car express train.
November 27, 1929	MCR No. 8303*.
November 30, 1929	The MCR Kettle Creek bridge at St Thomas is used for the first time on the westbound track.
December 6, 1929	MCR No. 8206*.
December 24, 1929	A new Michigan Central engine No. 8215 arrives.
December 27, 1929	Two more Michigan Central engines of the 8200 class arrive at St Thomas.
December 30, 1929	The Detrouiter was derailed at Black Rock (Buffalo), New York, engine No. 5209.

-1930-

January 2, 1930	The President Elect of Mexico travels over the MCR through St Thomas.
January 3, 1930	All the new MCR engines are here.
January 4, 1930	The big Michigan Central Railway bridge across Kettle Creek in St Thomas is completed.
January 13, 1930	Tons of new steel have arrived for the Michigan Central.
January 14, 1930	Painting of old engine No. 999.
January 20, 1930	The first engine of the Canada Southern Railway was bought November 2, 1871 from w. Baird Company of Philadelphia.
January 23, 1930	MCR engines are improved.
January 31, 1930	The New York Railway System to absorb the Michigan Central Railroad on February 1, 1930. The Michigan Central will lose its identity.
February 5, 1930	The MCR run 22 passenger and express trains daily.
February 5, 1929	MCR No. 7913*.
February 17, 1930	Old photograph of engine No. 423 taken at St Thomas.
March 3, 1930	MCR ran a 53 car train of new Northern Refrigerator cars painted gold, green and red.

-1930-

March 5, 1930	Huge sports model Hudson engine make record runs over the MCR, they operate on the Wolverine and the Detroit only.
March 17, 1930	Derailment at Canfield Junction.
March 19, 1930	The NYC may close Montrose Yard at Niagara Falls.
April 5, 1930	The MCR handles a special grain train from Chicago every day and makes the run from Chicago to Black Rock in 24 hours.
April 14, 1930	MCR No. 8597*.
April 17, 1930	Four brand new Rock Island railway freight locomotives were handled over the Canada Division of the Michigan Central.
April 26, 1930	MCR No. 8550*.
May 2, 1930	MCR starts laying heavy 127 pound rail.
May 15, 1930	The Michigan Central has 4000 empty automobile cars stored along the Canada Division, this amounts to 30 miles long of empty cars.
May 16, 1930	MCR No. 8215*, No. 8553*.
May 29, 1930	A Danish Special of twenty coaches makes a dash over the MCR line hauled by a 8200 class engine.
June 2, 1930	NYC No. 5201, a large Hudson breaks down at Ruscombe on train No. 10.

-1930-

June 2, 1930	NYC automobile cars are stored along the length of the abandoned old Erie and Ontario Line between Niagara Junction (Fort Erie) and Chippewa.
June 10, 1930	Shriner's Specials ran over the MCR. The MCR handled 25 of their special trains.
July 4, 1930	MCR's Petrolea train service to be cut to one train per day.
July 9, 1930	MCR No. 7903*.
July 23, 1930	A Michigan Central fast freight train NY-2, left the rails in the local St Thomas yards and sunk into the roadbed after crossing the Ross Street subway. The engine that was derailed was No. 7982.
July 25, 1930	MCR engine No. 7922 pulled a heavy train of 87 cars through St Thomas. The journalist states that it is "liking pulling teeth to get information out of the MCR offices."
August 2, 1930	A trio of elephants were moved over the Michigan Central on Friday to Niagara Falls.
August 5, 1930	Same engine, same place, leaves the rails at the same place, Engineer No. 7932 is developing a habit for leaving the tracks in the MCR yards.
August 12, 1930	MCR is converting automobile cars into boxcars.

-1930-

- August 13, 1930 Automatic Train Control is installed on the Michigan Central.
- August 22, 1930 Automatic Train Control system.
- August 27, 1930 The Pelton signal tower burned down on Tuesday evening when Pere Marquette engine and a Michigan Central side-swiped each other at the Pelton diamond crossing.
- September 8, 1930 MCR put a freight engine, No. 7944 on a Mail Train.
- September 12, 1930 Powerful Michigan Central moguls make splendid time on the Canada Division. Huge Hudson type sport model engines are hauling the Wolverine and the Detroiter. Besides the large 5200 class engines of the New York Central, some of the 5300 class are also moving over the Canadian Division. The 5300's are a newer and slightly larger type than the 5200's. There are several of the 8200 class.
- September 20, 1930 MCR engine No. 8218 made a special run on the Mail train.
- September 23, 1930 MCR engine No. 7959 hauled the Mail Train.
- October 1, 1930 Michigan Central engine no. 8220 made a trial trip.

-1930-

- October 3, 1930 An American Legion special en route to the National Convention at Boston will pass through St Thomas on the Wolverine at about two o'clock in the morning on Saturday.
- October 4, 1930 MCR engine No. 1930 pulled a large train of 112 empty refrigerator cars.
- October 9, 1930 Closing Charing Cross station is mooted by the MCR.
- October 10, 1930 A huge Michigan Central passenger mogul hauls a mile long freight train. Engine No. 8216 starts here easily with 100 cars and made fast time on Thursday morning.
- November 12, 1930 A Michigan Central derailment blocks both main line tracks at Waterford and MCR trains are sent over the Wabash.
- November 20, 1930 MCR gangs are working on the Automatic train Control System.
- December 8, 1930 The MCR is giving classes on the ATC (Automatic train Control) system.
- December 29, 1930 NYC engine No. 5227 came through on an express train.

January 3, 1931 A Michigan Central train crash at the Windsor station. Seven passengers were injured in the MCR Windsor yards. The first section of an extra train from New York to Detroit was at the Windsor station and a light engine was standing behind it when the second section of that same special loomed out of the fog and struck the yard engine and the yard engine then crashed into the rear coach of the standing passenger train.

January 5, 1931 Five sections of the Wolverine go over the MCR. MCR No. 7907*.

January 8, 1931 To cut in Automatic Train Control System next week on January 15th. The engines are fitted, most of the J-1 engines are equipped, and all but three K-3, and they are working on the G-80's and the H-60's.

January 15, 1931 The new ATC-Automatic Train Control cut in at nine o'clock this morning on the west end of the MCR.

January 20, 1931 A photograph of MCR with ATC.

February 10, 1931 Installing automatic Train Control (ATC) on the Michigan Central east end, the work starts this week.

February 20, 1931 MCR monster Hudson types haul big Limiteds on the local division.

March 13, 1931 Looking at contract Wabash engine at the MCR shops.

March 21, 1931 Michigan Central Silk Train.

April 4, 1931 MCR No. 8404*.

April 20, 1931 MCR No. 7952*.

-1931-

April 28, 1931 MCR No. 8206*.

May 6, 1931 MCR No. 8218*.

May 11, 1931 MCR No. 8205*.

June 8, 1931 MCR No. 7936*, No. 8221*.

June 25, 1931 NYC No. 3250*.

July 21, 1931 A model of MCR K-3 engine No. 8400 on display at the Sutherland Shoe Store.

September 5, 1931 MCR No. 7954*.

September 23, 1931 Live fish are shipped via the Michigan Central in tank cars to New York City. Three tank cars were loaded with live carp at Tilbury.

September 24, 1931 The MCR ran five sections of train No. 58 for the American Legionnaires.

October 10, 1931 MCR No. 8552*.

October 15, 1931 Valuable fish shipments handled quickly by the MCR of Lake Erie fish.

October 21, 1931 MCR No. 7934*.

October 31, 1931 MCR running football specials.

November 19, 1931 MCR Hamilton football special, a big crowd for the Grid special The best equipment, a Hudson Type will take the train over the TH&B Ry. from Waterford to Hamilton.

-1931-

November 23, 1931 Yellow Jackets. Michigan Central eight all steel car special to Hamilton will take 600 people.

November 26, 1931 The MCR ran three Thanksgiving Specials.

December 5, 1931 Automatic Train Control over the east end of the MCR to be cut in next Wednesday, December 9th.

December 10, 1931 The ATC was cut in on the east end of the MCR.

December 11, 1931 The MCR train No. 23, the Western Express Limited will make its last trip today.

-1932-

January 2, 1932	MCR engines could be hauled through the Detroit Tunnel.
January 2, 1932	MCR Chippewa local discontinued.
January 12, 1932	MCR No. 7942 has outside water heater.
January 22, 1932	MCR No. 7958*.
February 5, 1932	MCR Hudsons pull 16 car trains.
February 19, 1932	MCR No. 7946*.
February 22, 1932	MCR No. 8256*.
March 28, 1932	MCR No. 7942*.
April 6, 1932	MCR No. 82188.
April 18, 1932	MCR No. 7628 a "hogger type" rebuilt into a yard engine.
April 20, 1932	MCR flyers on faster time.
April 25, 1932	MCR mixed train No. 106, engine No. 8152, on the St Clair branch was derailed. The engineer was Tom Howe.
April 27, 1932	MCR No. 8221*.
April 30, 1932	An explosion occurred at a Welland section house.
May 7, 1932	MCR No. 7641 was placed in yard service after being rebuilt in the shops.

PROBE BLAST ON RAILWAY ENGINE

LONDON Free Press

Officials Incline To Theory of Low Water In Boiler

INQUIRY IN PRIVATE

1932

ST. THOMAS, May 9. — (CP) —

Officials investigating the explosion on a Michigan Central Railway locomotive on Saturday, when an engineer and fireman were injured, were inclined today to the theory it was due to low water in the boiler, although an inquiry has been under way since Sunday in connection with reports the damage was caused by a bomb.

Company and Government representatives have not yet made any official finding and are holding the inquiry in private, but railway officials describe reports linking the occurrence with explosions in section houses at other points of the line as "nonsense." They pointed to the difficulty of placing a bomb on a locomotive which had traveled more than 100 miles at high speed before the accident occurred.

The engine crew had been experiencing difficulty with the water injector, and Engineer Howe was endeavoring to get it back into proper operation when the explosion occurred, blowing himself and Fireman Whisk out of the cab. Engineer Howe was reported improved today, but the fireman, scalded from head to foot, is in a serious condition.

the case, the half dozen investigators agree.

To the opinion of Michigan Central Railway investigators who say the place was deliberately bombed, and who are endeavoring to link the explosion with one in a railway section house at Crowland, was today added the statement of a London official.

"BOMB," HE SAYS.

"There is no doubt in my mind," he said, "but that the bomb was responsible for the explosion."

"It has been suggested that the explosive came to London as a part of a vegetable shipment from the States. I do not think such was the case. I believe some one entered the warehouse and deliberately placed the container with its explosive contents in the building. It looks as if a timing device was used to set off the bomb."

That the explosions here and at Crowland, as well as a wreck at the G.T.R.-M.C.R. joint trackage, South Bend, Indiana, may be all part of a plot against the M. C. R. lines is a contention of the railway authorities. Whether or not they will endeavor to link the locomotive boiler explosion at Dutton with the others is not known. It is possible the boiler blow-up was the result of an out and out accident, while a second suggestion is that dynamite might have been placed in the coal. If such were actually the case, this would undoubtedly verify the M. C. R. viewpoint. They have had A. M. McMullen, inspector attached to the bureau of explosives, Toronto, come to London to investigate the Catalano blast, while M. G. Max, of Detroit, chief of the M. C. R. investigation bureau, also made a personal trip to London.

RADICAL MOVE.

One suggestion locally is that a radical movement may be behind the plot. However, officials who attended the various conferences, say that no such theory has been proposed at any time of the gathering, and as a

(Continued on Page Thirteen)

LONDON FREE PRESS

MAY 9, 1932

-1932-

- May 7, 1932 A Michigan Central engine boiler explodes. It happened just west of Dutton at Noon today. Engine No. 7905 was hauling a livestock special train WB-2. The boiler exploded a quarter of a mile west of the Dutton station. Engineer Tom Howe and fireman Walter Willsie were blown from the cab.
- May 7, 1932 NYC Rail Detector car over the MCR.
- May 9, 1932 Track pans discontinued at Ridgetown.
- May 9, 1932 MCR No. 8553*.
- May 26, 1932 MCR No. 5253 made an excellent run.
- May 28, 1932 MCR No. 7618 has returned to yard service.
- June 4, 1932 The Exposition Flyer to be the new Limited on the MCR line.
- June 10, 1932 The exposition Flyer to start on June 26th.
- June 14, 1932 The MCR shops to close for one month.
- June 18, 1932 The Wolverine had 21 cars.
- June 18, 1932 MCR No. 8594*.
- June 24, 1932 Michigan Central changes at Montrose (Niagara Falls, Ontario) to be protested. Trains to run from St Thomas direct to Suspension Bridge (Niagara Falls, New York) and not broken up at Montrose.
- June 24, 1932 MCR No. 7616*.

-1932-

- June 28, 1932 the MCR shops to reopen on July 4th.
- June 30, 1932 Engine No. 7905, the Dutton boiler explosion, is still in the shops.
- July 5, 1932 Governor Franklin D. Roosevelt glided through St Thomas early yesterday morning on the Michigan Central. This was following his historic triumphal acceptance speech for the nomination for President at the Democratic Convention in Chicago. He had left Chicago the night before and boarded The Exposition Flyer. It was sunrise in St Thomas, Ontario when the train pulled into the station. The train left St Thomas and arrived at Buffalo at 9:52 and with journalists waiting he began the campaign for President.
- July 23, 1932 One of the small MCR engines of ancient vintage No. 8152 has been overhauled and is doing good work on the St Clair Branch.
- July 20, 1932 The Michigan Central moves its first train DN-4 directly into the Suspension Bridge, New York yards, by-passing Montrose Yard. A transfer run is to be established between Welland and Victoria Yard at Fort Erie. Engine No. 5333 is like new after coming out of the local St Thomas shops. It is slightly larger than the 5200 and 8200 classes.
- August 11, 1932 The NYC may route two more fast freight trains through Canada.

-1932-

August 27, 1932	MCR train No. 139 is to become a passenger extra to be operated out of St Thomas.
August 19, 1932	The Michigan Central may buy or lease the Essex County Radial Line.
August 25, 1932	MCR engine No. 7916 which hauled an immense train of 94 loaded cars on Saturday.
August 25, 1932	MCR engine No. 7934*.
September 8, 1932	The New York Yankees are en route to Detroit over the Michigan Central. Babe Ruth is included.
September 13, 1932	The New England Wolverine is to be restored.
September 14, 1932	The Michigan Central are servicing their engines in the United States.
September 19, 1932	The New York Yankees come over the MCR tonight.
September 22, 1932	Guy Lombardo comes through on the MCR.
September 30, 1932	MCR No. 7623*.
October 3, 1932	Franklin D. Roosevelt and party charter Michigan Central flyer and had a fast ride over the local division Saturday night.
October 6, 1932	MCR yard engine backs into post at the L&PS.

-1933-

January 3, 1933	There were three sections to the Wolverine.
January 6, 1933	There were two sections to the Wolverine. An MCR drag freight hauled 110 cars. The second gasoline-electric coach is to start on the Michigan Central to run on the west end from Detroit to St Thomas failed on its first trip to operate through the Detroit River Tunnel.
January 9, 1933	There were four sections to the Wolverine. Train M-9 is the gasoline car to operate on the west end of the MCR.
January 14, 1933	The Montrose yard of the MCR is not likely to reopen.
January 20, 1933	MCR gas-electric car M-14.
January 25, 1933	MCR No. 8228*.
January 31, 1933	The MCR gas-electric car assigned to the west end made its first official trip to Detroit from St Thomas was able to operate through the Tunnel.
February 2, 1933	Biggest mid week rush in three years on the MCR Lines with over 3000 cars yarded.
February 11, 1933	The MCR Wolverine operated in two sections.
February 18, 1933	The US lines through St Thomas handle a lot of bullion as there is a shortage of cash at Detroit.
February 20, 1933	MCR No. 8215*.

-1933-

February 23, 1933	MCR No. 8219*.
March 25, 1933	MCR No. 8218*.
May 2, 1933	Beer shipments are helping to boost us freight trade, special cars are seen on the Michigan Central.
May 3, 1933	MCR. The fastest trains in the US make there best time in Canada.
May 6, 1933	The Canada Southern Charter calls for repairs on equipment to be made in the local Canadian shop.
May 16, 1933	It is clear that the Canada Southern Railway Charter calls for car shops and that way cars had to be maintained in Canada.
May 18, 1933	The 20 th Century makes a fast trip over the Michigan Central running at 70 miles per hour. This is the third time in history.
May 20, 1933	Three sections of MCR fast freight trains were marshalled.
June 6, 1933	MCR No. 7932*, 5279*.
June 24, 1933	Eighteen passenger specials are set for the MCR over the weekend en route to Chicago for the Century of Progress Exposition.
July 4, 1933	MCR train crews have been called back to work. The MCR are using International engines.
July 8, 1933	The MCR ran 13 passenger specials.

-1933-

July 26, 1933	MCR No. 7946*.
July 29, 1933	MCR ran eight passenger specials.
August 4, 1933	MCR No. 8227*
August 16, 1933	The gas-electric car No. 202 on the MCR has gone into the shops for repairs and a steam train is taking care of the business on No. 2 and No. 5.
August 21, 1933	The MCR ran 21 passenger specials with 16 cars in each train.
September 5, 1933	There were many MCR specials, there were four sections to train No. 39 tonight and seven last weekend.
September 6, 1933	MCR No. 8216*.
September 15, 1933	MCR No. 7952*.
September 19, 1933	MCR No. 7936*.
September 25, 1933	MCR No. 8225 took a freight drag to Windsor hauling 110 cars.
September 26, 1933	MCR tracks to be oiled.
September 29, 1933	Parties of Legionnaire's to augment passenger traffic over the MCR.
October 3, 1933	The MCR ran 29 westbound trains in a row, all to Chicago .

-1933-

October 3, 1933	MCR No. 8226*.
October 24, 1933	Budd Stainless Steel train came through bound for the Texas and Pacific Railroad. NYC No. 8226*.
October 25, 1933	The Budd Texas and Pacific train ran at 68 MPH over the MCR.
November 1, 1933	MCR No. 7917*.
November 3, 1933	NYC crash in the tunnel.
November 6, 1933	MCR No. 8228*.
November 14, 1933	Over 600 extra trains were moved to Chicago over the MCR for the Worlds Fair.
November 17, 1933	MCR No. 7934*.
November 20, 1933	MCR No. 7652*.
December 20, 1933	MCR No. 8218*.

-1934-

January 6, 1934 Princess Barbara Hutton Mdivanni came through St Thomas on the Michigan Central in \$120,000.00 private railway car.

February 2, 1934 MCR No. 8220.

February 7, 1934 The MCR gas-electric car has been sent to Michigan for a time.

February 10, 1934 The big Michigan Central station is being heated by locomotive steam. The temperature is to many degrees below for the station's heating plant. An engine was placed at the west end. The first engine was No. 7926 with the steam being sent through coach No. 424. The engine was kept fired all the time. It was replaced by engine No. 7951. Which is there today.

February 15, 1934 NYC-MC-1 was hauled by engine No. 7952 which left with 100 cars for Detroit.

February 16, 1934 MCR No. 7914*.

February 22, 1934 To prepare MCR engines for heavy trade in the spring. Recently 15 of the large MCR and NYC Hudson type engines were equipped with H.T> automatic stokers changing from the Duplex stoker. All of the 5200 class to be equipped, right from No. 5200 to No. 5270; those now equipped are, 5207, 5208, 5209, 5213, 5221, 5229, 5230, 5248, 5250, 5251, 5260. 5262, 5267, 5269. It is possible that some of the 8200 class may receive the new stoker.

March 20, 1934 MCR No. 8153*.

March 23, 1934 MCR No. 8217*.

-1934-

March 31, 1934 A derailment of 21 cars occurred at Canfield Junction at ten o'clock Thursday. NYC trains were detoured to the Wabash for over twelve hours between Canfield Junction and St Thomas. The wolverine ran over the Wabash and also did trains Nos. 10, 58 and 40 eastbound while No. 39 westbound North Shore Limited, and No.15 and the Motor Cars all went over the Wabash.

April 5, 1934 The MCR yarded 42 fast freight trains in st Thomas in a 24 hour period.

April 6, 1934 Three more MCR-NYC engines are equipped with H. T. Stokers. They are No. 5212, No. 5227, No. 5245.

April 12, 1934 Since Christmas 26 NYC engines have been equipped with the H. T. Stoker. No. 5245 has the B. K. Stoker from engine No. 5213. The 8200 class have standard duplex stokers.

April 18, 1934 MCR No. 8205*.

April 27, 1934 The MCR tower at Dutton was mover to the Fairgrounds.

May 1, 1934 The Streamlined Zephyr is en route to St Thomas terminal., due at 5:00 pm en route to the Century of Progress Exposition, the CB&Q Zephyr three car streamlined train is to make a brief stop at the St Thomas terminal of the Michigan Central. Harry L. Margett, MCR General Superintendent of Detroit and other officials will be on the train with officials of Budd. The Union Pacific three car train passed through a month ago.

May 2, 1934 The Burlington Zephyr was viewed by thousands as it passed through, it created quite a sensation. One thousand were present at the station and over 5000 saw it before it left.

-1934-

- May 4, 1934 Air-conditioning is on the MCR Limiteds.
- May 7, 1934 NYC No. 5310 hauled train No. 15 most of the time, and the 5200's come through here.
- May 11, 1934 The MCR locomotive shops are getting engines ready to travel to the century of Progress which is to start soon. Hudsons will pull the flyers. More 5200's are equipped with H. T. Stokers, the latest are Nos. 5217, 5211, 5223. The work was done in the US shops as only the 8200's are taken in to the Canadian shops.
- May 11, 1934 MCR No. 8228 was rebuilt.
- June 8, 1934 Air conditioning on the MCR flyers.
- June 14, 1934 Faster than the 20th Century Limited a six car Paramount Movie special came through the MCR on Thursday with President Aldolph Zukor en route from Los Angeles to New York City.
- June 21, 1934 Crossing collision involving MCR No. 8227 at Canfield.
- July 4, 1934 MCR No. 8225*.
- July 6, 1934 MCR No. 3226 rebuilt in the shops.
- July 7, 1934 MCR has heavy travel to Chicago, all trains run in two sections.
- July 19, 1934 MCR No. 8236*.
- July 20, 1934 New 2400 class locomotive makes an appearance on the Michigan Central at St Thomas. It has high wheels like a passenger engine yet can pull 150 loaded cars.

-1934-

July 21, 1934 Two large 2400 class engines have been regularly assigned to the local division. They are No. 2474 and No. 2490. As proof that the engines are to be kept in Canada is the fact that they have been equipped with hand railings and pilots to meet the Dominion regulations.

July 27, 1934 The 2400 class locomotives have made such a hit on the Canadian Lines of the Michigan Central their is talk of bringing over some 2700 class which are even larger and more powerful.

August 8, 1934 MCR No, 8220*.

August 17, 1934 MCR Trans Atlantic Limited did 95 miles in 83 minutes using a 5200 class engine.

September 5, 1934 MCR No. 7930*.

September 8, 1934 The NYC President's tour.

September 10, 1934 MCR No. 7952*.

September 20, 1934 Babe Ruth and the Yankees ride on the Michigan Central special passenger train for the ball stars going to Detroit.

September 20, 1934 MCR No. 7932*.

September 25, 1934 MCR No. 8215*.

October 10, 1934 MCR No. 8218*.

October 23, 1934 MCR officials tour the mainline in a Dodge inspection car.

-1934-

October 29, 1934 MCR No. 8416 has old high wheels used in freight work.

November 9, 1934 Hot Box detector on J-1 engine cause white smoke and a bad odor. The MCR has a novel method of detecting overheated journals on the big engines. An alarm for hot boxes is that 275 degrees a mysterious substance will melt then throw off a bad odor and white smoke.

November 15, 1934 Photograph of Canada Southern locomotive No. 12 taken in 1877.

November 27, 1934 MCR No. 8218*.

December 4, 1934 MCR No. 8991*.

December 14, 1934 NYC Lines new streamline engine ready for first run on the mainline Friday. It was rebuilt at the West Albany shops. (The Commodore Vanderbilt)

December 22, 1934 Thirty passenger trains ran over the MCR in the pass 24 hours.

-1935-

January 3, 1935	MCR passenger rush caused by the ato show caused 15 to 20 extra passenger trains, the Wolverine ran in four sections.
January 7, 1935	The MCR operates 24 passenger specials for Students and Auto Dealers.
January 11, 1935	St Thomas railway officials view the "Commodore Vanderbilt, the new NYC streamlined engine at buffalo where it is on display and will be taken to Chicago via the Lakeshore route.
January 14, 1935	The Detroiter to be reinstated on the C. S. Division of the MCR.
February 2, 1935	The reinstated Detroiter will boom MCR passenger trade, No. 48 will be back on the time card on Sunday.
February 4, 1935	Return of the Detroiter.
February 13, 1935	NYC No. 5269*.
February 21, 1935	The NYC Commodore Vanderbilt locomotive was put in regular service on the 20 th Century between Chicago and Toledo.
February 25, 1935	MCR No. 5322* and No. 8221*.
February 28, 1935	MCR No. 8227 a large passenger engine is making some trial trips on freight trains, it made three trips between st Thomas and Springfield.

-1935-

March 7, 1935	MCR No.7954*.
March 12, 1935	MCR No. 7914*.
March 16, 1935	MCR No. 8228*, No. 5283*.
March 26, 1935	MCR No. 7641*.
April 1, 1935	MCR No.7964*.
April 3, 1935	MCR No. 5296*.
April 11, 1935	MCR No.8227*.
April 13, 1935	A famous old NYC engine to make a last trip over the MCR. The Dewitt Clinton is going to the Henry Ford Museum at Greenfield, Michigan and will pass through St Thomas on flat cars.
April 23, 1935	The Detroit and the Wolverine to be consolidated on April 28 th .
May 3, 1935	MCR speeds increase to 80 MPH.
May 5, 1935	MCR No.8226*.
May 17, 1935	Shipment of 90,000 Bees over the MCR.
June 8, 1935	MCR new engine No. 8225 pulls MCR freight train of 84 loaded cars in three hours. MCR No. 8225*.
June 27, 1935	It is Old Home week in St Thomas and a model of the Commodore Vanderbilt built in the MCR shops will run in the Parade on Talbot Street.

-1935-

June 29, 1935	Michigan Central train No. 39 plowed into the rear of a Pere Marquette train DC-X1 caboose in the Welland Yard. The MCR engine crew jumped to safety.
July 11, 1935	The MCR new 2400 class are on the Canada Division of the MCR. Engine No. 2472 pulled a 87 car train.
August 6, 1935	MCR No. 8218*.
August 15, 1935	New daily train service for the MCR St Clair branch line with a mixed train to Petrolea starting on August 28 th .
August 19, 1935	MCR No. 8215*.
September 21, 1935	Ten MCR passenger specials will take 6000 people to Niagara Falls early on Sunday. Nine special trains.
September 24, 1935	Many special trains for the Bauer- Louis Fight at Yankee Stadium come over the MCR. Three sections of the Wolverine with 18 cars each.
September 26, 1935	Five more MCR special trains are run.
September 30, 1935	MCR No. 8220*.
October 5, 1935	The World Series is played at Detroit and this boosts the MCR with eight special trains.

-1935-

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|-------------------|--|
| October 8, 1935 | There were two long sections of train No.8, the Wolverine run for baseball fans. |
| October 22, 1935 | MCR No. 2495*. |
| December 10, 1935 | Re-introduction of train No. 48 the Detrouiter. |
| December 20, 1935 | The MCR moves 28 passenger trains over the line in 24 hours. |
| December 24, 1935 | MCR train and engine crews are home for he holidays/ |

-1936-

January 3, 1936	Over thirty MCR passenger trains were run for US students.
January 7, 1936	MCR run a Chicago Black Hawks Hockey Special to New York City.
January 11, 1936	MCR ran eight passenger specials.
January 15, 1936	A new Diesel-electric Demonstrator for New York City is at Buffalo.
February 12, 1936	Eighteen freight cars pile up on the MCR at Cayuga causing a long tie up for twelve hours.
February 20, 1936	The MCR have six extra passenger trains daily.
February 29, 1936	MCR No.1891*.
March 5, 1936	MCR No. 8226*.
March 7, 1935	NYC No. 5283 came out of the US shops and used for International Service.
March 17, 1936	Petrolia Branch train derailment.
March 20, 1936	The Pennsylvania Railroad's famous "Red Arrow" is using the Michigan Central's Canada Division. The "Red Arrow" crack passenger flyer of the Pennsylvania Railroad is enjoying a few trips over the C. S. Division of the MCR as a result of flood conditions in the vicinity of Pittsburgh, Johnstown and other Pennsylvania State points. It came through St Thomas as a section of the Wolverine. It attracted some attention.

-1936-

March 21, 1936	Engine No. 5258 owned jointly by the New York Central and the Michigan Central has made test runs on freight trains.
March 24, 1936	MCR engine No. 7907*.
March 28, 1936	Six special trains run over the MCR in 24 hours.
April 7, 1935	MCR add a new passenger train express train via Canada.
April 11, 1936	MCR engine No. 8216 is in passenger service after being tested in fast freight service between the two borders. No. 8216 was on train No. 45 on Tuesday.
April 13, 1939	MCR engines No. 7934 and No. 7948 are hauling heavy tonnage.
April 15, 1936	MCR No. 2495*.
April 22, 1936	MCR No. 8219*.
April 27, 1936	Frontiersman on the MCR.
April 28, 1936	A fleet of six large freight engine help the MCR rush, they are of the 2400 class. MCR No. 8225*.
May 4, 1936	MCR way cars (caboose) Nos. 23019 and 23014 are overhauled.
May 7, 1935	MCR engine No. 5256 made a test run.

-1936-

May 8, 1936	MCR No. 8597*, No. 2491*.
May 9, 1936	MCR No. 8228*.
May 12, 1936	MCR No. 7953*.
May 15, 1936	MCR No. 8228 makes a test run on a freight train.
May 20, 1936	MCR No. 6516 The Mercury.
May 26, 1936	MCR No. 8226*.
June 1, 1936	The MCR Attercliffe station is closed.
June 19, 1936	MCR train No. 44 carried an unusual car. A large fish car from John G. Sheld Aquarium of Chicago en route to Massachuettts for loading.
June 22, 1936	MCR engine No. 8215*.
June 25, 1936	The MCR shops reopen on July 6. MCR engine No. 8218*.
June 26, 1936	MCR caboose No. 23012*.
June 28, 1936	A special train went over the MCR for the 1936 Democratic Convention at Philadelphia.
June 29, 1936	MCR No. 7952*.
July 2, 1936	The NYC Mercury stops in Buffalo.
July 7, 1936	MCR passenger flyers operate in two sections.

-1936-

July 7, 1936	The MCR to repair two Wabash engines per month in their shops. Four extra passenger trains in one day.
July 20, 1936	MCR No. 8228*.
July 24, 1936	MCR No. 8219*.
July 28, 1936	MCR No. 8215*, No. 8219*, No. 8216*, all making special runs on freights, No. 8215 took the mixed train to Windsor on Monday.
August 10, 1936	The MCR has some new locomotives. At least engines with different numbers, the 2900 class, in addition to the 2400 class. There are also 2000class and one 2050 class. The two of the 2900 class are No. 2996 and No. 2964. The yard engine has been numbered 6996, and also many 5300 in addition to the 5200 and 2400. Engine No. 5365 went through looking like a new engine.
August 11, 1936	The MCR engines are being assigned new numbers; the 7900's become the 2000's. And the 2400's become the 2900's.
September 5, 1936	NYC engine No. 5315 is making some splendid performances in International Service over the MCR since coming out of the shops.
September 11, 1936	MCR trackpan at Edward dismantled.
September 21, 1936	MCR derailment at Windsor.

-1936-

September 24, 1936	MCR No. 53628.
September 30, 1936	MCR caboose No. 73073*.
October 1, 1936	Wabash- MCR shop deal.
October 9, 1936	MCR fix the Wabash engines, another Wabashn locomotive is to be sent to the MCR shops. Wabash No. 2050, No. 1676.
October 22, 1936	Paddy Miles, the MCR Niagara branch Conductor made \$1,000 when Grover Cleveland was elected because Cleveland was a fisherman and travelled to Niagara-on-the-Lake.
October 26, 1936	MCR engine No. 5273*.
October 29, 1936	MCR engine No. 2995*.
October 31, 1936	MCR. The Waterford to Hagarsville switcher has been discontinued until next spring, The engine and the train crew returned to St Thomas. (Was TH&B enginehouse at Waterford used?)
November 20, 1936	MCR yard engine No. 6997*.
December 19, 1936	MCR No. 5371*.
December 24, 1936	MCR moves 24 eastbound freight trains in 24 hours.
December 28, 1928	MCR No. 4662*.

-1937-

January 4, 1937 Ten MCR special trains.

January 9, 1937 The New York Central not the Michigan Central Railway that goes through St Thomas for the numbers on the engines and the way-cars have been changed. There is no mention of the Michigan Central.

January 19, 1937 The MCR initials have been removed from the engines and the cabooses.

January 26, 1937 MCR No. 2004*.

February 23, 1937 MCR No. 2996*, No. 5373*.

February 24, 1937 MCR has converted engine No. 7553 into a yard engine for local service.

February 27, 1937 NYC No. 5364*.

March 2, 1937 MCR is rushing empty automobile cars to the border as the auto plants want cars, 800 cars were moved west in 24 hours.

March 5, 1937 NYC No. 5370*.

March 8, 1937 NYC No. 2042*.

March 16, 1937 MCR No, 5370*.

March 20, 1937 MCR No. 5373*.

March 25, 1937 The NYC dispatched six large 5200 and 5300 class engines, in three sets of doubleheaders from St Thomas to Hamilton on the TH&B with one coach load of train crews.

-1937-

- March 27, 1937 The MCR loaned six locomotives to the TH&B for Easter traffic.
- April 10, 1937 MCR ran eleven trains in 3 hours, six were freight and five were passenger trains.
- April 13, 1937 NYC ran two sections of No.56, with engines No. 5373 and No. 5365.
- April 24, 1937 MCR No. 5363*.
- April 27, 1937 The towerman at Pelton Junction threw a Pere Marquette train off the track when he saw an approaching NYC passenger train he quickly changed his instructions to the PM train and set a derail against the PM train.
- April 29, 1937 Massive flooding in western Ontario. Wabash trains were routed over the NYC between Canfield Junction and St Thomas.
- May 1, 1937 An attempt to wreck the NYC Empire state express at Batavia, New York.
- May 4, 1937 NYC no. 5363*.
- May 17, 1937 A new NYC Waterford-Hagarsville switcher for the stone quarries.
- May 20, 1937 A rush of eastbound freight traffic continues, NYC engine No. 2964 hauled 93 loaded cars. WB-2 hauled by engine No. 2094 arrived at st Thomas with 70 loaded cars.
- May 27, 1937 MCR No. 5295*.
- May 31, 1937 MCR No. 5360*.
- June 2, 1937 MCR No. 5364, No. 5360.

-1937-

June 7, 1937	NYC No, 5327*.
June 8, 1937	The MCR run five extra passenger trains in one day.
June 9, 1937	The MCR west local derailed blocking the tracks into the yards on Tuesday, The engine was NYC No. 2022.
June 11, 1937	More frills are put on the big MCR locomotives and all are the J-1 (4-6-4) engines as they come out of the shops will have a control valve to the water guage. Engines No. 5360, No. 5363 and No. 5364 already have the control on them.
June 12, 1937	A MCR fast freight derailed east of Welland on the route to Niagara Falls.
June 19, 1937	The Michigan Central will handle 35 extra passenger trains next week, the Shriner's Convention is in Detroit, the Louis-Braddock Boxing Match will be in Chicago, and the boy Scouts Jamboree will be in Washington.
June 22, 1937	The Shriners passed through St Thomas in twenty special passenger trains. The Boy Scouts are next.
June 24, 1937	The Boy Scout specials.
June 26, 1937	Thirty special passenger trains passed over the Canada Division of the MCR for the Boy Scout Jamboree.

-1937-

July 15, 1937	The MCR ran twenty-four trains for the Boy Scouts.
July 17, 1937	There is no let up in the extra passenger trains running over the MCR.
July 22, 1937	NYC's new Diesel for the Black Rock-North Park area of Buffalo is about to arrive.
July 25, 1937	The NYC Diesel has been successful and three more have been ordered.
July 29, 1937	Two car derailment on the MCR.
August 14, 1937	MCR No. 5362*.
August 17, 1937	Weed killing machine moves through St Thomas on the MCR.
August 17, 1937	NYC No. 5362*.
August 23, 1937	Ten fast runs over the MCR.
August 26, 1937	NYC No. 6998*.
September 7, 1937	MCR passenger traffic is heavy for the Wolverine ran in two sections.
September 13, 1937	The Commodore Vanderbilt involved in a wreck at Sheldon Road, Lancaster, Buffalo.
September 4, 1937	The Empire State Express will carry cars for Detroit via the MCR.
September 4. 1937	New engines are coming. The NYC 5400 class.
September 14, 1937	NYC No. 2046*.

=1937-

- September 15, 1937 A fleet of special trains over the MCR this weekend.
- September 20, 1937 The Legionaires occupy many MCR specials to New York City. There were eleven extra trains. NYC No. 5321*.
- September 21, 1937 Powerful Diesel-Electric engines pass over the MCR. A pair of 125 ton locomotives en route to Bethlehem, Pennsylvania. Engine No. 2043 hauled a dozen cars and the two dead engines from EMD.
- September 23, 1937 The Rock Island Railroad "Rocket" makes a trip through St Thomas. The latest stainless steel streamlined train passed over the MCR en route to Chicago It happened at 6:45 Wednesday evening and it was pulled by engine No. 4390.
- September 24, 1937 MCR No. 2026*.
- September 30, 1937 The MCR mainline tracks get their annual bath of crude oil. The oiler started from Windsor spraying the rails.
- October 1, 1937 Three streamlined Santa Fe coaches from Budd came through St Thomas on the MCR.
- October 5, 1937 The MCR shops are busy besides their own engines there are two TH&B Ry locomotives being overhauled as well as a Wabash engine. The MCR expect 5400.

-1937-

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| October 15, 1937 | NYC No. 2013*. |
| October 26, 1937 | MCR No. 5372*. |
| October 29, 1937 | The first of the new NYC engines passes over the local division. NYC No. 5427 takes out train No. 45 from Buffalo to Windsor. It returned on a freight train Thursday night. More are coming later. |
| November 4, 1937 | A photograph was taken of NYC No. 5427 at the St Thomas station. |
| November 25, 1937 | Seven special passenger extras run over the NYC lines due to the <u>US</u> <u>T</u> |

- November 25, 1937 Seven special passenger train extras run over the NYC due to the US Thanksgiving Holiday.
- November 26, 1937 More new equipment for the NYC passenger trains are coming, 100 new Pullman to be in service by next spring.
- December 6, 1937 More new NYC locomotives are passing through St Thomas like No. 5423.
- December 16, 1937 Joe Louis, the Heavy Weight Champion was a passenger on train No. 15 going to St Louis on the NYC Wednesday.
- December 18, 1937 Fourteen extra passenger trains move over the NYC.

-1938-

January 4, 1938	NYC No. 5367*.
January 13, 1938	A derailment of engine No. 5414 occurred at Fletcher, west of St Thomas.
January 18, 1938	The North shore Limited has a mishap in the St Thomas yard. A broken journal lets the end down on a Pullman car.
January 31, 1938	A NYC freight is derailed at a switch near Tillsonburg when ten cars left the tracks.
February 5, 1938	Courtright passenger service. NYC No. 7550*.
February 9, 1938	NYC No. 5370*.
February 11, 1938	NYC No. 2995*.
February 14, 1939	A trailer has been added to the NYC gas-electric train.
February 18, 1938	MCR train No. 45 had three streamlined Santa Fe Railroad cars on the rear of the train.
February 23, 1938	NYC No. 5371*.
March 9, 1938	Stainless steel for the 20 th Century Limited, the crack NYC flyer is to be streamlined.
March 11, 1938	Four sections of the famous flyer, The 20 th Century Limited came over the C.S. Division through St Thomas early

-1938-

Friday morning due to a train wreck at Dunkirk, New York on the south shore of Lake Erie.

March 15, 1938	Ethel Barrymore came through St Thomas.
April 2, 1938	NYC No. 5363*.
April 9, 1938	NYC 5300 class engines are hauling freight. MCR No. 2017*.
April 21, 1938	Train No. 48, The Detroider is to return.
April 26, 1938	The new NYC streamlined trains completed.
May 3, 1938	The Streamlined 20 th Century Limited on a 16 hour schedule will start on June 15 th , 1938.
May 5, 1938	MCR No. 5360*.
May 7, 1938	Three new coaches of the NYC flyer the 20 th Century may pass over the Canada Division.
May 21, 1938	MCR No. 5408 made a trial trip.
June 3, 1938	NYC No. 5406*.
June 18, 1938	NYC No. 5218*.
June 29, 1938	MCR No. 7192*.
August 26, 1938	Disposing of old NYC boxcars well underway.

-1938-

September 7, 1938	Seventy eight cars of coal were pulled by No. 2900 over the MCR.
September 17, 1938	NYC train No. 15 was hauled by No. 5421, the latest model.
October 3, 1938	NYC No. 5362*.
October 6, 1938	A solid train of 50 tank cars of coconut oil destined for Lever Brothers at Kober, Indiana was hauled over the MCR line by engine No. 2974.
October 26, 1938	NYC to replace switch engines and will use Diesel-Electric starting in Buffalo.
November 22, 1938	Express flyers on the MCR rush Christmas parcels.
December 6, 1938	MCR No. 7192*.
December 10, 1938	MCR No. 7190*.
December 12, 1938	MCR No. 2058*.
December 17, 1938	MCR operates eleven passenger extra trains. MCR No. 2058*.
December 31, 1938	MCR, the busiest day in five years.

THE
MICHIGAN
CENTRAL
CANADIAN
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1939-1952

C. H. RIFF

-1939-

January 13, 1939 MCR 2942*

January 18, 1939 MCR track pans are heated, as freeing water tanks are a problem.

January 28, 1939 NYC 2964*

February 13, 1939 NYC 5365*

March 15, 1939 NYC 2970, 2052*

March 24, 1939 Thursday morning in order that No. 2269 could get away to a good start with a train of substantial tonnage, the reporter noticed that farther back from the pipe which released the sand on the rails there was another pipe which emitted boiling water almost like steam. Inquiries revealed that this hot water heater washes the released sand off the rails. Often the sand cakes on the rails and clings to the wheels and later accumulates in the brake shoes.

March 28, 1939 Memories of the old Fontaine engines on the Michigan Central.

April 28, 1939 Danish Royalty, Crown Prince Frederick and Princess Ingrid were in St Thomas on Thursday They came in on Train No. 44, engine 5417.

May 3, 1939 The Norwegian Royal Party en route to Detroit on the Michigan Central from the 1939 New York World's Fair came through St Thomas. Crown Prince Olav rode in Private Car No. 2.

May 10, 1939 The NYC will curtail some service on account of a shortage of coal.

-1939-

May 25, 1939 NYC 2964*

May 30, 1939 Rail officials arrange details of the British Royal Visit. The Michigan Central will run a special excursion train from Ridgetown to St Thomas then to London over the London and Port Stanley Railroad.

June 3, 1939 The Michigan Central will run three passenger specials to Niagara Falls for the Royal Visit.

June 3, 1939 NYC 5367*

June 7, 1939 The Ridgetown special train for the Royal Visit over the Michigan Central arrived at St Thomas with twenty cars and had to be split into two trains in the L&PS yards and was then taken to London by electric motors.

June 8, 1939 The Royal Train was in Buffalo over the NYC.

June 10, 1939 The Empire State Express will have a connection with the Michigan Central. The new train No. 50, Detroit to Buffalo, to start on the Canadian Division June 18th.

June 18, 1939 New NYC Pullmans and coaches are being delivered.

June 19, 1939 A section of the Empire express makes its first trip on the Michigan Central

June 24, 1939 NYC No.. 4643*

June 31, 1939 NYC No. 5370*

July 4, 1939 NYC No. 5367*

July 11, 1939 The Pacemaker, the new NYC flyer will start on July 28th.

-1939-

- July 12, 1939 The Michigan Central gas=electric hit a car.
- July 13, 1939 The NYC gas-electrics are No. 202 and No. 408.
- July 15, 1939 More NYC steel-gray Pullmans passing through
St Thomas on train No. 47, the Detroit.
- July 18, 1939 NYC motor cars M-203 and M-1-7.
- July 21, 1939 The NYC have extra trains for the World's Fair.
The new train No. 50 makes a direct connection with the Empire
State Express at Niagara Falls, New York before going to Buffalo,
then returns as No. 51 The Frontiersman.
- July 22, 1939 There were six special NYC passenger flyers
were through on Saturday morning.
- July 24, 1939 NYC No. 5367*
- July 25, 1939 More NYC streamlined cars for the fast
passenger flyers.
- July 29, 1939 NYC No. 5305*
- August 2, 1939 The Detroit will get new equipment.
- August 5, 1939 NYC No. 5363*
- August 10, 1939 The "City of Cleveland" a new steel-gray coach
went east over the Michigan Central.
- August 17, 1939 New passenger equipment seen passing through
St Thomas. MCR No. 2964*
- August 22, 1939 An extra freight train is run to Leamington due
to the canning season.

-1939-

August 23, 1939 MCR No. 5374*

August 29, 1939 The MCR operate about 20 passenger trains daily.

August 31, 1939 The Detroider is carrying six steel-gray streamlined cars now. Trains No. 40 and No. 47, Detroit to New York expects to be fully streamlined in one month.

September 3, 1939 War.

September 4, 1939 All railway bridges are to be protected. Armed guards are posted at bridges.

October 6, 1939 MCR No. 2007*

October 12, 1939 NYC No. 4643*, Michigan Central train No. 15 is likely to connect with the new "Mercury".

October 19, 1939 Disc Driving Wheels are the latest on the NYC engine No. 5435, Only engine No. 5435 is in international service.

November 19, 1939 NYC No. 2998 is new, and No. 5272 is out of the shops.

November 24, 1939 NYC No. 2960*

November 24, 1939 NYC No. 5438 with Disc Wheels was seen the other day on train No. 45.

December 16, 1939 NYC No. 2991*

December 21, 1939 NYC No. 2013* "Hogger-Type" back.

December 23, 1939 NYC No. 2048*.

December 28, 1940 NYC No. 2974*

-1940-

January 2, 1940	A Michigan Central engineer brings his train from Buffalo into St Thomas despite a broken knee cap.
January 4, 1940	Michigan Central double-headers are now frequent.
January 4, 1940	The St Thomas station is heated by engine No. 4644.
January 10, 1940	NYC No. 2964*.
January 11, 1940.	NYC No. 694*.
January 13, 1940	NYC Diesels for Chicago pass through St Thomas.
February 1, 1940	NYC No. 4643*
February 11, 1940	NYC No. 2034*
March 7, 1940	NYC No. 2014*
March 12, 1940	NYC No. 2050*
March 18, 1940	NYC engine No. 5444 passed through St Thomas in International Service from Windsor to Harmon, New York.
March 25, 1940.	NYC No. 2974
April 5, 1940	NYC No. 5818
April 11, 1940	Double-headers were employed frequently on the Canada Division of the New York Central during the past week. On Wednesday afternoon, however, No. 45 was hauled from St Thomas to Windsor by a double-header of two "5300" type locomotives.

-1940-

April 20, 1940 A disastrous wreck on the NYC at Little Falls, New York with twenty-five people were killed and over one hundred injured.

April 27, 1940 Many special trains are run over the Michigan Central.

April 27, 1940 Engine No. 5218 and No. 2997 out of the shops.

April 30, 1940 NYC gas-electric No. M 404 was assigned to service on the St Clair Branch.

May 3, 1940 Engine NYC No. 5432 with Disc Driving Wheels went west on train No. 45.

May 6, 1940 NYC No. 5242*

May 10, 1940 NYC yard engine No. 6999 received new Gothic lettering and No. 2014 came out of the shops.

May 14, 1940 The MCR are laying 127 pound new rail.

May 15, 1940 NYC No. 2970*

May 16, 1940 NYC special train for the Railroad Enthusiasts Inc., the National Railway Historical Society, and the Model Railroad Club of Buffalo will run from Buffalo to Detroit next week.

May 18, 1940 Michigan Central officials are here in St Thomas in Private Car No. 8 on train No. 56. Four extra cars were added to train No. 15 for the railway enthusiasts.

May 22, 1940 NYC Nos. 2018, and 2974*

May 28, 1940 Extra passenger travel may mean a new MCR passenger train.

-1940-

June 1, 1940 Michigan Central track work is speeding along.

June 4, 1940 Extra passenger trains are added daily on the
Canada Division.
NYC No. 2901*.

June 4, 1940 A new train No. 50 is to be added on June 23rd
to operate as a section of the Empire State Express.

June 6, 1940 Michigan Central passenger travel is heavy, a
new train No. 50 will start June 21 as a section of the Empire State
Express.

June 15, 1940 Celebration of the 20th Century Limited'.
NYC engine No. 2032*.

June 18, 1940 Extra Michigan Central trains are added to rush
war material.

July 3, 1940 NYC engine No. 5208*

July 20, 1940 NYC engine in flames on the 20th Century near
Buffalo.

July 24, 1940 MCR engine No. 5234*.

August 10, 1940 Michigan Central engine No. 5367 is out of the
shops and it has the new Gothic lettering. The majority of the moguls
now have the new figures (Gothic Lettering).

August 13, 1940 The NYC Sperry rail detection car is in St
Thomas.

August 15, 1940 NYC engine No. 2972*.

August 16, 1940 NYC passenger engines have speedometers and
freight engines do not have them.

-1940-

August 20, 1940 Several extra passenger trains move over the MCR, on Tuesday there were five extra trains carrying Buick dealers.

August 27, 1940 NYC engine No. 5372*.

August 28, 1940 NYC No. 2043 is back from the shops with new Gothic lettering, the first engine of this type to be so honoured.

August 29, 1940 NYC engine No. 5328 is back in service. It is in International Service between Harmon, New York and Windsor.

August 30, 1940 NYC No. 5365.

September 3, 1940 A large NYC locomotive of the heavy duty "Hudson" type left the rails just west of the First Avenue subway on Saturday evening at about 6:30.

September 17, 1940 One dozen passenger trains in one hour and 15 minutes were handled over the MCR Division. In addition to half a dozen freight trains that were handled. There were six sections of train No. 17 of the westbound Wolverine, and two sections of train No. 47, the Detroit, and two sections of train No. 40, The North Shore Limited. As well there was a special for Al Jolson and the "Hold your Hat Company", and a special train for the "Detroit Lions" baseball club.

September 18, 1940 NYC engine No. 5372*.

September 19, 1940 NYC Black Rock, New York freight station fire, which was a landmark at Tonawanda Street and West Avenue, Buffalo.

September 21, 1940 Passenger rush underway on the NYC line.

September 28, 1940 American Legion special trains over the MCR, there were six sections to the Wolverine.

-1940-

October 3, 1940 The Michigan Central shops are to work six days a week.

October 7, 1940 NYC engine threw a driving wheel tire at Welland late Sunday night while it was hauling train No. 39, the North Shore Limited.

October 8, 1940 The World Series helped to boost passenger travel, as well as two passenger specials for the University of Michigan-Harvard game.

October 18, 1940 NYC engine No. 2994*.

October 19, 1940 All NYC trains are routed over the MCR because of a collision Friday night at South Bend, Indiana. All south shore trains are routed through St Thomas. Several sections of CD-4 the solid meat train came through Saturday, and two sections of the Wolverine.

October 21, 1940 NYC No. 2022*.

October 22, 1940 NYC No.2994*.

October 29, 1940 NYC No. 2960.

November 11, 1940 NYC St Clair branch, mixed train service to start on November 18th.

November 16, 1940 NYC No. 5372*.

December 9, 1940 The MCR ran three sections of train No. 139.

December 10, 1940 NYC No. 2999*.

-1940-

December 13, 1940 There were four extra express trains on the NYC.

December 17, 1940 MCR No. 6998*.

December 17, 1940 Engine No. 5441, one of the large NYC Hudson Type handled train No. 45 to Detroit on Monday. It was one of the few engines with large counter-balances on the drive wheels. There are no spokes to be seen. (Disc Drivers)

December 19, 1940 There were seven extra MCR trains.

December 21, 1940 There were fourteen extra trains over the MCR in a twenty-four hour period.

December 21, 1940 NYC engines, 5212* and 5366*.

December 24, 1940 Another fleet of MCR flyers pass over the Division, fourteen more special trains during the last 24 hours, there were six sections of the Wolverine and six sections of train No. 44, the Trans Atlantic Limited.

December 30, 1940 Michigan Central express train No. 139 was hauled westbound through St Thomas with a double-header of engines No. 5382 and No. 5274.

December 31, 1940 A double-header on the NYC train No. 15 with engines No. 5372 and No. 5236.

-1941-

January 3, 1941 Solid streamlined trains likely over the Michigan Central. The Detrouiter for over one year has carried from four to eight streamlined coaches through St Thomas.

January 6, 1941 NYC No. 5371*.

January 7, 1941 Fourteen extra passenger trains move over the Michigan Central, mostly college students.

January 11, 1941 Wondering when the NYC "3000" class engines will come to St Thomas.

January 15, 1941 NYC No. 5363*.

January 18, 1941 The Super locomotives are coming over the NYC lines; L-3A, L-3B, Mohawk Types with the large tenders.

January 20, 1941 Engine No. 5416, one of the large Disc wheeled NYC moguls is hauling passenger traffic on the MCR lines through St Thomas again. It was spotted on train No. 45 the other day.

January 23, 1941 MCR No. 2658*

January 25, 1941 NYC plan two more streamlined flyers.

January 28, 1941 NYC No. 2058 is used on the worktrain.

February 5, 1941 MCR engine No. 5363 replaces the gas-electric on the local train.

February 6, 1941 NYC No. 5432 out of the Albany, New York shops and was seen on express train No. 139 through St Thomas.

NYC No. 2962*.

February 15, 1941 Two NYC engines No. 5365 and No. 5369 hauled train No. 45 from St Thomas to Windsor.

-1941-

February 27, 1941 NYC freight trains. A 50 car freight train was hauled by a passenger engine, a 5200 class. Another freight hauled by engine No. 2036 hauled a 110 car freight train.

NYC engines No. 6997* and No. 2658*.

March 1, 1941 NYC No. 5373*.

March 14, 1941 Extra express trains run daily on the Michigan Central.

March 17, 1941 Michigan Central is running double-headers.

March 18, 1941 More Michigan Central double-headers.

March 20, 1941 The first NYC track gang.

March 24, 1941 The MCR Dewitt Clinton was doubleheaded with a 5200 and a 5300 class engines.

March 25, 1941 NYC No. 5369*, No. 2968*

March 28, 1941 The Michigan Central will lay 21 miles of new 127 pound steel rails on the local Division, Burton to Muirkirk.

April 1, 1941 NYC No. 5296*.

April 3, 1941 MCR No. 2960*.

April 10, 1941 NYC No. 2046*.

April 12, 1941 NYC No. 2991*

April 16, 1941 NYC 2048 hauled an eastbound freight train.

May 9, 1941 Engine No. 4644*.

May 9, 1941 NYC "600" class engines are going west.

-1941-

- May 15, 1941 NYC have more streamlined cars on The
Detroit.
- May 20, 1941 The Niagara to Chippewa line of the NYC will be
scrapped and the rail will be taken up. It has not been used for years
and used lately to store cars.
- May 23, 1941 NYC engine No. 880 the oldest engine is back
in service on the St Clair Branch.
- May 28, 1941 NYC 2992*.
- May 29, 1941 NYC No. 6994*.
- June 12, 1941 NYC No. 5288
- June 12, 1941 Rail traffic is busy for defence products are
moving. There are many rebuilt NYC automobile cars seen.
- June 23, 1941 Labour strikes with maritime unions on the car
ferries have Pere Marquette traffic rerouted via the MCR tunnel at
Windsor.
- June 24, 1941 NYC engine No. 4644 was formerly of the
"8400" class is out of the shops.
- June 25, 1941 The MCR shops re-service Wabash steam
locomotives.
- July 17, 1941 NYC No. 2998*.
- July 19, 1941 NYC No. 5439 hauling train No. 44 with large
Disc drivers.
- July 22, 1941 The Canada Southern Railway will soon appear
on freight cars, as cars are being overhauled
and painting of cars at the St Thomas shops.

-1941-

- July 22, 1941 The MCR operated two sections of the DeWitt Clinton.
- July 28, 1941 The President of the NYC inspects both the NYC and the TH&B.
- August 9, 1941 NYC No. 5240*
- August 16, 1941 The old Canada Southern Railway's Erie and Ontario Line is now a highway between Niagara Junction and Chippewa.
- August 19, 1941 NYC No. 6991*.
- August 23, 1941 NYC No. 2961*.
- August 27, 1941 NYC No. 2036*.
- August 30, 1941 NYC No.5365*.
- September 9, 1941 A grade crossing accident at Tilbury, with engine No. 2966.
- September 13, 1941 MCR No. 2026*.
- September 19, 1941 The Empire State Express will soon be streamlined., the equipment is starting to arrive.
- September 20, 1941 NYC No. 2049*.
- September 26, 1941 NYC No. 5365*.
- September 29, 1941 Train No. 50 made its maiden trip pulled by No. 5410. The 5410 has Disc Drivers.
- October 3, 1941 No. 5362*.
- October 9, 1941 MCR No. 2970 and No. 2030 were on a double-headed westbound drag freight to Windsor.
- October 15, 1941 MCR old engine No. 881 is out of the shops.

-1941-

October 18, 1941 NYC No. 2018*.4444

October 20, 1941 Two large sports model Hudsons No. 5360 and No. 5367 hauled Michigan central train No. 35 to Windsor on Monday morning.

October 21, 1941 More rebuilt Canada Southern cars, flatcars and boxcars are released from the Michigan Central shops.

October 25, 1941 A big football special ran over the MCR, a 16 car train for the Minnesota-Michigan game came from Buffalo.

October 28, 1941 The Empire State Express has run for fifty years.

October 30, 1941 The Duke of Windsor passes through St Thomas. The Duke of Windsor occupied a NYC Private Car attached to a special section of train No. 47; the Detrouiter over the Canada Division of the MCR on Thursday morning at six o'clock. A large Hudson pulled his train.

November 6, 1941 NYC No. 5363*

November 8, 1941 The streamlined Empire State Express came through St Thomas.

November 11, 1941 The station restoration since the fire of December 10, 1923.

November 14, 1941 Two NYC train wrecks east of Buffalo affecting the traffic on the Canada Division.

November 15, 1941 MCR passenger travel is due for a big boost from student travel soon.

-1941-

November 18, 1941 The Empire State Express is to make a test run this week when it visits Buffalo. The train is 16 cars long. It runs New York to Buffalo with one section to Cleveland and the other to Detroit.

December 7, 1941 The first run of the Empire State Express to Detroit.

December 7, 1941 Pearl Harbour, America is at war.

December 9, 1941 No rail tickets to be sold to a Japanese person.

December 9, 1941 Four stainless steel coaches are being operated daily on the Empire State Express through St Thomas. Trains No 50 and 51 carry about seven other coaches. Three of the streamlined cars that came through St Thomas were named the "Charles Hughes", the "De Witt Clinton", and the "Charles Whittman." The fourth car was a dining car that was not named but did have a special number.

December 18, 1941 NYC passenger travel is up. There are two sections to the westbound Wolverine and the Detrouiter.

December 18, 1941 There were different streamlined coaches handled on the Empire State Express through St Thomas on Thursday morning; the "Alfred E. Smith", the "John J. Hamilton Fisk", and the "William H. Seward."

December 19, 1941 Buffalo and the frontier are in "Black-Out."

December 20, 1941

A record run of passenger specials run over the Michigan Central. All the regular trains are running in two and three sections. Most are University of Michigan students. There are six streamlined cars.

-1942-

- January 6, 1942 The streamlined 20th Century Limited was routed through Canada in five sections due to a freight train wreck near Sandusky, Ohio.
- January 7, 1942 Three NYC engines running alone arrive from Windsor.
- January 8, 1942 Trains are kept moving in zero degree weather. Engine No. 2055 is heating the St Thomas railroad station.
- January 10, 1942 Older MCR engines like No. 2054 are pressed into service. Engine No. 5374 has been added.
- January 16, 1942 NYC engines No. 880 and No. 881.
- January 17, 1942 Sonja Henie Troupe came over the NYC in a special train.
- February 16, 1942 A new 100,000 gallon water tank starts to be constructed next Monday at St Thomas.
- February 16, 1942 NYC No. 7552*, No. 5366*.
A large NYC Diesel went west.
- March 16, 1942 NYC No. 5371*.
- March 18, 1942 The Empire State Express has five streamlined cars.
- March 23, 1942 The new MCR water tank at St Thomas is completed.
- April 7, 1942 NYC No. 5361*
- April 9, 1942 NYC No. 5372*, the Hudson runs from Harmon to Windsor.

-1942-

April 13, 1942	Eleven cars derail at Athol Springs.
May 4, 1942	NYC Hudson No. 5369 made a test run on a freight train.
May 6, 1942	There are from four to eight streamlined cars through St Thomas every day.
May 13, 1942	Oil tank trains of one hundred cars are becoming quite common.
May 21, 1942	MCR No. 2972*.
May 23, 1942	A new passenger train will start over the MCR on June 7 th , the New England Wolverine, train No. 33.
June 6, 1942	The new MCR passenger train makes its maiden trip on Sunday, train No. 33, The New Englander Wolverine.
June 20, 1942	NYC No. 2976*.
June 26, 1942	NYC No. 2042*
July 2, 1942	More new 127 pound steel rail laid on th NYC at Dutton.
July 8, 1942	NYC 5363*.
July 23, 1942	NYC No. 2996*. MCR derailment at Essex. Two sections of train No. 50 and No. 51, six cars were hauled by two "5300" class engines; eight car of express and the rest streamlined equipment.

July 31, 1942	Michigan Central, Thursday night, train No. 51, The Empire State Express was hauled by engine No. 5410, with Disc wheels, sixteen cars long. Eight cars of express, and eight passenger cars of which four were streamlined cars. Train No. 50 eastbound with engine No.5367 hauling 16 cars. Train No. 35, engine No. 5251 hauled 13 cars.
August 6, 1942	MCR engine No. 5366 on train No. 35 with 15 cars.
August 17, 1942	NYC engines No. 880 and No. 881 are used on the St Clair branch train.
August 20, 1942	Some Pere Marquette Railroad trains are routed through the NYC tunnel.
August 21, 1942	NYC No. 2993*.
August 24, 1942	NYC No. 5367*.
September 2, 1942	Derailment at Courtright.
September 3, 1942	NYC train No.50 was hauled by engine No. 5362, seventeen cars.
September 9, 1942	NYC No. 2963*.
September 12, 1942	NYC No. 2963*.
September 14, 1942	NYC No. 2046* and No. 2963*.
September 17, 1942	NYC parlour cars will become coaches.
September 29, 1942	NYC No. 2962*

-1942-

October 2, 1942	NYC No. 5369*, No. 5364*.
October 7, 1942	The Michigan Central yard engine derailed at the Ross Street subway.
October 22, 1942	NYC No. 2017*.
October 23, 1942	NYC No. 7191*.
October 29, 1942	NYC No. 6933*.
November 4, 1942	NYC No. 2013*.
November 26, 1943	NYC No. 6999*.
December 18, 1942	NYC No.5372*.
December 28, 1942	NYC No. 2990*.
December 31, 1942	NYC No. 5365*.

-1943-

- January 4, 1943 MCR engines No. 5209 and No. 5272 hauled Michigan Central train No. 35 to Windsor.
- January 7, 1943 NYC streamlined engine No. 5429, a huge streamlined monster of the NYC System, on Wednesday was on the International run from Harmon, New York to Windsor with the Wolverine. It returned on The Empire State Express.. The engine has Disc wheels and a bullet shaped nose.
- January 16, 1943 NYC engine No. 1041, an old MCR hogger, was converted into a yard engine and is doing service in the local st Thomas yards.
- January 21, 1943 Another streamliner. The second NYC streamliner in recent weeks passed over the Canadian Division of the Michigan Central on Wednesday. The engine was No. 5449, and it hauled the second section of train No. 50, The Empire State Express.
- January 28, 1943 MCR No. 2055*.
- February 1, 1943 NYC No. 2013* and No. 2055*.
- February 2, 1943 The MCR derrick hauled by engine No. 4644 was involved in a minor derailment.
- February 9, 1943 The 20th Century Flyer makes a trip over the Michigan Central line through St Thomas on Monday night around eleven o'clock at night because of a train wreck at Dunkirk, New York. It had a big electric light on the rear with 20th Century.

-1943-

- February 11, 1943 The engine on the 20th Century was No. 5254. The Engineers were J. Hardy and William Carter. The firemen were L. Fowler and Mr. Westaway.
- February 12, 1943 Another of the huge NYC streamlined engines passed over the Canadian Division on Thursday; the big bullet nosed mogul hauled express train No. 139 through St Thomas to Windsor and returning hauling train No. 8, the Wolverine.
- February 13, 1943 The latest NYC streamlined engine to go through St Thomas was No. 5426 which was used on train No. 139. The previous one was engine No. 5429. Engine No. 5421 is not streamlined but has Disc Drivers.
- February 15, 1943 MCR No. 2026*.
- February 17, 1943 MCR engine No. 881 heats the St Thomas station.
- February 19, 1943 Oil shipments are expanding.
- February 22, 1943 MCR 2042*.
- February 27, 1943 MCR Hudson No. 5370 out of the shops.
- March 6, 1943 Heavier traffic arrives with the latest blizzard, Michigan Central passenger engines assigned to freight service. MCR engine No. 5362*.
- March 9, 1943 MCR hogger No. 2053*.
- March 15, 1943 All railways are handling oil tank trains.

-1943-

March 16, 1943	Oil shipments continue to expand on the local railroads. It has been approved to carry oil in fifty balloons that would allow 10,000 gallons of oil to be carried in boxcars. The B&O have automobile cars that carry four steel tanks.
March 16, 1943	A side-rod snapped in two on an International Hudson No. 5232, hauling train No. 48, the Detrouiter near Rodney on Monday evening.
March 24, 1943	Engine work has been delayed, engine No. 5232 had the side-rod snap at Rodney, and No. 5264 just limped in to St Thomas on Saturday. MCR shop men are striving to keep up with the work on Wabash engines.
March 24, 1943	NYC No. 2052*.
April 9, 1943	NYC No. 2030*.
April 10, 1943	NYC No. 2003* and No. 2030*.
April 14, 1943	NYC No. 2007*, No. 2030*, No. 2003*.
April 26, 1943	NYC No.2961*.
May 4, 1943	NYC No. 5367*.
May 8, 1943	NYC No. 2014*.
May 20, 1943	MCR No.2053
May 25, 1943	NYC No. 2991*.
June 1, 1943	MCR No. 2881 and No. 6999
June 5, 1943	NYC No. 2044*.

June 11, 1943	Oil is being carried in boxcars. The NYC runs five trains in 40 minutes. NYC No. 2881*.
June 15, 1943	The NYC haul 600 tank cars of oil. NYC No. 2965*.
June 18, 1943	NYC No. 5366*.
June 19, 1943	NYC No. 2058*.
June 22, 1943	NYC No. 2991*.
July 3, 1943	NYC No. 2050
July 7, 1943	Oil flows to Illinois from the south, Texas and Oklahoma where it is loaded into railway tank cars. Fifty per cent of the tank cars are moved through St Thomas, The NYC, Wabash and the Pere Marquette all have oil trains.
July 8, 1943 of the shops.	NYC engine No. 964 an old hog head came out
July 10, 1943	Pere Marquette trains are detoured over the Michigan Central due to a train wreck at Ridgetown.
July 16, 1943	NYC Hudson No. 5366*.
July 23, 1949 Windsor.	MCR Derrick and engine No. 2053 left for
July 24, 1943	MCR coal dock is going up at the east end of shop building. NYC No. 2054*.
August 4, 1943	The MCR handles 4000 to 6000 cars a day through St Thomas.

-1943-

August 5, 1943	Two white Diesels engines create quite a stir on the MCR lines when they came through St Thomas en route to California from ALCO, for the State Belt Railway of California. Engines numbers are No. 20 and No.21. They were placed at the end of an empty oil tank car train pulled by MCR engine No. 2013.
August 7, 1943	NYC No. 2053*.
August 9, 1943	NYC No. 2031*. NYC No. 5366*.
August 12, 1943	Winston Churchill travels over the TH&B and the Michigan Central on a visit to the United states via Niagara Falls. A large number of NYC 5400 type engines are going over the Canadian Division in International Service, these are the big Hudsons, the 5200 and 5300s, some have Disc Drivers.
August 17, 1943	The MCR have had their two best weeks with 4500 to 8000 cars a day going through St Thomas on the Canada Division. NYC No. 5223*.
August 19, 1943	The MCR is adding three electric motors to its yards at Windsor.
August 24, 1943	NYC Hudson No. 5366 is back in International Service.

-1943-

August 28, 1943	NYC No. 2043*.
September 6, 1943	NYC No. 2032*.
September 7, 1943	20 th Century wreck at Canastota, New York when the boiler exploded on the engine.
September 8, 1943	NYC No. 5369*.
September 9, 1943	A MCR doubleheader with engines no. 2996 and No. 2997 on a 100 car westbound drag freight. Both engines are L-2 class. At the tail end were two cabooses Nos. 17979 and 17984.
September 14, 1943	MCR No. 1072*. MCR 127 pound rail being laid at Hagarsville.
September 18, 1943	The new NYC fire-fighting car is attracting attention.
September 23, 1943	MCR official inspection tour made in Private Car No. 7.
September 24, 1943	NYC No. 2016*.
September 29, 1943	NYC No. 2042*.
October 5, 1943	NYC trains make only one stop in 227 miles and that is at St Thomas.
October 9, 1943	Thanksgiving Holiday Trade is boosting the passenger trade. Train No. 44, the Trans Atlantic Limited ran with 15 cars pulled by engine No. 5430. There were two derailments on the NYC Lines at Detroit and Illinois.

-1943-

October 14, 1943	The NYC monster locomotives; 2000, 2800, and 2900 are used on the Canada Division. The 26700 and 3000 class have not yet arrived. MCR No. 1047*.
October 19, 1943	MCR No. 2004*.
October 21, 1943	MCR No. 6995.
October 23, 1943	More and more oil is moving over the local lines in boxcars.
October 25, 1943	NYC No. 2032.
November 4, 1943	NYC No. 2032*.
November 6, 1943	One of the 20 th Century engines hauls a Michigan Central train. The big monster brings The Empire State Express from Windsor to St Thomas on Saturday. The tender is like a Pullman. The engine was No. 5452.
November 6, 1943	NYC No. 2058*.
November 9, 1943	Engine No. 5452 rides like an airplane.
December 4, 1943	NYC No. 2046*.
December 8, 1943	NYC No. 6994*.
December 11, 1943	A storm and a derailment holds up the MCR mainline trains. A freight train derailed five empty cars at Pelton.

-1943-

- December 13, 1943 Another huge streamlined engine, NYC No. 5426 went over the Canada Division on Sunday morning pulling the second section of train No. 50, The Empire State Express. It had Disc wheels and was streamlined throughout.
- December 15, 1943 The NYC Highgate station , 55 miles west of St Thomas is closing.
- December 24, 1943 NYC No. 2034 made a trial trip to Rodney.

-1944-

January 3, 1944 A steady stream of oil trains run over the MCR, Wabash and the Pere Marquette.

NYC engine No. 881 heats the St Thomas station.

January 6, 1944 No. 2018*.

January 14, 1944 NYC Nos. 5366*, 2022*, 5996*.

January 27, 1944 Pere Marquette train involved in a rear end collision at Townsend Centre, three miles east of Waterford. An MCR eastbound freight train stopped on the mainline due to a hot journal box. Pere Marquette engine No. 1011, a big 2-8-2, also eastbound smashed through the caboose of the standing train. There were no major injuries.

January 28, 1944 One of the huge NYC streamlined engines used on the 20th Century and The Empire State Express was seen going west over the Canada Division Friday morning hauling passenger express train No. 35. Just how it got over on this line isn't known, but it is likely to go back east Friday night possibly hauling train No. 44, the Trans-Atlantic Limited. It is of the 5400 type and it was all enclosed with a bullet nosed front end.

January 29, 1944 A streamliner, No. 5433, came through St Thomas on the Wolverine.

February 10, 1944 NYC No. 6992*.

February 16, 1944 NYC No. 7190*.

February 17, 1944 Solid oil trains are still running moving over local rail lines, from 600 to 1000 oil cars pass through St Thomas daily.

-1944-

March 3, 1944 NYC No. 2049*

March 6, 1944 Big Streamliner on No. 35. Passenger train No. 35 on the Canada Division of the NYC was hauled Monday morning through St Thomas by engine 5424, one of the big Empire State Express streamliners. The big mogul is enclosed in stainless steel to conform with the Empire State Express equipment and is said to be larger than the 20th Century streamliners which occasionally wonder this way. No. 5429 attracted considerable attention along the Division en route to Windsor.

March 6, 1944 One solid tank train of oil was spotted on the Michigan Central going east Sunday morning with 62 tank cars and hauled by engine No. 5372, a huge Hudson.

March 7, 1944 NYC No. 5364*.

March 7, 1944 Streamliners on the Wolverine. Engine No. 5429 Empire state Express streamliner which went west hauling train No. 35 on Monday morning, returned Monday night with No. 8, The Wolverine.

March 8, 1944 NYC No. 5364*.

March 9, 1944 NYC No. 5412 hauled No. 5, The Empire State Express. NYC No. 2013 made a trial run to Rodney.

March 20, 1944 Heavy oil shipments continue.

March 30, 1944 NYC No. 5409 with Disc Drivers pulls train No. 50, The Empire State Express Thursday morning.

April 4, 1944 NYC No. 2042*.

April 8, 1944 NYC No. 5374*.

-1944-

April 22, 1944 NYC No. 5423 arrived at St Thomas with peculiar counter balances on its drivers.

May 2, 1944 The Michigan Central tank car fire at Windsor is being investigated. The rails are warped at the scene, the Dougall Street crossing.
NYC No. 2048*

May 8, 1944. One of the NYC streamlined engines of the 5400 class came wandering over the Canada Division of the Michigan Central Saturday night and Sunday. It was observed on Sunday morning hauling No. 50, The Empire State Express eastbound from Windsor, through St Thomas to Buffalo. It is understood that it went west to Windsor late Saturday night or early Sunday morning. The bullet nosed engine attracted considerable attention. A number have gone through St Thomas in International Service in recent months, the war being responsible for the engine's wandering about wherever they are needed the most.

May 11, 1944 NYC No. 2014*

May 15, 1944 NYC engine No. 2058 had its whistle stuck while hauling an oil train.

May 17, 1944 NYC yard engine No. 960*.

May 19, 1944 A trackman riding a track jigger was struck by a fast express train at Rodney. The engineer was Edward Long and the locomotive was the No. 5414.

May 22, 1944 Many oil trains. The NYC have paired off a number of 2000 class engines to take oil drags to Windsor, and come back with oil trains.

-1944-

May 22, 1944	Train No. 51, The Empire State Express passed through St Thomas Sunday with two engines, the No. 5360 and No. 5372, and they were hauling 16 cars.
May 25, 1944	NYC No. 5367*.
June 1, 1944	NYC No. 2048*.
June 6, 1944	New NYC Hudson No. 5410 hauled train No. 44.
June 7, 1944	NYC No. 5366*.
June 8, 1944	NYC officials make an inspection our in Official Cars No. 7 and No. 12.
June 13, 1944	Diesel engines are getting a trial on the NYC this week. The first two GMD road units will be tried between Elkland, Indiana and West Springfield, Massachusetts
June 13, 1944	Train No. 51, the westbound section of The Empire State Express was hauled by two engines Monday night, the No. 5414 and No. 5367.
June 20, 1944	NYC track-pans at Tillsonburg.
June 22, 1944	The NYC "Oiler" was in Buffalo on its maiden trip. It drew a 85 car train to Buffalo from Toledo then went on to DeWitt Yard at Syracuse. It was a four unit EMD.
June 23, 1944	NYC's new Diesel moves faster than a steam locomotive, it was two and a half hours less time between Buffalo and DeWitt Yard.

-1944-

June 26, 1944	NYC No. 5366*
July 8, 1944	Engines kept in shape, NYC Nos. 2044, 5294, 5364.
July 11, 1944	NYC No. 5362*, No. 6997*.
July 15, 1944	NYC No. 5363*.
July 17, 1944	NYC doubleheader No. 2014 and No. 2013 were westbound on an oil train.
July 22, 1944	NYC streamline engine No. 5451 hauls The Empire State Express.
July 24, 1944	NYC No. 2054*.
August 3, 1944	NYC No. 2960*.
August 4, 1944	NYC No. 5365*.
August 5, 1944	NYC ice-boxes are assigned to engines; 5341, 5346, 5350, 5351, 5358.
August 14, 1944	Another streamlined engine on the NYC.
August 16, 1944	NYC No. 2004*.
August 16, 1944	NYC No. 4644*.
August 21, 1944	More big NYC engines. More of the huge 5400 type are passing through St Thomas, and most are disc drivers.
August 22, 1944	NYC boxcar specials which are a combination express and freight train.

-1944-

September 2, 1944	NYC No. 5275*.
September 9, 1944	NYC No. 5365*, No. 2034*.
September 14, 1944	Huge new 1800 foot track water tanks are in service at Tillsonburg and Tilbury.
September 15, 1944	NYC engine No. 5366 pulled a "boxcar special".
September 16, 1944	NYC No. 7506*.
September 20, 1944	NYC engine No. 2884 whistle got stuck.
September 21, 1944	NYC No. 2051*, 5372*.
September 27, 1944	NYC No. 1019*.
September 27, 1944	NYC No. 2032*.
September 28, 1944	NYC No. 2026*.
September 30, 1944	NYC No. 5282.
October 5, 1944	NYC No. 7550*.
October 7, 1944	NYC No. 5373*.
October 14, 1944	NYC No. 2051*, No. 2032*.
October 17, 1944	NYC No. 6991*.
October 28, 1944	NYC No. 2042*.
October 31, 1944	NYC passenger engine No. 5365 and an L-2 No. 2974 pulled a long train.
November 2, 1944	NYC No. 2966*.

-1944-

- November 27, 1944 A streamliner on a NYC flyer.
- November 30, 1944 Thursday morning, when No. 5429, one of the NYC newest and largest streamlined engines hauled No. 50 eastbound over the Canada Division. It is understood to have hauled No. 51 westbound on Wednesday night, which is the Westbound section of the Empire State Express. Almost half the train Thursday morning was streamlined and after the war it is likely that this type of engine will be assigned regularly to No. 50 and No. 51 through St Thomas and all equipment will be streamlined as well. No. 5429 has the Empire State Express printed clearly in embossed letters across the bullet shaped nose of the streamliner. The tender of the engine as well as the front part were streamlined.
- December 11, 1944 Numerous solid oil trains are seen on the NYC, Wabash, and the Pere Marquette.
- December 12, 1944 NYC No. 4749 is one of the former "8400" class types made a fine run to Windsor on a freight. Engine No. 4749 pulled a tank train with ease.
- December 13, 1944 NYC No.5366*.
- December 23, 1944 NYC train No. 139 was double-headed with engine No. 5373 and No. 5441 pulling seventeen cars.
- December 30, 1944 NYC No. 2049*.

-1945-

January 5, 1945 NYC moves record volume because snow south of Lake Erie so a lot of traffic has been moved north. One and a half feet of snow has fallen. The trains of oil are moving steadily

January 6, 1945 More traffic is said to be moving. A bottleneck still exists on the eastern frontier near Buffalo. NYC is using the longer route via the Suspension Bridge. NYC trains going into Windsor Tunnel have an ice breaker.

January 10, 1945 The NYC flyer was held for stranded party. NYC stopped a train at the Kent-Elgin County Line to pick up stranded motorists. NYC engine No. 5361 is out of the shops and doing some duty on the fast freights.

January 11, 1945 Much of the NYC's traffic has been diverted to the Ontario short cut.

January 16, 1945 NYC Wolverine mishap at Springfield due to an overheated trailing truck on a locomotive.

January 18, 1945 The NYC Wolverine is cancelled due to the snow.

January 19, 1945 Trains are getting through, it is better on the Canadian Division, the only cancellation was No. 158 the Welland to Niagara Falls run.

January 20, 1945 A NYC derailment east of Buffalo.

January 23, 1945 The 20th Century Limited is delayed seven hours.

January 29, 1945 Service resumes on the St Clair Branch.

January 31, 1945 Situation at Buffalo is worse, more snow fall.

-1945-

February 1, 1945 Railroads are hit hardest by the latest heavy snowfall. Only coal trains are moving around Buffalo. The NYC receive 300 Guardsmen to work the Buffalo are to remove snow and to allow trains to move.

February 7, 1945 Hundreds more snowbound cars are released. New York state Guardsmen are still yielding picks and shovels.

February 8, 1945 NYC No. 5371*.

February 9, 1945 Since December 16th only two days at a time have been without snow. The Guardsmen saved seven trainloads of perishable food stuff and cleaned the way for a dozen ammunition trains.

February 10, 1945 NYC engine No. 5371 has completed a trial trip.

February 14, 1945 The railroad situation is bad again on the eastern frontier around Buffalo. A heavy six inches of fell on the Fort erie area.

February 15, 1945 The NYC Canada Division handle 2500 cars a day.

February 16, 1945 Tillsonburg is the scene of a three car spill on the NYC. Ties are torn up on both mainlines. The train was hauled by engine No. 2050 going west. An NHL team was two hours late for a game in Madison Square Gardens

February 16, 1945 NYC No. 2049*.

February 20, 1945 The NYC to operate a train into Niagara Falls on March 1st to accommodate power officials from Chicago, and then to Buffalo.

February 21, 1945 The rain melts the snow.

-1945-

March 1, 1945 One of the latest of the big Hudson Type NYC locomotives to come out of the shops is No. 5365. It made some test runs to Springfield, Ontario alone and was put into freight service prior to resumption of passenger service. Also No. 7546 has come out of the shops.

March 3, 1945 Redecorating the NYC St Thomas station.

March 7, 1945 NYC No. 2018*.

March 10, 1945 More of the Hudson type passenger engines continue to be released from the locomotive shop for International Service. NYC No. 5367, No. 4643 and No. 5227 have come out of the shops. One of the 5300 went off the tracks in the middle yard in St Thomas.

March 15, 1945 A new NYC Diesel engine makes time on train trials at Buffalo. There are two units that ran Collingwood to Buffalo.

March 22, 1945 A new NYC Fort Erie station is planned for the future.

NYC No. 2054*.

March 26, 1945 Oil shipments are heavy, there are solid trains of oil.

March 29, 1945 NYC No. 4749*.

April 4, 1945 NYC No. 2022*.

April 12, 1945 NYC No. 5363*.

April 14, 1945 One of the newest tanks. The other day engine No. 5410, one of the huge NYC passenger class was seen on the Canada

Division of the NYC having slipped across the border in International Service. The engine was conspicuous with its big streamlined tank capable of holding 48 tons of coal. The streamliner attached considerable attention along the Division.

April 4, 1945 NYC No. 2034*.

April 18, 1945 NYC No. 2973*.

May 2, 1945 NYC Wolverine jumps the track at Rochester, New York.

May 2, 1945 Detroit NYC officials inspect the St Thomas terminal. They arrive in Private Car No. 12.

May 2, 1945 Engine No. 5409, one of the newest and largest of the huge Mikado type was on the Canada Division of the NYC on Tuesday and hauled a westbound freight train to Windsor. It is a passenger engine with disc driving wheels.

May 7, 1945 The NYC, two 2900's, No. 2970 and No. 2973 have been serviced and two of the 2000 series, No. 2022 and No. 2045 have been rebuilt.

May 19, 1945 NYC No. 2018*.

May 19, 1945 NYC trains No. 2 and No. 5 steam engines replace Diesels.

May 21, 1945 Included in the mass of traffic rolling over the NYC through St Thomas on Sunday was a new Diesel-Electric switch engine destined for one of the NYC terminals west of Detroit. It was No. 8605 and was hauled west by steam engine No.2031.

-1945-

May 25 , 1945	NYC lays heavy rail. NYC No. 4643*. NYC engine No. 994 is back in yard service.
June 5, 1945	NYC No. 5360*.
June 7, 1945	NYC No. 2030*.
June 11, 1945	NYC No. 7553, one of the converted yard engines is out of the shops.
June 25, 1945	NYC No. 5367*.
July 4, 1945	NYC No 5373*, 5369*.
July 19, 1945	NYC No. 5369*, No. 5371*.
July 11, 1945	NYC No. 2030*.
August 8, 1945	NYC No. 5360*, No. 2058*.
August 17, 1945	NYC No. 2052*.
August 20, 1945	NYC No. 4744*.
August 27, 1945	NYC No. 5361*.
September 16, 1945	NYC No. 7552*.
September 20, 1945	NYC No. 5369*.
October 9, 1945	NYC No. 5366*, No. 2026*, 2881*.
October 11, 1945	NYC gets engine No. 6001.
October 17, 1945	NYC No. 5360*.
October 19, 1945	NYC No. 5374*, No. 5312*.

-1945-

- October 27, 1945 A steam train instead of the gasoline-electric coach, is being operated on the east end of the NYC while the motor car is being overhauled.
- November 16, 1945 NYC wreck at Lydick, Indiana.
- November 17, 1945 Crack NYC passenger train passes through St Thomas, The 20th Century's were rerouted through St Thomas early this morning, as a result of a wreck at Lydick, Indiana yesterday morning. It was drawn by Diesels.
- November 19, 1945 More NYC streamliners move over the Canada Division. The Pacemaker, Pathfinder and 20th Century Limited Saturday and Sunday. The Diesel on Saturday night was No. 4003, and on Saturday night, on the 20th Century Limited. The previous night it was engine 4002. The Diesel-Electric's went through the Windsor Tunnel.
- November 19, 1945 NYC No. 5305*.
- November 20, 1945 NYC No. 2004*.
- December 3, 1945 NYC engine No. 880, which was believed the oldest in service on the System has come out of the shop.
- December 11, 1945 NYC uses tractors with brushed for snow removal work.

-1945-

- December 12, 1945 NYC No. 7506 has returned to yard service. No. 5372 was on train No. 50, The Empire State express Wednesday morning and the engineers claim it was one of the smoothest running of the NYC International fleet.
- December 17, 1945 A big blizzard at Buffalo, four feet of snow.
- December 18, 1945 The Pacemaker was among the extra trains on the NYC Canada Division via Suspension Bridge.
- December 20, 1945 An embargo on traffic at Buffalo.
- December 29, 1945 There were nine NYC special passenger trains after the arrival of the steamship Queen Elizabeth returning soldiers.

-1946-

January 5, 1946 NYC engine whistle got stuck while hauling an eastbound freight into St Thomas shortly before noon on Friday. The engine was one of the older "hogger" type.

January 26, 1946 During the war 1400 cars of oil passed through St Thomas daily. The oil trains started in 1943, the NYC ran 10 loaded eastbound trains a day. The NYC because of the tunnel could not haul explosives but the Pere Marquette and the Wabash could. The NYC ran from two to three troop trains every day.

February 22, 1946 NYC "hogger type" No. 2054 came out of the shops.

February 25, 1946 More NYC 5300 and 5400 type engines are in International Service.

February 28, 1946 The NYC is building a switch-tenders office near the Ross Street subway.

March 5, 1946 The 20th Century slips through St Thomas because of a problem across the border. The train was Diesel powered westbound train, and there were two other trains.

March 12, 1946 NYC No. 5218*, No. 2003*. Engine No. 5218 is still running in freight service but will be in passenger service soon.

March 19, 1946 Recently out of the shops, NYC engine No. 5376 is back in International Service and was spotted on train No. 44 Monday evening.

March 22, 1946 NYC engines No. 5240 and No. 5242 are back in International service.

March 28, 1946 NYC No. 5364*, No. 2004*.

-1946-

April 10, 1946	NYC No. 2022*.
April 13, 1946	NYC No. 5373*.
April 17, 1946	NYC No. 5364*.
April 23, 1946	NYC No. 4750, formerly one of the 8400 class of the NYC is back in mainline service after being overhauled in the shops.
April 27, 1946	NYC Hudson No. 5366 just out of the shops hauled train No. 40 eastbound.
May 3, 1946	Two of the large 5200 type engines hauled an NYC "boxcar special" into St Thomas from Buffalo on Friday morning, but one engine was removed there and the train rushed on to Windsor.
May 6, 1946	NYC No. 4749*.
May 13, 1946	NYC No. 5364*.
May 17, 1946	NYC No.1042*.
June 8, 1946	NYC No. 9771 is in St Thomas.
June 11, 1946	All NYC trains will be restored.
June 12, 1946	NYC No. 2030*.
June 28, 1946	NYC No. 1072*.
July 5, 1946	NYC "Pacemaker Service" fast freight draws attention with its striking bright red coloured boxcars. The Canada Division is used for the Detroit cars.
July 5, 1946	NYC No. 2016*.

-1946-

July 6, 1946	NYC No. 5365* and no. 2053*.
July 13, 1946	NYC No. 5306*.
July 17, 1946	NYC has taken delivery of a Niagara type engine No. 5500.
July 19, 1946	A train wreck causes the diversion of NYC trains to the MCR. A serious wreck at Collingwood, near Cleveland blocked all four tracks. All of the NYC's New York to Chicago traffic was routed over the Canada Division through St Thomas. Eleven high ranking NYC passenger trains; the Commodore Vanderbilt, the Pacemaker, The New England States Limited, the 20 th Century Limited, the Water-Level Limited in both directions.
July 31, 1946	NYC No. 5360*.
August 6, 1946	NYC No. 7506*.
August 7, 1946	NYC No. 2058 is out of the shops, most NYC 2000 class have ventilators.
August 12, 1946	Diesel-Electric locomotive hauls extra trains as a result of a wreck.
August 19, 1946	NYC moves Wabash and Pere Marquette traffic because of a maritime labour union strike that has tied up the car ferries at Windsor.
August 19, 1946	NYC engines No. 5366*, No. 2058*.
August 22, 1946	NYC No. 5207*, No. 2004*.

-1946-

August 24, 1946	After several months the "2900" class return to the Canada Division.
September 6, 1946	An immense volume of travel moves over the Canada Division, 80 million passengers a year, in 1944 there were 81, 544, 513 passengers, and in 1945 there were 78, 877, 809 passengers.
September 13, 1946	NYC No. 5361*.
September 16, 1946	The NYC are using "2800" and "2900" class engines.
September 25, 1946	More 5200 and 5300 class engines are coming out of the NYC shops.
September 26, 1946	NYC 880 is out of the shops.
October 16, 1946	Diesels for the Ford Plant from ALCO are carried over the NYC.
October 22, 1946	The busy Canada Division, at Fort Erie's NYC shops several Pennsylvania Railroad engines are serviced.
October 26, 1946	NYC engine No. 4749, one of the former "8400" just out of the shops is in way-freight service on the westend.
November 2, 1946	Diesels on the Michigan Central, the new engines run through St Thomas on CD-4, the fast beef train starting November 6 th . The big locomotives to start on freight trains next week and passenger service will come later.

-1946-

- November 2, 1946 On Wednesday, November 6th, at 12:50am three of the huge three unit Diesels are to be assigned to the Canada Division. The Wolverine trains No. 8 and No. 7 have diesels Harmon, New York to Chicago. The freight Diesels will move between Blue Island, Illinois, near Joliet, and will pass through the Windsor-Detroit Tunnel to DeWitt, New York. They will operate through the tunnel.
- November 5, 1946 NYC engine No. 2030, one of the heavy duty freight haulers with the outside water heaters is back in mainline service.
- November 7, 1946 Diesel freight service is introduced on the Michigan Central Lines through St Thomas without a hitch. The maiden trip of Diesel No. 1600 hauling fast freight CD-4, hauled 61 loaded cars. It arrived at St Thomas at 12:40 am. The westend Engineer was William S. Bell with Brad. Williams his fireman. On the eastend Allan Mellor was the Engineer and W. Turville was the fireman.
- November 8, 1946 The NYC yard engine derailed two cars of corn right on the L&PS just north of Talbot Street in the L&PS yards.
- November 8, 1946 NYC's second diesel went into operation.
- November 12, 1946 NYC Diesels are speedy, engine No. 1600 pulled 62 loads.
- November 12, 1946 NYC No. 7511*.

-1946-

November 13, 1946	NYC No. 5360*.
November 14, 1946	NYC No. 2004*.
November 25, 1946	NYC Diesel No. 1604 an FT Type engine.
December 2, 1946	Diesels- the coal strike. A westbound freight east on Wednesday at 2:15pm had two man A sections back to back. The train was hauled by No. 1606 with the main cab of No. 1604 back of it. There were only two main "A" units used. In most cases one main "A" and two "B" units are used.
December 5, 1946	Unless the coal strike is settled two more NYC trains will be taken off.
December 6, 1946	Only seven through trains are left on the NYC after Sunday.
December 6, 1946	NYC engine No. 4750*, No. 4749*, No. 5373*.
December 10, 1946	NYC service restarts on December 13 th .
December 12, 1946	NYC semaphore type signals are changed to dwarf coloured lights.
December 17, 1946	NYC returned to service two more engines stored at Gardenville (Buffalo), New York yards.
December 18, 1946	Passenger Diesels are not yet ready for the NYC Canada Division.

-1946-

- December 27, 1946 Much NYC traffic has been diverted because of a train wreck at Batavia, New York.
- December 27, 1946 An unusual shipment of streamlined streetcars en route from a factory in the east to Chicago was seen in a westbound NYC freight. They were bright green and yellow. NYC engine No. 5366, a large passenger engine hauled the freight train with the streetcars.
- December 27, 1946 NYC No. 2026*.
- December 28, 1946 NYC No. 4639*.
- December 30, 1946 NYC locomotive derailed at West Lorne.

-1947-

January 2, 1947	NYC new rails being laid with a Burro crane.
January 8, 1947	NYC traffic steady, waiting for the diesels. NYC No. 4750*.
January 9, 1947	More streamlined trains promised by the NYC.
January 30, 1947	NYC No. 5279*.
February 25, 1947	NYC No. 5435 came through with disc wheels.
March 5, 1947	NYC No. 5367 took freight west.
March 5, 1947	NYC caboose, 17987, 17950, 17935.
March 12, 1947	NYC expects Diesels in April.
March 27, 1947	NYC snow-plow was pushed by two engines No. 880 and No. 861 went west up the St Clair Branch.
March 31, 1947	Diesels are back on the NYC.
April 16, 1947	NYC Diesels No. 4014, No. 4015.
April 17, 1947	NYC the first Diesels No.4015, No. 4016.
April 19, 1947	Diesels sail along; No. 4014, No. 4015, No. 4016, No. 4017.
April 21, 1947	More NYC Diesels.
April 29, 1947	NYC engines No. 5361 and No. 5369 hauled passenger train No. 35.
May 2, 1947	Diesel operation successful.
May 12, 1947	NYC No. 5360*.
May 13, 1947	NYC repairing the track pans.

-1947-

May 14, 1947	NYC No. 5449*, disc drivers.
May 16, 1947	NYC No. 5360*.
May 20, 1947	NYC No. 5371*, 2048*.
May 22, 1947	NYC No. 2052*.
May 26, 1947	The 20 th Century Limited through St Thomas due to wreck in the United States.
June 3, 1947	A Circus Train goes over the NYC.
June 11, 1947	An official inspection of the NYC.
June 26, 1947	NYC No. 5272*.
June 30, 1947	NYC No. 5276*.
July 11, 1947	NYC No. 7192*, No. 2014*.
July 26, 1947	NYC St Clair Branch is busy.
July 28, 1947	NYC No. 2058*.
July 31, 1947	Diesels are on the NYC.
August 5, 1947	The NYC Wolverine breaks an axle at Attercliffe.
August 19, 1947	The New York Yankees travel over the Canada Southern through St Thomas on train No. 33.
August 25, 1947	NYC passenger specials boost traffic.
September 2, 1947	The General Motors "Train of Tomorrow" runs over the TH&B and the NYC from Buffalo to Toronto.
September 10, 1947	The "Train of Tomorrow."

-1947-

September 26, 1947 The Niagara on the Lake Branch.

October 1, 1947 NYC No. 5374*.

October 2, 1947 NYC 4750*.

October 6, 1947 NYC No. 5361*.

October 23, 1947 NYC Diesels.

November 3, 1947 NYC Diesel burns out.

November 4, 1947 NYC No. 2034*, No. 2055*, 2014*.

November 13, 1947 The Turkey Trains for Thanksgiving Day go over the NYC and the Pere Marquette rather than the Wabash.

November 19, 1947 NYC No. 7523*.

November 25, 1947 Brand new NYC- MDT refrigerator cars are noticed.

December 3, 1947 The NYC officials make a visit.

December 9, 1947 The 20th Century ran in six extra sections.

December 10, 1947 NYC train wreck at Willoughby, Ohio when 13 cars derailed.

December 12, 1947 NYC No. 2017*.

December 17, 1947 St Thomas wants a direct train service to Toronto, via the MCR, the TH&B, and the CPR.

December 19, 1947 The NYC shops repair locomotives of the Canadian National Railway.

December 20, 1947 NYC Diesels on freight trains, SD-4 and CD-3.

-1948-

January 2, 1948 The old NYC car shop on Wellington Street roof was blown down by a storm.

January 6, 1948 NYC grade crossing accident near Dunnville.

January 9, 1948 NYC No. 2053*.

January 12, 1948 The Canadian Division of the NYC will get new Diesel Power, the Canadian Division to get its share of passenger Diesels.

January 24, 1948 NYC No. 7550*.

January 30, 1948 The snow plows are at work on the St Clair Branch, it is 25 degrees below zero.

February 3, 1948 Railway Express agency special over the NYC. The Railway Express Agency have very new refrigerator cars that are painted gray, green, red and blue. The train was hauled through St Thomas by engine No. 5217.

February 6, 1948 NYC power shortage is due to the cold. There are slower schedules with cars frozen in the yards.

February 7, 1948 NYC cuts off trains east of Buffalo.

-1948-

February 14, 1948 Another solid Railway Express train came through St Thomas with 24 refrigerator cars at 12:30 at night. There was a new coach on the Empire State Express.

February 26, 1948 The Rail Detector Car No. X-8015 on the NYC.

March 15, 1948 NYC No. 5373*.

March 19, 1948 NYC plans to reduce train service because of the coal situation.

March 27, 1948 The new Railway Express Agency refrigerators were photographed.

March 30, 1948 NYC No. 5370*.

April 1, 1948 The NYC shops are to close due to the coal shortage.

April 1, 1948 There was a long NYC express train with 60 express cars bound for Windsor came through St Thomas pulled by engine No. 5379.

April 5, 1948 NYC Private Car No. 25 was in St Thomas.

April 7, 1948 NYC No. 6995*.

April 14, 1948 NYC boarding cars.

April 15, 1948 NYC Diesels engines are on trains No. 8,17, 39 and 50, which run through directly to Chicago.

April 21, 1948 NYC No. 5369*.

April 23 1948 The NYC shops are now back to work.

April 29, 1948 NYC No. 2046*, 2022*.

-1948-

- May 4, 1948 Only one mainline track is in use as work on reconstruction of the westward mainline proceeds.
- May 5, 1948 NYC Nos., 6993*, 2058*, 5370*.
- May 6, 1948 Wabash and CNR steam locomotives are repaired at the NYC St Thomas shops.
- May 6, 1948 Thirty-three NYC passenger trains are now drawn by Diesels.
- May 13, 1948 The whistle jams on an NYC steam engine.
- May 19, 1948 NYC M-406, a motor car, runs from Buffalo to St Thomas and return.
- May 21, 1948 NYC No. 881*.
- NYC Diesel operation, No. 1600 does passenger and freight.
- May 28, 1948 NYC No. 5202*.
- June 3, 1948 NYC Diesel Instruction Car X-8012 at St Thomas.
- June 4, 1948 A mishap on Moore Street when NYC No. 6991 derailed at the London & Port Stanley Railway crossing.
- June 8, 1948 The NYC Welland Station was renovated at a cost of \$80,000.
- June 8, 1948 NYC MC-1 westbound freight was honoured Tuesday morning when assigned Diesels No. 1006 and No. 1007.

-1948-

June 11, 1948	NYC officials make a visit.
June 17, 1948	NYC, a queer combination of locomotives for two diesels were combines with a steam engines on train MC-1. The Diesels were No. 1623 and No. 1622 and the steam engine was No. 5276.
June 18, 1948	NYC caboose No. 17983 was overhauled along with engine No. 881 for the St Clair Line.
June 28, 1948	The MCR roadbed is the best in Canada.
July 7, 1948	NYC train No. 51 The Empire State Express was hauled by a doubleheader, that is two nights in a row, it had 16 cars.
July 9, 1948	NYC Nos., 2051*, 2026*, 2004*, 2016*, 5365*, and 962*.
July 13, 1948	NYC shops are closed for two weeks.
July 17, 1948	Riding on a Diesel over the NYC.
July 22, 1948	A strange case of consecutive numbers on doubleheaders over the NYC; 5366 and 5367, 5360 and 5370 on the Empire State Express. NYC Nos., 7507* and 2034*.
August 4, 1948	The NYC plan a new Fort Erie station.
August 6, 1948	There were fourteen cars of grain on the St Clair Branch.
August 18, 1948	An NYC locomotive was derailed at St Thomas.

-1948-

August 25, 1948 NYC engine No. 881 is now No. 1291 not to be confused with the 800 class Diesels.

August 27, 1948 NYC No. 5361*.

August 31, 1948 More Diesels power likely for the NYC soon.
NYC No. 5362*.

September 8, 1948 NYC No. 2044*.

September 15, 1948 NYC No. 2053*.

September 24, 1948 A US election campaign special came over the NYC Canada Division with Governor Earl Warren and party in a 15 car passenger train.

September 25, 1948 The NYC Forr Erie station is to be of then California Style 40 feet by 135 feet long.

September 29, 1948 NYC motor car inspection.

October 4, 1948 NYC Nos. 5232*, and 2040.

October 18, 1948 Governor Dewey election campaign train came through St Thomas on the Canada Division.

October 19, 1948 The Governor Dewey campaign special came through smoothly. Two engines pulled 17 passenger cars.

October 25, 1948 NYC No. 2049*.

October 29, 1948 The NYC official train came through with eleven cars pulled by a Diesel.

November 11, 1948 NYC to discontinue the North Shore Limited.

-1948-

November 15, 1948 NYC train No. 35 was hauled by two 5300 type engines

November 15, 1948 NYC No. 5369*.

November 22, 1948 On Sunday NYC No. 50, The empire State Express was hauled by a Diesel for the first time in some weeks, the engines were No. 4023 and No. 4022.

November 24, 1948 NYC No. 4749, formerly one of the 8400 class came out of the shops.

November 30, 1948 NYC No. 1117*.

December 29, 1948 NYC Diesel units No. 1029 and No. 1030 hauled MC-1 westbound on the Canada Division to Windsor. It was its first trip through Canada.

-1949-

January 3, 1949 The Wolverine is hauled by diesels.

January 5, 1949 NYC No. 6999*.

January 11, 1949 Radios are being used on NYC engine crews in the Buffalo terminal.

January 14, 1949 The General Motors "Train of Tomorrow" is to move Detroit to Black Rock (Buffalo), New York.

January 18, 1949 The train of Tomorrow at St Thomas.

January 24, 1949 NYC no. 5367*, runs Harmon to Windsor.

January 25, 1949 NYC Diesel No. 8206 went west to Detroit.
NYC No. 7522*.

February 15, 1949 The equipment for a special St Thomas to Toronto passenger train will have streamlined and air conditioned Bluebird" coaches on Wednesday.

February 16, 1949 New equipment for the MCR Wolverine.

February 25, 1949 The Pacemaker system on the NYC is expanding.

March 4, 1949 The new NYC Fort Erie depot.

March 9, 1949 NYC No. 2007*, No. 6999*.

March 18, 1949 NYC and the Grand Trunk Western are taking most of the Wabash traffic.

March 29, 1949 More Diesels for the NYC flyers through St Thomas are being assigned to passenger trains. Train No. 8 and No.17 both east and west, The Wolverine east and west, and No. 50 the Empire State Express. At present time Nos. CD-4 and MC-1 fast freights flyers are pulled by Diesel – Electrics.

-1949-

April 22, 1949	The old NYC depot in Fort Erie is being dismantled.
April 28, 1949	The NYC have two old coaches as its station at Fort Erie.
April 29, 1949	Diesel car X8012 is coming to the NYC on May 9 th .
April 29, 1949	NYC No. 2042*, 2048*, 5365*, 5373*.
April 30, 1949	NYC grade crossing accident at Chatham.

-1949-

July 5, 1949	NYC No. 2044*.
July 18, 1949	The Empire state Express was hauled by double header No. 5371 and No. 5373 hauling 16 cars. Another doubleheader on Wednesday morning with No. 2044 and No. 2054.
July 23, 1949	The NYC Honeymoon Express is expensive and runs from Buffalo to Niagara Falls. The Pacemaker Service is expanding and is Diesel powered.
July 27, 1949	Another NYC doubleheader with engines No. 5367 and No. 5366 on train No. 35.
July 28, 1949	The NYC shops have stayed closed.
July 29, 1949	NYC No. 5371*.
August 4, 1949	NYC No. 2058*.
August 9, 1949	NYC to build a track pan at Ford's Creek. The NYC is now 25% hauled by Diesels in a change started three years ago.
September 1, 1949	More Diesels are seen on the NYC.
September 6, 1949	NYC No. 7522*.
September 7, 1949	The gas car is off the NYC.
September 10, 1949	Canada Southern old number 100.
September 14, 1949	NYC No. 5323*.

-1949-

September 16, 1949	NYC orders more Diesels.
September 21, 1949	NYC No. 2042*.
September 22, 1949	NYC No. 2026*.
September 23, 1949	A new water tank on the east end of the NYC.
October 4, 1949	No new Diesels to the NYC lately.
October 5, 1949	Welded rail is being laid on the NYC at Tilbury.
October 12, 1949	A westbound express was hauled with engine No. 5451 with disc drivers.
October 19, 1949	The St Clair Branch train derails. The tender trucks of engine No. 1291 ripped up the westbound mainline.
	NYC No. 2032*.
October 28, 1949	NYC No. 2043*.
November 2, 1949	NYC no. 5363*.
November 17, 1949	Longer and wider NYC caboose passes through St Thomas.
November 18, 1949	NYC No. 2042*.
November 19, 1949	A troop train went over the NYC.
November 29, 1949	A freak accident at Gary, Indiana when the NYC Twilight Limited sucked a passenger right off the station platform.

-1949-

-1949-

- December 12, 1949 NYC No. 5360 is back from the shops after being overhauled. The engine went west on Saturday as the head engine of a doubleheader.
- December 17, 1949 A new NYC station for Fort Erie.
- December 27, 1949 On Friday, a two unit Diesel followed by a 2000 class steam engine took NYC a hotshot freight to Windsor.
- December 30, 1949 BX Tower operator Bob Binns retired after forty years.

-1950-

October 6, 1950 Due to a wreck on the NYC in the United states four trains were routed through Canada including the 20th Century Limited.

October 10, 1950 The NYC has 2000 to 3000 freight cars passing through St Thomas every day.

October 12, 1950 NYC Private Car No. 16 was attached to the rear of train No. 35 hauled by engines No. 5371 and No. 5364.

October 13, 1950 Extra NYC train No. 48 was run for the Michigan University football fans.

October 13, 1950 NYC No. 2036*, No. 2031*.

October 17, 1950 NYC Fletcher station to be reopened on October 20th. The NYC ran a twenty-one car dead head train from Detroit to Buffalo that included seven dining cars.

October 20, 1950 NYC No. 2013 and caboose No. 17948 are out of the shops.

October 23, 1950 A doubleheader on the St Clair Branch. Two of the small type engines were used in a doubleheader to haul a forty car freight train from St Thomas to Courtright.

October 31, 1950 NYC No. 2032*.

November 3, 1950 NYC engine No. 5365 is in International Service between Windsor and Harmon, New York.

November 11, 1950 NYC No. 5360*.

November 27, 1950 NYC trains from the United States are detoured over the Canada Division due to snow problems south of the border.

-1950-

December 7, 1950 NYC No. 2012*.

December 8, 1950 NYC moved over 11,000 cars in four days.

December 9, 1950 NYC No. 2012*.

December 12, 1950 NYC No. 2050 derailed.

December 13, 1950 More of the NYC 5400 type engines are appearing on the Canada Division. Most of the type have the disc driving wheels. Last Sunday No. 5344 with disc wheels went east, while No. 5449 was also observed. More of this type of power is routed this way. No. 5366 just came out of the shops ready for International Service.

December 22, 1950 Extra sections of trains are now moving over the NYC.

-1951-

January 15, 1951	NYC No. 7530*.
January 17, 1951	NYC haul over 25,000 cars.
February 6, 1951	NYC engines No. 5366 and No. 5367.
February 25, 1951	NYC engine No. 1291 is back in service. It is on the work train duty. No. 1291 was formerly engine No. 881 and is one of the oldest engines on the entire system.
March 8, 1951	Engine No. 5364 is back in service after being overhauled.
March 14, 1951	Two small 1200 engines double headed took the St Clair Branch train to Oil City on the NYC.
April 3, 1951	St Clair Branch Railway. On Monday a doubleheader was operated, No. 1290 and No. 1291 pulled thirty cars.
April 3, 1951	NYC Hogger type No. 2032*.
April 4, 1951	NYC engine No. 5374 doubleheaded with one of the big Diesels.
April 9, 1951	NYC No. 5360 is back in International Service between Windsor and Harmon, New York.
April 10, 1951	NYC No. 2044*, No. 2930*.
April 25, 1951	NYC No. 5374*.
April 25, 1951	NYC No. 5371 hauled train No. 335 to Windsor.
April 27, 1951	NYC No. 2044*, No. 7504*.
May 4, 1951	NYC Instruction Car is coming in June.

-1951-

May 4, 1951	NYC No. 2052*.
May 7, 1951	NYC No. 5256*.
May 11, 1951	NYC No. 5451 with heavy disc drivers came through St Thomas.
May 25, 1951	The NYC Directors 12 car train came through.
May 29, 1951	The NYC Diesels operate through St Thomas but also through the Windsor to Detroit Tunnel.
June 1, 1951	NYC No. 5364*. No. 2054*.
June 7, 1951	NYC No. 5369*.
June 28, 1951	NYC No. 2030*.
July 7, 1951	NYC No. 5369*.
July 10, 1951	NYC had an 18 car Shriner's Special come through St Thomas.
July 11, 1951	NYC No. 2031*.
July 12, 1951	threw his wife at a NYC train and she bounced off the engine.
July 14, 1951	NYC No. 5369*, No. 5431* disc drivers.
July 16, 1951	To get extra power to Windsor a westbound NYC freight drag to Windsor on Saturday afternoon was hauled by engines No. 2018 and No. 5362.
July 19, 1951	NYC No. 5374*.

-1951-

August 8, 1951	NYC collision at Windsor.
August 21, 1951	NYC drag freight west with No. 2042 and No. 2043. The Detrouiter was hauled by engine No. 5366.
August 23, 1951	NYC No. 7882*.
September 6, 1951	NYC welded the rails across the Kettle Creek Bridge, 1014 feet, in St Thomas. Fourteen flatcars brought the 127 pound rail. A Burro crane was used.
September 6, 1951	A trainload of US Army General Patton tanks passed through St Thomas.
September 11, 1951	Two NYC engines bound for the scrap heap passed through St Thomas. Engines No. 7914 and No. 7930.
September 11, 1951	NYC No. 2046*.
September 18, 1951	NYC No. 4749*.
September 19, 1951	NYC No. 5367*, No. 2017*.
September 28, 1951	NYC No. 5411*.
October 2, 1951	NYC No. 4011 was on the Detrouiter.
October 19, 1951	A NYC "Beeliner", a Budd RDC car runs Niagara Falls to Buffalo.
October 19, 1951	NYC No. 8552*.
	NYC engines No. 5433 and No. 5453 ran on a through train.
October 29, 1951	NYC No. 2016*.

-1951-

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| November 3, 1951 | Small Essex terminal engine was overhauled and repaired in the NYC St Thomas shops. The large amount of brass attracted attention. It hauled a few cars and a caboose homebound. |
| November 3, 1951 | NYC No. 5374*. |
| November 6, 1951 | The Empire State Express was delayed for one hour at Welland due to the ice and snow the bridge could not be operated. |
| November 28, 1951 | NYC train No. 51 westbound Tuesday night was hauled by two large 5300 class engines. |
| November 29, 1951 | NYC engine No. 5228 was behind two big freight Diesels on a long train on Thursday morning. |
| December 1, 1951 | A grade crossing accident at Tillsonburg. Westbound train No. 139, engine No. 5215. |
| December 20, 1951 | NYC No. 7530*, No. 7851*. |
| December 26, 1951 | Ready for Diesel servicing at the NYC St Thomas shops. |
| December 26, 1951 | NYC snow plow up the branch. "Lady Russel" snow plow goes to Courtright. It was hauled by engine No. 1290. |
| December 28, 1951 | Engines No. 5371 and No. 5372 hauled a long NYC freight west on Wednesday. |

-1952-

January 21, 1952	NYC 5400 class engines on passenger and express trains.
January 29, 1952	NYC No. 2044*. NYC No. 2014*.
February 18, 1952	Wabash Diesel No. 1162 is repaired at the NYC locomotive shops after a recent collision.
March 3, 1952	Diesels are used almost daily on the Empire State Express.
March 3, 1952	NYC No. 2034*.
March 3, 1952	The NYC Wolverine now carries a direct roomette car to San Francisco.
March 10, 1952	NYC strike was a surprise walkout.
March 11, 1952	NYC No. 5360*.
March 14, 1952	The NYC terminal is jammed with freight.
March 20, 1952	More NYC 5400 class engines are operating through St Thomas.
March 24, 1952	NYC No. 5367*, No. 2026*, No. 4749*.
April 4, 1952	NYC No. 2046*.
April 7, 1952	NYC is improving its streamlined fleet with the purchase of new sleeping cars.
April 26, 1952	NYC No. 5372*.
May 2, 1952	NYC No. 5212*.

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May 7, 1952 NYC caboose No. 17931 is repaired.

May 8, 1952 NYC No. 5427 with its disc drivers is back.

May 29, 1952 NYC No. 2030*.

May 30, 1952 NYC caboose No. 17931 is out of the shops.

June 13, 1952 NYC No. 7511*.

June 20, 1952 NYC is taking off trains No.365 and No. 366.

June 27, 1952 NYC historic engine No. 999 is making a trip over the Michigan Central on Friday afternoon as it is being towed to Jackson, Michigan.

July 4, 1952 Wabash trains are now operating over the NYC between St Thomas and Detroit due to a labour strike by maritime staff at the Wabash car ferries. NYC engines and train crewa are used. The same applies to the Chesapeake and Ohio Railroad but it used the connection at Pelton Junction.

July 10, 1952 NYC No. 2003*, No. 2049*.

July 16, 1952 NYC No. 2016*, No. 2044*.

July 21, 1952 Freight traffic is light on the NYC as a result of the steel strike.

July 31, 1952 NYC No. 5450 is back with its disc drivers.

August 6, 1952 A TH&B train was the first to use the new terrace Street station at Buffalo New York. The headlight of a steam locomotive train No. 372 pulling the tH&B express as it emerged from the new tunnel under the Main Street of buffalo eliminates the terrace tracks.

-1952-

August 15, 1952 NYC No. 2004*.

August 27, 1952 NYC No. 5276*.

Wabash and C&O still using the NYC due to marine strike.