

THE
MICHIGAN
CENTRAL
CANADIAN
DIARY
VOLUME III

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 Detrouiter.
- 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 Detrouiter 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 Detrouiter 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 Detrouter, 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 Detroider 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 he 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.

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*.