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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.

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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.

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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.

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| 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*. |

- 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.

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- 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.

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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*.

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| 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*. |

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| 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*. |

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| 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. |

- 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*.

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| 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. |

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- 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.