TORONTO HAMILTON and BUFFALO RAILWAY

C. H. RIFF

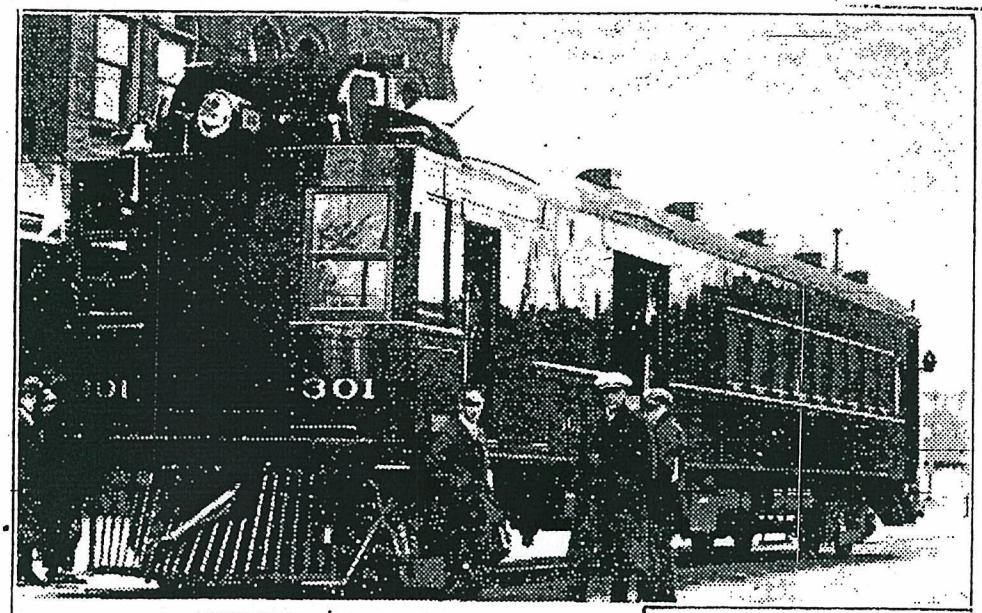
PORT MAITLAND 1927

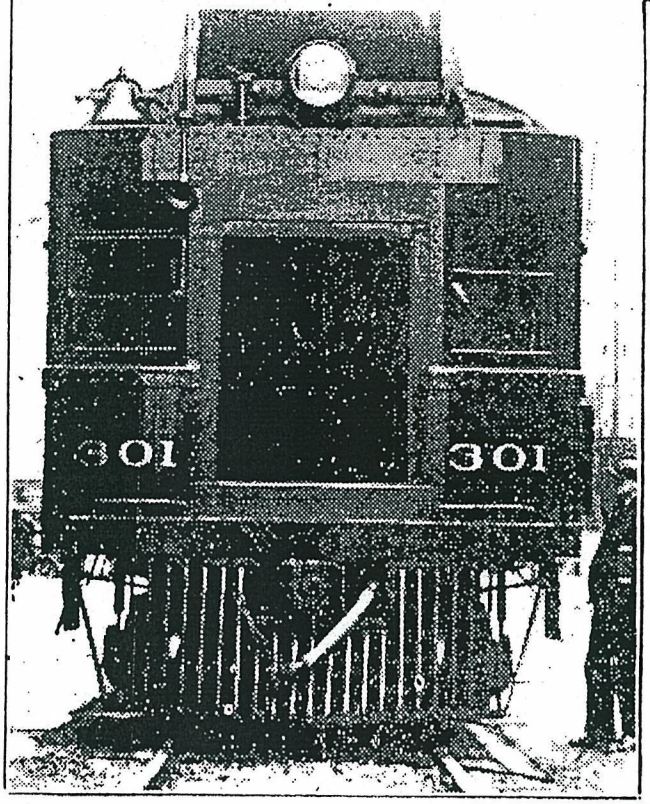
The Toronto Hamilton and Buffalo Railway passed an order April 20th, 1927 to allow the railway to establish a shipping channel or slip and dock on the railway lands on the east side of the Grand River at Port Maitland. This was one and a half miles from where the Grand River empties into Lake Erie. Dominion Construction started the work immediately. The dock was built with forty foot wooden pile and with forty foot interlocking sheet metal pilings. The coal storage space was 230 feet wide and 800 feet long. Two railway track serviced this dock. The dock was completed by July 16th when the first cargo of coal arrived from Sandusky, Ohio. On the 19th, President Beckley made an official inspection of the new dock.

The Hamilton Spectator

HAMILTON CANADA TUESDAY DECEMBER 13 1927

NEW CAR REPLACES STEAM LOCOMOTIVE SERVICE





A new gas-electric car is being placed on the run from Hamilton to Waterford by the Toronto, Hamilton and Buffalo Railway company. The car was given a trial run on Monday and the new service will be inaugurated on Wednesday.

ELECTRIC COACH ON LOCAL LINES

Innovation By the T., H. & B. Railway

First One Seen at Station Here To-day

What appeared to be a run-away coach to Hamiltonians who were passing the vicinity of the Toronto, Hamilton & Buffalo railway station, at James and Hunter streets, this morning, was in reality the first electric train to pass through this station.

The coach, which is supplied by power generated in the front part of the car, glided almost noiselessly into the siding here this morning for a ten-minute rest, which was taken advantage of by the officials of the local station to inspect it. The car is painted red, and is very attractive.

Built for the T., H. & B. railway by the Canada Car and Foundry company, of Montreal, it is equipped with an electro-motive type of engine. The engineer, when driving the car, sits on the extreme right-hand side of the coach. Its operation is very simple, being run on the same principle as that of a street car. One lever controlls the speed of the vehicle, which will travel from fifty to sixty miles an hour, while another moves it into forward or reverse.

Gas Engine Generator

A gas engine generates the electricity from which the car obtains its power to run. One advantage over the old type of steam engine is the fact that it is a one-unit car, while the steam type of engine is supplied with three units. The cost of operation is not nearly as great as that of the coal-eating type, which puffs and chugs for a mile or two before it has full steam up. The electric coaches can start off, and in a few hundred yards be traveling at a high rate of speed.

The interior is nicely finished, the seats being of leather, having a capacity of fifty passengers. To each car is a baggage department, and a smoker.

It is the intention of the T., H. & B. railway to run this coach between

THE BRANTFORD EXPOSITOR

T. H. AND B. CAR ON FIRST OFFICIAL RUN

Inauguration of New Unit May Mean Improved Service Here

Possibility of Re-Institution of Early Morning Train to Hamilton

Speeding from Hamilton to Brantford on its first official run, the new electro-gasoline all-steel car, that tomorrow is to replace the former steam unit on the Toronto, Hamilton and Buffalo line, pulled into the Brantford depot, en route for Waterford shortly after 2.15 yesterday afternoon, having made the trip in the record time of 37 minutes, 35 seconds. The entire trip from Hamilton to Waterford was made in exactly one hour and one minute. The first actual run was made on Saturday morning last but yesterday was the maiden trip as far as time schedule tests were concerned and aboard the new unit were many of the officials of the railway, with representatives of Hamilton papers and The Expositor.

MAY MEAN EXTENSION.

Just what the new service will mean to Brantford may be judged from the statement of W. J. Warnick, superintendent, who told The Expositor that the electric-gasoline unit would effect a saving in cost of maintenance that might result in an extended service. Asked if it would be possible to replace the train that formerly connected with the 8.30 a.m. at Hamilton for Toronto, he said:

"We can, with a unit of this kind, give serious consideration to re-establishing that service. If there is anything we can do, we are more than willing to go half way". He pointed out that it was a business proposition as well as one of service, but declared that if trade warranted it, the change would be made. Under the steam system, with conditions as they are now, it was practically impossible to re-install the early train, and it is the decreased cost of maintenance that will make it feasible if the demand so warrants.

HIGHLY SATISFIED.

Officials yesterday expressed themselves as highly satisfied with the car which has engines of 275 horse power which generate the electro-motive power that drives the car and supplies the "juice" for the lights. The motor is a Winton, with general electrical equipment, manufactured by the Electro-Motor Company of Cleveland, Ohio. The speed is from 55 to 60 miles an hour. The riding qualities are excellent and there is remarkably little jolting or noise, and entire freedom from dirt or smoke. Passenger facilities are of the best. In addition to these features it may be said that the car is superior to the steam trains for getting through drifts in the winter time. On the face of it, this seems improbable, but tests have demonstrated it to be a fact. The car can haul, in addition, one or two trailers if need be, and still make schedule time, and under extraordinary conditions, in the event of an accident of some kind on the line, can haul from 15 to 25 freight cars. Of course, the speed would then be reduced.

The saving in maintenance costs is apparent when it is considered that under the steam system fuel was being burned up all day long, irrespective of halts, whereas with the car power is being used only when the unit is under way. The car will replace the steam train commencing Wednesday.

On the initial run yesterday afternoon were H. T. Malcolmson, general manager of the T. H. and B.; G. C. Martin, traffic manager; W. J. Warnick, superintendent; R. L. Latham, chief engineer; H. H. Disher, purchasing agent; A. Locke, superintendent of car service; Colonel J. I. McLaren, commissioner of the T. and N. O. Railway; E. S. Jefferies, electrical

THE BERKSHIRES

On July 10th and 14th, 1928 the two large Berkshires 201 and 202 arrived at Hamilton fresh from the plant of the Montreal Locomotive Works. These mammoth 2-8-4's were the largest road freight engines in Canada. The first to arrive was immediately put into service. The second to arrive on the Saturday, came with its own movie film depicting its construction and test run at MLW. This film was shown that night at the end of the performance at Pantages Theatre. These engines were built to pull long trains faster and cheaper. The railway put one the locomotives on exhibition at the east of the Hunter Street station.

These engines were built for $115,000.00 each. The locomotive cylinders were 28 inches in diameter with a 30 inch stroke. The driving wheels were 63 inches. The steam pressure developed was 240 pounds. The engine and tender were seventy-five feet long. The engines came with automatic stokers and modern feed-water systems.

VINEMOUNT JANUARY 18, 1929

It rained and rained in January 1929 for forty hours. Not snow in Southern Ontario, just lots of rain. The Toronto, Hamilton and Buffalo Railway climbs the Niagara Escarpment from Hamilton to a summit at Vinemount on a heavy grade, carved out of the side of the Escarpment. During the early evening of January 18th, 1929 a torrent of rainwater cascading over the rough and rugged bluffs that frown upon the TH&B main line, saturated and ate underneath the tracks between Stoney Creek and Vinemount, Swollen and raging from the rains of the previous days, one stream that had been bridged with concrete, a few years earlier, was not sufficient, flooded and took out the fill. It was now a major washout; hundreds of feet above the Niagara plains below. The track was gone and a stream replaced it.

Toronto Hamilton and Buffalo train No. 83 had left Buffalo at six o'clock that night. A New York Central Pacific was on the head end, given the NYC-TH&B-CPR locomotive pooling arrangement. The train was to arrive at Hamilton at 8:30. The Engineer of the steam locomotive was Patrick Gant and his fireman was Mark L. Ricker. The run was not normal there was too much rain and the visibility was terrible. The 83 passed the small station at Vinemount on time, passed the Block Signal and made the curve that starts the decent down the grade. Engineer Gant peered ahead through the curtain of water that was falling from the heavens. Three miles above Stoney Creek Gant saw the washout. He stabbed the brake lever hard with one firm hand and with the other made the whistle scream like a banshee. Into the night went the warning. The washout was coming up fast, he then jumped from the engine. The engine went nose first into the soggy earth and was nearly buried in the mud. The baggage car smashed into the wrecked locomotive then flung upwards against the escarpment. The following smoker telescoped then spun around teetering over the sheer side of the mountain. Another passenger car was derailed and thrown sideways. Steam pipes burst on both the engine and the passenger cars. Steam and

rain in a winter forest. Passengers were screaming, then the car teetering slipped and slid a little. The scene was desolate.

About a quarter mile away, Vinemount farmer William Clucas had heard the whistle and the muffled crash. he sensed the situation, "The Buffalo train is over the mountain!" he yelled at his family. He grabbed a lantern and ran to the mountain brow, peered down, and saw the muddy wreck. He turned and ran back to his home, picked up the phone, and phoned the TH&B Hunter Street station. The Buffalo train was wrecked on the mountain edge. The whole TH&B jumped into action. Clumas gathered up friend and they were the first on the scene. He later stated that people were running around as if they were crazy. The broken steam pipes had scalded some of the passengers and some cut by flying glass. The only light available were the red train fusee flares.

Doctors and ambulances were quickly dispatched from Hamilton and Smithville. some by car. But it was the Canadian Pacific storage battery car that delivered the most help, when it arrived directly at the scene, about half an hour later. The rain and now ice made the use of automobiles for rescuers on the roads dangerous. The storage battery car became a mobile hospital. The slightly injured found refuge in the passenger cars that had remained on the tracks. At eleven o'clock at night a locomotive dispatched from Welland arrived at the scene and coupled onto the cars that were still on the track. This train was pulled back to Welland then the cars were routed over the Canadian National Railways to Hamilton where it arrived at 3:00 A.M.

A Miss Grace McCullough of Jamestown New York was the only nurse travelling on the train. She played a big part in the first aid work long before the doctors arrived at the scene, dressing wounds and cuts. Conductor Ferguson worked tirelessly despite scalded hands.

Engineer Gant was injured but safe, but fireman Mark Ricker was the only fatality, he had been pinned in the debris of his engine

TH&B passenger trains continued to run, but were sent around on the Canadian National lines. Freight trains, with hundreds of cars, just had to be parked in the Aberdeen freight yards to await the repairs to the railway. Railroad men worked for forty-three hours to get the TH&B operational. The temporary replacement track was moved ten feet closer to the escarpment wall. It was decided to leave the wrecked locomotive stuck in the mud for the time to help hold the embankment.

The railways first task to restore service was the removal of the wrecked passenger cars then the track was rebuilt. It took one week and two mammoth wreck cranes to pull engine 8428 out of the washout. Finally the engine was dragged out Saturday January 26th. The engine was towed into Hamilton. The engine would be scrapped.

Engine 8428 was one of twenty-eight Pacific engines in the K-80 class, built by Montreal Locomotive Works in 1910. The engines were numbered 8410-8437.

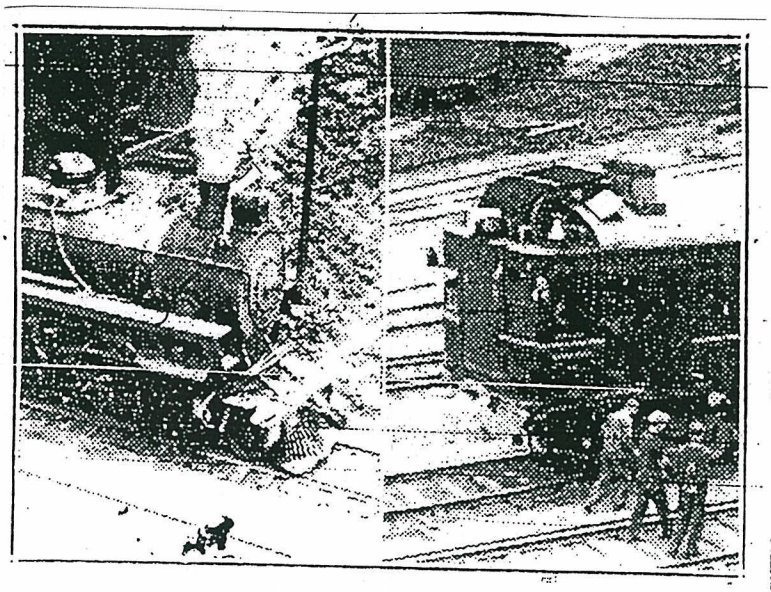
WELLAND JUNE 28, 1929

In the afternoon of June 28th, 1929 the TH&B came close to having its mainline cut and service curtailed for several weeks. The TH&B Ry. and the Michigan Central come to a junction just at the west bank of the Welland Canal. The Michigan Central was running a fast passenger extra returning Kiwanians from their Milwaukee convention. There were about 175 people on the all steel car Limited, running Chicago to New Jersey. The train was pulled by Michigan Central engine No. 8419, a K-80 class 4-6-2 Pacific built at Montreal Locomotive Works in 1909. In the locomotive cab where Engineer James O'Dell with his fireman Roy Murrell. The train had left St Thomas at shortly after 10 o'clock that Friday morning, and raced over the Michigan Central raceway, near 1:00 o'clock the express was nearing Welland. Ahead the bridge-tender had opened the double track swing bridge over the Welland Canal to allow the passage of a lake boat. The approaching signals had been set to red, to stop, and the safety derailer automatically set. Engineer O'Dell's train passed the red signal, for some reason he hadn't noticed the signal, slammed over the connecting TH&B junction switch then the locomotive hit the derailler. The derail was set against the special and all reports state that the interlocking plant was working safely. The engine ran through the derail, thrown off the tracks, but struck another rail alongside and rerailed itself. At this moment the engine crew jumped from the cab. Engine 8419 and tender flew off the end of the track and smacked into the middle of the canal. It completely submerged in the west channel of the canal, the automatic air brakes went on, and only the baggage car hung suspended over the end of the track. Engineer O'Dell was found alive but with severe head injuries. He was loaded onto an NSC&T trolley car and taken to the Welland General Hospital where he survived. No other persons were injured. A TH&B engine at Welland pulled the coached and baggage car back from the edge. The engine was totally submerged in the west channel which allowed the swing

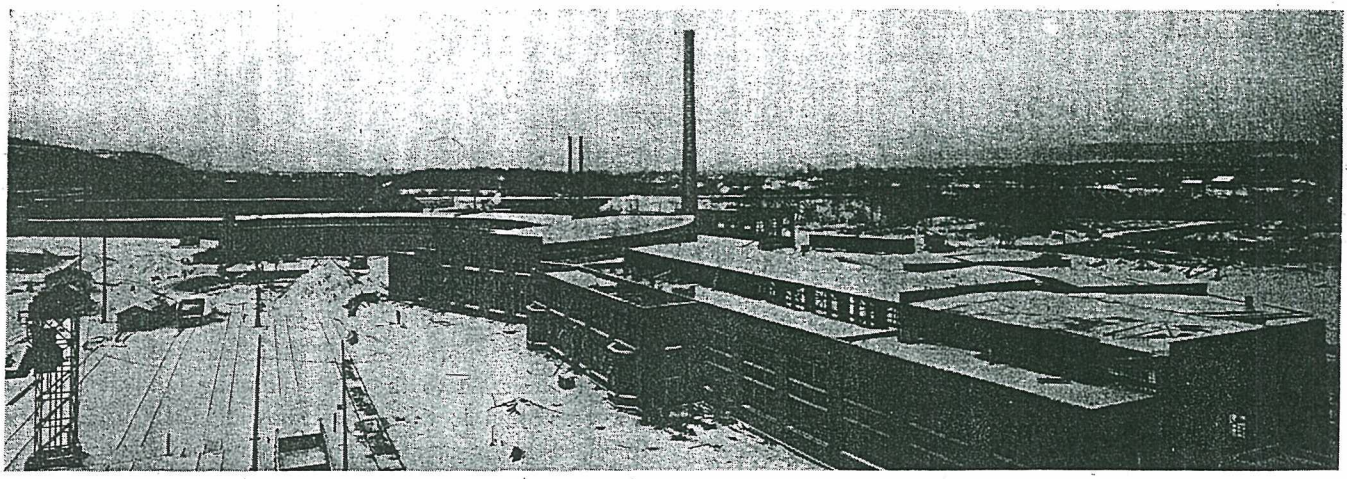
bridge to still operate, and could therefore close. It would seem probable that it was a TH&B engine that took the train through to Buffalo. The accident however did not tie up navigation, for both north and south-bound boats could still use the east channel. If the engine had been traveling slower and tipped over at the canal the bridge would have been unable to close. Engine 8419 and tender sat at the bottom of the canal for nearly a full month. Salvaging operations made use of pontoons to raise the tender first and it was not pulled out until the end of July. 8419 was taken to St Thomas and it was scrapped in November 1929.

HAMILTON SEPTEMBER 9, 1929

Toronto Hamilton and Buffalo's gas electric railcar was heading into to Hamilton from Brantford on September 9th, 1929, just weeks before the massive stock market crash. These were the last years of the old TH&B, the roundhouse was still located within the wye on Dundurn Street, and the turreted TH&B brick station commanded Hunter Street. The gas-electric car driven by Engineer Frank Highlands was travelling at a fair clip when it rounded the curve at the wye beside the roundhouse on Dundurn Street what with the numerous leads that ran into the turntable and roundhouse. The gas-electric crashed into a standing Canadian Pacific 3600 class 2-8-0 that was standing on the mainline waiting to enter the roundhouse lead. Eight people were slightly injured by the collision.



Railway Age
June 7 1930

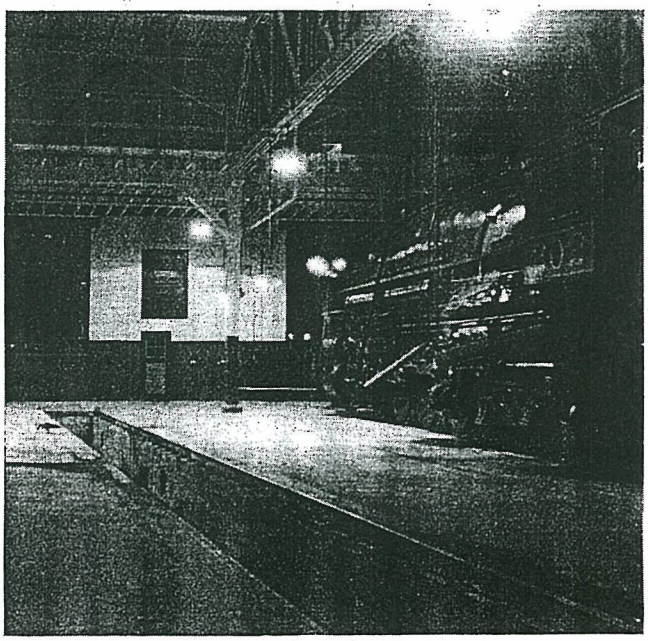


The Hamilton Engine Terminal During Construction

T.H.&B. Builds Fireless Enginehouse

Complete terminal and shop facilities opened on new site at Hamilton, Ont.

ON April 16 the Toronto, Hamilton & Buffalo placed in operation a new terminal at Hamilton, Ont., for handling its locomotives and those of the Canadian Pacific. It includes a 27-stall enginehouse and repair shop, with mechanical coal- and ash-handling plants, a modern stationary boiler plant, a storehouse and a motive-power department office building. The enginehouse is equipped with direct-steaming facilities and is designed for fireless operation. Smokejacks are omitted from all except five stalls. This terminal, which represents an investment of approximately $1,250,000, including land and grading, replaces an old terminal on another site which was too restricted to permit the development of longer enginehouse stalls and turntable and adequate repair-shop facilities.



The old terminal is located in the Dundurn street wye and is completely hemmed in by tracks which made expansion impossible. Accordingly, after a careful study, it was decided to abandon this site, and a new site of 21 acres was purchased. This property, formerly occupied by brickyards, is located between Robinson street and Aberdeen avenue in the western part of the city and lies between the old shops and Aberdeen yard, adjacent to the tracks of the Waterford subdivision. In several respects the site is particularly favorable. It is relatively remote from real estate development, is conveniently accessible, and the hard, dry clay subsoil simplified the construction of foundations.

About 240,000 cu. yd. of grading was necessary to obtain the required track and building levels. Grading operations were started in the fall of 1928 and were completed in the summer of 1929. Building operations were commenced in June and the buildings were practically all enclosed before the winter.

The Enginehouse

The enginehouse is of brick and concrete construction, with an inner wall radius of 138.53 ft. The first seven stalls, which form the drop-pit and heavy-repair section of the house, are 155 ft. long in five bays. The center bay is 72 ft. across, from center to center of columns, and the roof is supported on wood trusses between monitor windows. The clear height under the trusses is 23 ft. 6 in. From the inside circle wall the two inside bays are 25 ft. and 19 ft. in width, respectively, the roof over each sloping toward the intermediate column line and draining through 5-in. galvanized wrought-iron leaders to openings in the sides of the track pits 8 in. from the bottom. The outside bays, from the monitor toward the outside, are 19 ft.

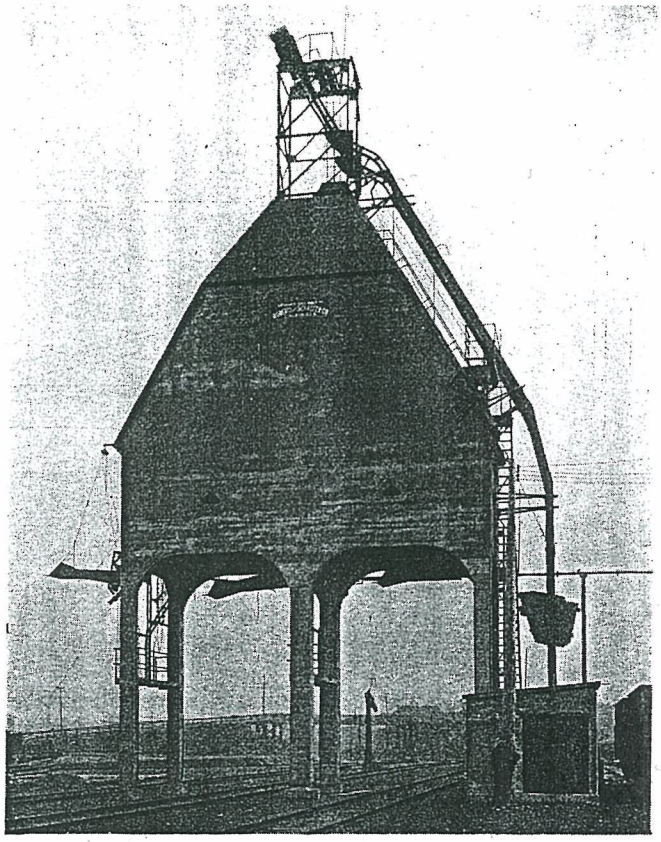
roof remains unbroken toward the outside circle wall.

This section of the house is occupied with stripping and erecting operations and heavy running-repair work. Under tracks 2 and 3 is a Whiting electric drop table for driving and engine-truck wheels. Under track 4 is a similar table for trailer and tender wheels. A telfer track, equipped with a Northern 10-ton electric traveling hoist, leads from between tracks 2 and 3 to the wheel press and wheel lathes in the adjoining shop building.

The 20 stalls of the enginehouse proper are 110 ft. long, in three bays. In this section of the house the trusses which support the roof over the center bay are 60 ft. long and the clear height under them is 18 ft. 6 in. The arrangement of the roof is shown in the section drawing. The floors are of concrete, laid on a gravel base, the whole of the enginehouse area having been excavated and backfilled with gravel and consolidated with water. The windows of the enginehouse are fitted with wood sash throughout.

This portion of the house is separated from the drop-pit section and is divided into two 10-stall sections by brick firewalls. Smokejacks for blowing flues on engines are provided over tracks 8 to 12, inclusive, adjoining the drop-pit section of the house. All stalls throughout the house have concrete pits, with drains at each end.

The turntable is 100 ft. long. It is of the continuous three-point type, supported on a concrete center pier and a concrete ring. The ends of the table are carried on a 127-lb. circular rail secured to plates supported directly on the concrete. It is operated by two electric driving motors and is provided with one auxiliary air motor, controlled from one operator's cabin. It was built by the Canadian Bridge Company, Ltd.

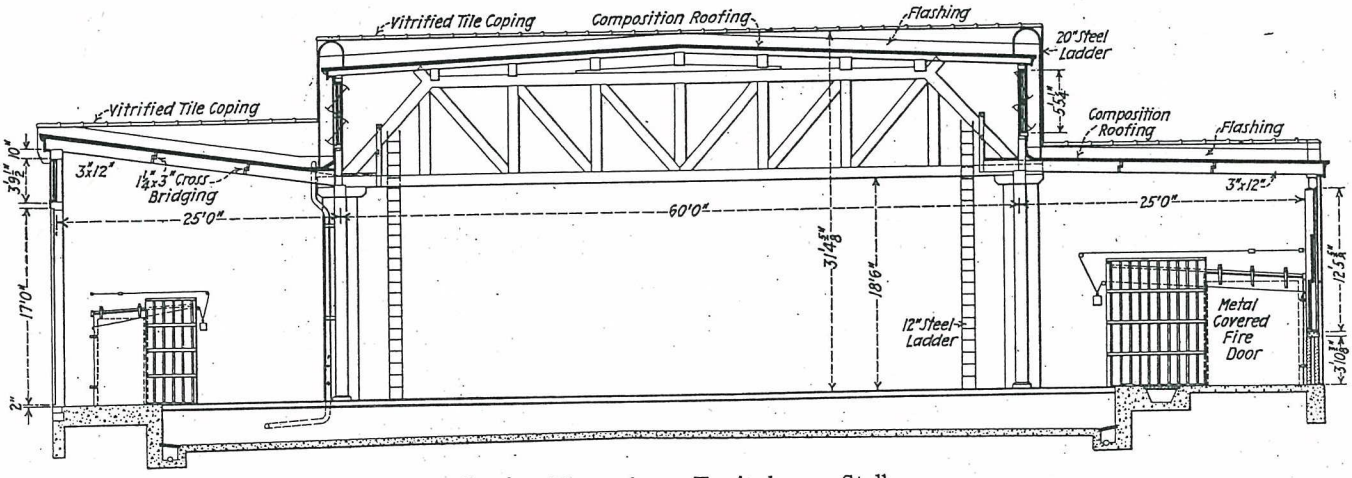


The 300-Ton Coaling Plant

The Repair Shop

The shop building, which extends back from the outside circle at the end of the drop-pit section of the enginehouse, is 80 ft. wide by 220 ft. long. It is of brick and concrete construction, with pivoted steel window sash, and the monitor-type roof is supported on steel trusses. The floor has a concrete base surfaced with Kreolite wood blocks, with concrete foundations for the heavy machines. Adjoining the enginehouse the first 160 ft. of this structure is occupied by the machine shop and, separated by a fire wall, the remaining 60 ft. is occupied by the blacksmith and

A Night View of the Hamilton, Ontario, Engine Terminal of the Toronto, Hamilton & Buffalo



Section Through an Enginehouse Stall

flue shops. The flue rattler is housed in a small brick structure at the end of the shop building.

Space is provided in the shop section of the enginehouse for the boiler and sheet-metal shop facilities.

Extending along the side of the shop building 103 ft. is a two-story brick and concrete addition, 18 ft. 6 in. wide. This building, which faces the ash-pit tracks, contains the offices of the general foreman and engine despatcher, the register room, shop men's locker and toilet rooms, and a first-aid room on the first floor, and shop men's and enginemen's rooms, toilet and supply rooms on the second floor. A bay window in the general foreman's office affords a complete view of the service tracks from the turntable to the coaling plant.

The Storehouse and Office Buildings

The storehouse is a one-story structure, 185 ft. long by 77 ft. wide. Approximately 100 ft. of the building is of brick and concrete construction, with the floor at car-floor level. This portion of the building contains the storekeeper's office, the oil and waste storage and the stocks of finished materials. The remainder of the building is of frame and galvanized corrugated sheet metal construction and is unheated. The floor is at yard level. Platforms and ramps are provided for both car and truck deliveries.

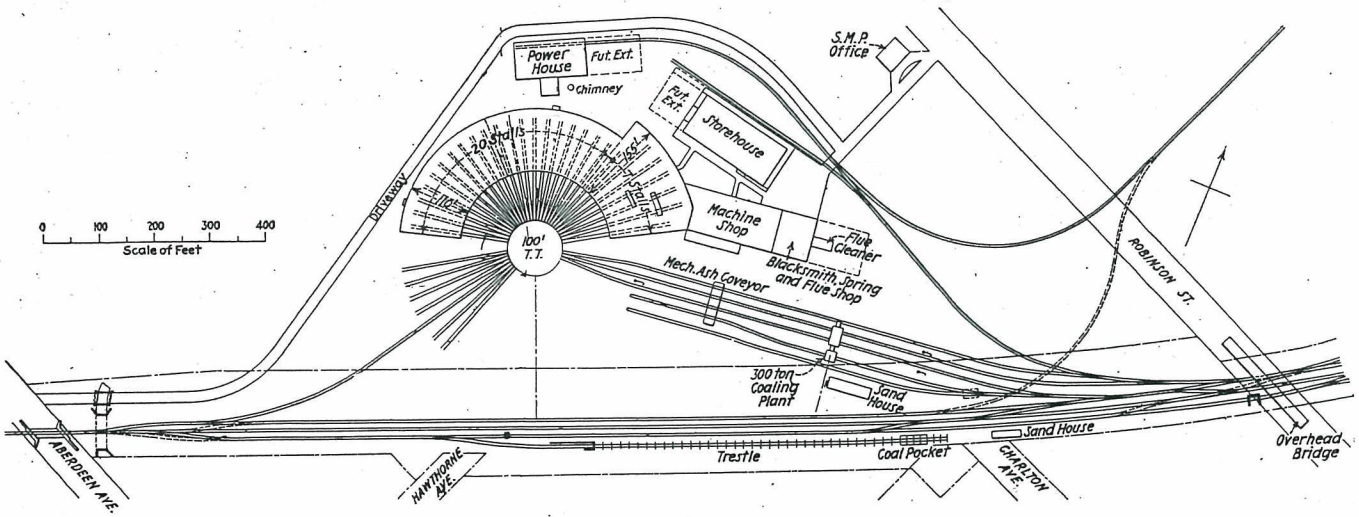
A two-story office building, 40 ft. by 50 ft., has been provided for the superintendent of motive power and his staff. This building is fitted with steel sash and is heated from power house. Floors are laid with battleship linoleum.

The Power House and Direct Steaming Facilities

As the enginehouse is equipped with the direct-steaming system, stationary boiler capacity must be provided to carry the load formerly carried by the locomotives themselves. The power house at the Hamilton terminal is equipped with three Connelly 260-hp. watertube boilers operating at 200-lb. pressure, and with all necessary auxiliaries to insure efficient and economical operation.

The power-house building is 65 ft. by 130 ft., of brick and concrete construction, with steel-trussed roof and steel sash. The boiler-room is 70 ft. long and provides space for the installation of another boiler. The floor is approximately 9 ft. below the yard level and the coal cars enter the building at yard level and dump to the floor under the track. From a hopper in the floor the coal is elevated by a Nicholson coal-handling plant to a hopper above the boilers and piped by gravity to the stoker hoppers. Ashes are handled by a Hahn steam-jet system from the boiler room to a 41-ton cast iron ash hopper located over the coal track outside the building.

The boilers are fired by Detroit multiple-unit rear-dump stokers. In addition to the induced draft from the 175-ft. chimney, the boilers are equipped with



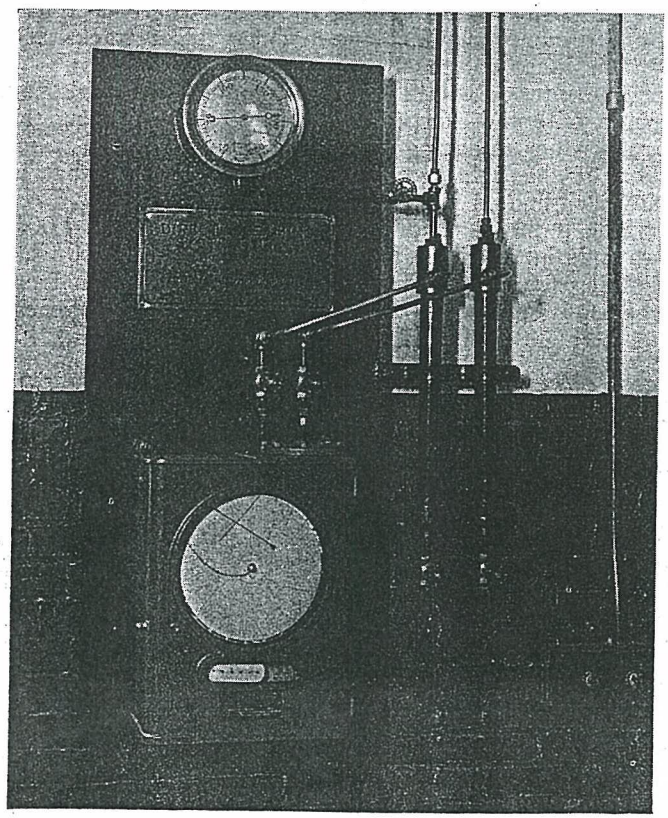
Plan of the New T. H. & B. Engine Terminal—The Enginehouse Stalls are Numbered from Right to Left

auxiliary steam-turbine-driven fans. A Hagan combustion controller automatically regulates the dampers and the speed of the stoker engines and draft fans to meet variations in the load. The boilers, stokers and settings were installed by E. Leonard & Sons and the piping and pumps by the Robert Fitzsimons Co., Ltd.

In the engine room is a 1,400-cu. ft. steam-driven air compressor and the boiler-washing and filling system tank and pump.

Electric Power Supply

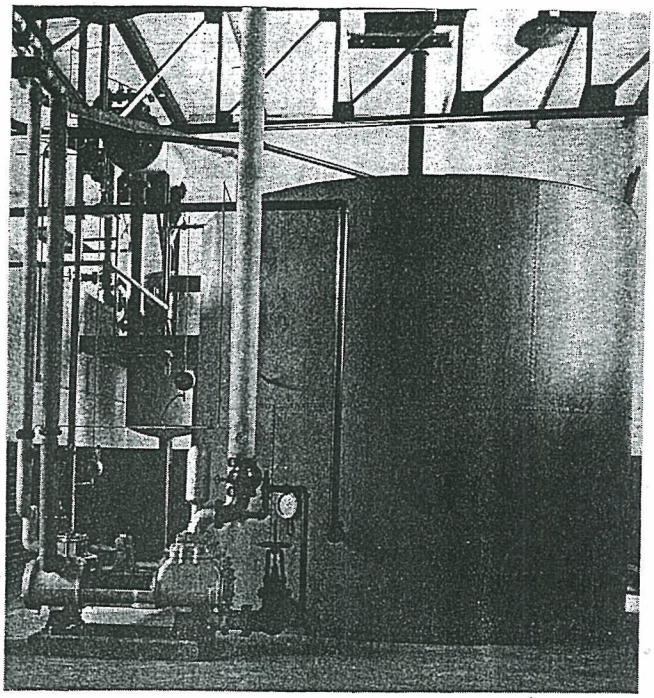
In one corner of the engine room, within a brick and concrete fireproof, enclosure, is located the switchboard. The electric power for the terminal is brought into the power house on a specially constructed high-tension line of the Dominion Power & Transmission Company, which leads directly from the main service lines and is, therefore, expected to have practically no voltage fluctuation. From the Westinghouse switchboards in the power house the power is distributed through two outdoor transformer banks, one located near the power house and one about 500 ft. south of it. All low- and high-tension feeders are laid in underground ducts throughout.



The Enginehouse Steam-Flow Meter

The hot-water boiler-washing and filling system and the direct-steaming equipment were installed by the Railway Engineering Equipment Company. Owing to the fact that the railroad owns but thirty-three locomotives and that these require boiler washing once a month, or an average of about one boiler wash daily, it was not considered necessary to install the double-tank system. Accordingly, a 20,000-gal. tank for filling water supplies both washout and filling water and the water from the steam separator in the blow-down line, passes through a water seal to the sewer.

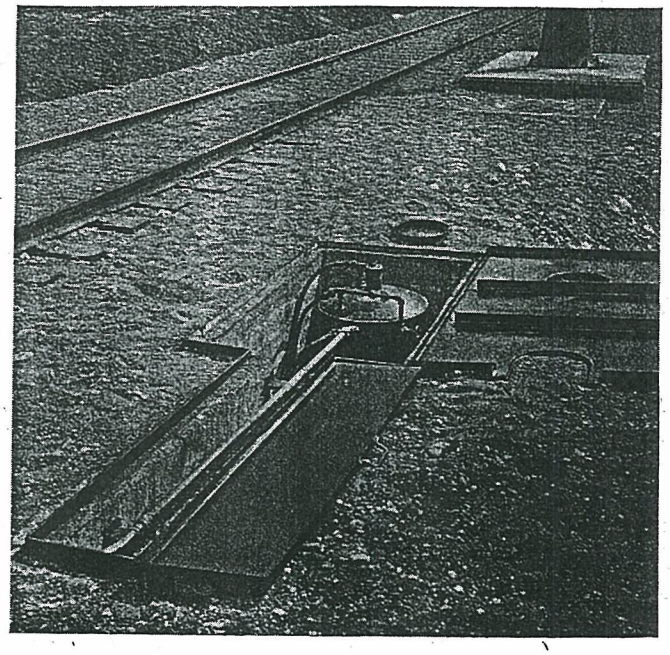
Steam is conveyed to the enginehouse from the power house through an 8-in. main. This leads to an overhead line which extends around the entire circle of the 110-ft section, thence around the drop-pit section and through the shop, from which branches lead to the storehouse and office building and to the sand house.



The Boiler-Washing and Filling Equipment

Steam Consumption Checked

A complete system has been provided by which the consumption in the various parts of the plant may be readily checked. The output of each boiler is measured by a Republic recording and integrating steam-flow meter. Where the 8-in. main enters the enginehouse a Bailey steam flow meter has been installed. This meter will record the entire output of the plant not consumed in the power plant itself. Other Bailey meters have been installed at points in the line such



Equipment at One of the Locomotive Firing Stations

that the consumption of the various parts of the load may be obtained directly or measured by the difference in the readings of meters in successive locations. The overhead mains for steam, hot and cold water and the blow-off line are of welded construction.

Steaming Drops at Each Pit

Drops for the direct steaming system are provided at each pit in the enginehouse proper and an extension drop has been carried into the back-shop section for steaming locomotives after the completion of repairs. Overhead valves in the drop lines from the mains, controlled by chain handles from the floor, connect the single flexible drop line with either the blow-off line, the hot-water filling and high-pressure steam lines, or with the hot- and cold-water lines, the latter when washing out.

It is the practice at Hamilton to keep all locomotives which are ready for service under steam. With the absence of smoke jacks the radiation from these locomotives serves to heat the house. To provide additional radiation in severe weather, two unit hot-air heaters are installed, one for each 10-stall section of the house. Each heater, which is housed in a 10-ft. by 12-ft. room built outside the outside circle wall, delivers either fresh or recirculated air through underground ducts to four pits, outlets being provided along the sides of these pits. One heater is located opposite tracks 12 and 13 or at the center of this section of the house. The other is located opposite tracks 25 and 26, near the end of the house. The drop-pit section of the enginehouse and the shop building are provided with unit hot-air heaters installed on the walls.

Coaling Station

The terminal is provided with a 300-ton reinforced concrete coaling station. This is the Roberts & Schaefer shallow-pit, roller-skip type, with a hoisting capacity of 75 tons per hour, the bucket having a capacity of two tons. Once started, the operation is automatic.

The cinder-handling plant is a Roberts & Schaefer N & W type, electrically operated, serving three tracks. The bucket has a capacity of 80 cu. ft. Its movement is selectively controlled from a push-button station at each track, so that the bucket may be returned to the dumping position under any track as desired. The ash-pit hoppers and control gates are of cast iron and the gates are equipped with an interlocking device to prevent the hoppers from being opened except when the bucket is in the filling position underneath.

Firing Stations

Three firing stations are provided for igniting the fuel on the grates of locomotives after leaving the enginehouse under steam from the direct-steaming system. Two of these are located adjacent to the outgoing tracks near the ash pits. A third is located near the single incoming and outgoing track which connects with the main tracks near Aberdeen avenue. These stations each consist of a small housing, the top of which is at the yard level, which provides protection for the oil and compressed-air service connections and for the firing-up torch when not in use.

The sand-handling facilities are housed in a 20-ft. by 80-ft. concrete and frame building containing one Beamer steam sand drier and Roberts & Schaefer compressed air sand-elevating equipment. This building is located adjacent to the coaling plant, and provides a wet storage capacity of 500 tons, with a drying capacity of eight tons a day.

Lighting

Six 100-watt Benjamin angle reflectors mounted back to back in pairs nine feet above the floor, are used between stall tracks in the enginehouse. The units in the first pair are mounted on opposite sides of a roof supporting column and the second and third pair are suspended from the roof truss by conduit from a self-alining fitting. They are located respectively 21, 35 and 51 feet from the outer circle wall. Angle reflectors are also used on the section walls.

In addition to the angle reflectors there are four Benjamin RLM reflectors between stalls, one over the outer circle runway, one over the inner circle runway, and two spaced equally between. They are respectively 150-, 200-, 100- and 100-watt units and are mounted 16 feet above the floor.

There are two portable extension outlets per stall. Their positions are staggered so that there is a pair on the outer column between one pair of tracks and on the inner column between the next pair.

The interior of the house is painted with white oil paint, with the exception of a six-foot strip along the walls which is dark green. The intensity and distribution of the lighting compares favorably with that in any well-lighted shop.

The terminal yard is illuminated with eight 1,000-watt, 24-in. floodlight projectors and fourteen 500-watt lighting fixtures. One of the photographs, taken from the top of the coaling plant, illustrates the effectiveness of the night illumination

Water Supply, Sewerage and Drainage

Water is secured from the city mains through a 6-in. and 8-in. connection, forming a loop through the engine terminal cycle and feeding the necessary hydrants for fire protection. Water storage is provided in one 100,000-gal. tank and one 50,000-gal. tank, with 6-in. supply lines and 14-in. discharges into 12-in. mains, which furnish water for four 12-in. Sheffield water columns.

A complete system for drainage of surface, roof and waste water is provided separate from the sanitary sewer. This consists of vitrified pipe encased in concrete where necessary, and concrete and iron pipe ranging from 6 in. to 24 in. in diameter, with manholes, catch basins and gratings through which the surface water is carried to its natural outlet. The sanitary sewer is connected with the city sewer system.

Operation

In the operation of the terminal all fires are dumped at the ash pits before the locomotives are moved into the enginehouse. It is the duty of the hostler and his helper to connect the direct-steaming system drop to the blow-off cock before leaving the locomotive. It is then ready to be blown down, washed out and refilled, or to be kept under steam until ready to leave the house for despatchment. One attendant lays the fire and tends to the blowing-down, refilling and steaming operations. On leaving the house it is the duty of the hostler to disconnect the direct-steaming drop before moving the locomotive.

With the relatively high temperature of the coal in the firebox, the fuel is completely ignited over the entire grate area by the use of the oil-fired torch at the firing station in an average of about 3 min. This operation is performed by the hostler or his helper.

From the direct-steaming system the railroad company anticipates the benefits of reduced fuel consumption, reduced boiler maintenance, a reduction in fire hazard, a saving in enginehouse labor, quicker despatching of locomotive and better working conditions. Abatement of the smoke nuisance which is always a source of annoyance to the surrounding territory is also assured.

Although the road owns but 33 locomotives, a large proportion of these locomotives, as well as a number of Canadian Pacific locomotives, are dispatched from Hamilton daily. The road distances are relatively short and the locomotive make turn-around runs. Belt line service in Hamilton requires the use of a number of switch and transfer engines. Altogether, the daily dispatchments vary from a minimum of 25 to as many as 35 or 40. The repair shop is equipped to turn out two locomotives a month with class repairs. It also takes care of all heavy running repairs.

The contractor for the grading, foundations, sewers and water mains was the Dominion Construction Company, Ltd. The buildings were erected by this company and W. H. Cooper. The radial brick chimney was built by the Custodis Canadian Chimney Co., Ltd. The contractor for the electrical work was The Culley Electric. The construction of the terminal was carried out under the direction of R. L. Latham, chief engineer of the railroad, and E. M. Brennan, resident engineer, in direct charge.

WELLAND

The Toronto Hamilton and Buffalo Railway's main line is carried over the Welland River 1.35 miles west of the Welland station by two bridges, the one carrying the eastbound track was a 150 foot through Pratt steeltruss built in 1896 supported on masonry piers, the west bound track was on a wooden trestle built in 1913. The later had an opening of 22 feet in the center of the river for navigation. In 1930 these were replaced by two steel double track ballast deck plate girders 75 feet long. The abutments were enlarged and expanded and reinforced. A new center pier supported on piles was built at the center of the river.

January 22, 1931 The Toronto Hamilton and Buffalo Railway completed a very modern interlocking plant on the height of land on Dundurn Street, in the middle of the west end wye. It was a replacement for the all electric interlocking plant built in 1905. This plant was needed for the safe operation of trains through the very key point of the TH&B. This is where the CPR trains go to either the Hunter Street station or the TH&B Aberdeen Yard. The TH&B freight trains from Welland turned to Aberdeen Yard. The Industrial Belt line switchers were through here constantly. The Brantford-Waterford passenger trains also turned through this junction. It was also the approach to the new engine terminal. The new machine was a 72 lever model 5-D, all electric, consisting of 55 working levers, 6 spare levers and 11 spare levers. It was equipped with the most modern and up to-date safety devices, such as forced drop electric locks, that prevented the route being taken away with an improper signal, indicating lights on levers telling the operator which lever could be operated, the red transit lights indicating the movement of switches and derails and whether they were properly locked. The track circuits were complete throughout the entire interlocking plant territory. The use of semaphore arms has been discontinued and all signals were the General Railway Signal Company's latest colour light type. A light chart in the tower indicated the approach and location of trains throughout the interlocked territory. Over 500,000 feet of wire were used in the installation. The plant was operated by a 240 ampere storage battery, which in the case of a power interruption it could operate for sixty-four hours.

DUNNVILLE JULY 2, 1931

On July 2nd, 1931 a large bus operating between Dunnville and Welland filled with passengers crashed into the side of the TH&B mixed train that operated between Smithville and Port Maitland. The accident occurred at 11:20 in the morning on the main highway at Dunnville. A freight car and a passenger car were derailed.

The Brantford Expositor on August 16th, 1930 stated that the TH&B had made application to construct a seven mile spur from the railway to the Canadian Aggregates Limited plant near Burford. The gravel pit recently completed was just going into production. The plant had rail service provided by the Canadian National. The spur was never built.

In 1933 the TH&B relaid the rails between Vinemount and Smithville four miles. The following year the grade crossing of the highway on the Dunnville Branch was replaced with a concrete subway. On February 17th, 1935 the TH&B reopened the yards at Fort Erie due to an increase in traffic after being closed for four years.

THE ROYAL SCOT 1933

The London Midland Scottish Railway in the spring of 1933 shipped the entire English train The Royal Scot to North America to make a tour of both Canada and the United States. It was to go on display at the great Chicago Exhibition of 1933 "A Century of Progress". The train set landed at Montreal in April, was assembled and tested, then started its tour on April 21st, 1933. The train left Toronto May 4th, 1933 and travelled west through Bayview Junction then took the Switch at Hamilton West Junction onto the Toronto Hamilton and Buffalo Railway Railway. The red Britain arrived at the TH&B Hunter Street station that Thursday afternoon. This was at the time when the new station was under construction, therefore while the train stopped on the elevated platform, the old 1895 station was still in use and the temporary wooden stairs were needed to mount the upper platform. A crowd of nearly 25,000 persons were on hand to greet the visitor. The newspapers reported that "not since the Prince of Wales visit in 1919 visited the city had there been seen such a demonstration of such proportions and enthusiasm. The citizens proved themselves Royal Scot conscious to a degree bordering upon fanaticism. Not only did they turn out in such numbers that the area for blocks about the station was congested to the point that it was almost impossible to move forward one inch, but they bore down upon the train like an avenging army and fairly enveloped it." The reception in these depression days was large and civilized.

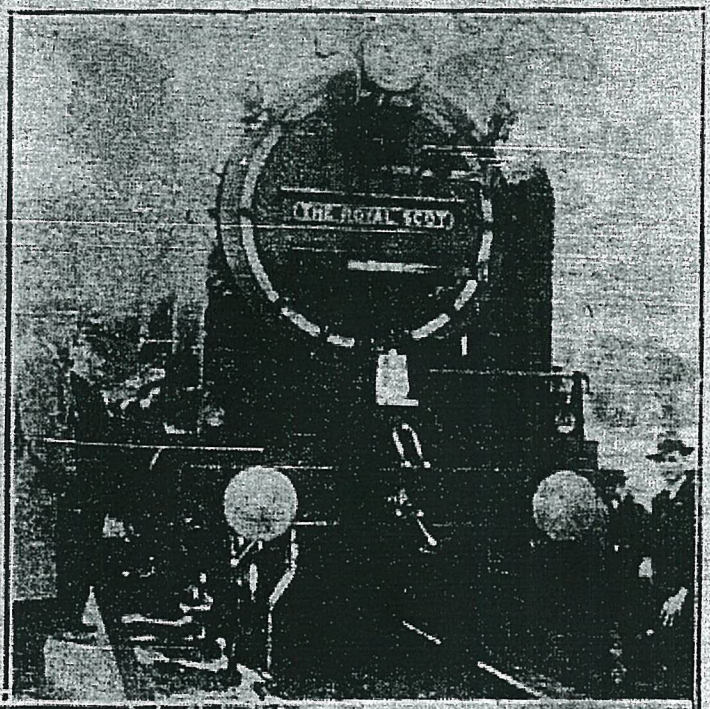
The next morning all Hamilton was surprised that for surprising and unexplained reasons the Toronto newspapers carried a very false story about how the Royal Scot had been vandalized by the crowd and that the doors were closed quickly and the train left town in a hurry, way ahead of schedule. There had been no vandalism.

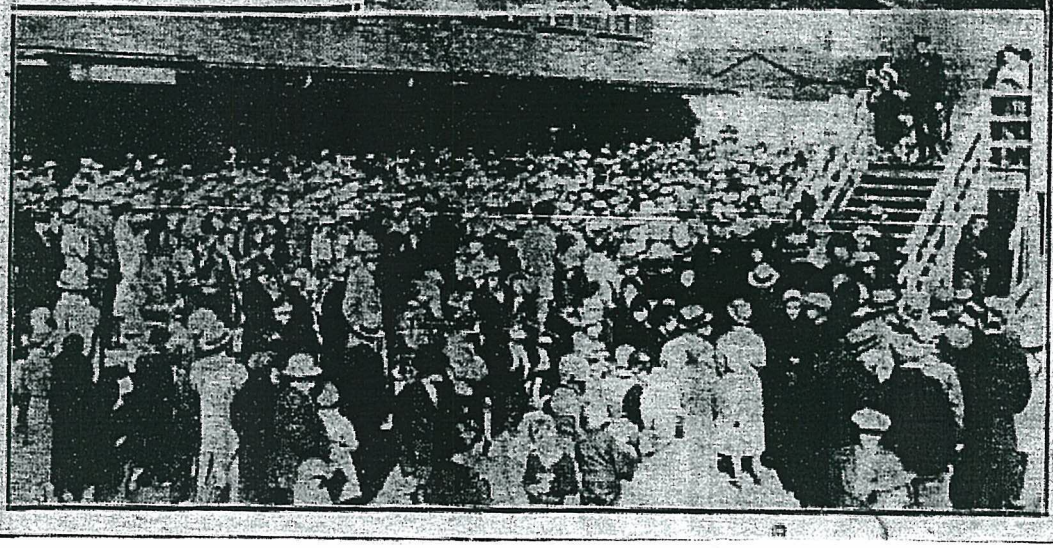
In the cab of the engine was the LMS engine crew of Driver Gilbertson and fireman Jackson, along with a TH&B crew took the train out and ran direct to Buffalo.

HAMILTON CANADA FRIDAY MAY 5 1933

ROYAL SCOT GIVEN HEARTY WELCOME

When the famous British train, the Royal Scot, steamed into the T., H. & B. station yesterday afternoon, a crowd of nearly 25,000 persons was on hand to greet the visitor from across the ocean. At top is seen a view of the powerful engine as it stopped on the tracks in front of the station, and below is a glimpse of part of the crowd which thronged the platform and the right-of-way.



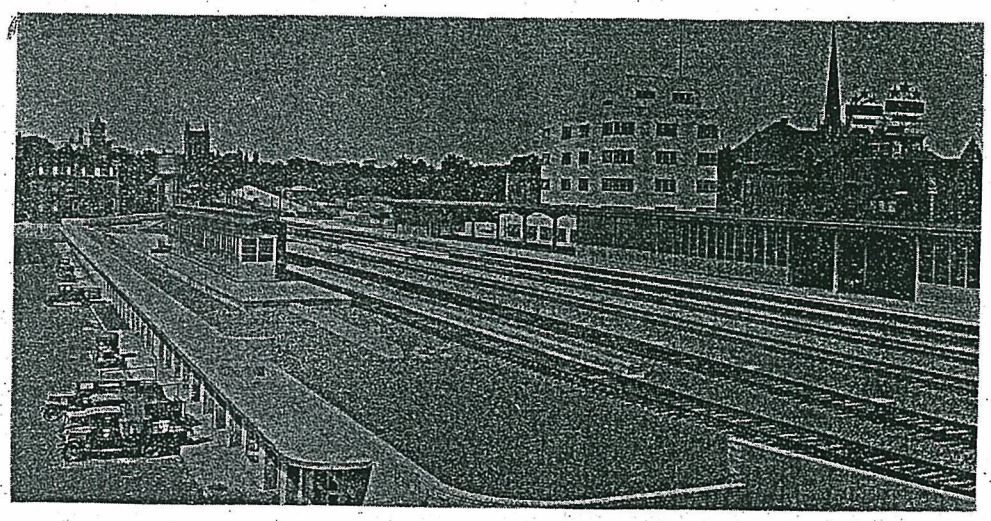


S - ROYAL SCOT, 1933

The TH&B CPR connection, the Spur Line built in 1896, had some anticipation in late March 1934. There had been a number of rock slides caused by a spring thaw along the huge retaining wall that borders the Hamilton Cemetery. When the rocks started to fall the east bound mainline was closed and all the trains were moved to the westbound track. A watchman was installed to inspect the retaining wall twenty minutes before the arrival of each train. Colder weather had returned and officials thought it was now safe. At six o'clock in the evening of April 2nd the huge center section of the eighty foot high retaining wall collapsed on to the track. The tracks were covered with 1000 tons of wet rock, rubble and debris.

SMITHVILLE SUBWAY

May 1934 work was completed on a reconstruction of a highway subway at Smithville, mile 0.46 of the Dunnville Subdivision. The subway allowed the new King's Highway No. 20 to pass under the TH&B branch line going to Dunnville and Port Maitland. This bridge replaced an earlier concrete subway that had a very narrow roadway opening, and was known locally as a death trap. The 1934 concrete structure was single track, designed for Cooper E.60 loading, with built-up steel beams embedded in the deck, supported at the center by a concrete pier. The opening are for two twenty foot roadways and two four foot sidewalks, the clear headroom in the subway being fourteen feet. The work was done under an agreement between the TH&B and the Ontario Highways Department, as an unemployment relief measure, hand labour being utilized in every possible way.



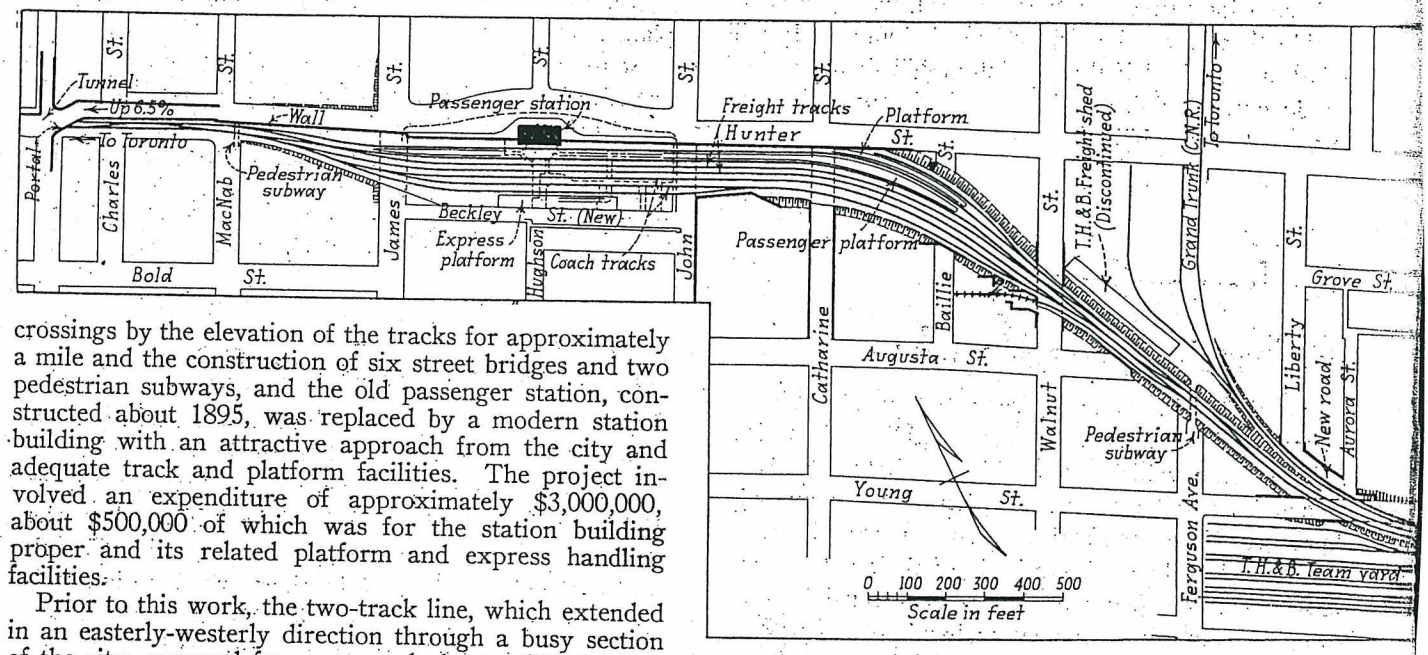
Looking Northwest Over the Elevated Station Tracks, Showing the Passenger Station in the Background and the Sub-Track Level Express Facilities Along New Beckley Street in Foreground

Railway Facilities Modernized at Hamilton, Ont.

Attractive passenger station is built by the Toronto, Hamilton & Buffalo, which has also elevated its tracks to eliminate all grade crossings

LATE in 1930, the Toronto, Hamilton & Buffalo began a grade separation and station improvement project at Hamilton, Ontario, which, as now finished, is one of the most complete projects of its kind that has been carried out in Canada in recent years. In this project, street and rail grades were separated at eight crossings by the elevation of the tracks for approximately a mile and the construction of six street bridges and two pedestrian subways, and the old passenger station, constructed about 1895, was replaced by a modern station building with an attractive approach from the city and adequate track and platform facilities. The project involved an expenditure of approximately $3,000,000, about $500,000 of which was for the station building proper and its related platform and express handling facilities.

Prior to this work, the two-track line, which extended in an easterly-westerly direction through a busy section of the city, emerged from a tunnel about 1,000 ft. west of the old passenger station and then continued in a straight line down through the center of Hunter street, past the station, to a point just east of Catharine street, about 2,000 ft. from the tunnel. Within this distance, Hunter street and the tracks were crossed at grade by five streets, Charles, MacNab, James, Hughson and John. After crossing Catharine street at grade, the tracks



General Plan of the New Elevated Track and Passenger Station Layout of the Toronto, Hamilton & Buffalo at Hamilton, Ont.

veying to the southeast for a distance of approximately 1,100 ft., crossing Baillie, Walnut, Ferguson and Young streets at grade, and then curved again more directly to the east and crossed Wellington street and Victoria avenue at grade.

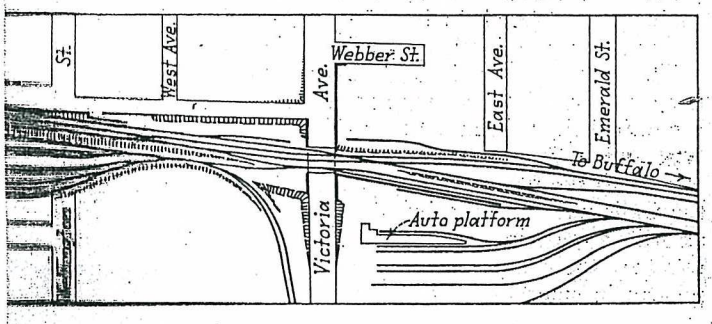
In the new work, the tracks were raised from the tunnel portal east to a point about 700 ft. east of Victoria avenue, and, at MacNab street, about 500 ft. from the tunnel, they were shifted to the south, entirely out of Hunter street, on to property which the railroad acquired. Near Baillie street the new alinement joined the old alinement to the east.

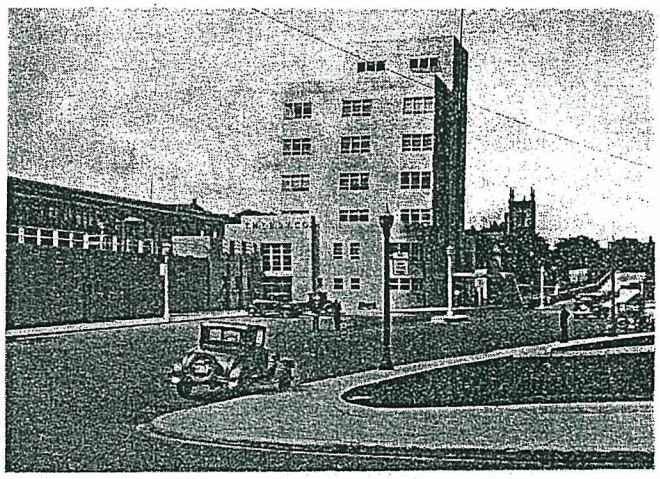
In connection with the track elevation, street subways were constructed at James, John, Catharine, Walnut and Young streets, and at Victoria avenue, and pedestrian subways were provided at MacNab and Ferguson streets. Charles, Hughson, Baillie and Wellington streets were closed on both sides of the tracks, existing or new marginal streets eliminating inconvenience to traffic. West of MacNab street, where the tracks remain on their old alinement, formerly in Hunter street, rail and street traffic were completely separated by shifting Hunter street slightly to the north and constructing a concrete retaining wall between the street and the tracks. Incidentally, the old-level profile of Hunter street west of MacNab street was changed and the newly located section of the street was carried up on a 6.5 per cent grade, retained on both sides by walls, to the top of the tunnel portal where it connected with Park street, which crosses over the tunnel just back of the portal. Instead of crossing the tracks as formerly, Charles street, on the north side, was given a connection with the new grade of Hunter street at MacNab street by means of a new marginal street.

The new passenger station was built partially on Hunter street, facing north up Hughson street, and Hunter street at this point was widened and made to swing in an arc around the front of the new structure. As a result of this and the other changes mentioned, which necessitated the purchase of considerable property and the demolition of approximately 100 houses and similar structures, Hunter street, formerly occupied by tracks west of Catharine street, was made a wide paved street, continuous and free of rail traffic all of the way from Catharine to Park street at the tunnel.

The separation of grades at the different streets within the project was effected by a combination of track elevation and street depression which was more feasible and economical at the east end of the work, and practically essential at the west end of the work because of the fixed grade of the tracks within the tunnel. Originally, the tracks emerged from the tunnel on a grade of 0.75 per cent ascending eastward, and then, at MacNab street, started on a downward grade, which continued to a point opposite the old station layout. Here the grade changed again to one slightly ascending eastward and continued as such well beyond Victoria avenue.

In the track elevation work, the 0.75 per cent ascending grade at the east end of the tunnel was extended





Looking West on Hunter Street Toward the New Passenger Station and Elevated Tracks at Hamilton, Ont.

eastward about 800 ft. to James street, beyond which point it was changed to 0.2 per cent ascending and carried as such through the new station layout to Catharine street. East of Catharine street the new tracks are level for approximately 800 ft., about 13 ft., above the old level, and then drop off on an easy grade to a connection with the old level about 700 ft. east of Victoria avenue. Coupled with the elevation of the tracks, James street was lowered a maximum of about 13 ft., John street about 10 ft., Catharine street about 6 ft., Walnut street about 7 ft., Young street about 13 ft., and Victoria avenue about 16 ft. This necessitated quite extensive grading and sewer changes at several of the streets, but the street grades were held to a maximum of about 7.5 per cent, attained only at Victoria avenue, which causes no inconvenience to vehicle traffic.

Work Done in Two Stages

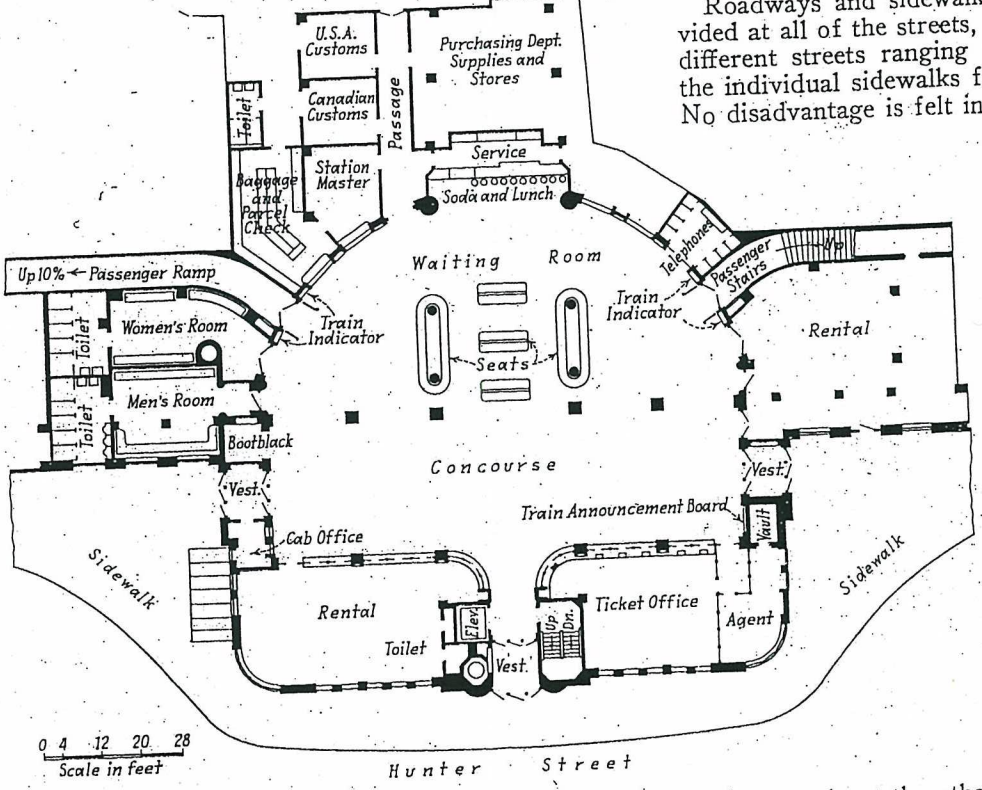
The track elevation work was carried out in two principal stages, the first being aimed primarily at establishing high-level operation over at least one track as quickly as possible with the least inconvenience to street and rail traffic, and the second involving all remaining work necessary for the completion of the project, including the widening of fills and bridges and the completion of the street approaches.

The removal of the tracks from Hunter street was highly desirable, not alone from the standpoint of the city, but also from the standpoint of the railway since it permitted much of the new construction in the new station area to be completed without interfering with or being inconvenienced by rail traffic, which was continued on the old alinement until the first high-level tracks were put in service. East of Catharine street, where there was little or no change in the alinement of the tracks, a temporary detour track was constructed north of the existing tracks and was made to carry all train movements past the work. This track began at about Baillie street and, near Young street, was given connection with an existing single track of the Canadian National, which, under an agreement, was utilized temporarily in getting around the new construction area, or, at least, to permit the construction of the new fill sufficiently wide for one track, and the south halves of the street subway bridges.

Proceeding at the different streets in accordance with a program designed to keep alternate streets open to traffic at all times, the bridge abutments were put in prior to closing the streets, and then excavation was made for the subways and subway approaches in so far

as that was possible. While this work proceeded, most of the retaining walls to support the new track fill, which were located principally along the north side, between MacNab and Baillie streets, facing on Hunter street, were constructed, and the fill itself was built up for through single-track operation, utilizing the material removed in the excavation of the street subways. As a matter of fact, practically all of the fill required in the entire project, which amounted to approximately 145,000 cu. yd., was secured in excavating for the subways. All of the material was moved into place by motor trucks.

Single-track, high-level operation was begun on December 3, 1931, completely separating rail and street traffic through the city. Immediately following this, a start was made in removing the old tracks from Hunter street and the work of the second or final stage of the track elevation itself was put under way. This latter work included principally the completion of the north



General Plan of the Passeng Station Interior, Showing the A rangement of Facilities

approaches to the street bridges, the completion of the filling, and the extension of certain of the bridges themselves northward to their full widths. For all practical purposes, the track elevation work was completed late in 1932, but the new passenger station, constructed as an important part of the improvement project, was not started until the track work was largely out of the way, and was not put in service until June 26, 1933. Between the inauguration of high-level operation in December, 1931, and the opening of the new station, the old station, a three-story brick and brown stone structure, constructed in 1895, was continued in service. This was made possible by the construction of a temporary wooden passenger platform to serve the newly raised tracks, and connecting this with the station building by stairs and a wide sheltered walkway of timber construction.

Of the six street bridges required in the Hamilton project, the largest are at James, John and Catharine streets, within the new station area, which carry nine, eight and six tracks, respectively. The bridges at Walnut street, Victoria avenue and Young street carry five,

usual about the design or construction of the bridges, except that they all have both curb and center-of-the-street columns, employed to minimize the depth of the decks and thereby reduce the amount of rise in the tracks or depression in the streets necessary to secure a minimum underclearance of 14 ft. All of the bridges are designed for Cooper's E-70 loading and all are of the I-beam type with a concrete slab deck, except the one crossing Young street, which is of through girder construction, with a concrete deck. All of the I-beam bridges have concrete-encased facia girders, which enhance their appearance from the street level and prevent ballast or other objects from falling into the streets.

The deck slabs of all of the bridges were waterproofed with cotton fabric in asphalt, which was given protection against the abrasive and cutting action of the track ballast by a layer of 1½-in. asphalt plank. In all cases the curb and roadway columns are large section H beams, framed into the cross girders of the deck system.

Roadways and sidewalks of adequate width are provided at all of the streets, the combined roadways at the different streets ranging from 36 to 44 ft. wide, and the individual sidewalks from 6 ft. to 13 ft. 6 in. wide. No disadvantage is felt in the use of the columns in the

streets, and, on the other hand, they permitted a reduction in the thickness of the bridge decks and offer the advantage that they distinctly separate vehicle traffic moving in opposite directions.

The most difficult bridge to design and erect was that over Young street, not alone because of its severe skew of about 22 deg., and the fact that it carries two T. H. & B. tracks on a curve of 5 deg. 30 min., but also because it carries a single track of the Canadian National on a grade considerably lower than that of the T. H. & B. tracks. On the other hand, the work at this point was simplified somewhat by the fact that the entire structure could be completed during the first stage of the project and without interference by rail traffic.

The retaining walls and abutments required in the project, which have an aggregate length of 6,750 ft., range in height from 12 to 24 ft., are all of the gravity type and were constructed of concrete made in accordance with the water-cement ratio. All exposed faces of the walls were given a bush hammered treatment, which affords a pleasing appearance, and, at the same time removes the temptation to malicious defacement often present in smooth walls.

of the headhouses and the concrete walls of the ramp and stair wells are painted with aluminum paint.

Side entrances to the station are located at each end of the concourse, and the space around the semi-circular waiting room area is occupied by concessions, telephone booths, a telegraph office, baggage and parcel rooms and a lunch counter. This latter facility is centrally located in the deepest part of the room and, while modest in size and service, meets all demand for dining facilities.

One of the most unusual features of the new station interior is the comprehensive use made of sheet steel for wainscoting and column coverings. This material, of No. 12 gage and finished with seven coats of baked-on enamel, is used to form a 12-ft. wainscoting around the entire station interior, and, with a special aluminum finish, is used as a covering on all interior columns. In all cases the joint fastenings of the wall sheets are concealed, resulting in a smooth wall finish.

Interior Coloring and Lighting are Pleasing

Two impressive features of the station interior are the harmony of color which prevails throughout and the unusually attractive lighting fixtures provided. The finish of all of the steel wainscot is of deep terra cotta red, above which, in the concourse, the walls are painted a primrose yellow and the ceiling a deep reddish brown, in harmony with the wainscot. In the waiting room area the ceiling is painted light yellow, the steel column coverings are finished in bright aluminum enamel, and the back-to-back settees, of ample seating capacity are upholstered and have dark brown leather coverings. The flooring throughout the station is of terrazzo tile in designs of three harmonizing colors, and much of the trim, including window grills, railings, a large clock and the lighting fixtures, are either of aluminum or stainless steel. Adding to the pleasing touch effected by these materials, all designating or direction signs within the station are applied directly on the dark colored wainscoting with silver leaf.

Indirect lighting is used almost entirely throughout the station, except for such soft direct light as comes from wall and ceiling fixtures fitted with amber glass. Within the waiting room the two main lighting fixtures are trough-type reflectors of aluminum, suspended from the ceiling, one in the shape of a circle directly in the center of the room, and the other in the shape of a large semi-circle, which skirts around above the settee area. The main lighting fixture in the concourse is a long open-work trough-type reflector, constructed of aluminum bands and ribs, with a lining of amber glass. This unit extends longitudinally beneath a long rectangular recess in the ceiling and affords both soft indirect light and soft diffused direct light.

General Building Details

The floors of the new station, above the street level, including a mezzanine floor above and along the front of the station concourse, are utilized entirely for railroad offices and are reached by an elevator and stairs from the main station entrance vestibule. These floors, like the lower floor, are of fireproof construction throughout, having steel and concrete floor structures, hollow tile walls, steel doors and trim, and all-steel window sash and frames.

The basement of the building houses the boiler for heating the station and offices and provides a large record storage area and separate rooms for electrical relays, transformers and a switchboard. Some difficulty was encountered in excavating for the basement and foundation overcoming this, a cofferdam was driven entirely around the basement area, and the concrete foundation walls were provided with integral waterproofing. A sump, equipped with a pump, is provided at the lowest point in the basement floor, being below sewer level, but this is intended entirely for internal floor drainage and boiler waste, and was not provided because wall leakage has occurred or is anticipated.

This project was carried out under the direction of H. T. Malcolmson, vice-president and general manager of the T. H. & B., and under the direct supervision of R. L. Latham, chief engineer. The track elevation work, which involved approximately 145,000 cu. yd. of excavation and filling, the placing of approximately 45,000 cu. yd. of concrete, and the erection of approximately 3,800 tons of structural steel, was done under contract by the Dominion Construction Corporation, Toronto, Ontario. The architects for the passenger station were Felheimer and Wagner, New York, while the construction of the station was done under contract by W. H. Cooper of Hamilton.

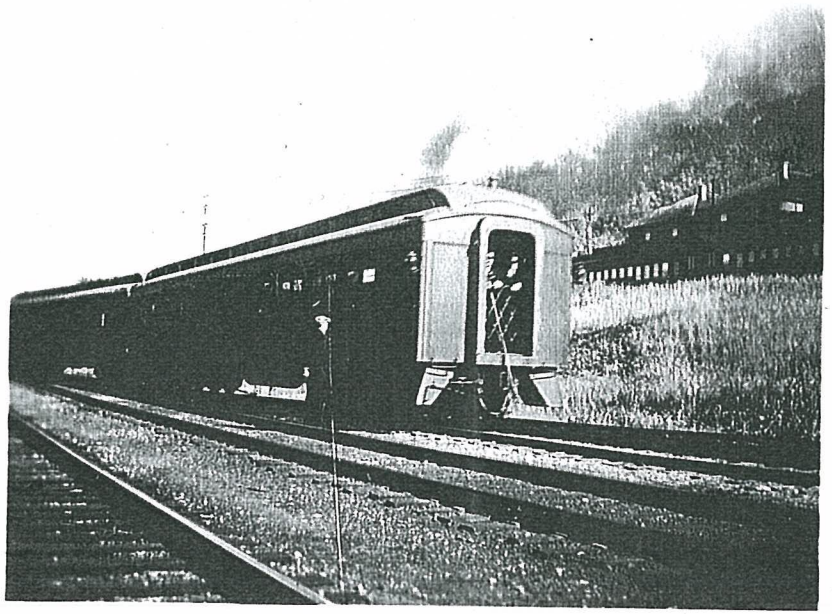
ROYAL VISIT 1939

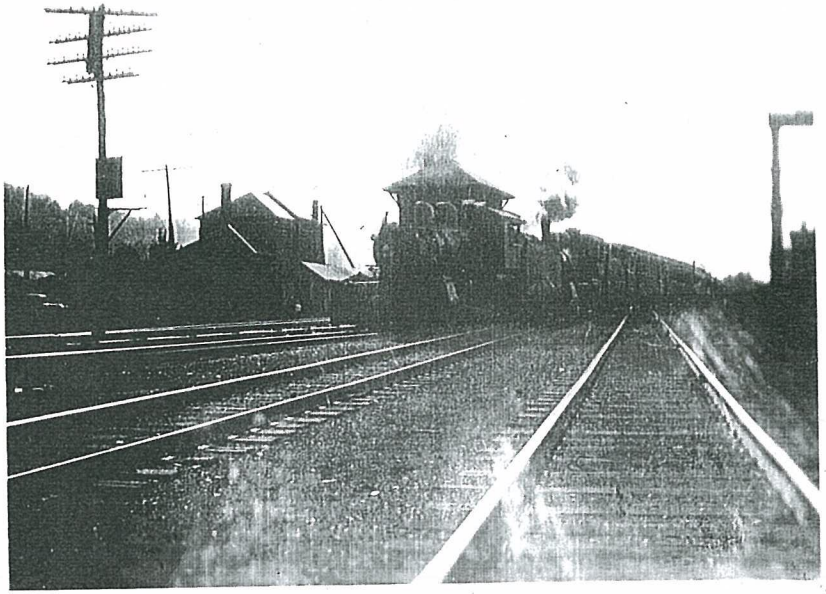
The most famous Canadian train of all time was the Royal Train of 1939. King George VI and Queen Elizabeth arrived at Quebec city, May 17th, 1939 to commence the first Royal Tour of Canada by a reigning monarch. They crossed Canada from coast to coast. The Canadian Pacific pulled the train west using the famous Royal Hudson 2850. The Canadian National used an assortment of engines, but in Southern Ontario the task fell to streamlined Northern 6400.

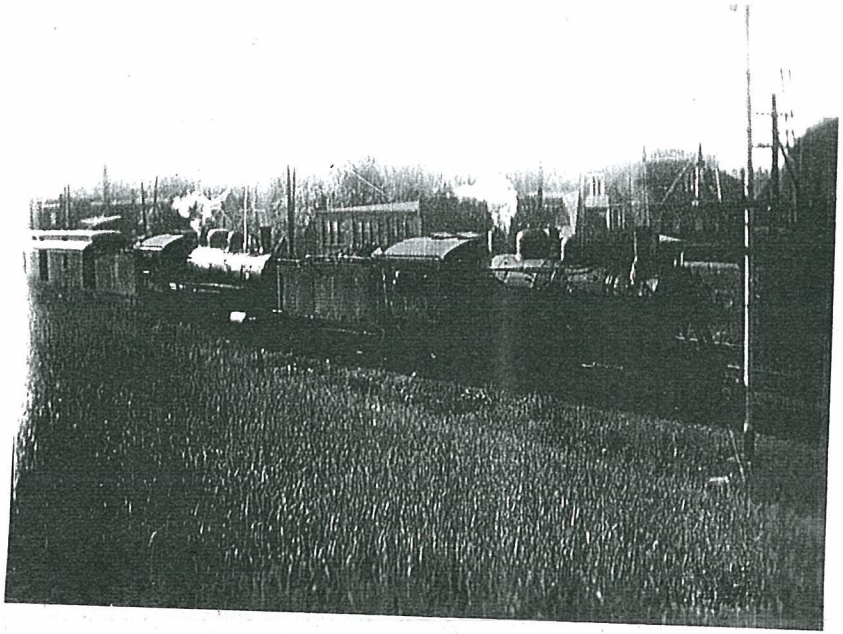
June 6th, 1939 the Royal Train left Toronto and ran west over the old Grand Trunk line to Guelph and Kitchener to London then on to Windsor. The next day June 7th, the train ran back through London, Brantford to Hamilton. The train arrived at the CNR station at 2:45 P.M. a civic reception was started at the station. The Royal Couple left the station travelled up James Street stopped at the City Hall. then up to Main Street there the car turned east along Main street then turned down to the Civic Stadium for a large public reception. They left; travelled to Ottawa street and boarded the Royal Train at the Jockey Club station. The train left eastbound for St Catharines and the crossing of the border for the United States.

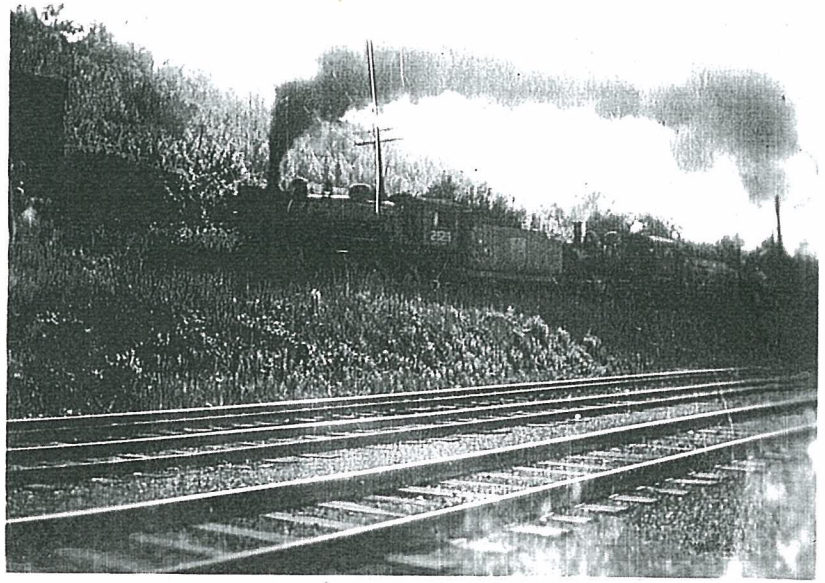
The Toronto Hamilton and Buffalo Railway may have been foreshadowed by the CNR but it was very involved in the celebration. The Canadian Pacific ran a special train that left Toronto at 10:35 that morning that carried over one thousand passengers. An original estimate was made of 700 but it became necessary to add three cars to this special train before it left Toronto Union Station. On the regular CNR, CPR and TH&B trains traffic was doubled and tripled the normal levels. These extra passenger flooded the TH&B Hunter Street station. The coach yard was full and the Aberdeen roundhouse had to deal with servicing more engines.

The Toronto Hamilton and Buffalo also this day played the unusual host to a special visitor, the Canadian National Railways. A record number of special trains ran from Haldimand and Norfolk counties, south of Hamilton, carrying children, teachers, parents and friends to Hamilton to participate in the Royal Tour. Two trains ran from Caledonia and Hagarsville; another from Cayuga via Jarvis, a fourth from Port Dover and one from Port Rowan and Simcoe. This was five special trains and given that most were double-headed light engines, a near ten CNR small light 2-6-0's and small 4-6-0's. These five trains came down the escarpment and stopped at the CNR grade crossing on Wentworth Street South. Here some of the children disembarked from the passenger cars. The CNR trains then pulled ahead and at the Victoria signal tower the trains were switched onto the TH&B Ry. and then backed along the TH&B to the Beachnut and Mercury Mills recreation grounds. The children and adults detrained and then walked the few blocks to allotted locations along the Royal motorcade route on Main Street. The empty passenger trains were then backed into the empty TH&B Kinnear Yard. The Canadian National locomotives then were uncoupled from their trains; then off the light engines shot, over the TH&B Ry. mainline, heading west, through the Hunter Street station, the Tunnel, and then through the switches to the TH&B Aberdeen roundhouse, where the little CNR engines were turned and serviced.









The New York Central had a unique piece of machinery. the Rail Detector Car X8015. The car was used for detecting defects in the inner integrity of a railroad steel rail checking for fissures that could break a rail. The car used the body of a Brill gas-electric car. Photographs show that the car operated and tested the rails on the TH&B around 1939 as shown in the Donald Adams collection.

NEW YORK CENTRAL


NEW YORK CENTRAL
X-9018


X-8015

CLOSELY WATCHED TRAINS

The World was at war. 1943; the railway lines were full of extra troop trains, but two Canadian Pacific extra trains deserve historical attention. The trains ran over the Oakville Subdivision and then over the TH&B to the border.

Between August 1st to the 9th, the President of the United States Franklin D. Roosevelt had a secret fishing vacation in northern Ontario. The train ran from Canpa, the CPR connection at Mimico over the CNR mainline to the TH&B connection at Hamilton West Junction.

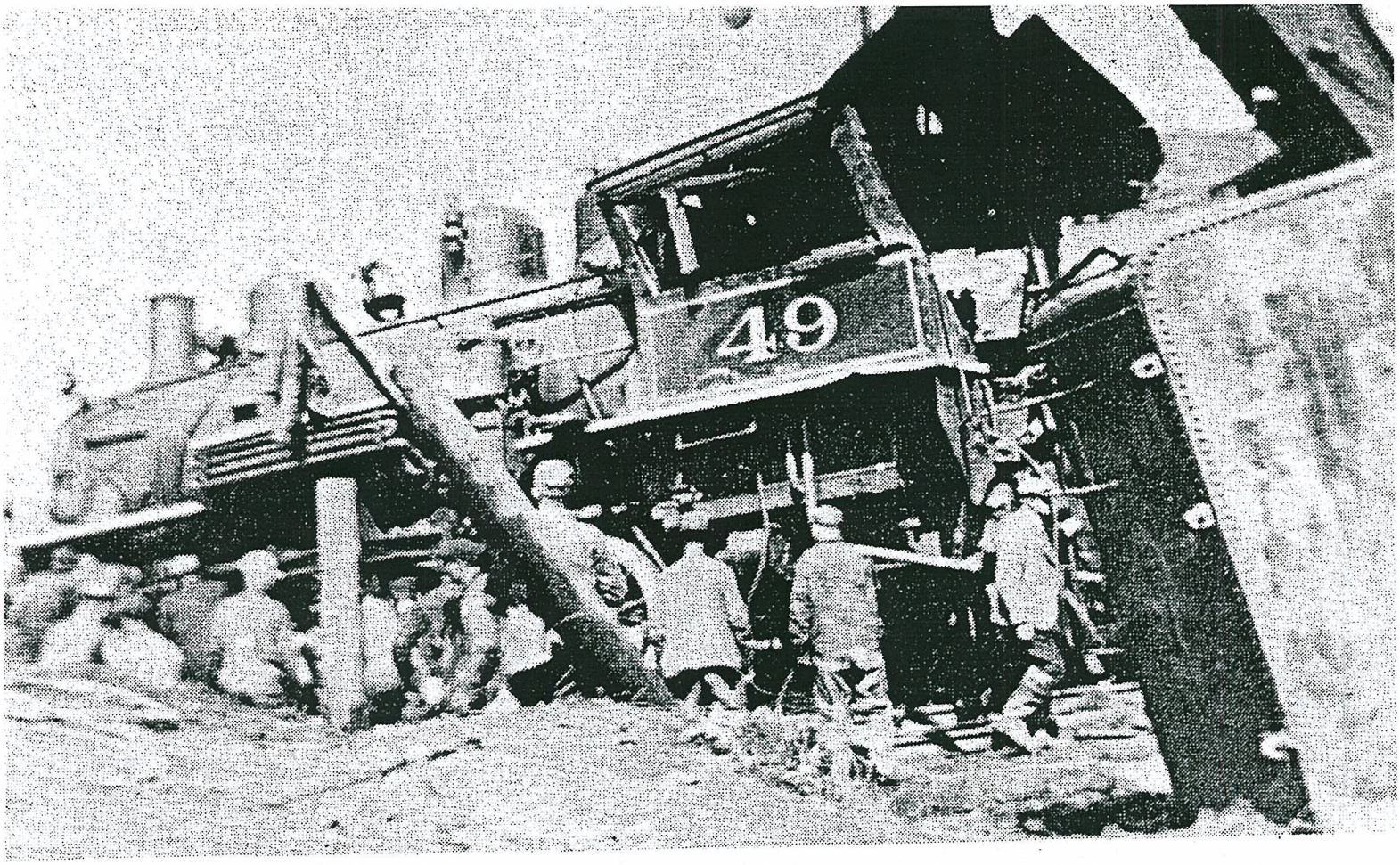
Only less than a week later, security was at its peak, railway sectionmen were called out in the middle of the night to secure the switches along the railway. A Canadian Pacific passenger extra pulled into the CPR North Toronto station, in the middle of the night. The crews were changed under food-lights and armed RCMP security. The train ran across the CPR North Toronto line through the West Toronto freight yards and down to the connection with the CNR. No one was told who was on the train. Once again this train left CNR rails at Hamilton West Junction for the TH&B route. The train travelled over the TH&B and New York Central Railroads to Niagara Falls. When the train pulled up to Victoria station, soon it became apparent that the passenger on board was no other than Prime Minister Winston Churchill. A quick tour of the Falls was made with his daughter Mary Churchill. The train left for the United States where Churchill met with President Roosevelt. The first Quebec Conference was then held.

Churchill

August 1943 British, American and Canadian armed forces were victors in Sicily and the Russian army was marching west out of Stalingrad. These were historic times. At the TH&B station on August 11th new instructions arrived over the telegraph, clear the tracks that the night. Railway employees were sent out early in the morning to guard the track and to spike the switches closed. Those called out had no idea the reason. Police arrived at the road crossings and just stood on guard.

In Toronto there were a flock of rumors, Police, R.C.M.P. and railway employees mingled on the platform of the closed North Toronto station of the Canadian Pacific Railway. At 5:30 AM. a six car Canadian Pacific train pulled into the station. Hordes of security stood at their posts, Yonge Street was closed. There was no waiting, the engines were quickly changed. Engineer E. J. Griffith and Fireman Earl Du Maresq climbed up into the cab of the steam engine. The train left on the CPR freight line across the top of Toronto through West Toronto, the Lambton yards, it took the switch at Islington headed a few miles south to the junction with the Canadian National at Mimico. Quickly the special ran over the CNR lines through Bayview, then it took the switch onto the TH&B at Hamilton Junction. The train would have paused for water briefly at the Hamilton Hunter Street station. No one In Hamilton were even aware except the officials of the Toronto Hamilton and Buffalo Railway. They were secret. The TH&B extra east left, stormed up the grade through Stoney Creek to Vinemount. The Canadian Pacific train rushed through the Niagara hamlets still in secrecy. The train slowed through the Welland station and took the NYC Niagara Falls branch. The train slowed and came to a stop at the NYC Victoria Park station at the top of Clifton Hill, Niagara Falls. Despite all the top secrecy, as a small man came out on to the observation car platform, the news broke quickly. It was the Winston Churchill. The Prime

Minister accompanied by his daughter Mary Churchill descended from the train. A special motorcade took the great visitors around the Niagara points of interest for nearly two hours. Churchill then returned to his train, boarded it and the train ran out over the Niagara bridge to enter the United States. The destination would be a meeting in Washington with US President Franklin Roosevelt. The following week the famous first Quebec Conference would take place. This war time conference would lay the plans for Operation Overlord, D-Day, the invasion of Europe.

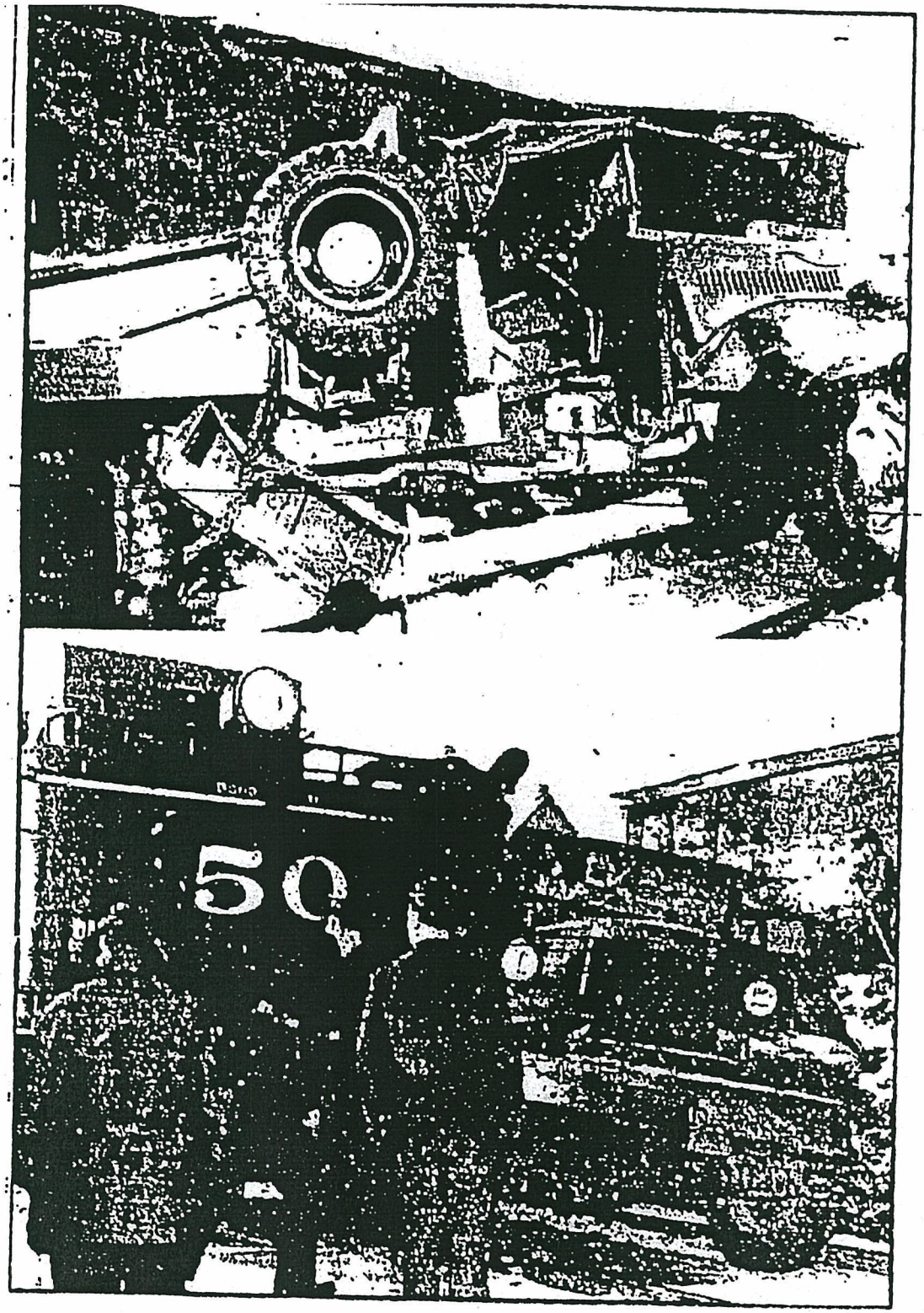

49

BELT LINE APRIL 27, 1944

April 27th, 1944, TH&B switch engine No. 49 was pulling twenty freight cars on the Belt Line. The crew consisted of Engineer Clarence Kappler, and Harry Smithers, D. E. Crowder, Richard Puvman, and Jack Kennedy. As the train was approaching the Beach Road crossing an Inter-City Forwarding truck driven by a Mr Harmon pulled out in front of the heavy train without warning. The locomotive smacked into the rear of the truck. The sharp collision derailed No. 49 quickly throwing it off the track. The engine smashed into a propane gas line. There was a flash explosion. Flames shot forty to fifty feet into the air. Engineer Kappler was pinned between the cab and the tender. The trainmen tried feverishly to extricate the body. The ignited propane gas from the eight inch pierced main poured sheets of fire through the engine and two freight cars. One of the cars contained two thousand synthetic tires that added to this major fire. Engineer Kappler died and three members of the crew were injured.

BELT LINE DECEMBER 30, 1946

Once again, the dangerous Beach Road crossing produced a fatality. On the morning of December 30th, 1946 a Cope Construction truck with two passengers was hit at the crossing by TH&B locomotive No. 50. The Engineer was James Southern. It took over half an hour to remove the men from the truck. A passenger in the truck, a Lloyd Glanville was found dead.



SCENES AT RAILWAY FATALITY—Lloyd Glanville, of 86 Wellington Street South, was instantly killed this morning in a T. H. and B. railway crossing accident on [illegible] Road when a truck in which he was a passenger was struck by a locomotive [illegible] of James Southern, engineer. The photographs above, taken by the Spectator [illegible] man, were snapped minutes after the accident. At the top the smashed [illegible] shown in a side view, after it was pulled away from the locomotive. In the centre photograph, police and truck crews are attempting to separate the front truck from the tender of the engine. It was about half an hour before the two were pulled apart and the body of the dead man extricated.

BELT LINE JANUARY 29, 1947

The driver and three passengers were injured when an east-bound bus Hamilton Street Railway bus crashed into the cab of a TH&B switch engine driven by Engineer Edward Lows the afternoon of January 29th, 1947, on the level crossing on the Belt Line at Maple Avenue near Gage. A large snow storm had started. The buses brakes locked by snow, and could not stop. The bus swerved slightly just before it collided with the south-bound freight, and was thrown twenty-five feet into a concrete hydro standard. The double impact caved in the front of the bus trapping the driver Hebert Johnston and six women passengers. The fifteen car train took a hundred yards to stop. The four injured were taken to hospital and all recovered. The crew were Engineer Edward Lows and Fireman Peter McDade.

SMITHVILLE JANUARY 4, 1947

Smithville, a small village, was the location of a junction of the TH&B Ry.'s mainline between Hamilton and Welland and the branchline to Dunnville and Port Maitland.

Saturday night., January 4th, 1947 a freight train was coming off the Dunnville line, made the switch and had passed the Smithville station. The van was about to clear the Station Road crossing. Conductor Edward Barlow was with fellow trainman Arthur LeRoy in the caboose when they looked to their rear. They saw to their surprise a fast approaching freight extra coming from Welland on the main track heading right for them. The trainmen quickly scrambled and jumped from the caboose. In just seconds one of the TH&B's massive Berkshire engines smashed through and made kindling wood of the van; which then burst into flames. Besides the van four coal cars on the Dunnville train were tossed from the tracks. The Berkshire on the Welland train was badly damaged and two coal cars on that train were derailed. While the Berkshire stayed on the rails, one of the derailed cars was thrown into a hydro line knocking it down and plunging the district into darkness for two hours. Two freight cars laid across Station Road blocking that main road to traffic. The fire was put out and the repairs to the track took twelve hours, before service could be restored. The conductor on the Welland train was William Bailey.

BELT LINE JANUARY 8, 1947

A TH&B train struck a car at the Gage Avenue crossing near Gertrude street. The engineer was Albert Wilcox and the fireman William Stewart.

WEST HAMILTON FEBRUARY 2, 1948

Gas-electric 301, on the Waterford to Hamilton run snaked through the back alley's of West Hamilton then would run through the Aberdeen Yard, the Tunnel to the Hunter Street station. On the morning of February 2nd, 1948 City Coroner Doctor McIlwaith had left his home for his daily commute. He was driving down Leland Avenue at 9:40 AM. He wasn't paying attention this winter morning and he was struck fatally by the Gas-Electric at the Leland crossing. The train crew consisted of Engineer George Wright, Conductor Edward Barlow and Baggage-man Laverne Cripps.

BELT LINE JUNE 14, 1949

Patrick Vere of Hagersville was killed shortly before noon of June 14th, 1949 when he was struck by one of the new TH&B diesel switch engines at Belmont Avenue and Barton Street grade crossing. The Engineer was Hebert Marsh, the Conductor Earl Stewart and the Brakemen were William Abraham and John Kennedy.

BELT LINE SEPTEMBER 9, 1949

TH&B switch engine 44 derailed when it struck an open switch on a spur leading to the Dominion Foundries scrap yard just east of Ottawa Street. The derailment blocked the street car line for two hours. The wrecking crane could not be used because of the overhead hydro lines.

GIVE THEM HELL HARRY!

A combined force Mounties, F.B.I. and railway police threw a cordon around the TH&B Hamilton station in the early morning of June 13th, 1947. No unauthorized persons were allowed on the upper level platforms. A special twelve car train stopped in Hamilton for a change of crews.

The Hamilton Spectator reported that the tight security was best illustrated in a statement of a depot employee. " I was so close to Truman that I could have reached him with a 100 foot pole."

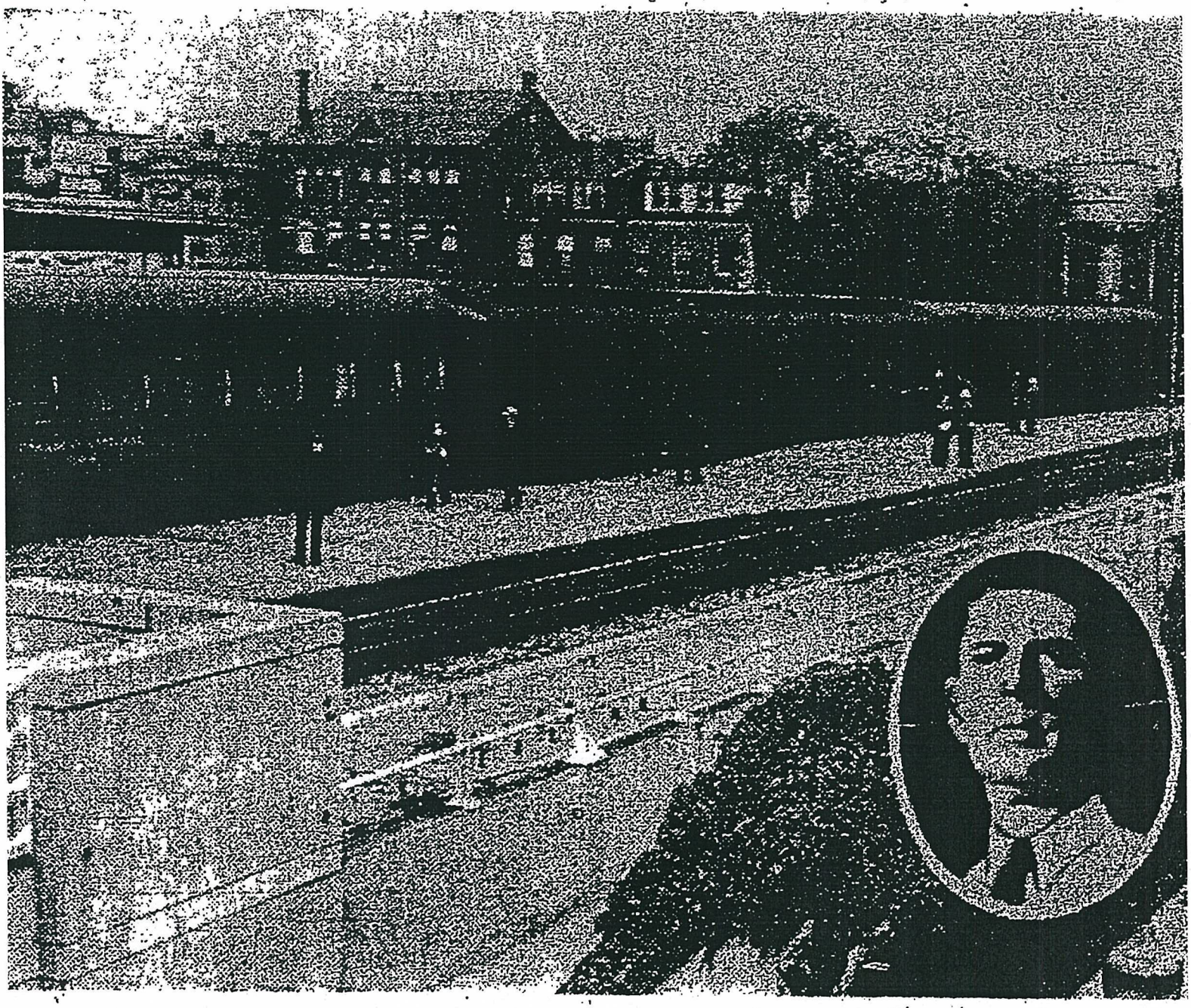
Some Mounties stood in the uniforms but it was quickly observed that other security men bustled with brief cases while others took the role of railway workmen.

The president's armoured-plated car Ferdinand Magellan was on the end of the train. It looked like a very ordinary Pullman car from the side but the Presidential Seal adorned the rear observation platform.

The train was taken over by a local TH&B crew; Engineer Edgar Dean, Fireman Peter McDade and other members of the crew were Robert Irvine, Thomas Kelly and William Hastings.

The platform party included TH&B President T. H. Malcolson, Superintendent W. J. Warwick, and other TH&B and NYC officials. The train only stopped for five minutes in Hamilton. The train then left for Welland then to Niagara Falls, where it stopped so that Harry Truman could do a little sightseeing then the train crossed the rive onward to Buffalo.

Engineer Dean later stated that the heavy armoured Presidential Car was so heavy that with it on the back end instead of a twelve car train it handled like a sixteen car train.



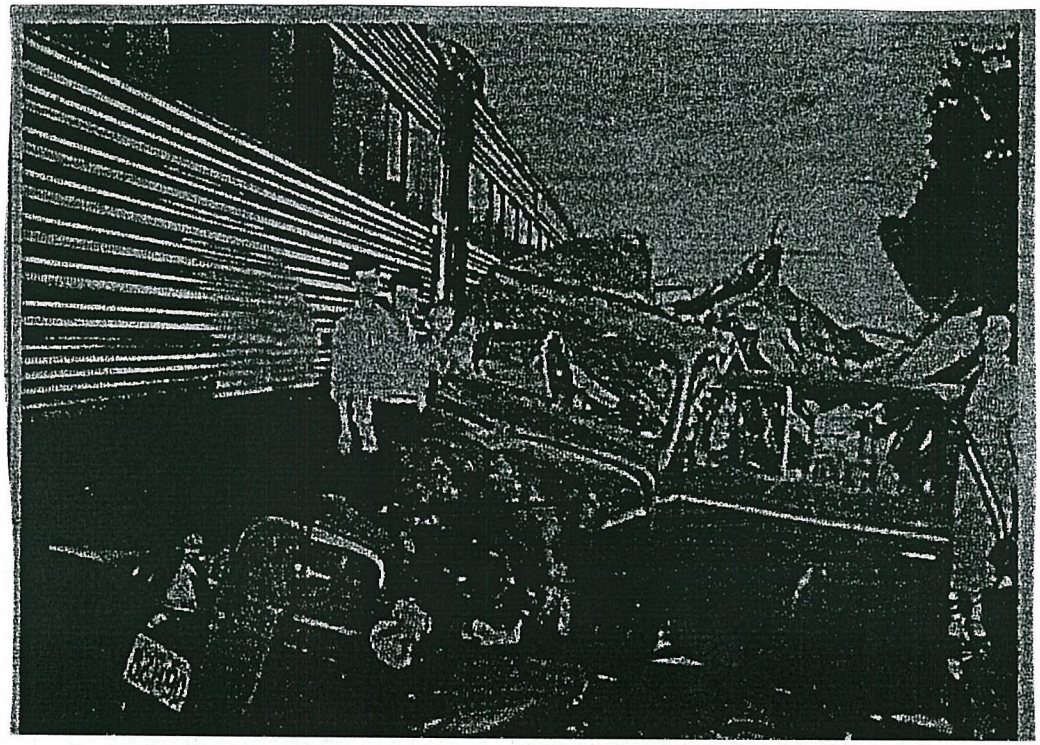
PRESIDENT'S TRAIN STOPS HERE—A 12-car special train taking President Truman back to Washington, stopped for five minutes in Hamilton this morni hange of crew. A combined force of R.C.M.P., F.B.I. and railroad police kept uthorized persons off the T.H. and B. platform while the train was standing tation. The upper photograph shows the tail end of the train. The Presiden nour-plated car is the last one. Inset is Edgar Dean, T.H. and B. engineer, harlton Avenue West, who was among members of the Hamilton crew whic he train to Buffalo.

A HEROINE

Until 1959, the only access that Hamilton Mountain residents had to the east end of the city was the Ottawa Street Access. From the Mountain a road left Concession Street and Upper Ottawa and went down a steep grade cork-screwing road, crossing the CNR at grade half way then another series of quick turns then crossing the TH&B on a grade crossing at Ottawa and Lawrence Road.

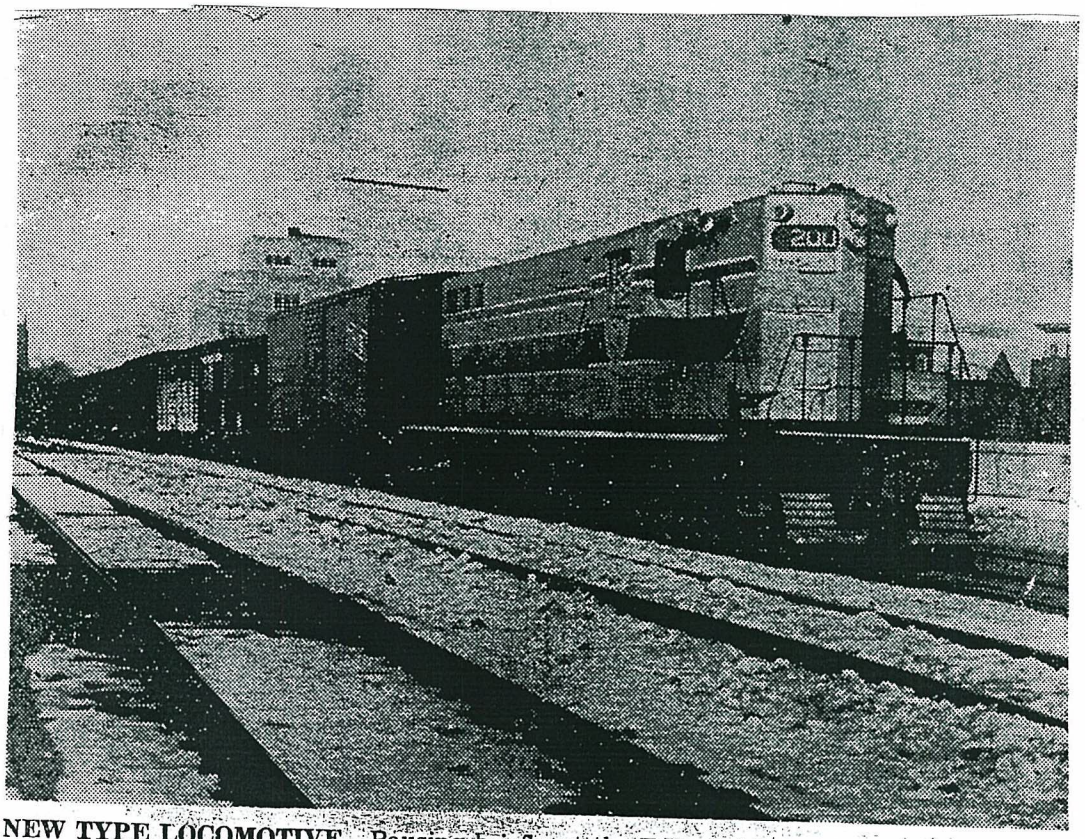
On the evening of June 25th, 1949 Marcel Germaine and his wife Clotida with their two young daughters were driving home down the Mountain on Ottawa Street at just past eight o'clock. The wig-wag at the TH&B started clanking. Mr Germaine later stated that he did not put the brakes on soon enough. His car coasted out onto the tracks and stalled. He saw the train coming but the engine just wouldn't start. Marcel and Clotida threw the car doors open and tried to get their young girls out. Marcel got the door open on the side, grabbed young Sandra and leaped out of the way. Mrs Germaine was still struggling to get two year old Adelina out when the Buffalo to Toronto train smashed into the car driving it 250 feet down the track. Mother and daughter were killed. Mr Germaine later stated; "she could have saved herself."

The Engineer was Edgar Dean and Conductor R. J. Irvine.



DIESELS

February 20th, 1950 a new type of Diesel locomotive appeared at the TH&B Hunter street station. It was only one of three on the North American continent at that time. The blue and silver diesel pulled into the TH&B station with a fifty car freight train. The engineer was Phillip McInerney. The crew that morning was Everett Sedgewick, fireman; J. D. Cockburn, travelling engineer with the TH&B and J. C. Singleton of Chicago an operating instructor for General Motors. The big diesel was on the TH&B for one week trials. The TH&B was wanting to find how these new GP-7 engines could handle the steep Stoney Creek to Vinemount grade.



NEW TYPE LOCOMOTIVE—Pausing briefly at the T.H. and B. station this morning as it hauls a load of 50 freight cars, a new type Diesel locomotive shows what it can do under local conditions. The engine, of which only three of its kind exist on the continent is on loan to the T.H. and B. for testing purposes. Its owner is General Motors Limited.

Diesels

March 10 1950 H. T. Malcolmson , president and geneal manager of the Toronto Hamilton and Buffalo Railway announced that the TH&B Ry. had placed an order for eight diesel locomotives to replace the steam locomotives. Four would be 1,500 horsepower road switchers while the other four were 1,200 horsepower yard switchers. The railway expected that this order would dieselize all the freight and switching services, leaving only the passenger trains for the time being to operate with steam engines. This order would be the first for the brand new General Motors Diesel Limited London Ontario plant.

September first 1950 the Toronto Hamilton and Buffalo Railway took delivery of the first two new diesels from GMD. They were 1,500 horsepower General Purpose locomotives. These two locomotives were started at the new GMD London plant June 1st, 1950 when the plant started operation and were complete in time for the official opening of GMD Plant August 11th. They were on display at London during this celebration. When the other six diesels arrived the TH&B was 90 % dieselized.

HAMILTON FEBRUARY 13, 1952

A tragic grade crossing accident occurred at five o'clock on the evening of February 13th, 1952. Fred Alexander was driving home from work, he turned on to Cochrane Road in the east end of Hamilton, an area once known as Bartonville. He stopped and dropped off a passenger and started his car up the hill, home was only a block away. There was ice on the side of the road, but the road itself was bare. The car had just started and at the grade crossing the car stalled some believe the driver was changing gears. Engineer Walter Ricker was in the cab of the westbound TH&B Buffalo to Hamilton train. Coming around a curve the engineer saw at 160 feet the car stopped at the crossing, by all accounts he pulled the whistle and the car still did not move. The train smacked into the car and carried it fifty feet along the track. Mr Alexander died in the collision and the remaining passenger, Wilbert O'Hanley was injured. Immediately there were inquiries and inquests calling into question the level crossing safety precautions and or the lack of them. There were a number of law-suits and appeals leading to a Supreme Court Decision that at the Cochrane Road crossing there were no special circumstances that called for special safety measures to be taken by the railway company. There was no evidence of negligence by Engineer Ricker or thee TH&B Ry.

A HEROINE

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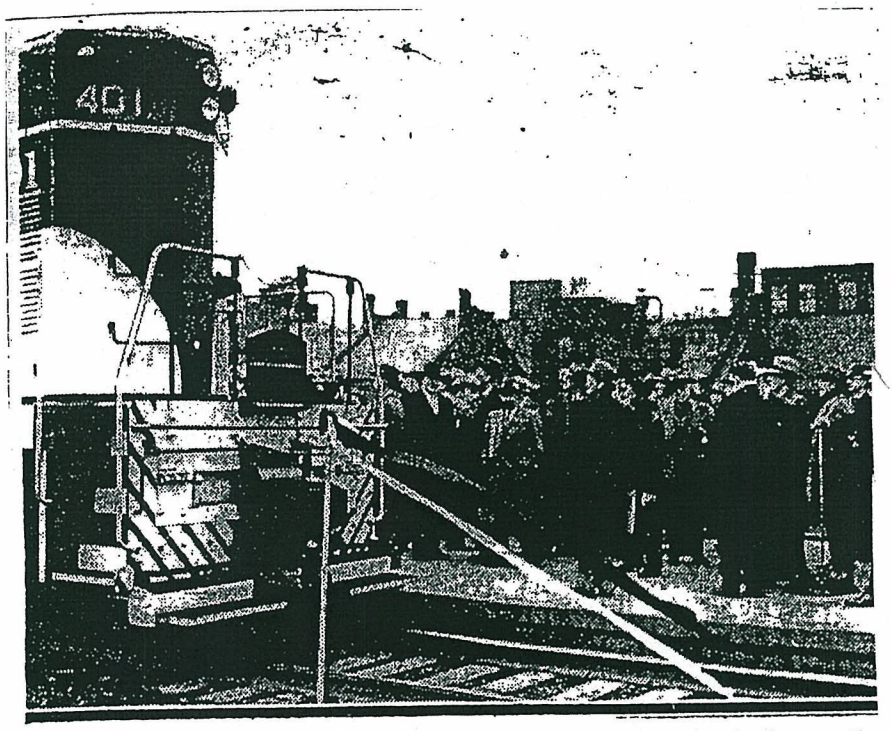
The Engineer was Edgar Dean and Conductor R. J. Irvine.

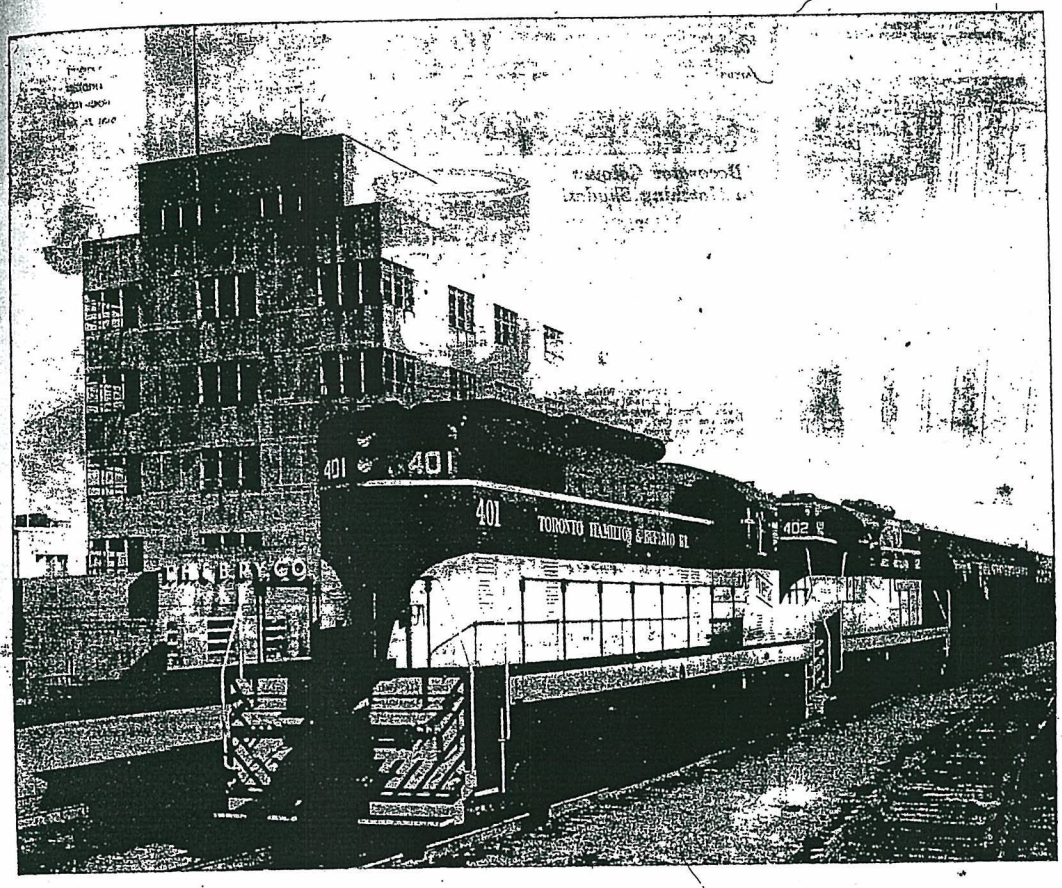
On Tuesday March 23rd, 1954 a brief but colourful ceremony was held at the Toronto Hamilton and Buffalo Railways Hunter Street Station. TH&B diesel engine 401 and another unit pulled out with train No.374 for Buffalo. The ceremony, with prominent railway men, business leaders and civic leaders attending celebrating the dieselization of the TH&B passenger service with the new General Motors steam-boiler equipped Geeps. The 401 was the first with the new GM 567C diesel engine. A rather large luncheon was presented on behalf of General Motors. GMD President E. V. Rippingille presented a two unit model to TH&B General Manager P. W. Hankerson. A private car was put on the rear of the train and many were taken to Welland and back.



NEW SERVICE STARTS — With yellow and black ribbons flying in the breeze, the new 3,500-horsepower-two-unit Diesel locomotive of the Toronto, Hamilton and Buffalo Railway Company eases out of the Hunter Street Station on its first regular run from Hamilton to Buffalo yesterday. The men in the background are executives representing over 40 of Hamilton's most prominent industries. The ribbon was cut by Mayor Lloyd Jackson.

RAILROADING THE MODERN WAY

Hallmark of the TH & B



THE TORONTO, HAMILTON & BUFFALO RAILWAY COMPANY

Rolls Ahead with another Modern Move

This week marks another great milestone in the progress of the Toronto, Hamilton & Buffalo Railway Company. The TH&B now takes delivery of three more General Motors Diesel locomotives, further advancing the program for complete dieselization of this modern railroad. Yard switching, freight hauling and passenger service will now be performed by a fleet consisting exclusively of General Motors Diesel locomotives.

General Motors Diesel Limited is proud to have supplied this modern fleet . . . consisting of ten General Purpose 1500 and 1750 H.P. units and eight switchers—1000 and 1200 H.P. . . . and to join in congratulating the TH&B on this great step forward. Here is a striking example of the rapidly increasing dieselization of Canada's railroading industry . . . an example, too, of "railroading the modern way"—in which the TH&B has taken a leading role.

THE TH&B DIESEL FLEET CONSISTS OF 18 LOCOMOTIVES—ALL BUILT BY GENERAL MOTORS DIESEL LIMITED!

GENERAL MOTORS LOCOMOTIVES

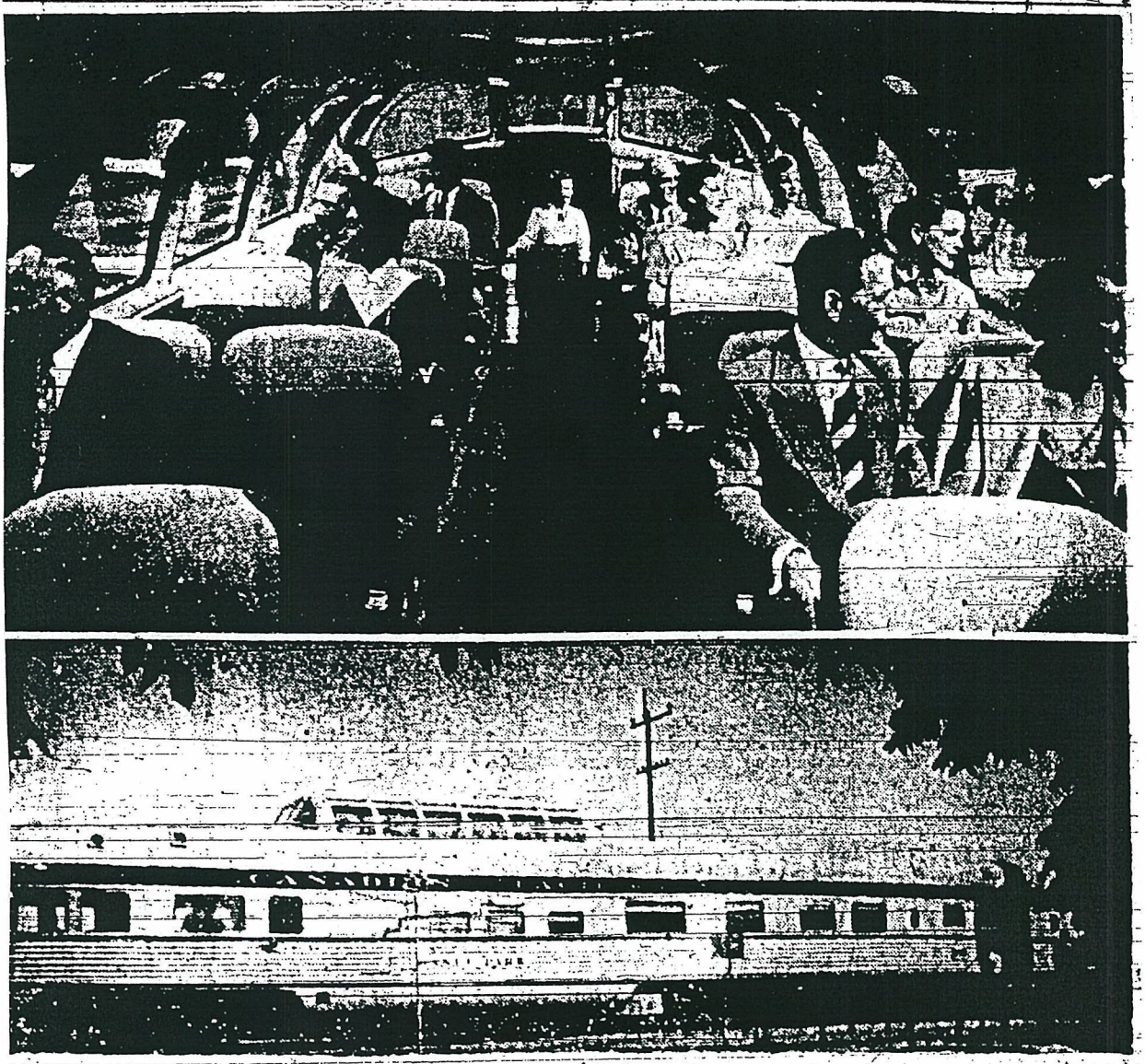
GENERAL MOTORS DIESEL LIMITED

GENERAL OFFICES AND PLANT, LONDON, ONTARIO • *Sales Headquarters:* INTERNATIONAL AVIATION BLDG. MONTREAL, QUEBEC

MAR 23 1954 PAGE 15

On August 28th, 1954 two of the brand new Canadian Pacific Budd built Stainless steel dome and observation cars for the new streamlined "Canadian" went on display at the TH&B Hunter street station in Hamilton..

THE HAMILTON SPECTATOR WEDNESDAY AUGUST 25 1954



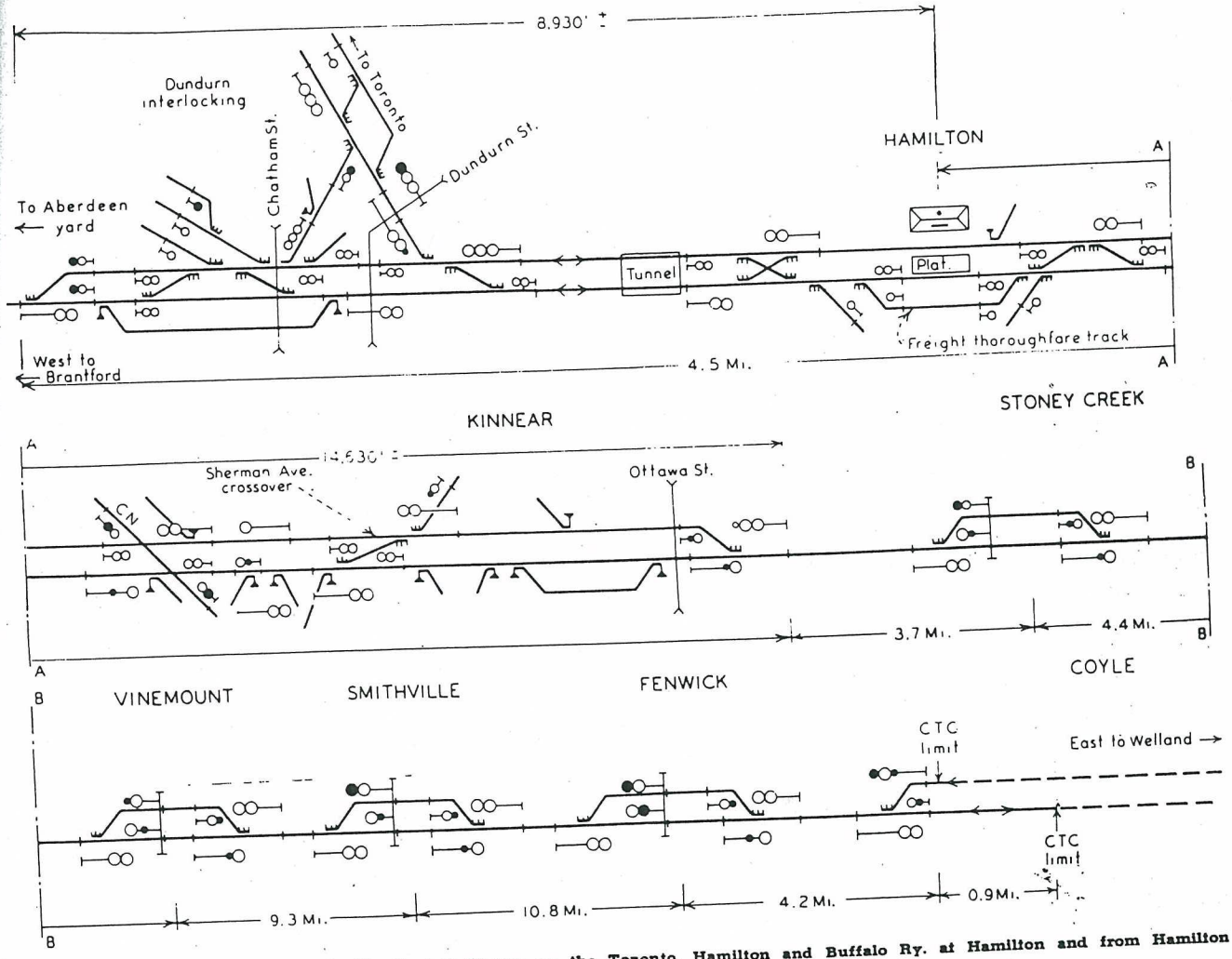
DOME CARS BOW INTO CANADIAN RAILWAY HISTORY — This 83-foot silver scenic dome lounge car (below) with its 58-passenger capacity, will be on public display in Hamilton on Saturday, August 28. Other displays include one at the Canadian National Exhibition August 30-September 2 inclusive, and trans-continental tours. Most spectacular feature of the 15 new trains scheduled for C.P.R. trans-continental service, the domes, as you may see from the inside view (top), give an uninterrupted view of the passing scene. A dome car visited Canada three years ago on a goodwill tour, but this month marks their first appearance in Canadian railway service.

Canadian Transportation

Centralized Traffic Control on T.H. and B.

The new centralized traffic control installation on the Toronto, Hamilton and Buffalo Ry., covering an extensive interlocking area in Hamilton and 39 miles of the main line, expedites train operation, increases safety and reduces operating expenses.

A new centralized traffic control project, on the Toronto, Hamilton & Buffalo Ry., includes the control of not only what was previously an extensive interlocking in Hamilton, Ont., but also the control of power switches and signals at two ends of double track and at four sidings, and the control of signals for authorizing train movements by signal indication on all main tracks through Hamilton, Ont. and east for 39 miles to Welland, where the T. H. and B. connects with the New York Central on its route from Detroit through Ontario to Buffalo. T. H. and B. trains are operated over the N.Y.C. on the 16 miles between Welland and Buffalo. This territory between Hamilton and Welland handles ten passenger trains and eight to ten freight trains daily, in addition to eight to ten transfer moves between Aberdeen Yard and Kinnear. This count does not include about eight freight trains which pass through the Dundurn area on the route to Toronto.



Layout of the New Centralized Traffic Control System on the Toronto, Hamilton and Buffalo Ry. at Hamilton and from Hamilton to Coyle

STEAM GENERATOR

One of the main problems faced by the TH&B Railway after the transition from steam locomotive to Diesel was the heating of passenger cars with diesels not equipped with steam generators. Another problem was the operation of steam for work equipment. The railway felt the need for a mobile steam generator. The railway took the tender from scrapped Hudson 502 and the shops converted the old tender into a steam generator car. The car weighed 112,000 pounds. The car had its own contained lighting system. The entire system could be operated by remote control from the diesel locomotive. The car could also be rented to local industries. Master Mechanic J. W. Rowley took delivery on July 16th, 1955.

BELT LINE OCTOBER 5, 1971

Toronto Hamilton and Buffalo diesel switcher No. 56 had left the north end industrial district and was heading south to Kinnear Yard on the long Belt line. the engine and train curved behind the Dofasco Plant and the wigwag signals were clanking at Beach Road. Engineer Harry Swan was getting ready to give the locomotive more power for this is that dangerous point on the TH&B where it crosses Beach Road then quickly goes down grade through the narrow stone tunnel under the CNR mainline then the train has to make a run upgrade to the Barton Street level crossing. Then to Swan's surprise a tractor trailer loaded with steel coils slid into the crossing. The tractor trailer was cut in half and the engine hit a steel coil and the locomotive was thrown from the track. The impact of the crash ripped the train's 1250 ton diesel engine off its wheels. The 56 continued on for 145 feet ripping up the track, until the engine smashed into the grassy embankment and the stone bridge abutments. Both the engine crew and bystanders were surprised to see truck driver Robert Charette jump unhurt from the cab of the tractor.

In the cab at the time of the collision were Mr Swan, Engineer; Conductor Harry Jackson, and Wilmott Freeman and Leslie Sones.

WELLAND FEBRUARY 12, 1980

Toronto Hamilton and Buffalo GP-7 No.71 was leading unit on a 104 car freight train at mid-day February 12th, 1980 when approaching Webber Road crossing three miles west of Welland, hit a tractor-trailer carrying carbon electrodes. Engine 71 was thrown into a ditch and caught fire, with flames reported to be as high as forty feet. Engineer Marten Ducroix, fireman John Fournier and head-end brakeman Iain Leith had to crawl through the side cab window to escape. The 'geep' produced in Canada was destroyed by the wreck and fire. The truck driver died in the wreckage.

MIMICO — MAY 16, 1907

Canadian Pacific express left Toronto at 9:45, on the morning of May 16th, 1907 bound for Hamilton , over the Grand Trunk tracks. Engineer Shields was reported having his engine running at fourty-five miles per hour between New Toronto and Mimico.

In Mimico signal cabin, towerman George was able to survey all the tracks below. He looked up the mainline and could see the CPR express approaching the yard from the west, then, he looked down, a Grand Trunk freight was suddenly moving, moving onto the mainline. He ran down, crossing tracks, he ran beside the freight engine and told them they were fouling the mainline and that the express was coming fast. The engineer threw the quadrant into reverse, but it was slow, the freight moved just a little, when the passenger smashed into the freight. Engineer Shields had stuck to his post, applying the air-brakes, he would perish.

MIMICO — OCTOBER 1, 1908

October first, 1908 Canadian Pacific passenger train No. 811 was to leave Toronto Union Station at seven o'clock bound for Hamilton, but it was late fifteen minutes. Engineer William Quinn was putting on extra speed to make up time along the lakehore, past Sunnyside, over the Humber, Mimico ahead. The passenger took the first Mimico siding clear, but when it struck the second siding to the north it tore away the switch frog, cut the south rail in two. Quinn jammed the airbrake over. The CPR crashed into the tender of a standing Grand Trunk doubleheader. Quinn was thrown from the cab to his death. The first passenger car derailed and telescoped but the two Pullman cars were fine. Willis Jarvis and John Smith while crushed in the cab of the GTR engine, were alive.

MIMICO — SEPTEMBER 5, 1912

A Canadian Pacific exhibition special overtook and crashed into a light Grand trunk engine two miles east of Mimico yards at eleven o'clock at night. The light engine had been running from Toronto Union Station to the Mimico roundhouse.

PORT CREDIT DECEMBER 2, 1927

Ernest Newman, Canadian Pacific engineer was on the eastbound CPR passenger train December 2nd, 1927 bound for Hamilton. He passed Port Credit station and as he looked ahead he could see the headlight of an approaching Canadian National freight. On double track, together they came, and then in the distance, Newman saw something wrong. The CNR was derailing, far back in the freight cars were coming off. His mainline would be fouled, air brakes applied, he slowed his train quickly enough that when impact came the damage was minimal.

ALDERSHOT OCTOBER 4, 1928

A heavy fog laid over the land on the morning of October 4th, 1928. Canadian Pacific had assembled a freight train at the West Toronto yards. CPR locomotive 3643, a heavy N-4 class 2-8-0 pulled out. Engineer Reesor was in the cab and Conductor C. Curtis was in the caboose. The freight left the Lambton yard west to Islington where it switched south to Obico where the train switched on to the Canadian National mainline behind the Mimico yard. It travelled west over the CNR past Burlington through the orchards and farmlands approaching Aldershot station. Engineer Curtis looked out to see the small bridge ahead as Canadian National's fast train No. 14 The Internatioal Limited was steaming fast toward him on the double track. Suddenly there was a loud crash. One of the freight cars had derailed, followed by six more and they smashed or sideswipped the passing passenger train coaches. Brakes were applied. Engineer Wright on the CNR slammed on the brakes of his heavy locomotive stopping on the high embankment near the Dominion Sewer Pipe. A coach CNR 4861 had had its steel side ripped off and was laying on the ground. A quick check found that no one was killed, but their were many injured. The passenger train was still on the tracks and because of the very high embankment it was thought wise to pull the train to Burlington station where ambulances could reach the injured. Trains were detoured over the CNR's Burlington Beach cut-off.

OAKVILLE OCTOBER 1, 1956

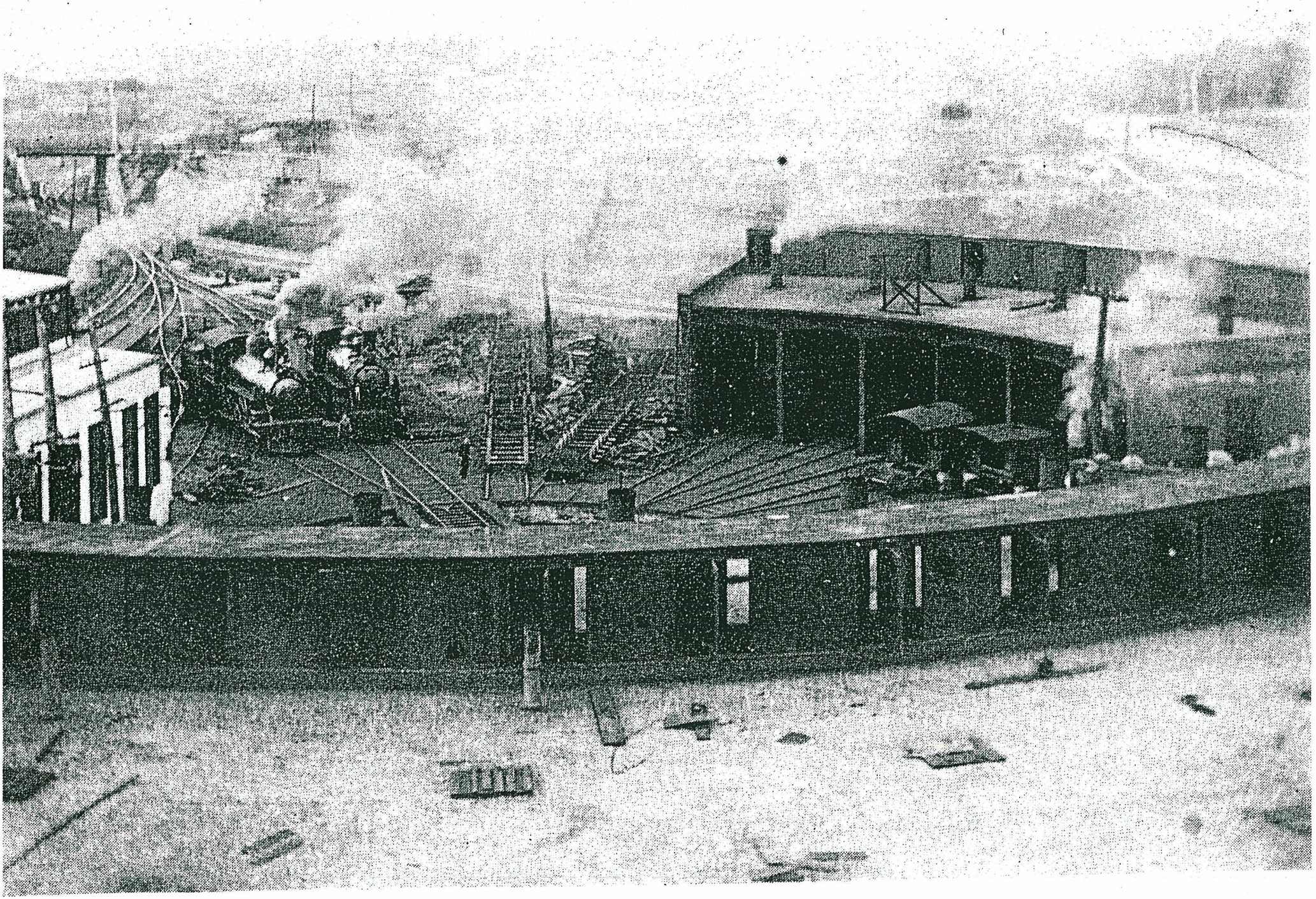
The days of the steam locomotive on both the Canadian National and the Canadian Pacific were coming to an end. On Saturday morning, October the first 1956, heavy CPR Mikado 5397 was pulling a 49 car freight train west towards Hamilton. One mile east of Oakville, near the 8th line crossing, it hit or side-swiped a Canadian National freight train of 18 cars.

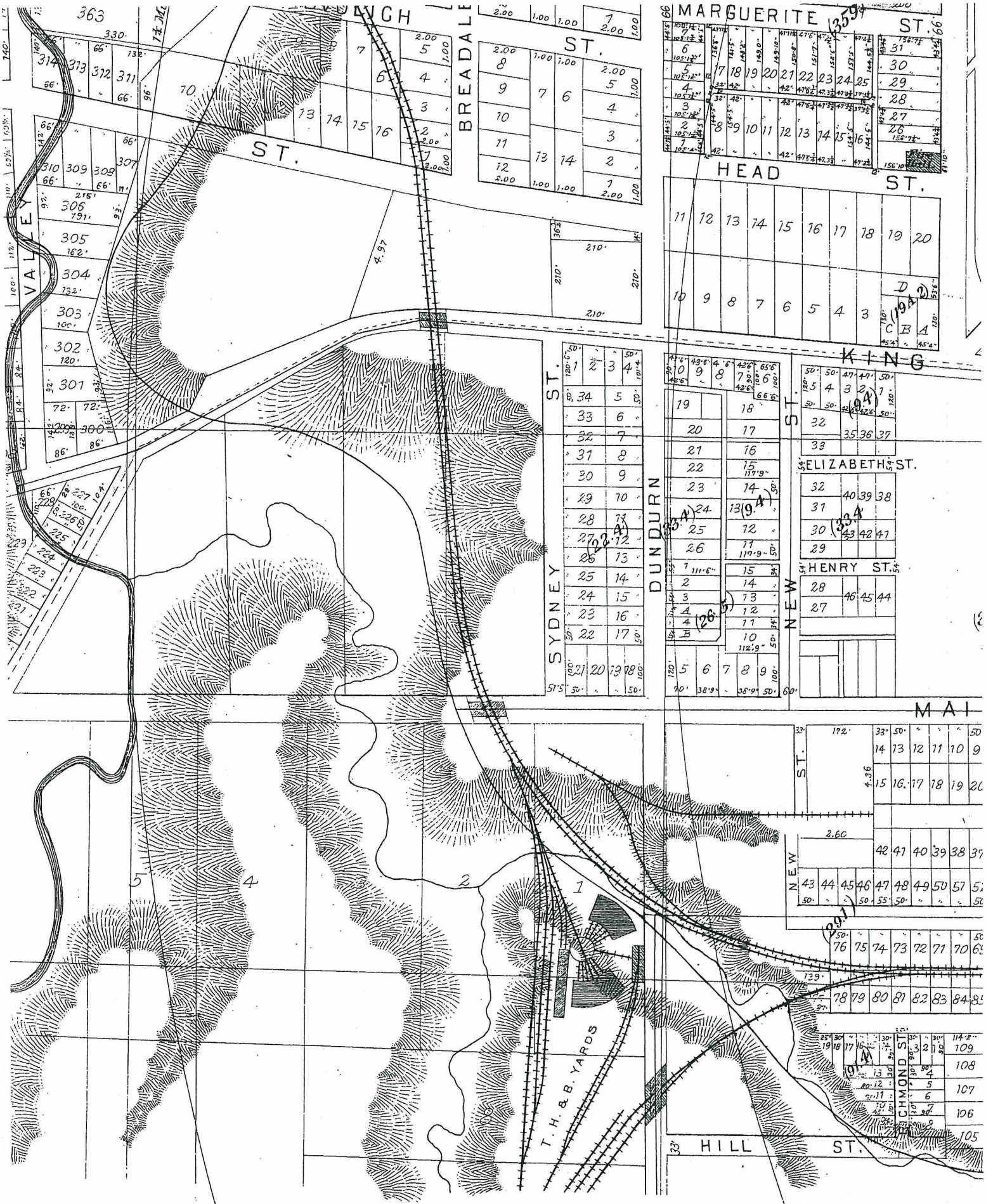
OAKVILLE FEBRUARY 27, 1957

A more serious accident occurred once again to one of those big CPR P-2 class Mikado engines, only five months later. For on February 27th, 1957 Engineer Harold Yeo 45 car freight was following a Canadian National freight on the mainline, The CNR took to the siding outside of Oakville as it was supposed to, Yeo was to have had the through track, the CPR passed the rear of the freight on the mainline, but then a surprise. The CNR didn't fully stop. so it split the switch and came rolling back out of the siding at the other end, on to the main-line. The CPR smashed into the freight cars. One of the freight cars contained naptha gas and it violently exploded around the Steam engine. Engineer Yeo was thrown from the cab as was fireman J. Wardell. The engineer survived the collision and explosion but fireman Wardell did not.

PORT CREDIT NOVEMBER 11, 1965

On Rememberance Day, 1965, Canadian Pacific Railway Hamilton to Toronto freight with 105 cars plowed into the rear of a slow moving Canadian National way-freight right on the Highway 10 over-pass. Twenty cars derailed, one of the boxcars, on impact was thrown over the bridge railing and landed onto Highway 10. The CPR train had Alco-MLW units 8575, 8445, and 8426, 8575 was heavily damaged. CPR engineer Joseph A. Cassidy and CNR conductor John F. O'Donnell were killed.



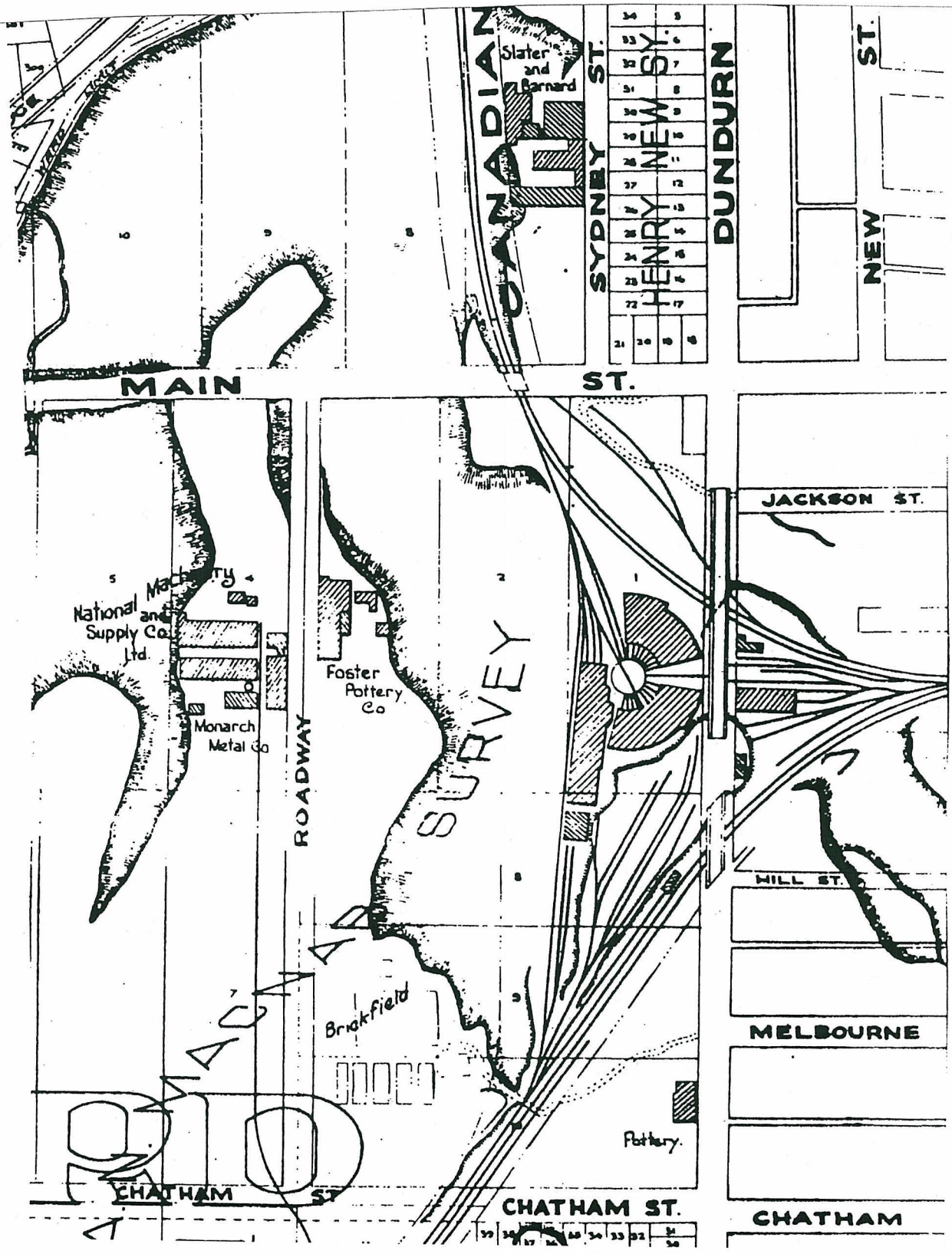


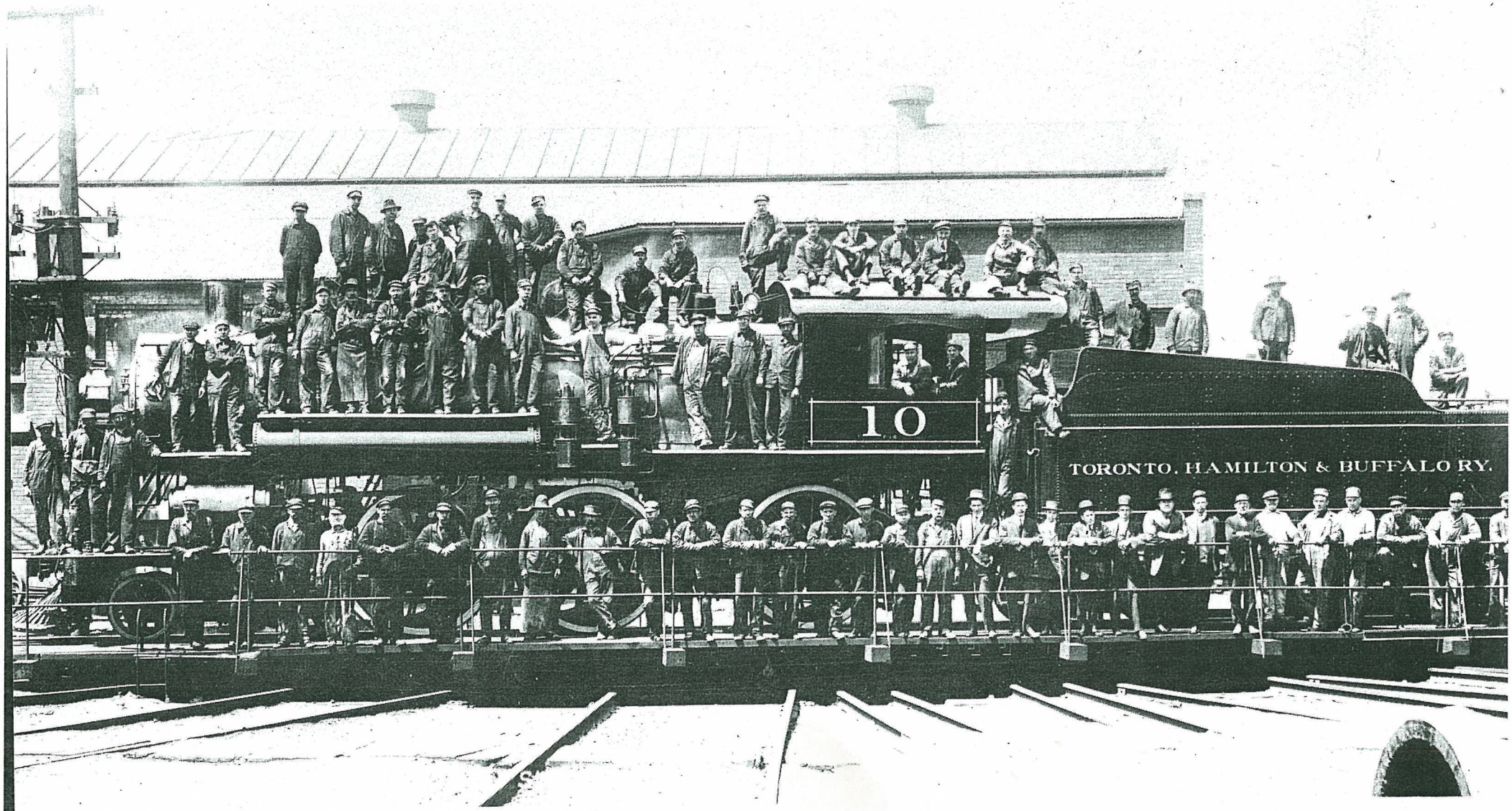
Imperial Atlas of Wentworth County 1905 Hamilton Public Library

TH&B Garth Street Terminal Note switch back up to Jackson Street

TORONTO HAMILTON AND BUFFALO RAILWAY

DUNDURN STREET ENGINE TERMINAL 1921

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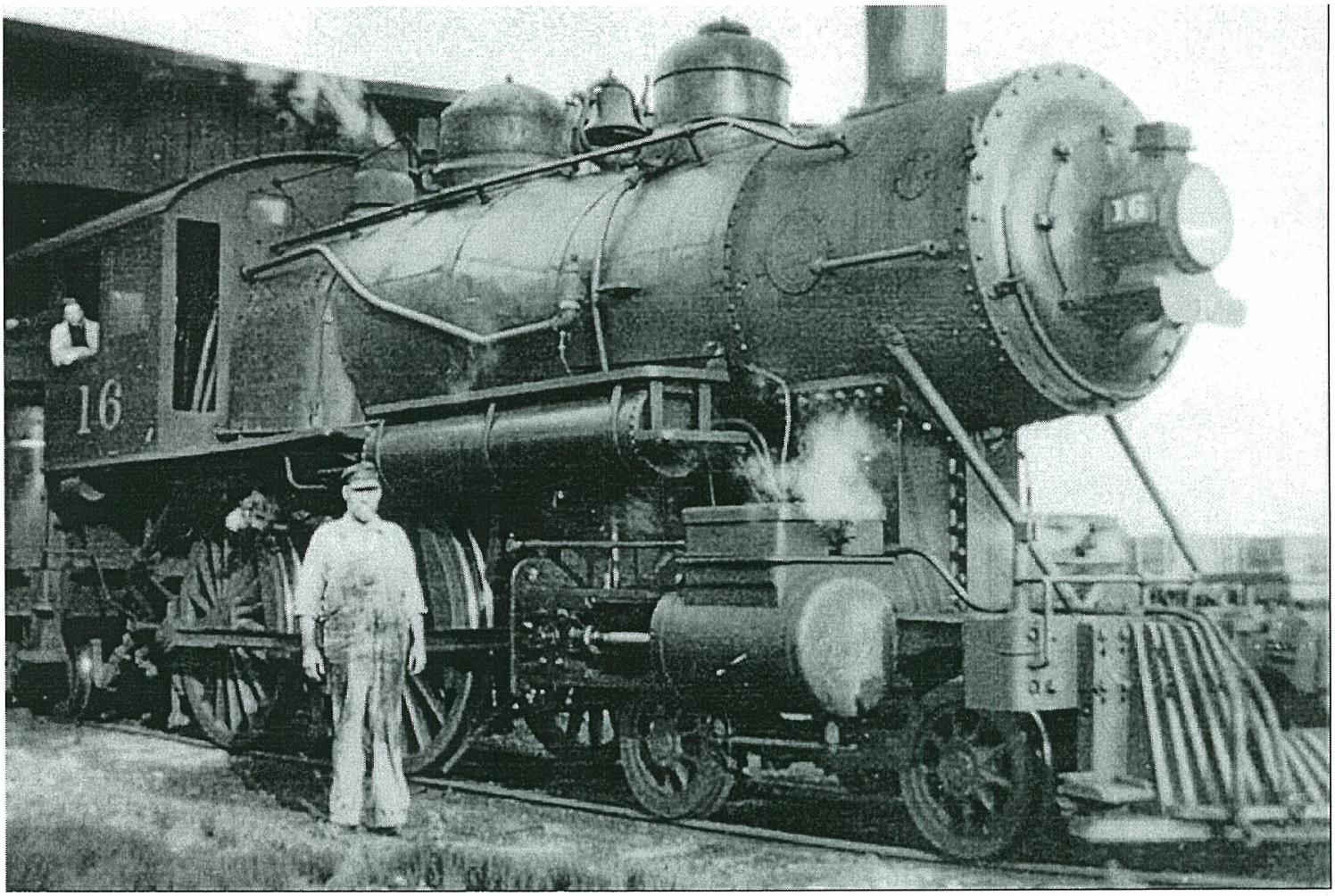
TORONTO, HAMILTON & BUFFALO RY.

Provided by Neil O'Reilly 2010NO007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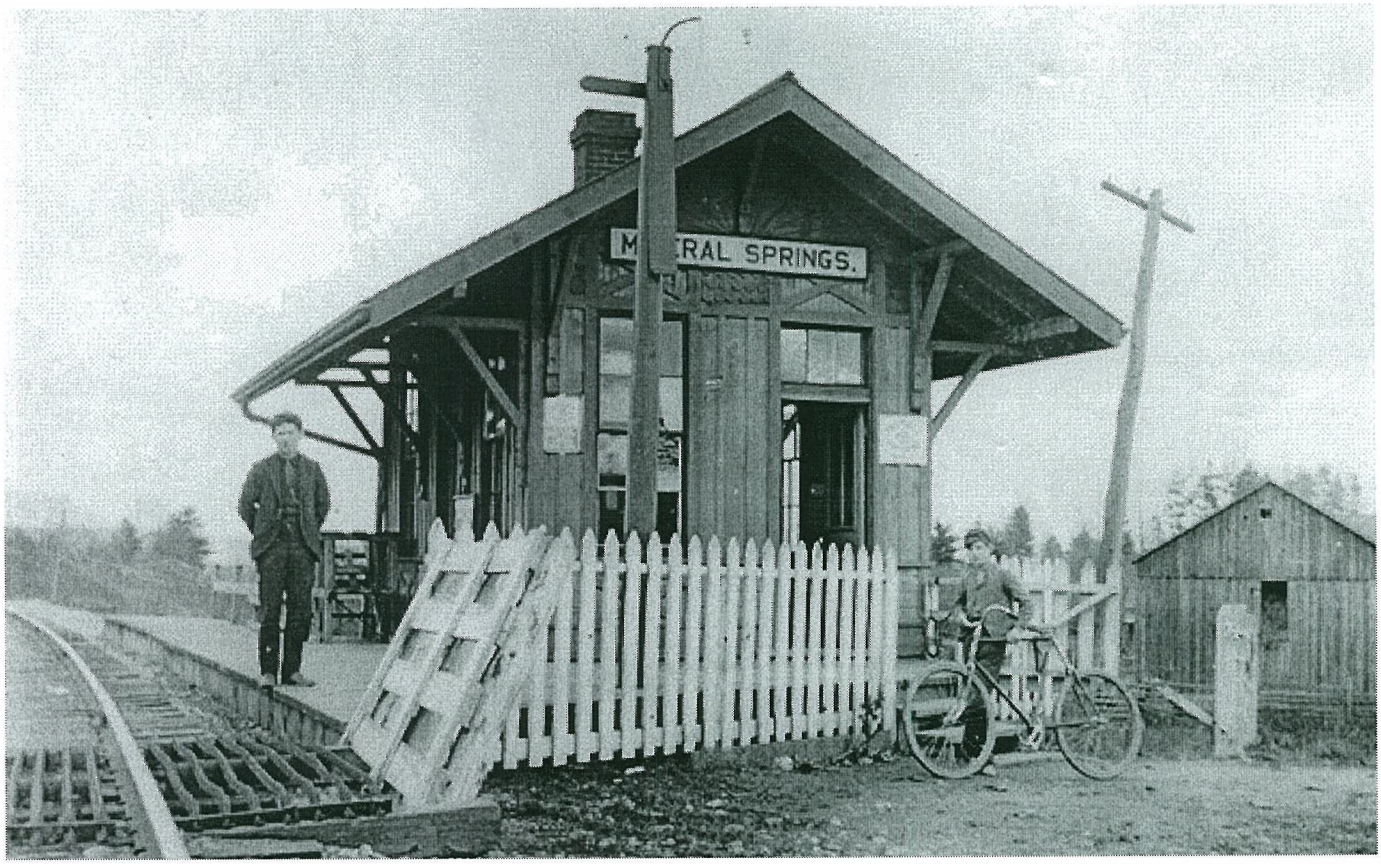
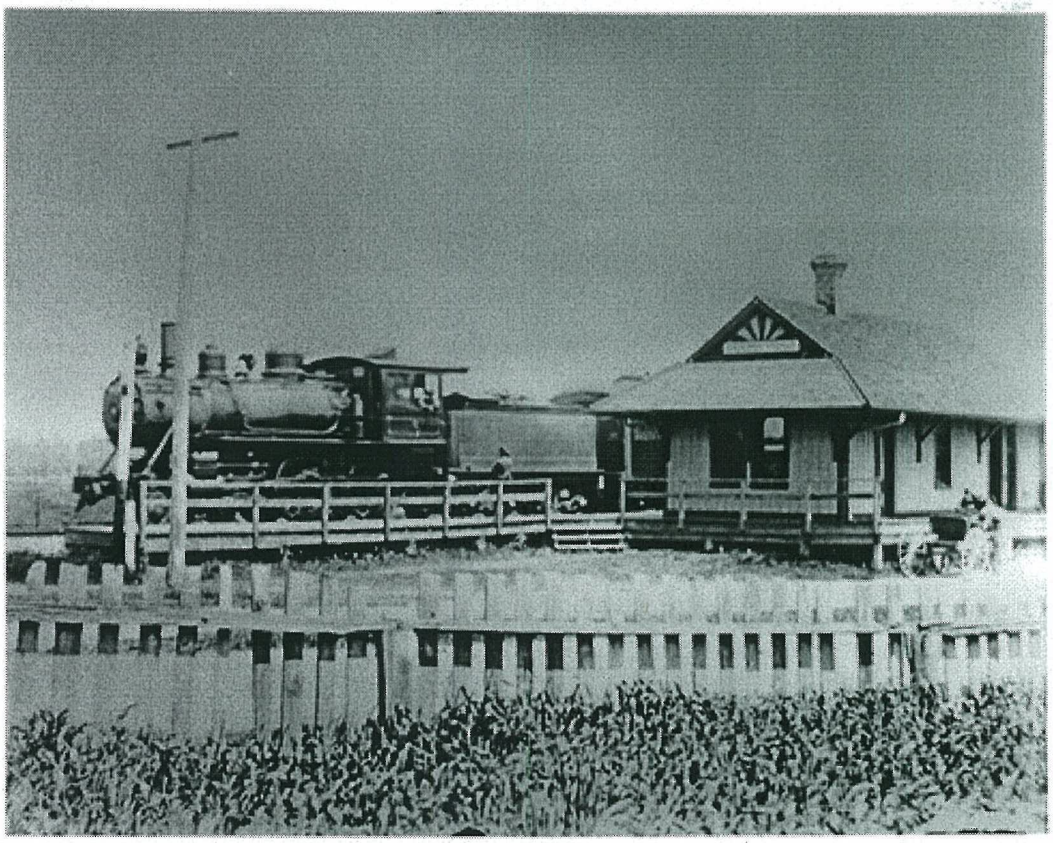
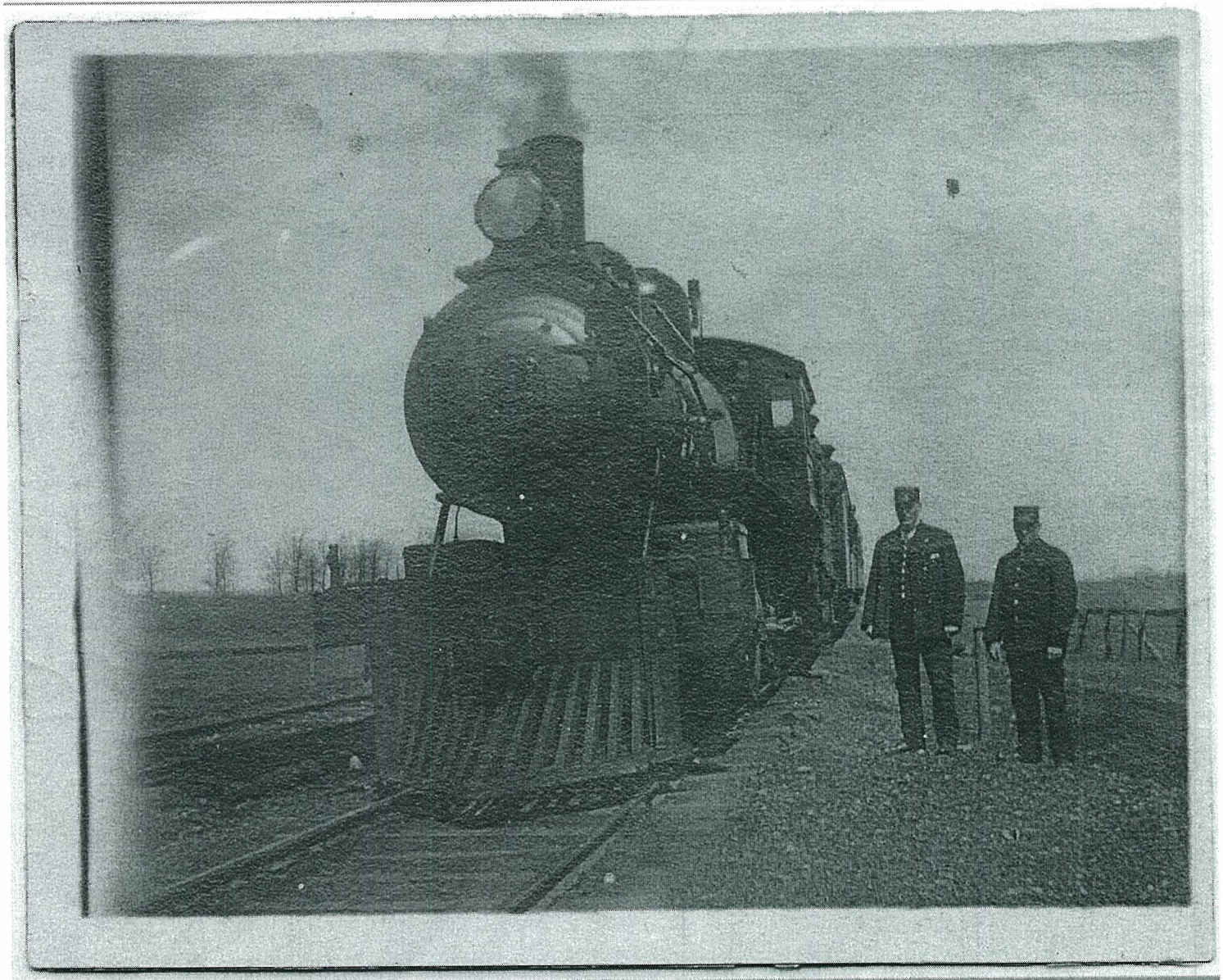

RAL SPRINGS.





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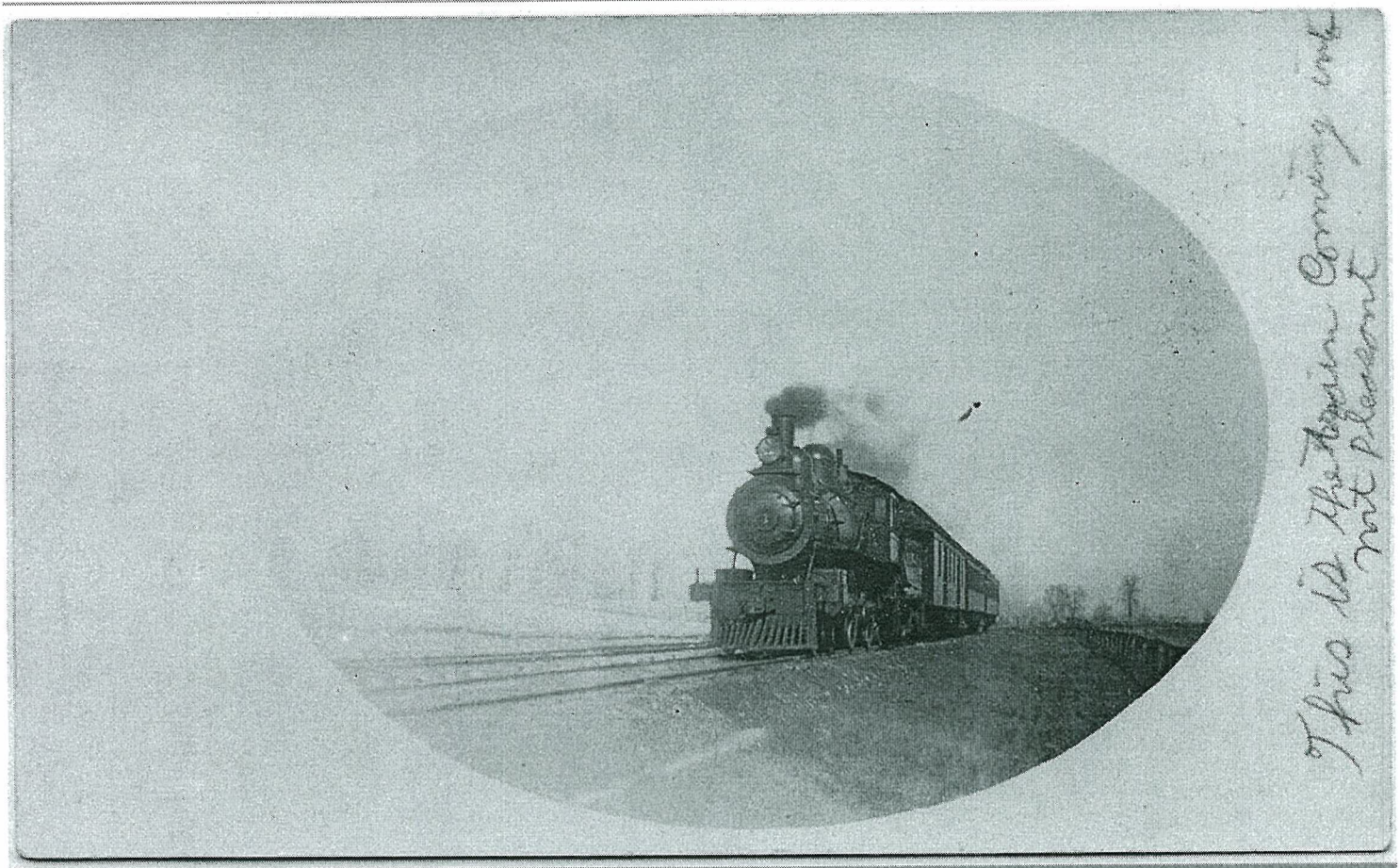

Provided by Linda Guest 2003.91.1.1

Railroad Car - Export

View Description

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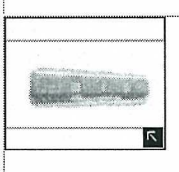

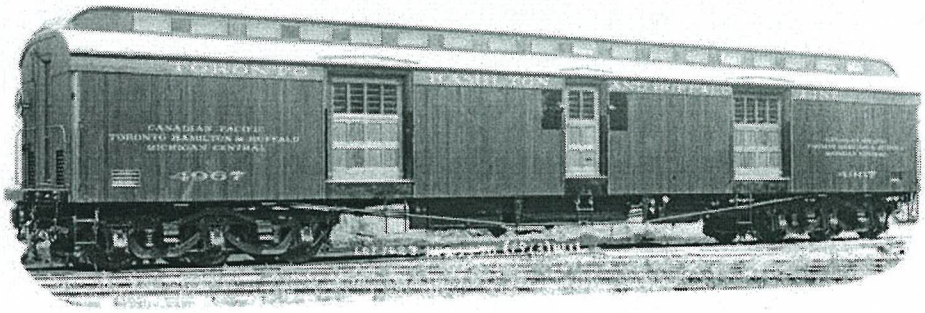

Delaware Public Archives

Description	
Rating	Based on 0 rating(s)
Resource Identifier	28-11-2117.tif
Title	Railroad Car - Export
Creator	Jackson and Sharp Company (Wilmington, Del.)
Subject	Railroad cars
Topic (subject)	Business, Labor & Commerce Transportation & Travel
Description	Number 4967, manufactured for Canadian Pacific Railway; Toronto, Hamilton & Buffalo; Michigan Central. Toronto-Hamilton & Buffalo Line. Exterior view, baggage car
Publisher	Delaware Department of State
Date Digital	2010
Date Original	1913
Type	Still Image
Contributing Institution	Delaware Public Archives
Collection	Jackson and Sharp Collection
Rights Management	Prior written permission is required for any use of the images in this collection from the Delaware Public Archives. Please contact the Delaware Public Archives with the Identifier number.
Original Format	Photographs

Tags (0)

Comments (0)

Railroad Car - Export

View Description

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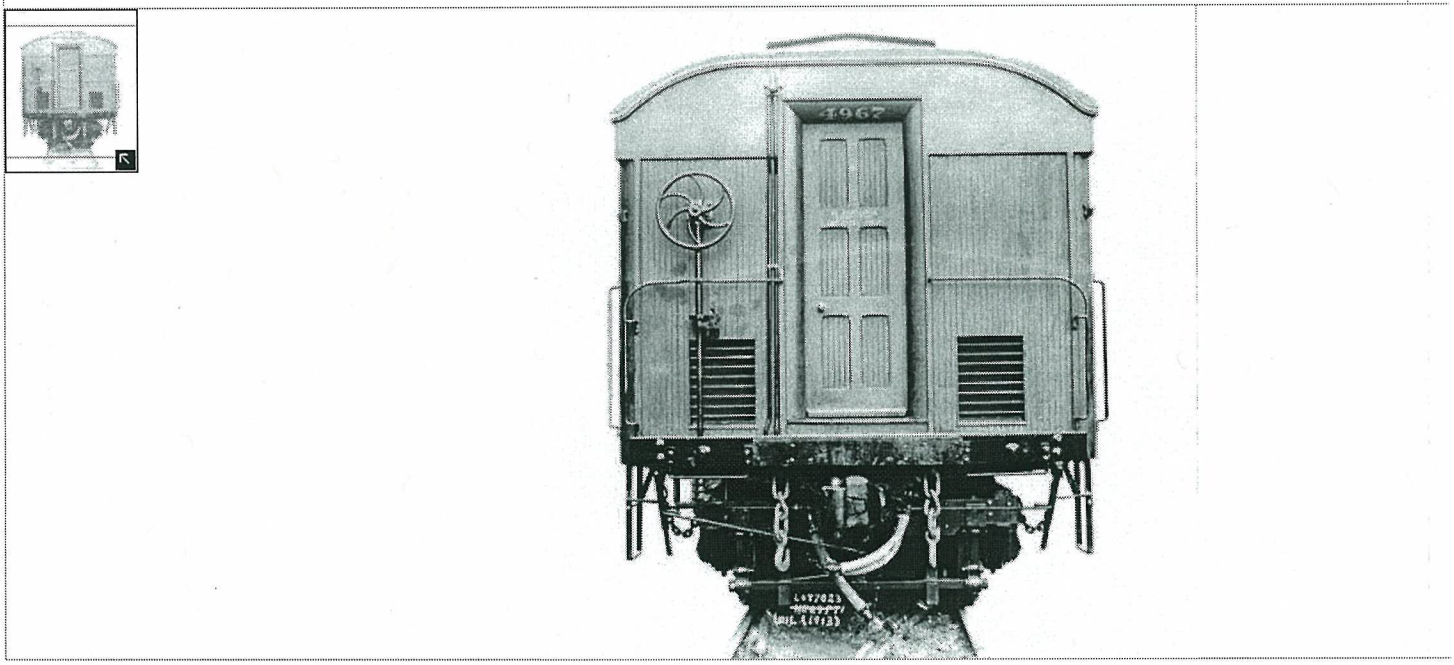

Delaware Public Archives

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Creator	Jackson and Sharp Company (Wilmington, Del.)
Subject	Railroad cars
Topic (subject)	Business, Labor & Commerce Transportation & Travel
Description	Number 4967, manufactured for Canadian Pacific Railway; Toronto, Hamilton & Buffalo; Michigan Central. Toronto-Hamilton & Buffalo Line. Exterior view. baggage car
Publisher	Delaware Department of State
Date Digital	2010
Date Original	1913
Type	Still Image
Contributing Institution	Delaware Public Archives
Collection	Jackson and Sharp Collection
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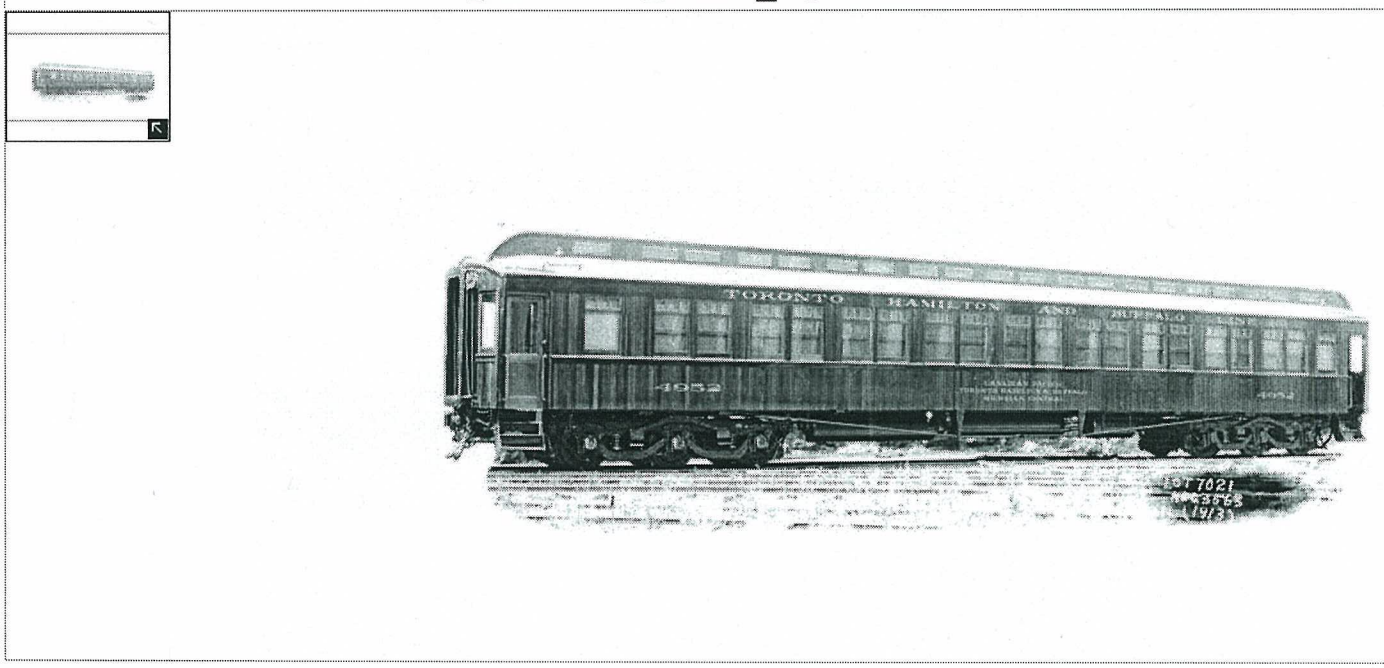
Tags (0)

Comments (0)

Railroad Car - Passenger

View Description



Delaware Public Archives

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Creator	Jackson and Sharp Company (Wilmington, Del.)
Subject	Railroad cars
Topic (subject)	Business, Labor & Commerce Transportation & Travel
Description	Number 4952, manufactured for Canadian Pacific Railway; Toronto, Hamilton & Buffalo; Michigan Central. Toronto, Hamilton & Buffalo Line. Exterior view.
Publisher	Delaware Department of State
Date Digital	2010
Date Original	1913
Type	Still Image
Contributing Institution	Delaware Public Archives
Collection	Jackson and Sharp Collection
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Original Format	Photographs

Tags (0)

Comments (0)

Railroad Car - Passenger

View Description

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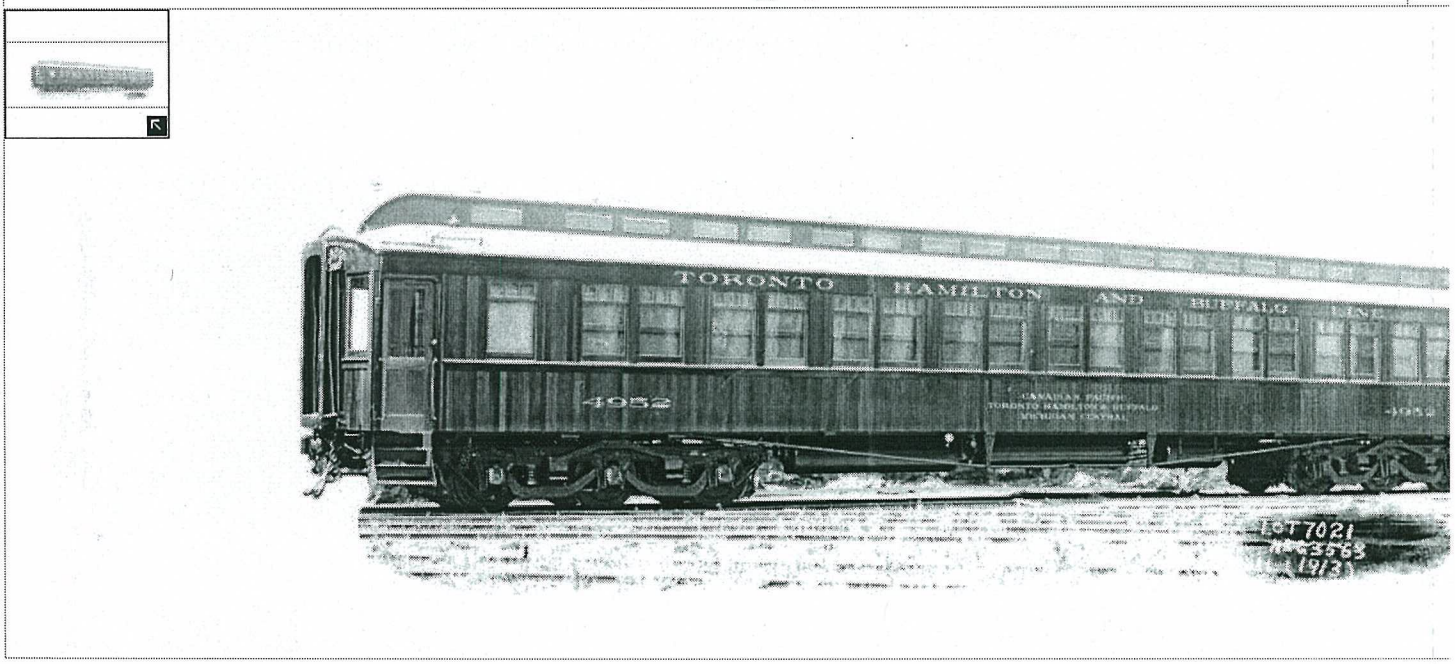

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Topic (subject)	Business, Labor & Commerce Transportation & Travel
Description	Number 4952, manufactured for Canadian Pacific Railway; Toronto, Hamilton & Buffalo; Michigan Central. Toronto, Hamilton & Buffalo Line. Exterior view.
Publisher	Delaware Department of State
Date Digital	2010
Date Original	1913
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Contributing Institution	Delaware Public Archives
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Original Format	Photographs

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Railroad Car - Export

View Description

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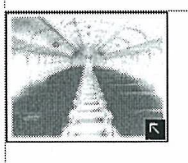

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Subject	Railroad cars
Topic (subject)	Business, Labor & Commerce Transportation & Travel
Description	Manufactured for Canadian Pacific Railway. Toronto, Hamilton & Bruce. Interior view. passenger car
Publisher	Delaware Department of State
Date Digital	2010
Date Original	1913
Type	Still Image
Contributing Institution	Delaware Public Archives
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Original Format	Photographs

Tags (0)

Comments (0)

Photo Number: STR05296a
Photographer: MILLER, W.E. COLL.
Location: HAMILTON, ONT.
Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY
Date: 1924-10-00
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 48836
Builder Date: 1910-00-00
Model: CONSOLIDATION
Class: G-S
Type: 2-8-0
Equipment Number: 102
Boiler Pressure: 200
Tractive Effort: 55
Drivers: 55
Collection: STR
Cylinders: 23 x 28

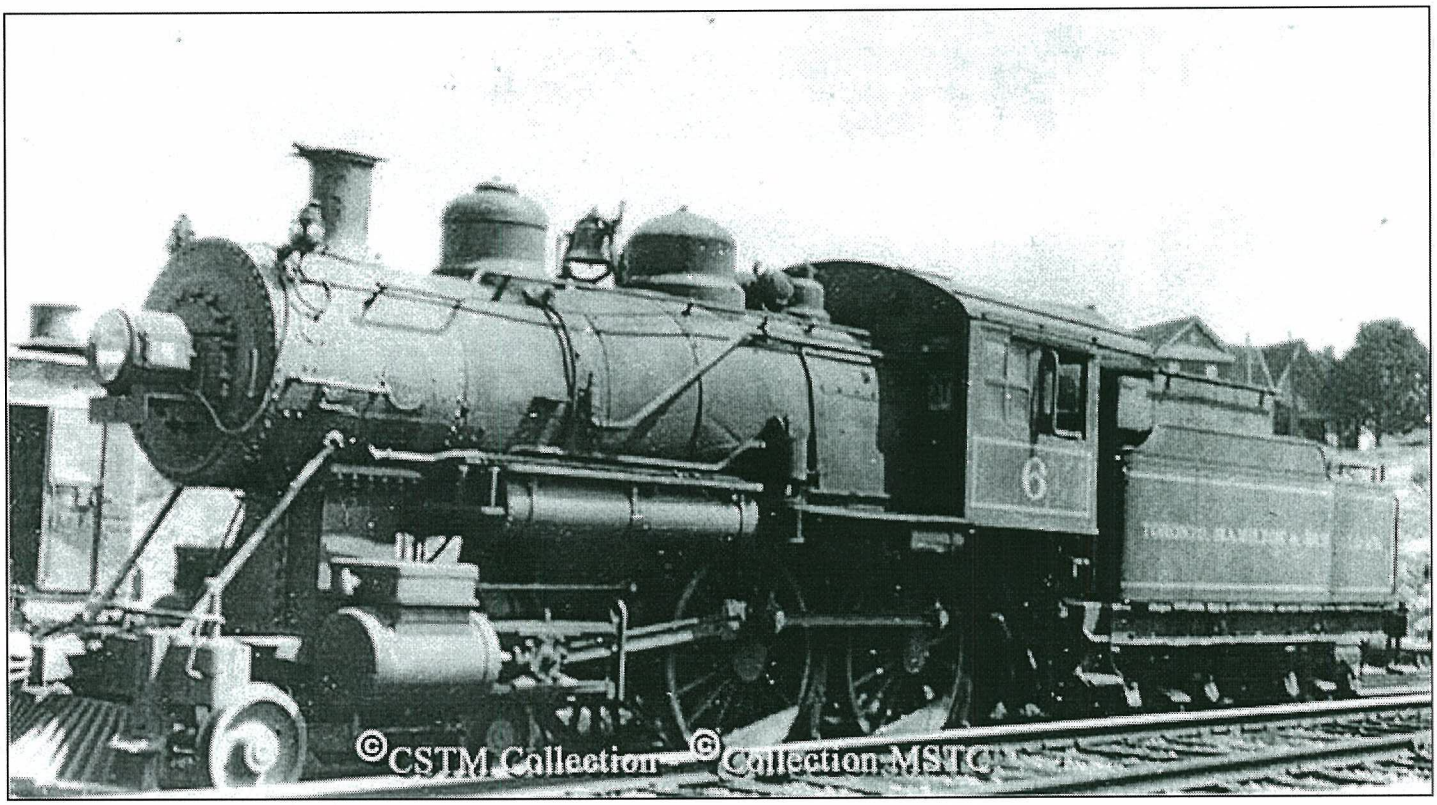

Photo Number: STR05271a
Photographer: unknown
Location: HAMILTON, ONT.
Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY
Date: 1928-07-17
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 25789
Builder Date: 1905-00-00
Model: AMERICAN
Type: 4-4-0
Equipment Number: 6
Boiler Pressure: 160
Disposition: SC 12/1934
Drivers: 73
Collection: STR
Cylinders: 18.5 x 26

Photo Number: STR05294a
Photographer: BUILDER
Location: MONTREAL, QUE.
Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY
Date: 1910-00-00
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 48836
Builder Date: 1910-09-00
Contract Number: Q 139
Model: CONSOLIDATION
Class: G-S
Type: 2-8-0
Equipment Number: 51
Boiler Pressure: 200
Tractive Effort: 55
Drivers: 55
Collection: STR
Cylinders: 23 x 28

Photograph (Hand-coloured glass lantern slide)
Coming into Town in a Hurry, Toronto Exhibition Grounds, Toronto, Ontario
1900-1920, 20th century
Hand-coloured glass lantern slide
8.1 x 8.2 cm
X15689

Keywords:

Photo Number: STR00299a
Photographer: BECHTEL, F.
Location: FORT ERIE, ONT.
Railway Name: CAN. PACIFIC
Date: 1948-06-26
Subject: MOTIVE POWER - STEAM LOCO
Builder Number: 66775
Builder Date: 1926-00-00
Contract Number: Q 338
Model: PACIFIC
Class: G-3-D
Type: 4-6-2
Equipment Number: 2337
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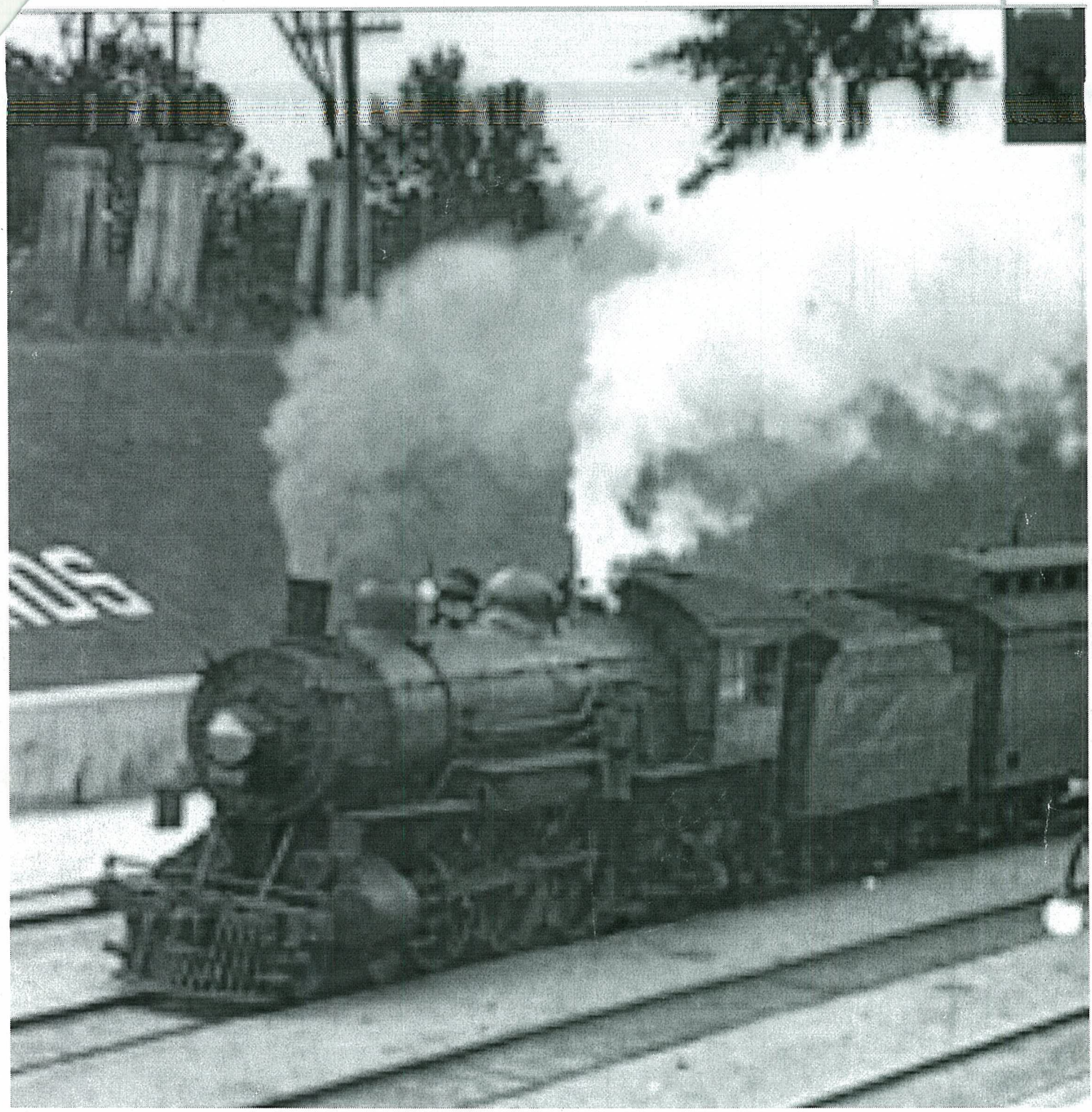
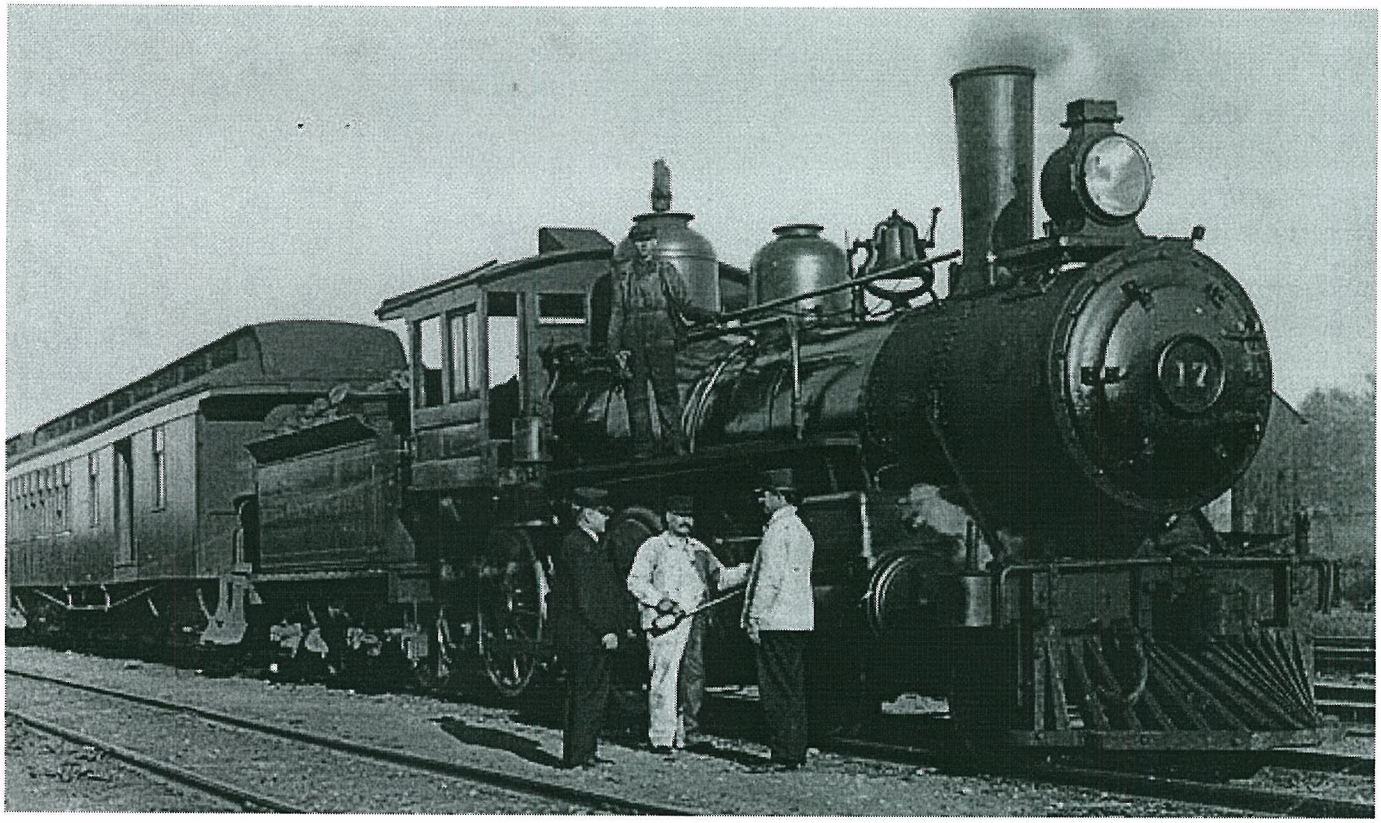
Tractive Effort: 45
Drivers: 75
Collection: STR
Cylinders: 23 x 30

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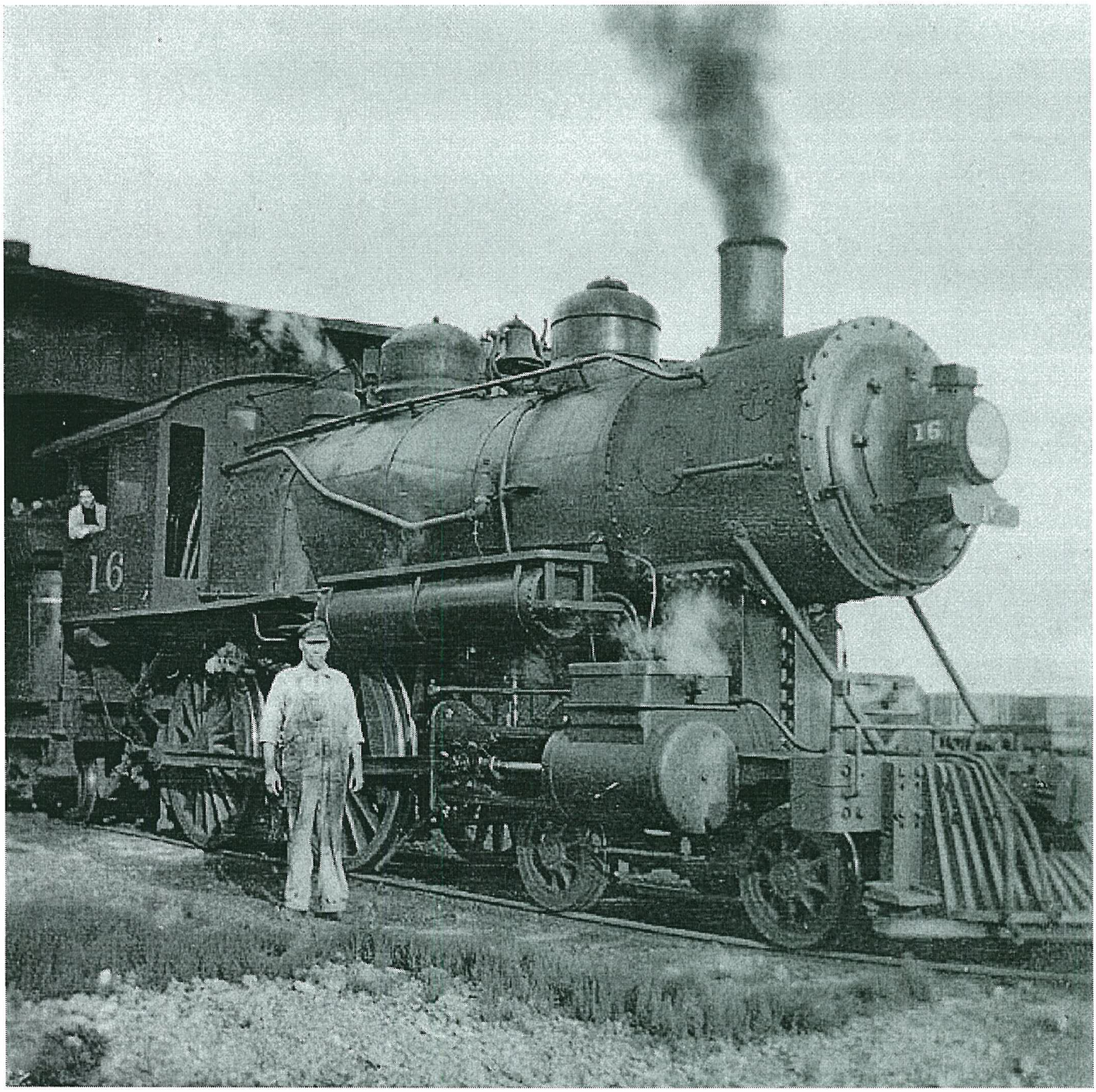
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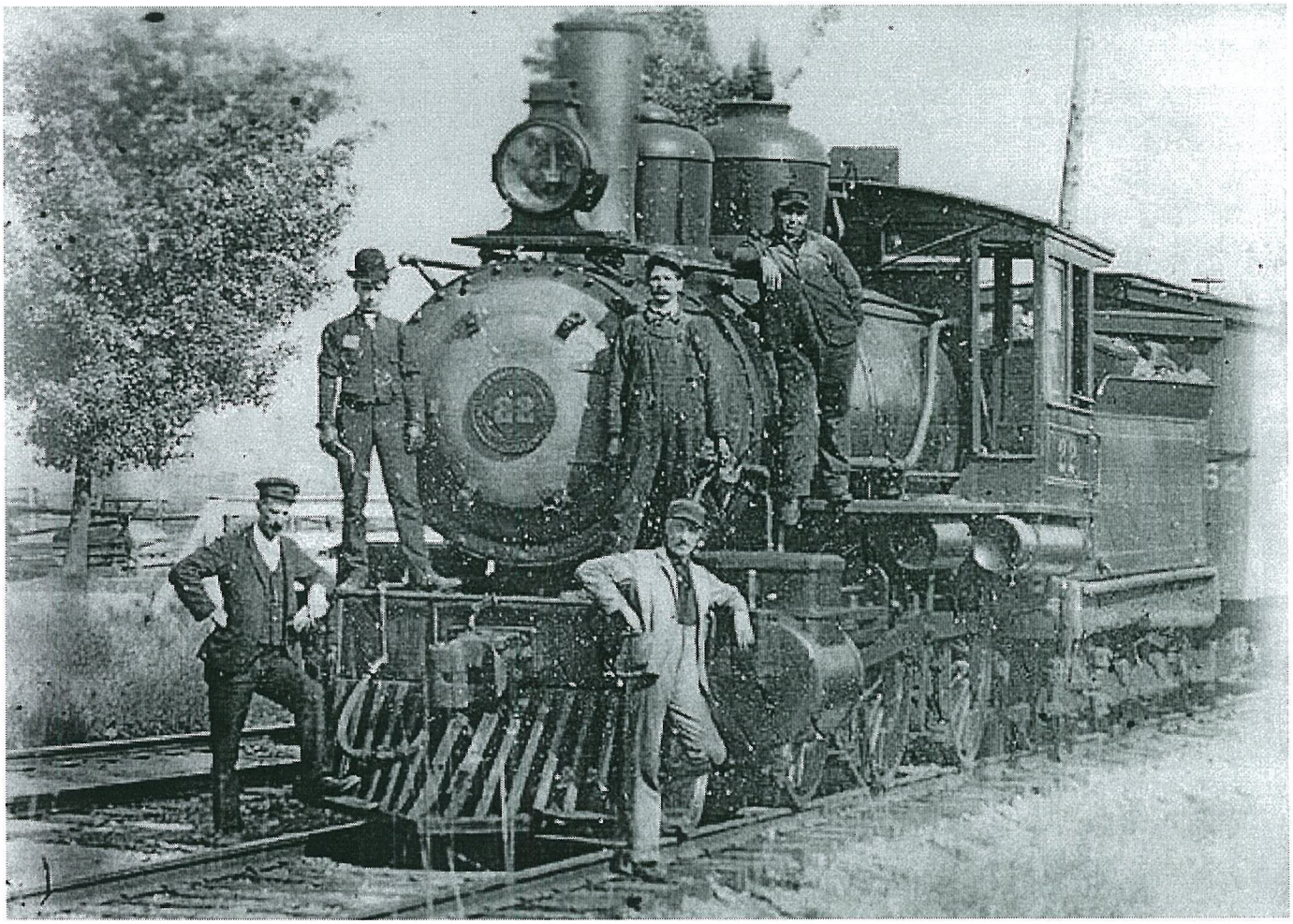

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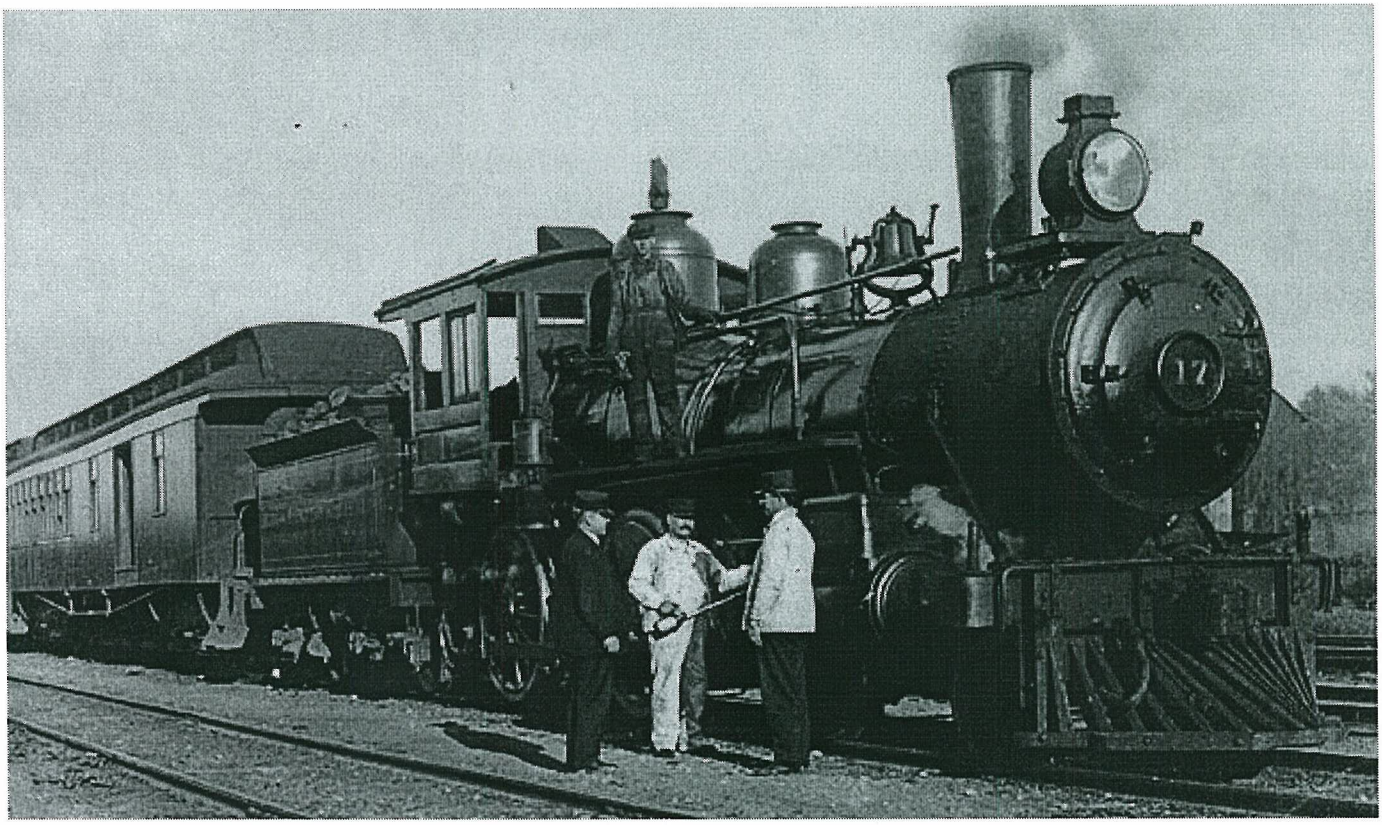
Archives Search

Online MIKAN no. 3623532 (1 item)

Title Locomotive no 17 de la Toronto, Hamilton and Buffalo Railway Company, avec une voiture à voyageurs.

Locomotive no 17 de la Toronto, Hamilton and Buff... (item 1) (JPG)



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Date modified: 2008-03-19