

January 17, 1941 Many Buicks are coming over the Pere Marquette Railroad, from 25 to 150 cars a day.

February 6, 1941 Pere Marquette terminal facilities to be changed, a new roundhouse and coal dock are planned. Only one locomotive at a time can be put in the roundhouse because only one stall has been extended. The two new Pere Marquette locomotives are No. 1030 and No. 1031.

March 4, 1941 The Pere Marquette project to start April first.

March 6, 1941 The Pere Marquette continues its heavy expenditure on new cars and locomotives.

March 17, 1941 The Pere Marquette was busy for the week ending March the eighth, for 13,144 cars were moved.

April 1, 1941 Pere Marquette rush. At 10:30 Tuesday morning an eastbound freight hauled by engine No. 610 and a westbound, with engine No. 603 came into the Michigan Central terminal.

April 2, 1941 Pere Marquette starts to lay 105 pound steel rails. The tracks over the Kettle Creek bridge have been relaid, and three to four miles near Buxton.

April 16, 1941 Pere Marquette to start on May 1 the construction of a new engine terminal.

May 15, 1941 New Pere Marquette engine terminal.

June 5, 1941 Pere Marquette engine No. 605 is out of the shops.

June 17, 1941 Pere Marquette will start construction within the week on the new engine terminal.

June 19, 1941 The Pere Marquette had a seven car derailment near Harrow. Pere Marquette trains are routed over the Canadian Pacific. Also some Pere Marquette trains are routed through the CNR Sarnia tunnel. (There are labour problems with the Pere Marquette marine operations and so trains are sent via the tunnels until June 23rd, two days.)

June 23, 1941 The trouble with the car-ferries has Pere Marquette rerouting freight traffic via the Michigan Central tunnel via Pelton and others via the CNR Sarnia Tunnel.

June 26, 1941 The Pere Marquette came back to their own tracks on Wednesday.

July 2, 1941 Two large Diesel Locomotives for the Southern Pacific were shipped over the Pere Marquette this week.

July 29, 1941 A fire was caught in a Pere Marquette boxcar was taken to the Waterford track pans and the fire department was then called.

August 6, 1941 Progress is being made on the new Pere Marquette roundhouse at St Thomas, the foundations are being put in.

Pere Marquette 600 class locomotives are being overhauled.

August 11, 1941 The Pere Marquette is said to have received another large engine No. 1011. It is not placed in service yet but will be available later. Engines No. 1030 and No. 1031 are hauling long trains.

-1941-

August 25, 1941 Pere Marquette engine No. 618 is back in service after being overhauled. Engine No. 1031 brought a long westbound train into the St Thomas yards.

August 26, 1941 Progress on the new ere Marquette engine terminal, the foundations are in and there are a great many new tracks.

September 12, 1941 Pere Marquette officials visit the new PM terminal. There is a 115 foot turntable.

September 15, 1941 The Pere Marquette have repainted two cabooses and overhauled two 600 class engines.

November 5, 1941 Pere Marquette 115 foot long turntable.

November 12, 1941 Pere Marquette engine off the track at Merlin on Tuesday.

November 17, 1941 The Pere Marquette handles furniture out of Grand Rapids and Buicks out of Flint, and other cars come across Lake Michigan by car-ferry. The past two years have been the best in history.

December 10, 1941 The PM shops have steady work.

December 13, 1941 One of the large Pere Marquette engines No. 1030 hauled an eastbound freight train through the Michigan Central yards about 10:30 Saturday morning. The train comprised of refrigerator cars and big automobile cars, all loaded.

-1941-

December 15, 1941 Wintery weather, even some large engines are pulling only short trains. Pere Marquette engine No. 1030. One of the new class hauled a train eastbound of a rush shipment of turkeys.

December 16, 1941 The Pere Marquette's \$500.000 engine terminal nears completion. The Coal Dock is to be finished on December 24th. The roundhouse is nearing completion and the 115 foot turntable will be in operation soon. The terminal the most modern in existence. A new drainage system has been installed. Two years ago the Kettle Creek Bridge was reconstructed with new abutments and reinforced steel. Several years ago the Mill Creek Bridge was filled in, and all of this would lead to heavier locomotives. Three engines are now in service and more are expected. By the end of the year.

December 24, 1941 The Pere Marquette Coal Dock and the 115 foot turntable are now in operation. The new roundhouse has eight pits. On the turntable, a locomotive can be turned in one hour and 45 minutes. The Coal Dock holds 250 tons of coal

December 30, 1941 The new Pere Marquette turntable runs smoothly.

December 31, 1941 Detroit Pere Marquette officials inspect the new engine terminal.

January 28, 1942 The Pere Marquette's Kettle Creek Bridge has been improved with over 1250 new ties and the work should be completed in a week or ten days.. There is a new pedestrian catwalk on the bridge. The roundhouse should be completed in four weeks.

February 3, 1942 More way cars (caboose) and more new engines for the Pere Marquette Railway. The vans go through on the eastend to clear customs.

February 28, 1942 The Pere Marquette now have six of the large 1000 class engines.

March 31, 1942 Two more large Pere Marquette engines have arrived making eight engines.

April 14, 1942 Pere Marquette track work to start soon.

April 18, 1942 Former Pere Marquette car ferry "International" is salvaged.

May 30, 1942 Heavy traffic on the Pere Marquette, using double-headers. The MK-1 engines are unusually long, especially the coal tenders, engine No. 1022 tender holds 25 tons of coal and 19,000 gallons of water and engine No. 1023's tender holds 18 tons of coal and 20,000 gallons of water.

June 1, 1942 The Pere Marquette is enjoying steady traffic.

June 9, 1942 Oil shipments are increasing.

August 1, 1942 The completion of the big Pere Marquette terminal should be finished in two weeks. It is expected that the new Pere Marquette St Thomas station will open August 15th. The roundhouse and coal dock have been in use for sometime. The Kettle Creek bridge has been strengthened.

August 14, 1942 Pere Marquette engines of the 600 class with automatic coal stokers have been loaned back to the United States lines to allow the Pere Marquette to comply with US laws to have stokers.

August 20, 1942 Shortage of manpower is keenly felt by the railroads. Some Pere Marquette trains use the NYC Detroit River Tunnel.

August 31, 1942 The Wabash Canadian Division purchased four Pere Marquette way-cars or cabooses.

September 2, 1942 Pere Marquette cabooses on the Wabash. Pere Marquette cabooses are seen daily on the eastend of the Michigan Central, but now they are going to be seen on the Wabash. Two of the cabooses were purchased by the Wabash from the Pere Marquette were in service on Wednesday morning, No. 591 going east, and No. 383 going west. It is expected that two more Pere Marquette will arrive at the Wabash in a few days.

September 4, 1942 Two Pere Marquette cabooses have been purchased by the Wabash and two more are to come. The Wabash have bought three Pere Marquette cabooses to take across the border to the Peru Division.

September 23, 1942 Pere Marquette caboose No. 369 is now Wabash caboose No. 2550.

-1942-

October 7, 1942 More new engines for the Pere Marquette. Pere Marquette officials tour the railway in a Buick inspection car.

October 8, 1942 Pere Marquette engine No. 1019 arrived on Wednesday.

October 24, 1942 The Pere Marquette is moving the bulk of sugar beet crop. All the sugar beets go to the Chatham Plant.

November 20, 1942 Pere Marquette collision at Rodney a week ago.

December 21, 1942 Wabash caboose No. 2552 was purchased from the Pere Marquette.

-1943-

January 14, 1943 Pere Marquette double-header engines No. 602 and No. 616 hauled a large oil train through the Michigan Central yards in St Thomas. There were over seventy tank cars in the train.

January 19, 1943 Pere Marquette trains collide at Blenheim.

January 21, 1943 Pere Marquette engine No. 1039

March 16, 1943 Oil shipments are huge, about 100 cars of oil move over the Pere Marquette daily.

June 7, 1943 Many oil shipments.

June 10, 1943 Pere Marquette passenger service impossible.

June 29, 1943 Pere Marquette double-header with engines No. 1025 and No. 1024.

July 5, 1943 Pere Marquette pusher engine is attached to the rear of the train and pushes the train north to the Michigan Central yard.

July 7, 1943 Oil flows north to Illinois from the southern United States and in Illinois is loaded into railway tank cars. Fifty per cent of all oil for the east goes through St Thomas.

July 8, 1943 Accident at the coal chute at Blenheim.

July 9, 1943 Pere Marquette freight train wrecked at Ridgetown. Seventeen empty freight cars are piled up.

There are washouts on the Pere Marquette.

-1943-

July 10, 1943 Pere Marquette trains are run over the Michigan Central due to the train wreck.

July 24, 1943 Accident at Pere Marquette bridge at Wallaceburg involving pedestrians. PM engines No. 1038 and No. 1022.

July 29, 1943 Still lots of oil.

August 25, 1943 Pere Marquette operates special oil trains.

September 8, 1943 Pere Marquette Canadian Division moves huge Polymer tank from Chicago to Chatham then to Sarnia. The tanks are 140 feet long and straddle three flat cars.

September 9, 1943 Pere Marquette engine No. 1011 came out of the shops.

Heavy oil shipments flowing through St Thomas.

September 15, 1943 Pere Marquette collision at Wallaceburg. Engineer Harry Russel's engine No. 607 was backing down the mainline with a string of four cars and a caboose when engine No. 607 crashed into engine No. 608.

September 21, 1943 A Pere Marquette train running over the London and Port Stanley Railway derailed, north of Wellington Street. Engine No. 625 aided with rerailing the car.

September 27, 1943 Pere Marquette engine No. 604 wrecked at the Wallaceburg drawbridge.

-1943-

October 14, 1943 Pere Marquette engines are being worked to death. The Pere Marquette has a huge fleet of 1000 type or class engines as well as 600 and 900 class locomotives.

October 27, 1943 Sugar beet rush is moving to Wallaceburg.

November 15, 1943 Pere Marquette engine No. 1032 and No. 1027 are busy.

November 17, 1943 Pere Marquette engine No. 616 was pressed into service on the eastend to bring a westbound train through the Michigan Central yards.

December 23, 1943 Pere Marquette tank cars are upset on the London and Port Stanley Railway.

December 29, 1943 A serious spill at Shedden. When an eastbound Pere Marquette freight train side-swiped a westbound train just east of Shedden about 11:30 on Wednesday morning at least one man was injured. The engine on the mainline train went down into the ditch.

-1944-

January 27, 1944

TOWNSEND CENTRE

Townsend Centre is about three miles east of Waterford on the New York Central mainline. On a Wednesday afternoon, January 26th, 1944 a Michigan Central eastbound fast freight known as J.S. 2 was travelling toward the Niagara Frontier when a hot wheel journal developed. What is known as a "hot box" could quickly cause a wheel to dislodge and cause a derailment. The freight train would have to stop immediately. The journal box would have to be allowed to be cooled and the car set out on a siding.

Following this freight train was a Pere Marquette eastbound freight. The locomotive was one of the large Mikado type, engine No. 1011. In the cab were engineer Herbert Barnes and his fireman Sam Gilchrist. The Pere Marquette crew had no knowledge that the Michigan Central train had stopped and suddenly there it was stopped on the track ahead. The train crew jumped from the locomotive. The big engine smashed through the NYC caboose and a four cars. No one was injured. The time was 2:20 P.M. The engine was turned completely over.

January 29, 1944

A big effort would be required to clean up the wreckage. The TH&B Ry. derrick from Hamilton, and a big NYC derrick was brought from Palmyra, New York to pull the mangled remains of the big No. 1011 out of the ditch.

February 3, 1944

The remains of engine No. 1011 arrived at St Thomas.

-1944-

February 4, 1944

The Pere Marquette was constructing a 1.5 mile spur to the H.J. Heinz Company plant at Wallaceburg.

February 5, 1944

Pere Marquette engine No. 1011 is now in the St Thomas roundhouse, and it looks like a Hippopotamus.

February 11, 1944

Pere Marquette engine No. 1011 would be sent to the railway shops at Grand Rapids, Michigan.

February 15, 1944

Another Pere Marquette derailment four miles west of Hagarville train CPF, engine No. 603.

February 17, 1944

Solid oil trains are moving over all the local railways, Between 600 to 1000 oil tank cars pass through St Thomas daily.

March 7, 1944

The spur to the Heinz Company at Wallaceburg has been completed.

March 20, 1944

Heavy oil shipments continue.

March 27, 1944

Pere Marquette engine No. 1022 is out of the shops.

-1944-

March 28, 1944

A new Pere Marquette engine arrives to bolster the fleet, Engine No. 1036 came over from Detroit to augment the other 1000 series engines on the Canadian Division. Last week engine No. 1022 came out of the shops.

April 4, 1944

Pere Marquette engines are being repaired, Engine No. 608 at St Thomas and No. 1011 was at the Grand Rapids shop.

April 21, 1944

The latest pere Marquette engine to be overhauled is engine No. 1023.

May 4, 1944

Pere Marquette engine No. 1040 is out of the shops.

May 25, 1944

Pere Marquette engines No. 1039 and No. 1030 on two trains.

Pere Marquette is using washed crushed stone from the Hagarville quarries to improve the appearance of the St Thomas yard.

May 26, 1944

Razing an old railway landmark, the south end portion of the L&PS station at Station and Kains Streets. It was used by the PM in steam days before the L&PS Talbot Street station was built.

June 13, 1944

PM engine No. 602 had a hot box, and caboose A 405 was painted.

-1944-

June 17, 1944

The Pere Marquette locomotive fleet is being augmented by a 2-8-4.

June 27, 1944

Pere Marquette engine no. 614 is out of the shops.

July 13, 1944

The Pere Marquette buys a Diesel Streamliner.

July 15, 1944

Pere Marquette engine No. 1031 is out of the shops.

July 28, 1944

The Pere Marquette, the heaviest traffic in its history.

August 25, 1944

Pere Marquette engine No. 1030 is out of the shops.

September 11, 1944

Pere Marquette engine No. 619 is out of the shops.

September 20, 1944

The Pere Marquettes Director`s Train`, Pere Marquette and Chesapeake and Ohio Railroads Directors make a tour over the railway in a special train of eight official cars. It arrived at St Thomas at 3:00 am. The train was hauled by engine No. 1016, although a big 2-8-2, was equipped with passenger train devices.

-1944-

September 26, 1944

Pere Marquette engine No. 1019 is out of the shops.

October 5, 1944

Pere Marquette engine No. 1029 is out of the shops.

November 30, 1944

A derailment on the Pere Marquette of 25 cars at Buxton.

December 11, 1944

Numerous solid oil trains can be seen on the Wabash, Pere Marquette and the New York Central Railways.

-1945-

January 4, 1945

Pere Marquette engine no. 616 has come out of the shops and is in yard service temporarily before returning to mainline duty.

January 6, 1945

The Pere Marquette are moving a shipment of fresh fruit and citrus and bananas, Two extra through freight trains and are moving them through Wallaceburg to Sarnia as a result of damage to the Pere Marquette ferry at Windsor. They are using both the Sarnia and Windsor tunnels and the Wabash ferry.

January 31, 1945

The Pere Marquette has a big freight engine No. 1016 and NYC has a heavy duty engine No. 3018 which have been making wonderful performances lately.

February 7, 1945

Pere Marquette engine groomed. Pere Marquette engine No. 1023 has come out of the shops after being overhauled for mainline duty on the east end in to Black Rock. Engine No. 1016 has been in the shops being put in readiness to handle a special train for officials on Thursday. It is one of the largest Pere Marquette engines that can handle passenger as well as freight trains.

February 16, 1945

Pere Marquette engine No. 1020 is the latest to come out of the locomotive shops after being overhauled.

-1945-

February 20, 1945

Pere Marquette derailment at South Buxton.

February 24, 1945

Pere Marquette engine repaired. The release of engine No. 603 from the St Thomas shops. This engine has been equipped with Automatic Train Control devises and an automatic stoker.

March 5, 1945

While a Pere Marquette double-header on the Canadian Division was entering the St Thomas terminal yards, the first engine uncoupled and went to the roundhouse while the second one pulled the train through the yards. But before the first engine was clear of the track the engine with the train bumped into it causing damage to the air pipe which was torn off.

Construction of a new back shop north of the shop proper is proceeding rapidly.

March 6, 1945

Pere Marquette power situation much better. Engine No. 1014 arrived in St Thomas from the United States headquarters. There are 15 engines of this class. Engine no. 1027 has been released from the shops. The 1000 class engines have huge tenders of immense size and are capable of hauling long trains at high rates of speed. The huge tenders look like Pullman cars, and can go border to border without stopping, which reduces delays in terminal yards.

-1945-

March 10, 1945

Pere Marquette and the London and Port Stanley Railroads have a block Signal plan to control trains to the Talbot Yards west of the Kettle creek bridge.

March 14, 1945

Pere Marquette signal system, the Pere Marquette may build a cut-off direct to the Michigan Central Railway.

March 26, 1945

Oil shipments are heavy, there are solid trains of oil.

March 28, 1945

Another Pere Marquette engine from the United States headquarters of the Pere Marquette system. Engine No. 1035 has arrived to augment the local fleet. A similar engine arrived a few weeks ago and the fleet now numbers over 25 engines. Pere Marquette engine No. 1021 has gone out of the locomotive shops.

April 13, 1945

The Pere Marquette traffic expansion is the greatest of all. The new association with the Chesapeake and Ohio Railroad has had traffic soaring.

April 27, 1945

Pere Marquette engine No. 622 is out of the shops.

-1945-

April 28, 1945

Pere Marquette facilities are improving, there are changes at the Wallaceburg station, expanded freight service and improved signal systems.

May 7, 1945

Pere Marquette engine no. 1034 has come out of the shops after being overhauled.

May 19, 1945

A new siding built for Mac Construction at Wallaceburg, eight hundred feet long.

May 29, 1945

The Pere Marquette is having its trains use the NYC Detroit River Tunnel due to car ferry problems at Windsor. Trains change at Pelton.

May 31, 1945

Pere Marquette engine No. 1040 is out of the shops.

June 8, 1945

Pere Marquette and the Chesapeake and Ohio Railroads are in the Alleghany Corporation railway deal involving merger plans.

June 11, 1945

Pere Marquette engine No. 601 is out of the shops.

June 13, 1945

The giant Chesapeake and Ohio Railroad deal has ICC approval.

-1945-

June 16, 1945

Pere Marquette engine no. 309 is out of the locomotive shops and will return to yard service.

July 21, 1945

Pere Marquette has more modern equipment in its yards. The PM cabooses have been overhauled., Pm long caboose B 545.

August 3, 1945

Two more iron steeds have come out of the Pere Marquette shops after being overhauled, No. 1031 and No. 606 are in the yards looking like new. Two others No. 1035 and No. 1038 came out recently.

August 22, 1945

Pere Marquette is involved with big railway merger with the Chesapeake and Ohio Railway.

September 12, 1945

Pere Marquette engine No. 1032 has come out of the shops.

October 9, 1945

The Pere Marquette had a minor derailment at Canfield Junction.

October 17, 1945

The Pere Marquette shops have been getting engines ready for the big rush. There are eight like new engines in the local yards, in readiness; 1011, 1023, 1031, 1032, 1035, 1036, 1038, and one 600 class engine no. 601. They are all lined up outside of the shops.

-1945-

October 25, 1945

Pere Marquette engine no. 1026 is out of the shops and may be sent to Montrose for some short run duty.

October 26, 1945

Contracts have been signed for an extension to the Pere Marquette shops at St Thomas.

December 8, 1945

Pere Marquette engine derails near the Ross Street subway in St Thomas.

December 20, 1945

A big snow blizzard hits Buffalo. The pere Marquette yards are jammed.