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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.

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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 <sup>th</sup> 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."

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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 20<sup>th</sup> 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.

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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.



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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\*.

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- 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.

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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.

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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.



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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.

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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.

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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 <sup>th</sup> .
April 29, 1949	NYC No. 2042*, 2048*, 5365*, 5373*.
April 30, 1949	NYC grade crossing accident at Chatham.

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*.



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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.

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- 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.

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

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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.



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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.

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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*.

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August 8, 1951	NYC collision at Windsor.
August 21, 1951	NYC drag freight west with No. 2042 and No. 2043. The Detroider 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 Detroider.
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*.

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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.



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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.

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August 15, 1952      NYC No. 2004\*.

August 27, 1952      NYC No. 5276\*.

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