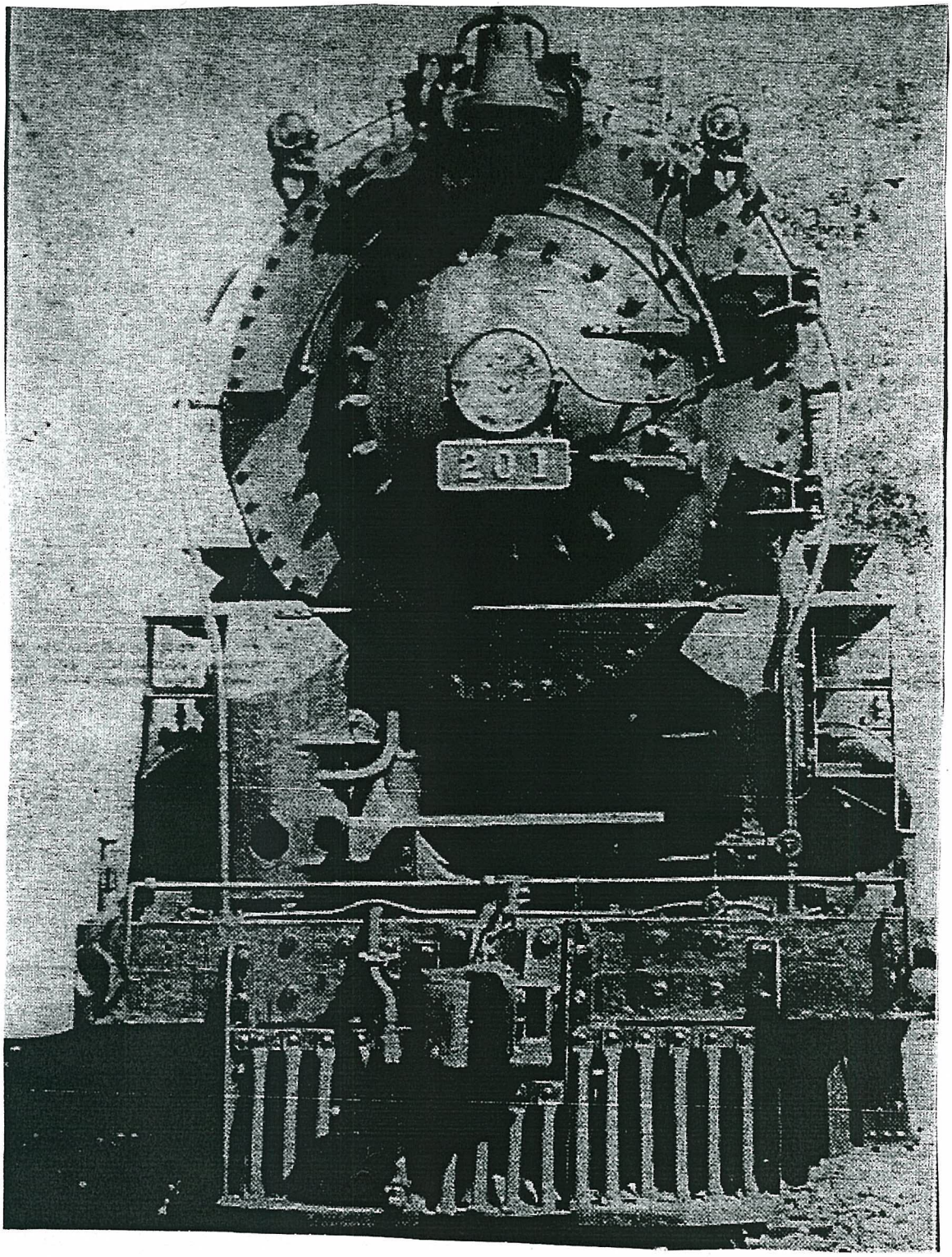
TORONTO HAMILTON and BUFFALO RAILWAY

C. H. RIFF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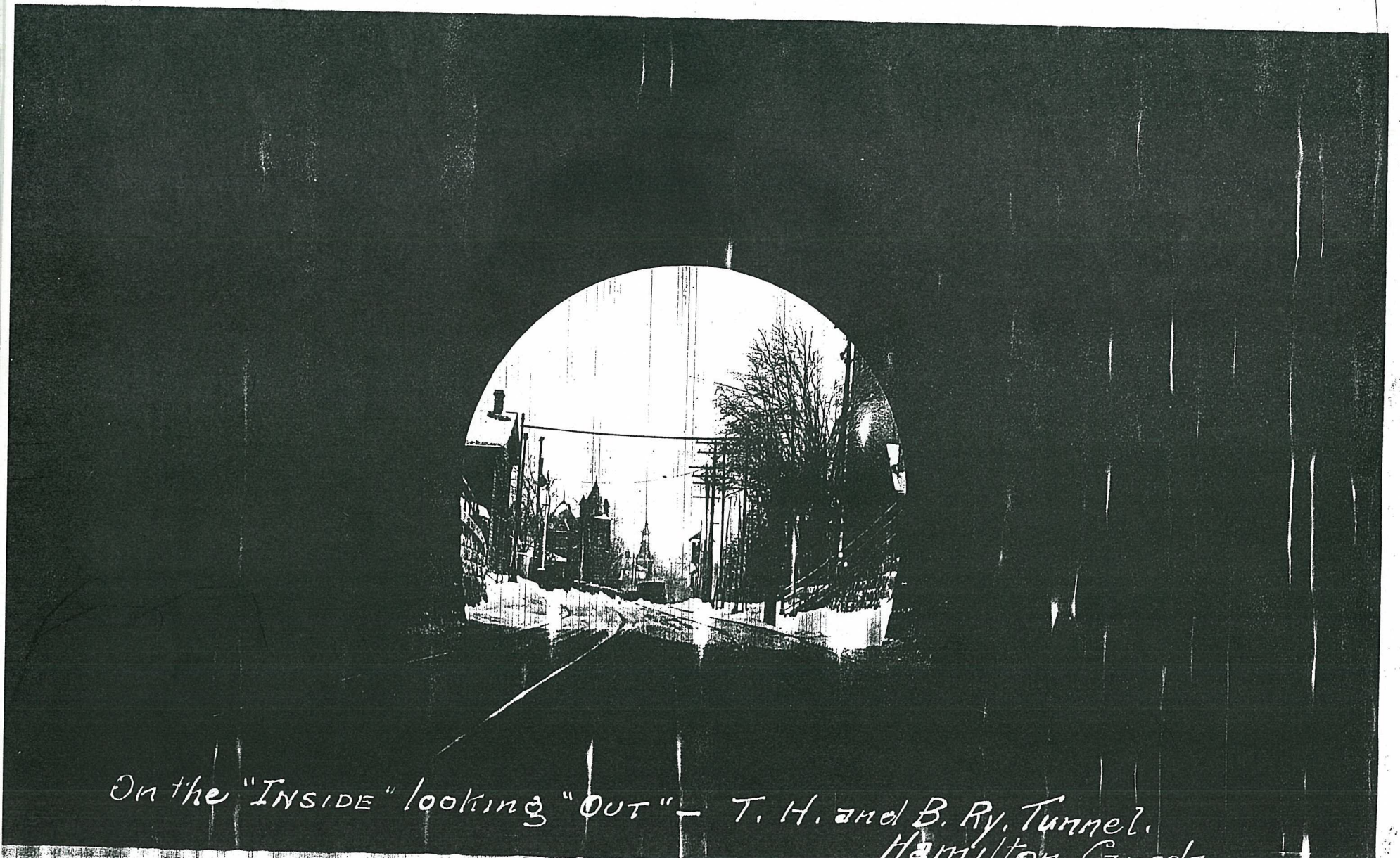


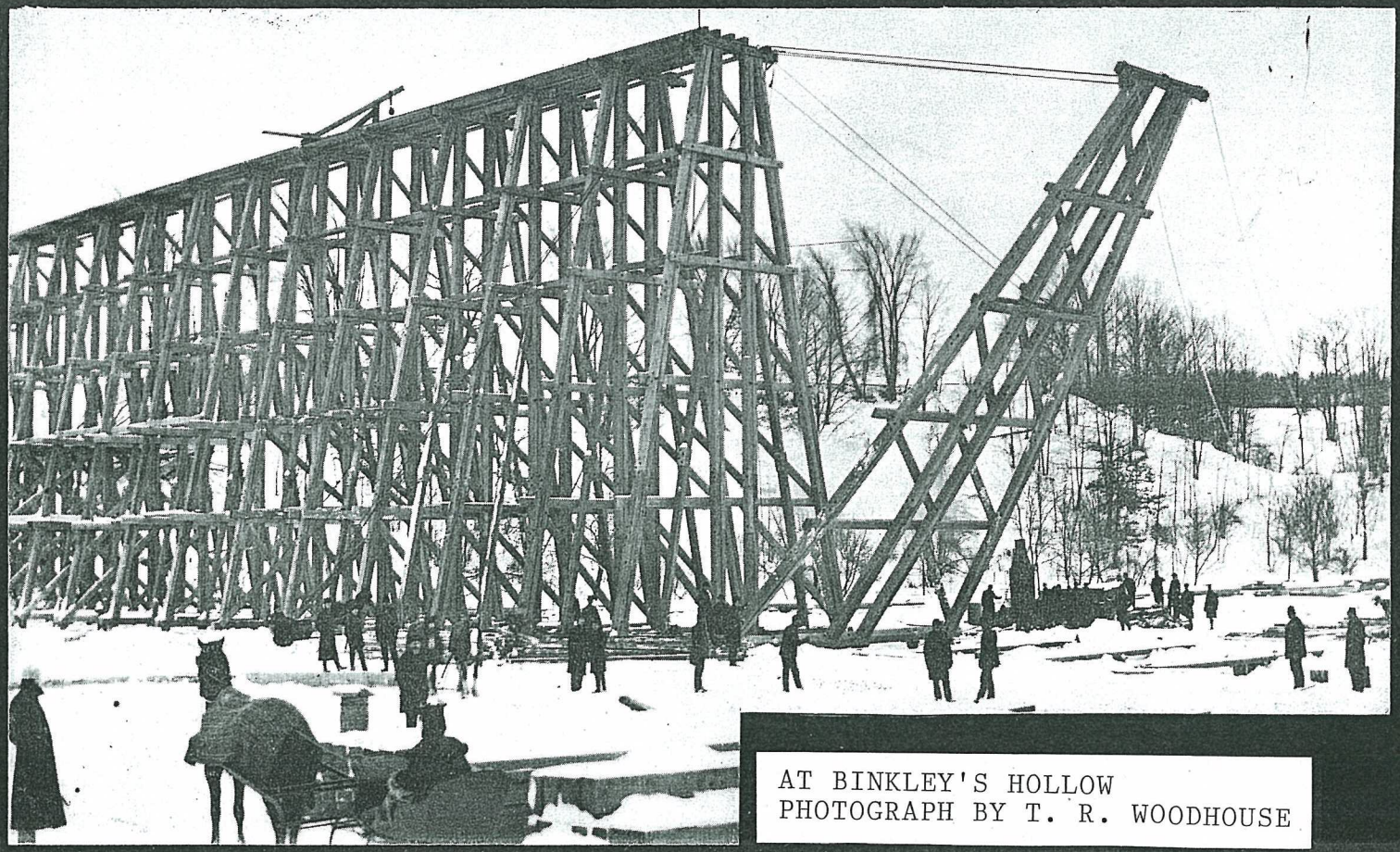
On the "INSIDE" looking "OUT" — T. H. and B. Ry. Tunnel. Hamilton, Canada.

By January 4th, 1895 work was progressing on the TH&B between Brantford and Hamilton. Mr Woodward the General-Manager of the TH&B gave an interview to the Hamilton Spectator. With the fine weather in the last couple of weeks, the bridges would be completed in a few days. The grading from Hamilton had been completed. The steel gangs had reached Jerseyville. The steel construction train runs out from Brantford every morning and returns in the evening. It is in charge of Conductor Sullivan and Engineer Percy, Besides this train there are three other construction trains part of which drew gravel from the pit at Mount Pleasant. The principal part of the work on the cut at Cainsville had been completed and in a few days the huge steam shovel was removed from the gravel pit and was put to work at Cainsville. Altogether 250 men were employed in the construction of the TH&B at this time.

While the rails had reached Jerseyville, work was progressing at a problem point, a place called Binkley Hollow. Between Hamilton and Dundas there is a deep narrow valley or ravine. It is 800 feet wide and one hundred feet deep. The TH&B crossed the Ancaster toll road on an overhead bridge then launched itself out over the ravine on a wood "spider" trestle seventy foot high. The trestle bents, or upright pieces of the trestle were fourteen feet apart for making a total of fifty bents to cross the ravine. The railway rejected the building of a steel trestle and instaed chose to build a wood structure and then run flatcars out later with soil excavated from the Hunter Street Tunnel, so as to fill in the whole structure. The trestle was constructed by assembling the bents on the ground and then using rope and levers the bents were pulled up to an upright position. By Wednesday, January 9th, 1895 twenty-five bents were standing. At 5:30 that evening the crews were erecting the last bent of the day, when at a 45 degree angle when its weight pulled the whole stilted structure

loose from its anchorage at the eastern bank, and it tilted forward and crashed down bouncing on the other bents, so that thirteen bents toppled like a row of domino's. In the bottom was a huge mound of timber debris with men yelling for help. It was now night and men scrambled over the wreckage looking for survivors. Three lucky men, Patrick Rodgers, Robert O'Reilly and John Kerr were pulled out alive. Seventy men were employed at the bridge site, many at this late hour had left and many were on the ground helping to pull the bent. Only seven men were actually on the bridge at the time of the collapse. The man in charge of the pile driver at the western end called a warning when he noticed the beginning of the collapse. The men on the ground had warning and scrabbled out of the way. Four men on the trestle escaped unhurt. O'Reilly and Kerr fell into the water of the creek and were saved when all the timbers crashed on top of them. Rodgers was crushed by the wood beams. Rodgers would loose both legs. The contractors for the trestle were Donnelly Contracting Company of Buffalo, their foreman was Peter Finnegan. Questions were now asked about this cheap structure. It was revealed that three bents had fallen ten days earlier, and that another bent had fallen one week earlier, the bridge was not secure and it was felt that the contractors knew. Further, many grumbled that the low wage of $1.25 per day did not attract any persons with experience in building bridges. It was found that the bents after being were not secured to each other at all. It was later found tat the braces between bents 6 and 7 were put in wrong and men were ordered to correct the problem. The inexperienced men took off to many braces at one time instead of fastening some before taking more braces off. There were 250,000 feet of timber in the trestle.

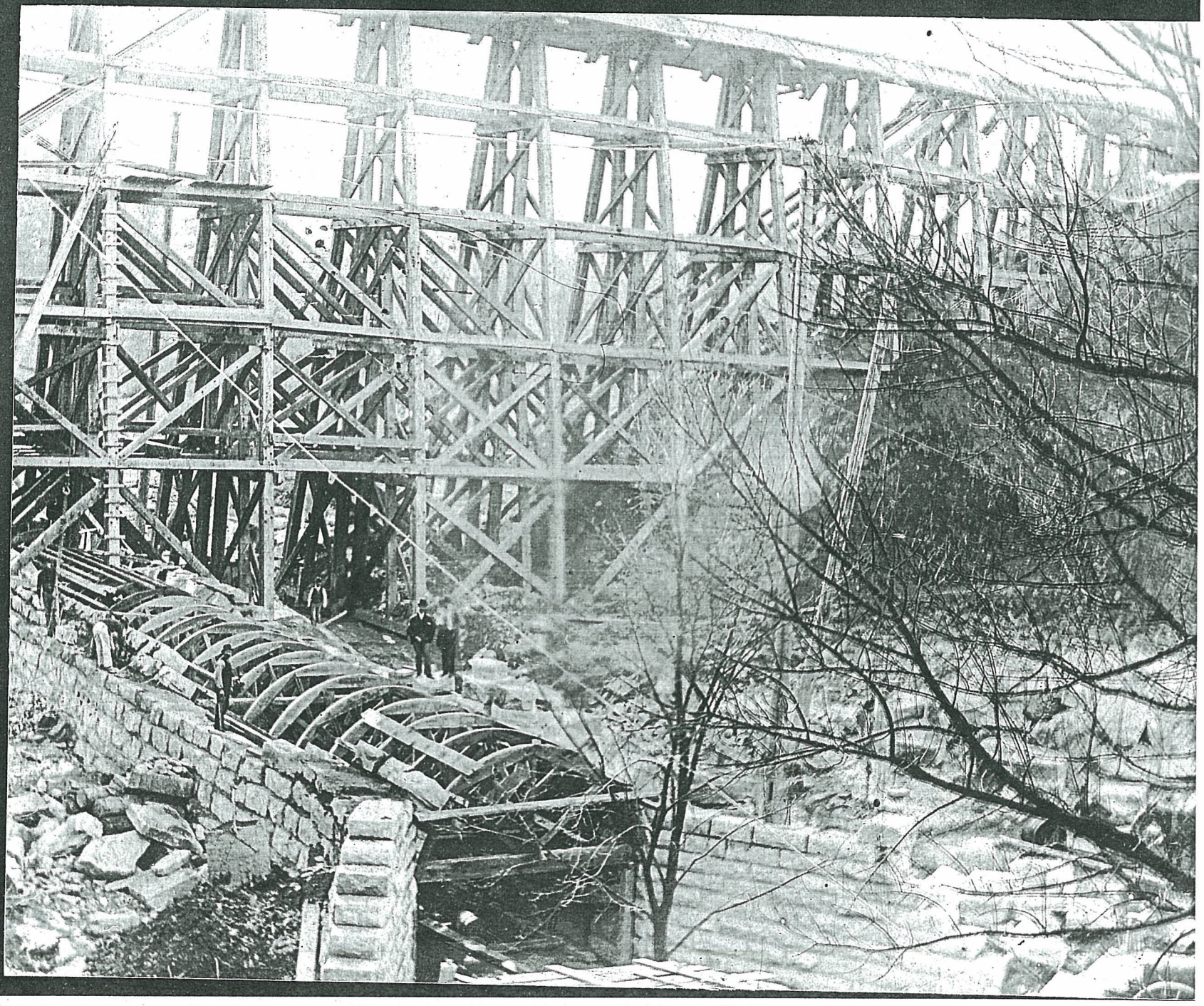
S - TORONTO, HAMILTON & BUFFALO RAILWAY BRIDGE



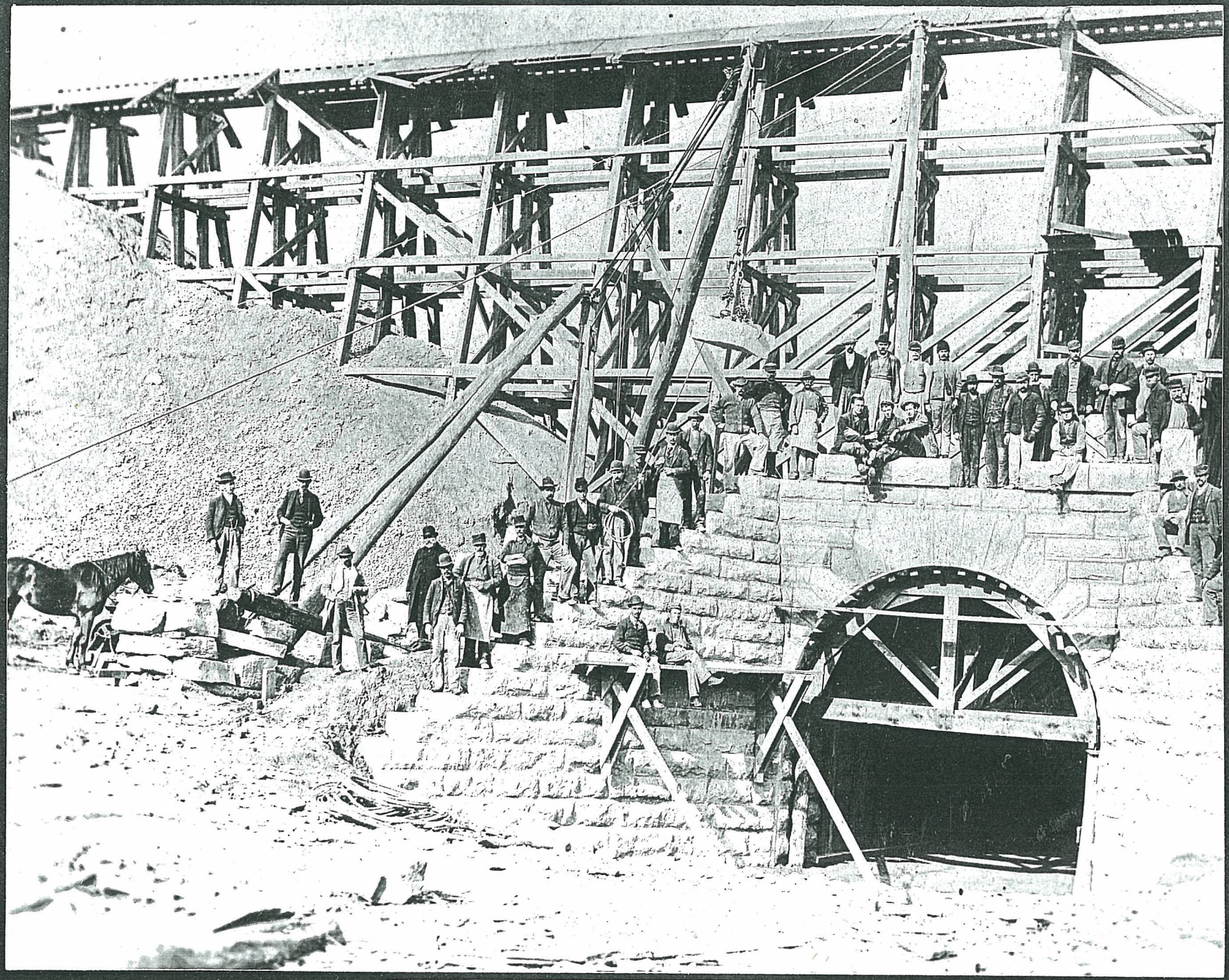
AT BINKLEY'S HOLLOW
PHOTOGRAPH BY T. R. WOODHOUSE

AT BINKLEY'S HOLLOW
PHOTOGRAPH BY T. R. WOODHOUSE

ON - BRIDGES - TORONTO, HAMILTON & BUFFALO RAILWAY BRIDGE



TORONTO, HAMILTON & BUFFALO RAILWAY BRIDGE



AT BINKLEY'S HOLLOW
PHOTOGRAPH BY T. R. WOODHOUSE

AT BINKLEY'S HOLLOW
PHOTOGRAPH BY T. R. WOODHOUSE

The rails had passed Jerseyville, ahead lay section 13 ~~work.~~ A small house was located near the railroad grade on the Templar farm. It was used as a makeshift lunch room. The contractors also had a quantity of dynamite stored there and during the night of January 18th, 1895 it had frozen. The time-keeper Howell was sent out to thaw it out. While he was in the act of thawing it out, one of the men came in to warm his hands on the stove, and observed sparks coming from the frozen pile of dynamite. He yelled at Howell to run. They had only reached the road when a terrific explosion desolated the little frame house.

Binkley Hollow, Thursday, February 14th, 1895, just a few hundred feet east of the big trestle, the contractors were excavating a cut eight feet deep across the Ancaster road when they struck a ledge of rock. The use of dynamite was required. The explosive was in charge of William Davis, an experienced man it was said. It was his duty to thaw out every morning as much dynamite as would be used that day. He constructed a wind-break of ties with a roof on it, but open on the east. He didn't have a stove, but each morning built a fire in the enclosure and then stand the sticks of dynamite in a row on a board before the fire and toast it, checking with his hands to feel when the dynamite was soft. This morning he took a fifteen pound box into his enclosure. Then there was an explosion and a great cloud of smoke. Flying ties boards and rubbish. A witness saw the body of Davis flying through the air about level with the top of the telegraph poles. It struck the wires broke through them and fell on a driveway in the fields about four hundred feet from the scene of the explosion. The ties and debris fell among the men and horses working in the cut. All the fences and windows in the area were wrecked and the snow in the fields were littered with debris.

The first trip over the TH&B from Hamilton to Brantford was made on the morning of May 14th, 1895 in a train with J. N. Beckley, president of Dominion Construction, Mr Perkins of Rochester, Engineer Kinnear, Superintendent O'Connor and other officials. The run was made in one hour and five minutes and the return trip in one hour.

March 8th saw the first nine car train over the Binkley Hollow bridge. The railway needed water for its steam engines and requested that the City of Hamilton lay a four hundred water pipe from the corner of Garth and Melbourne streets to a water column.

On the morning of May 23rd, 1895 the TH&B Ry. Company received a telegram from Ottawa Department of Railways. The minister has had your railway examined between Hamilton and Brantford and having found it in a safe condition for traffic, you are authorized to open it for general traffic. Collingwood Schrieber, deputy minister.

This message allowed the Hamilton 13th Battalion to travel on the first through train from Hamilton to Waterford then on through St Thomas to London to attend a large Military Review. On May 24th, 1895, the Queen's Birthday, or Victoria Day the Military unit formed up at the armory and marched up James, Main and Locke streets. The TH&B station was located in a cut at Garth street. The troop train consisted of twelve passenger cars, one baggage car and a M. C. R. palace horse car. The engine for this first train was No. 2 and was decked with British flags. A pilot engine No. 28, a six wheeled mogul. A very large crowd of several thousand watched the 7:15 departure. The military band played Auld Lang Syne as it left the station. Many people lined the track from Garth street to Dundas. The engineer was Robert Tremaine and the conductor was William Watson. On the pilot engine engineer W. Forrsyth was joined by General Manager Woodward and Engineer Wingate. The train ran at a good rate, but slowed as it crossed Binkley Hollow trestle. Good time was made until the reverse curve near the Summit, here the heavy train stalled. The pilot engine backed up and was hitched on to the train. The double-header stormed through Jerseyville at 8:15, where the locals came out to trackside with flags and firecrackers in cheerful celebration. Brantford at 8:30 was reached where a large crowd greeted the train. Upon arrival at Waterford shunting took fifteen minutes the train left over the Michigan Central for the west.

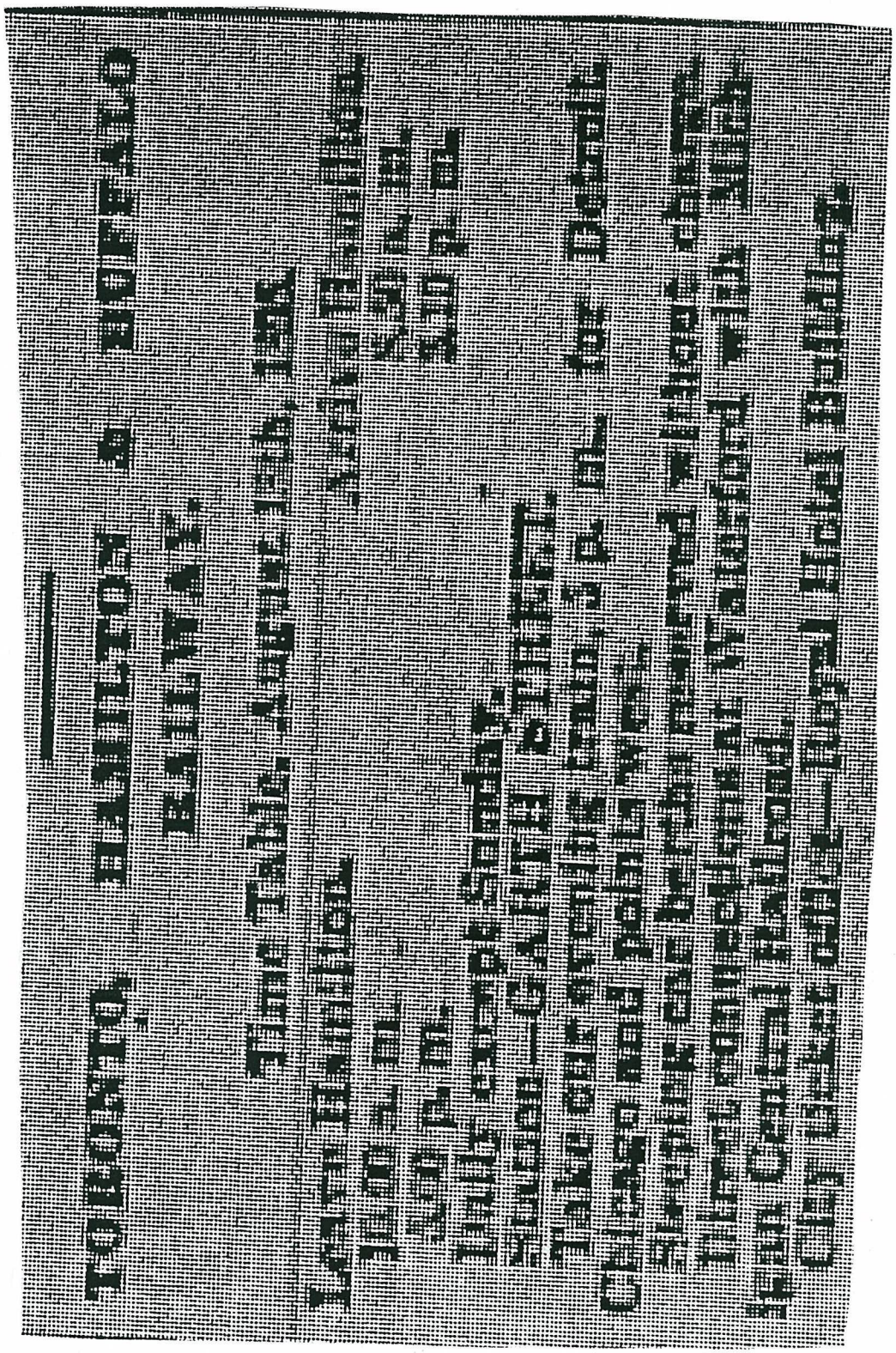
RAILWAYS - TORONTO, HAMILTON & BUFFALO RAILWAY

The T.H. & B.'s first train leaves Hamilton's Garth Street (now Dundurn Street) for Waterford on May 24, 1895.

T.H. & B. Railway Co

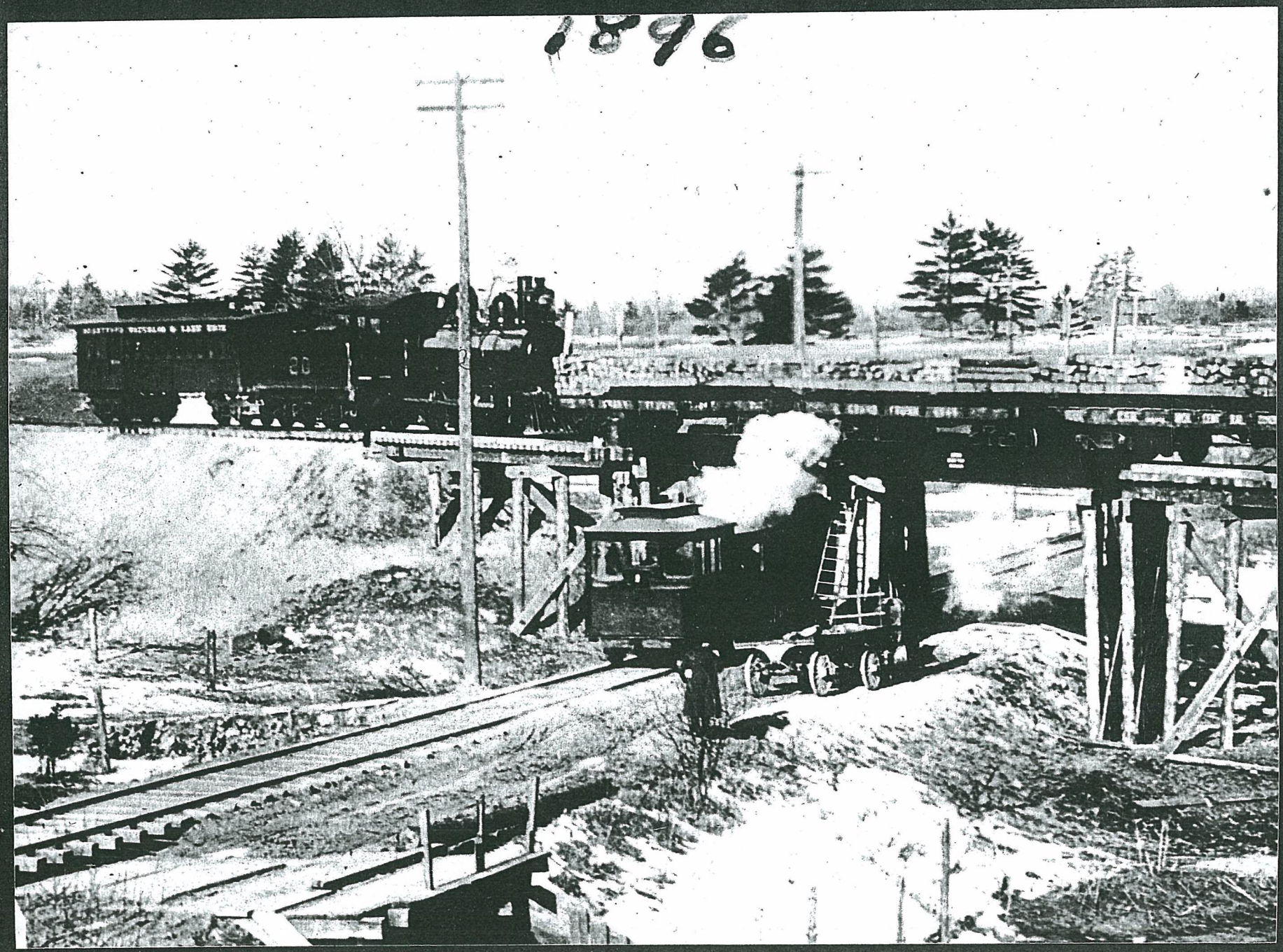
TORONTO HAMILTON AND BUFFALO RAILWAY
HAMILTON TO WATERFORD

AUGUST 15, 1895



When the TH&B built its bridge over the Hamilton and Dundas dummy line on Aberdeen Avenue it was found in late March 1895 it was found that a low grade made the bridge girder only one inch above the dummy trains. In fact the dummy engines had to have their whistles cut down and the trains had to make a full stop to get under the bridge. The law required a space of seven feet clear over the cars. Mr Osler stated that the bridge had been built without the consultation of the H&D. The TH&B would have to alter its grade for several miles to gain a rise of seven feet. The Railway Act states that any overhead bridge must be twelve feet above a roadway.

ONTO, HAMILTON & BUFFALO RAILWAY - ABERDEEN AVENUE OVERPASS



CONSTRUCTION

The Toronto Hamilton and Buffalo Railway had reached the western back of Hamilton by the summer of 1895. The terminal station was at Garth Street, latter renamed Dundurn Street south of Main Street. Now construction began on the Welland Branch. The construction of what would become the mainline was accomplished in four segments; the first, Hunter Street Tunnel; the second west from Welland to Stoney Creek; the third, from Ferguson Avenue east to Stoney Creek, and finally the terminal portion from Ferguson Avenue to the Tunnel entrance at McNab Street, The entrance into the center of Hamilton from the west at Dundurn Street required a very unique and costly construction of a deep earth cut and then a cut that would be enclosed by a tunnel from Hess Street to McNab Streets, thirty feet under Hunter Street. Hunter Street was the home of many of Hamilton's wealthy families, there mansions could not be disturbed by the steamcars. The TH&B could not be seen. The Hunter Street Tunnel would be a difficult engineering challenge. The contract was given to forty-six year old Andrew Onderdonk. While a native of New York, Onderdonk became prominent when he built and supervised the construction of major portions of the Canadian Pacific through the mountainous British Columbia, to the point of the historic last spike. That had involved the construction of a railway through canyons with tunnels, bridges and retaining walls. In 1895 he would build the TH&B Hunter Street Tunnel.

RIDGEVILLE

The Toronto Hamilton and Buffalo Railway after the completion of the Waterford to Hamilton line in May of 1895 turned to the construction of what would be the mainline. For the most part the mainline between Hamilton to Welland was built from Welland westward. Construction of the two bridges at Albion Creek and Stoney Creek stopped construction crews moving eastward. Construction started at Welland in August of 1895. After grading and laying rails only four miles at Chandler the TH&B turned north and completed a four gravel spur through Ridgeville and up a steep grade to a large glacial moraine full of excellent and plentiful gravel. The grade was so steep, 2.87%, that a partial switchback was built. This was the only source for ballasting the mainline from Welland to Bartonsville. The gravel pit at Mount Pleasant was way too far away. Its gravel went only went so far as the Hamilton area, July 21st, 1895, a TH&B locomotive assigned to the gravel train derailed on its side killing the engineer. Heavy rains had undermined the roadbed causing the derailment. The pit probably continued in operation long after the completion of the TH&B on December 30th.

With the railway spur in place on the top of the grade Brown Brothers Nursery located at the end of the spur and became famous through out Canada for their nursery stock shipped out of Ridgeville over the TH&B. Over the years a number of industries from gravel, cement, canning factory and a lumber yard located on this spur. The Ridgeville spur remained in operation until 1932.

HUNTER STREET TUNNEL CONSTRUCTION DIARY

1895

June 19th Contractor Onderdonk began work on the tunnel this morning at the corner of Charles and Hunter streets by tearing up a portion of the sidewalk and commenced plowing up the streets. At noon the work was stopped by cause of J.S. Hendrie and other residents of Hunter street issuing an injunction to stop work. The railway had to wait for an order of the railway committee of the Privy Council. The company wanted an order from the government to proceed with the work. The residents believed that a cut 85 feet wide would destroy lawns, trees and houses if the tunnel work proceeded. Work on the west end of the cut was proceeding.

June 20 Lawyers for the TH&B state that the residents to obtain an injunction that they would have to post security for the probable loss to the TH&B by delays to the construction and the loss of the City Bonus caused by the delay of an injunction.

June 24 The injunction is granted.

July 2 A cut had been made under the temporary bridge on Locke Street. The cut will have to be deepened to get the steam shovel under the bridge.

July 4 The large steam shovel tipped over due to it not being blocked properly. None of the workmen were injured.

July 12 Several more Hunter street residents applied for injunctions as security for compensation on any damage to their properties. The steam shovel had started work on the higher ground.

July 13 Another injunction was filed today.

July 22 The steam shovel was working on the north side of Hunter street between Hess and Caroline streets. Workmen were digging away at the hill on Charles street.

HUNTER STREET TUNNEL CONSTRUCTION DIARY

August 8 A TH&B locomotive ran off the track at the corner of Ray and Hunter streets.

August 12 It is believed that a deposit of quick sand was located in the tunnel between park and Bay streets.

August 21 Work was started on a permanent bridge across the track at Locke street. Work on the Garth street bridge had started. Excavation work between Park and Bay streets was changing. Horse and plows were no longer being used for in their place a huge derrick was being set up on the Central School grounds. The derrick will elevate gargantuan iron-bound baskets from the excavation to a platform, where the baskets could be dumped into wagons.

August 23 Work had started on the stone foundations for the brick tunnel walls.

August 26 A cave in occurred in the Central School block and two trees were carried into the avalanche.

September 5 Wooden forms were being built so that bricklaying could start shortly. It is planned to use six rings or rows of bricks up from the stone foundation.

September 26 Stone masons were at work on the portals. It is planned to use two towers with a cable-way between them, instead of derricks between Bay and Hess streets as there was no room for derricks to swing and lift..

October 5 The brickwork continued.

October 7 Workmen were surprised to uncover the rib of some exict species forty feet below the surface.

Following the cave in at the tunnel, at noon on September 14th, 1895 a construction train with material from the tunnel was on its way to the dump at the Binkley Hollow bridge, the tender of the locomotive, which was running first, derailed a short distance west of the Locke Street bridge. The engineer quickly reversed the engine but the engine struck the truck to the tender and was thrown into the ditch, followed by two flatcars. Engineer Patrick Melaney, his hand still on the throttle was pinned between the cab and the tender. Injured he was pulled from the wreck. Fireman Canty and Charles Milne jumped from the cab and escaped unhurt. The locomotive was rented from the CPR by Contractor Onderdonk. The accident would further delay construction as the two steam shovels could not be used until the engine was removed from the narrow cut.

HUNTER STREET TUNNEL CONSTRUCTION DIARY

October 7 They started to fill in the tunnel over the brick arch in the Central School section.

October 9 The work of the Stone Masons at the east end portal was proceeding rapidly. Workmen had been engaged in filling in the section of the tunnel between Bay and Park streets. Work had started at cutting away at the road between McNab to James streets. The fill was carted east of James street to level the area around the station.

October 11 While good progress was being made the company wanted the work to proceed quicker. It is feared that once the men get through the hardpan there could be danger of the banks caving in, even though they are well shored up. There was a big cave in at Hess street in the morning. Another surprise when the workmen unearthed the jaw bone of a mamoth in the morning. Asphalt is laid on the top of the brick arch before the entire tunnel section is filled in. The towers would be used in a couple of days instead of horse and wagons.

October 26 About forty labourers were working between Bay and Caroline filling buckets for the cableway, when one of the buckets slipped and hit the wood crib-work with a crash, which knocked down a lot of timber upon the workmen. Seven men were injured by the falling timber. That night another cave in occurred at Hess street.

November 1 Contractor Oderdonk had three gangs of masons at work on the tunnel. It is expected that it will take four weeks to complete the masonry. The grade in the tunnel is nine inches in 100 feet. The masons started work at Queen street.

HUNTER STREET TUNNEL CONSTRUCTION DIARY

November 8 It rained. Onderdonk was worried that if the rain continued that cave-ins were going to occur. The heavy braces would not stand the pressure if the rain continued. Hunter street between Bay and Caroline streets has been blocked and only the residents were allowed to pass the guards. There is still a lot of earth to move between Caroline and Hess streets. The steam derrick will work at this block the next day.

November 9 The rain was so heavy that all work was suspended. In the afternoon the rain had its effect when thirty or forty tons of earth caved in to the tunnel cut between Bay and Caroline streets. The cave-in took part of Mr Pentercost's lawn and sidewalk. The labourer's are down to the grade level at Caroline street and the masons would start laying stone in the next week.

November 13 When asked about the December 31st deadline for the City Bonus J. N. Young of the TH&B stated that the work on the tunnel was proceeding but to obtain the bonus a through train would be able to run through the open cut and the arch completed later.

November 15 The men ad removed most of the earth which had caved in and the masons were at work. There have been no more landslides. The bricklayers were working on the west end.

November 22 William Graham was injured while digging at the west end of Caroline street with a crew of labourers when a large chunk of clay rolled down. All the workers got out of the way except Graham.

November 23 Local geologists heard from a Col. Grant regarding the discovery of the bones of a mammoth or mastodon in the Hunter street tunnel. The bones were found in the Erie clay.

HUNTER STREET TUNNEL CONSTRUCTION DIARY

November 25 Work was resumed after a cave-in on the north side of Hunter street between Hess and Caroline streets when an immense quantity of earth tumbled into the cut carrying a couple of trees with it. The heavy rain had placed great stress on the braces and they gave in. There were two slides between Hess and Queen streets, the one on the north side did considerable damage.

November 26 Another big landslide took place on the tunnel in the rear of Senator Sanford's greenhouse. The earth broke the center of the brick arch and covered up the masonry. The bricklayers had worked till nine o'clock and had left when the cave-in occurred. There was danger that Senator Sanford's green-house and stable would fall into the tunnel. At the west end of the tunnel all the masonry between Hess and Queen streets is nearly completed.

November 28 Another large earth slide in the rear of Senator Sandford's residence nearly brought down the greenhouse and stable. The large quantity of earth brought down the sidewalk and laid the foundation bare. It would take a couple of days to remove all the earth and timbers. The travelling derrick was covered up.

November 29 There had been no more slides but there was still work cleaning up the last landslides. Extra strong braces were put in where the last slide occurred to prevent the Sanford greenhouse and stable from falling into the cut. The completed portions of the arch were covered with asphalt so that portion could be back-filled. Work would start on a handsome West portal. The bricklayers worked the night on the arch at the west end.

December 6 The work on the tunnel proceeded without any difficulties.

HUNTER STREET TUNNEL CONSTRUCTION DIARY

December 9 There was more trouble at the Hunter street tunnel on the Saturday night on account of a thaw; a landslide took place, on the south side of Hunter street, a few feet west of Caroline street. A large amount of earth caved in, undermining the veranda of Mr Dodman's house. The workmen saw the slide coming and made a rush to get out of the way. About 1500 yards of earth had to be removed. Contractor Onderonk had seven hundred men at work day and night. The arch between Queen and Hess streets was completed. The stone masons worked on the bench walls. With the arches not completed, Superintendent Dohery stated that trains could still run through a partial tunnel -open cut route in time for the bonus deadline of December 31st.

December 10 Two gangs of bricklayers and five gangs of stone masons worked without problems.

December 12 In the morning a gang of men were working at the corner of Queen and Hunter streets digging earth for the back fill, when a large piece of frozen earth fell and struck three men.

December 14 Work in the tunnel was still proceeding, the masons were installing the bench walls. The bricklayers were working hard east of Caroline street.

December 17 A John Robson was injured in an accident in the construction of the tunnel.

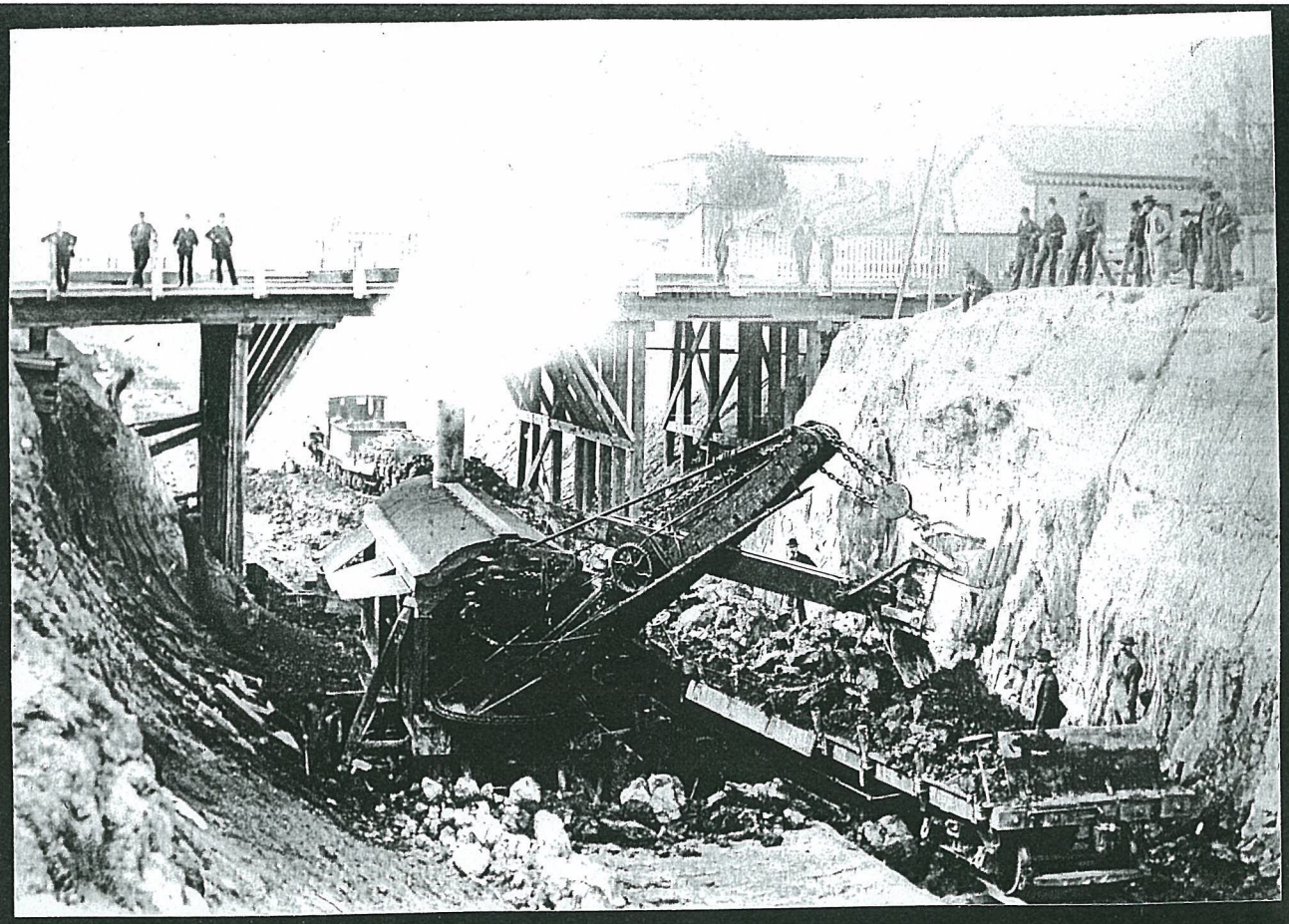
December 19 A heavy rain triggered once again another slide on the Hunter street tunnel at Caroline street. A derrick was used to quickly load earth on to a train run into the tunnel from the west end.

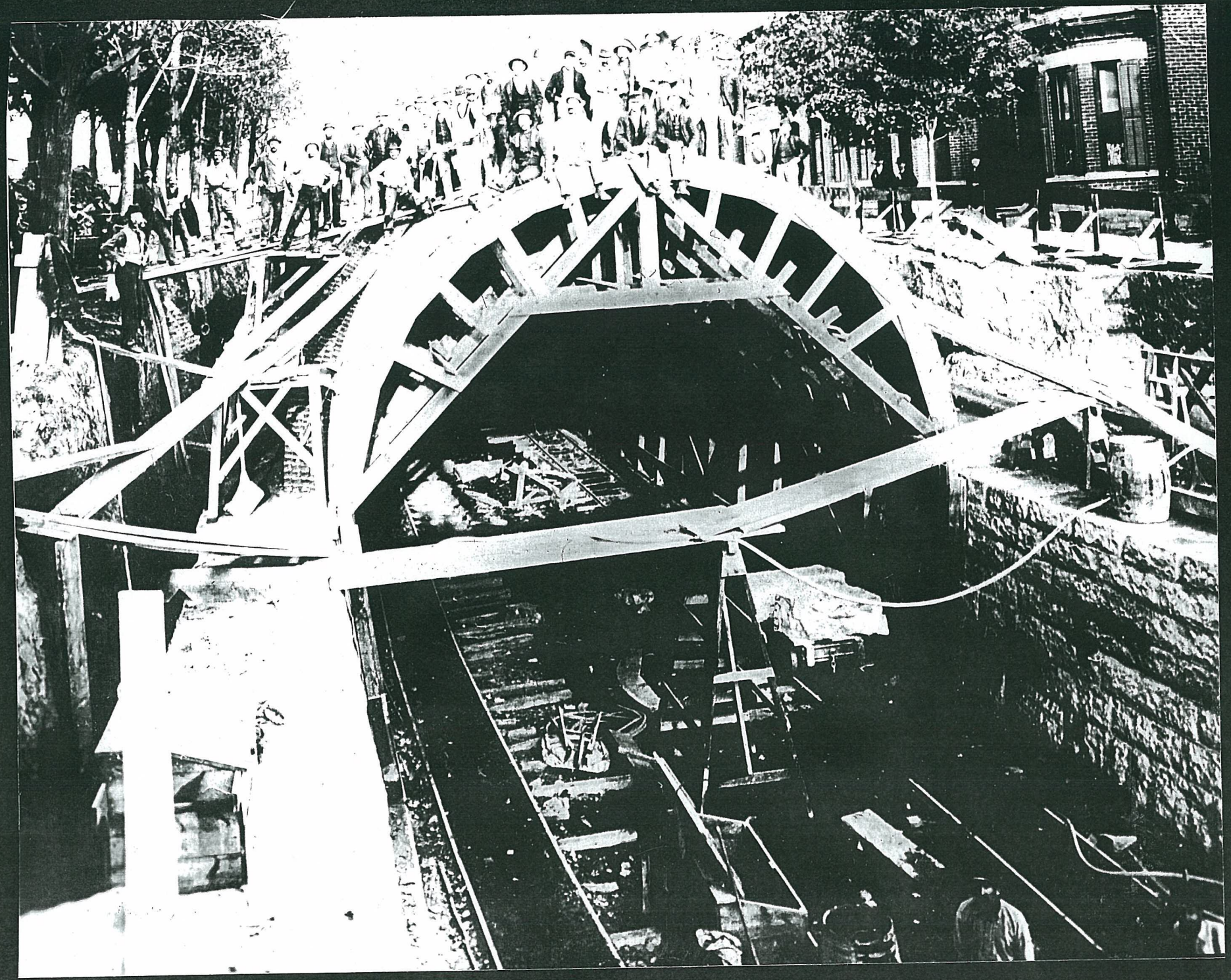
HUNTER STREET TUNNEL CONSTRUCTION DIARY

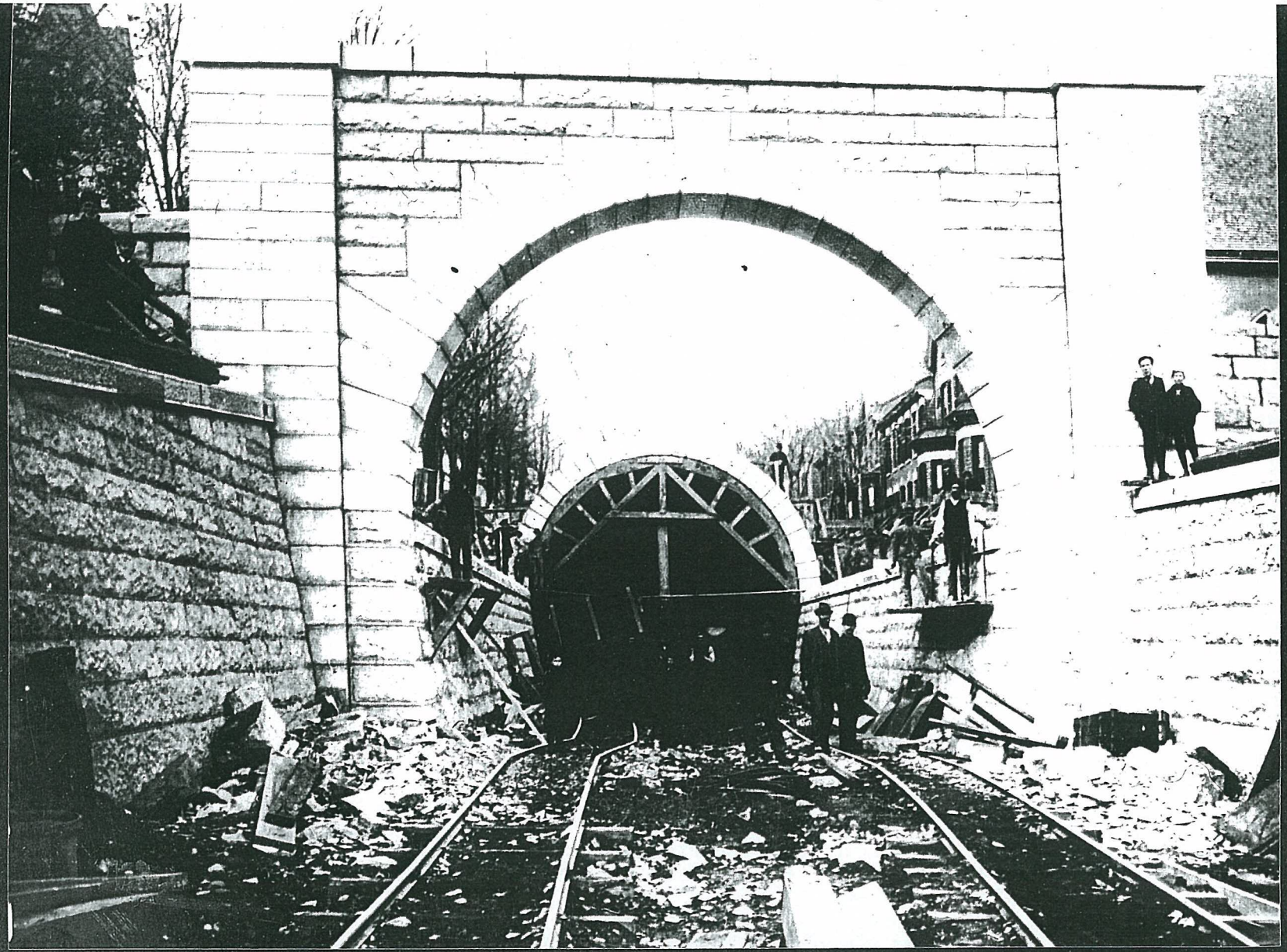
December 20 Mild weather, a thaw had all combined to cause another landslide. A large amount of earth tumbled into the cut on the south side of Hunter street east of Caroline street, carrying with the mud a big tree. There was now a fear that two houses were going to go down. Later that night two more slides between Hess and Caroline streets. The stiff leg of the steam derrick went down and carried a large number of bricks and the rest of the derrick with it. The braces on the south side gave way. The night gang was working at the time but all the men escaped. After this last slide the carpenters who were putting in braces at Caroline street quit work, because of the risk. They refused to work in the deep cut. The result was the footbridge across Caroline street, and a large quantity of earth caved in the next morning. There was fear of more severe slides. The bricklayers and masons were compelled to quit work. There is a terrible mess in the cut, at Caroline street the stone work is covered up with earth and broken timbers. it is expected that at any one moment that Senator Sanford's stable would slide down the cut. Midway between Hess and Caroline streets the cutting was half filled with earth and timbers.

December 27 There have been no more slides. The banks had stood up against the recent heavy rains and all the debris from the landslides around Caroline street had been cleaned up. As the arch was completed at both ends it was asphalted and covered over. The full force of bricklayers, carpenters, stonemasons, carriers, excavators and all other class of workmen were on duty. There was only four days left for a train to run through the TH&B to gain the $225,000.00 city bonus.

December 30 The tunnel was not fully enclosed, but track was laid through both the completed enclosed tunnel and the portion that was still open when a locomotive and the private car carrying the Government Engineer ran through the the tunnel.

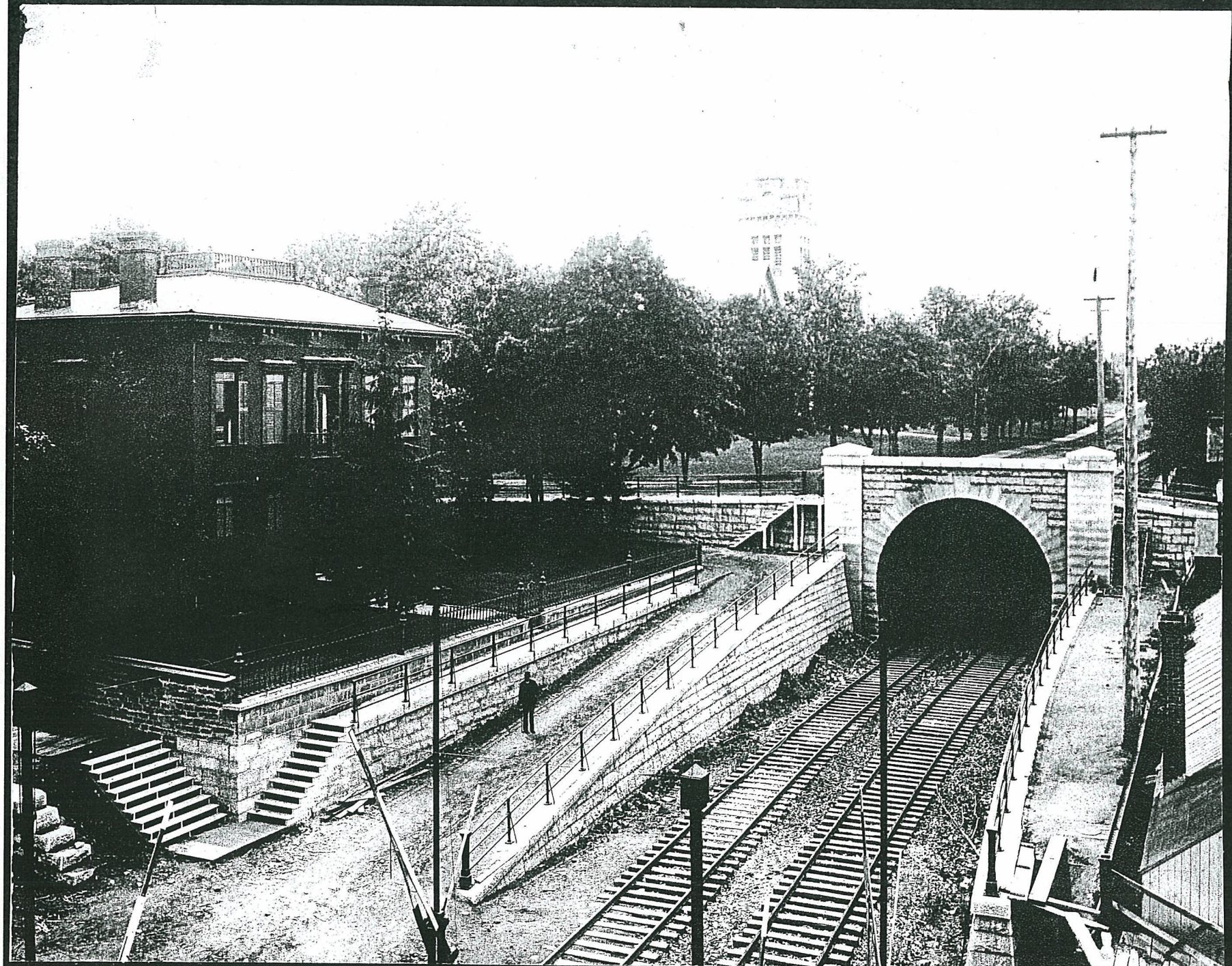






1895
EASTERN PORTAL

...; HAMILTON & BUFFALO RAILWAY TUNNEL, 1893



CIRCA 1

To earn the bonus of $225,000 from the City of Hamilton the TH&B had to run a train from Waterford through Hamilton to Welland before midnight December 31st, 1895. The construction had been pushed and many delays encountered and now in the last week the line was not finished. It was reported December 27th, 1895. The trouble was with the tunnel, there was still earth that had to be removed from the inside of the tunnel that would permit the laying of the last rails. All was a hustle about the tunnel. The bricklayers were working finishing the western arch at Hess Street. Two gangs of men were still removing the earth, one at Caroline Street, and the other at Hess Street. The tunnel was not finished. An advertisement in the December 26th newspapers for men had two hundred labours respond. They were put to work at ballasting and track laying the last mile between Bartonville and Stoney Creek. There was a shortage of rails so a train was dispatched to pick up rails along the line.

The following day, December 28th, there was considerable excitement at the Hunter Street station when the first train pulled into the TH&B Hunter Street station in the early morning hours. While many thought the train had come from Welland when in fact Michigan Central locomotive 319 had come up the Northern and Northwestern line and gone through the crossover at Victoria Avenue. The train consisted of a number of flat and box cars loaded with gravel, ties and rails. By working night and day Contractor Onderdonk's men had removed all the earth in the tunnel cutting. The rails through the tunnel were laid that night.

WELLAND TO HAMILTON CONSTRUCTION DIARY

1895

July 19 Work starts at Welland on the Welland Branch. Contracts were let for building sections of the Welland branch last night to W. P. chapman and Company and Dominion Construction Company. The rock cutting was awarded to Ross and Berry and Thomas Reilly to grade the line. two and a half miles east of Stoney Creek at Wellington Street in Hamilton Maxey Lawson and Company had started work.

August 2 L. D. Latham did quite a bit of work acquiring land between Hamilton and Welland.

August 13 The railway had purchased from local farmers very small slivers of land at the very edge of the escarpment. The prices paid for the land at Vinemount were considered extravagent by The Hamilton Spectator " for land that a goat could not pasture on."

August 31 The Dominion Engineer ordered that the TH&B had to construct a subway where Corman Road crosses the railway just east of Stoney Creek.

September 11 Twenty-five miles of the TH&B Ry. were graded from Welland. The right of way was ready for track laying. The steel rails had arrived at Montreal and were being shipped to Hamilton. In these years in Canada there was not a steel industry. Steel rails were all imported.

October 7 A fast labour strike occurred amongst the Italian labourers lasted only three hours. The newspaper dismissed it as the Italians quarrelling amongst themselves.

October 8 Three new engines have arrived at Welland for the TH&B Ry.

WELLAND TO HAMILTON CONSTRUCTION DIARY

November 11 The track layers had reached St Anns.

November 27 On the Welland branch the tracklayers worked between Stoney Creek up the grade to the top of the mountain at Vinemount. Alexander Thompson had been awarded the contract for the building of the two frame stations at St Anns and Saltfleet (Vinemount).

November 29 A ballast spur had been built fom Chandler station about three miles north through Ridgeville to the Fonthill ballast pit. The pit was at the height of land and was reached by a steep switch-back. Two steam shovels were used there to load the gravel trains. One locomotive draws the gravel train to the mainline at Chantler, where two locomotives were stationed to pull the gravel down the line. Smithville with a normal population of 500 had increased to 700 when railway navies made Smithville their home. The labourers represented all nationalities and creeds, with the Italians in the majority. There are ten stations planned, Bartonville, Stoney Creek, Saltfleet (Vinemount), Grassies Corners, Smithville, St Anns, Silverdale, Fenwick, Chantlers, and Welland Junction. The grade up the side of the mountain started west of Stoney Creek. The grade up the escarpment is fifty feet per mile.

November 30 The steel gang reached Stoney Creek from Welland. Operations are suspended because the Albion Bridge over the Red Hill Creek was not completed. So that the tracklayers were not idle they were moved into the center of Hamilton. A switch had been laid at the Grand Trunk-Hamilton and Lake Erie intersection near Ferguson Avenue. The track laying machine was brought from Stoney Creek and work started laying track east of Victoria Avenue.

The viaduct Albion Bridge over the Red Hill creek was completed. It is four hundred feet long, the steel girders being supported by

fifteen steel towers. The contractors Goode and Company, and W. P. Chapman had hustled to get the work done. The route has plenty of room to build a double track all the way to Welland. All the side tracks and passing sidings had been completed. the water-towers were being built.

November 29 About eight hundred men were at work building the TH&B or at the gravel pit. It was a difficult matter finding accommodation for all the navvies. It was said that the Italians could sleep anywhere. Some of these Italians lived in huts alongside the mountain, an area today known as the plateau. The track laying gang had a boarding train, consisting of six or seven flat cars boarded or enclosed. The frame station at Chantler's is 18 X 32 feet. The other completed station at Smithville built by Ald, Phillips was 24 X 65 feet. At St Anns, over the Twelve Mile Creek, a hundred foot steel plate girder, was built set on stone abutments, which rest on solid rock. The road was ballasted to within a short distance of the top of the mountain. The flatcars loaded with gravel were unloaded by a steam plow, drawn over the cars by a cable. After the ballast is unloaded, the large force of labourers spread the gravel between the ties. Two hundred cars of gravel or ballast were being unloaded every day. The work on the side of the mountain was the most difficult on the railway. Ross and Berry had to make a rock cutting, varying in depth from five to twenty feet for over a third of a mile. A large quantity of explosions were used in blasting this rock. The stone was used to to make a deep fill a short distance east of the rock ravine. The railway runs alongside the mountain for four miles. It was the intension to run the Corman mountain road over the track, but the Saltfleet council objected and railway company had to cut a road under the track.

The track was laid to the viaduct over the deep canyon at Stoney Creek. The bridge crosses a gorge of fifty feet. The bridge is 230 feet long.

WELLAND TO HAMILTON CONSTRUCTION DIARY

December 2 The rails were now being laid east from Victoria Avenue. The Red HillBridge was the point that held up the rails from Welland with those from the center of the city. the signal tower at the Grand Trunk crossing had been completed, and work was being done on the diamond crossing.

December 6 Goode and Company were still laying track near Stoney Creek. The diamond at Victoria Avenue was completed and a representative of the Union switch and Signal Company of Rochester had men working on the interlocking mechanism at the junction. President Beckley made a trip over the railway.

December 9 Around Victoria Avenue the track was now a double track. Near the reservoir men were still at work grading the line.

December 12 A labour strike "caused by the Italians" at Smithville, with "we no work for $1.10 a day" was there battle cry. The contractor went to Smithville and promised to pay them the$1.25 per day.

About fifty to sixty men of many nationalities arrived from Buffalo in the morning and went to work on the mainline. The road had been ballasted from Welland to Grassies. The tracklayers worked west from Stoney Creek. The day before the dominion Construction Company asked Relief Officer Hutton to hire two hundred men to work on the TH&B in the city. Only a dozen men could be rounded up for the work.

December 14 The tracklayers on the Welland branch had reached the bridge near the creek. It would still take five days to complete the bridge.

December 17 The TH&B track had been laid to the reservoir. The rails had been laid by hand. A locomotive arrived from Waterford and was used in the tracklaying.

WELLAND TO HAMILTON CONSTRUCTION DIARY

December 28 The bridges are completed and the track between Wentworth Street and Albion bridge was unballasted but complete. Three hundred cars of ballast arrived every day from Fonthill and Mount Pleasant. New engines and passenger cars had arrived.

December 30 A passenger train ran from Waterford through Hamilton then up the line to Welland.

December 31 The Toronto Hamilton and Buffalo Railway had earned the City of Hamilton Bonus that a train had to run over the full railway.

1899

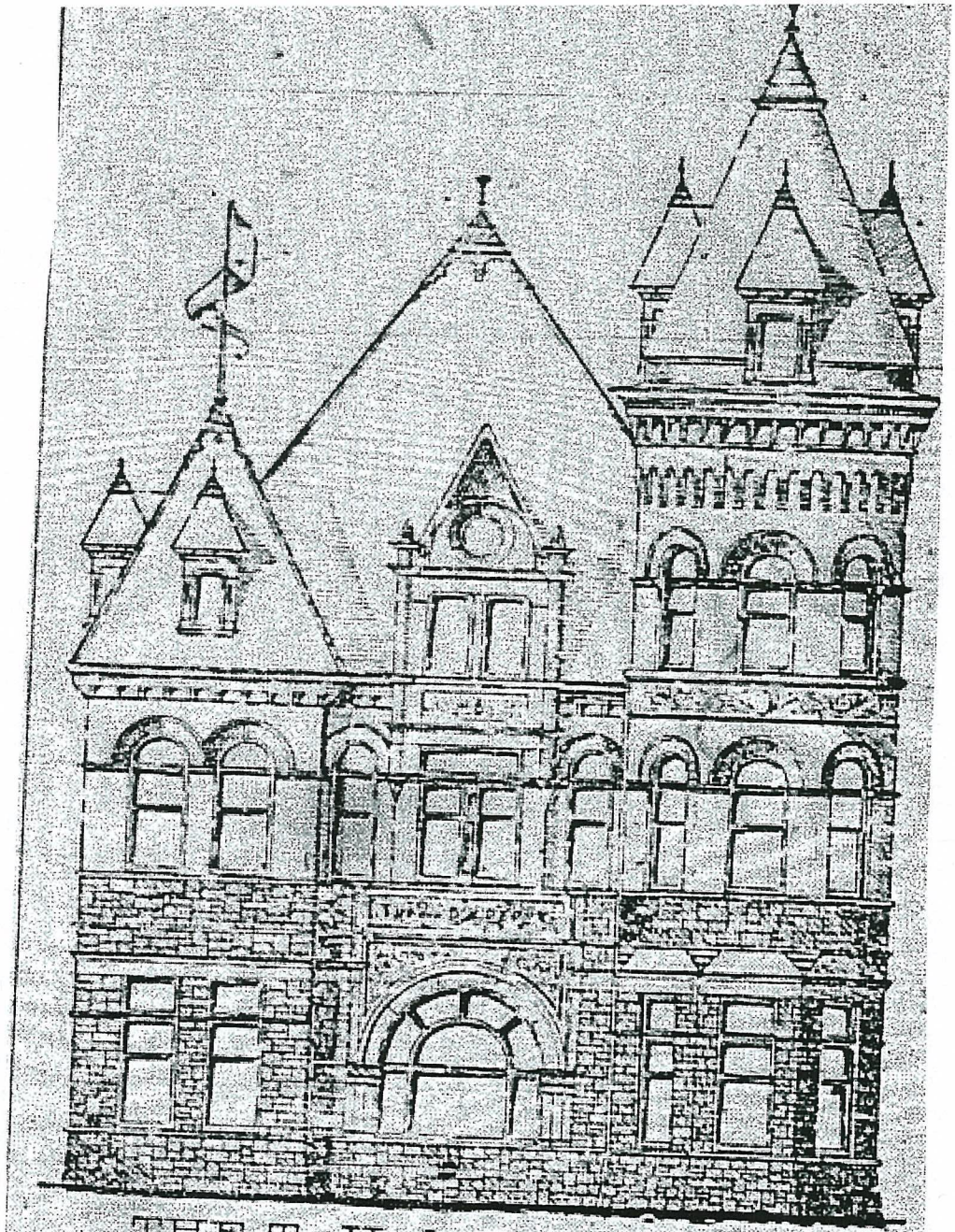
PHOTOGI

K - RAILWAYS - CANADIAN PACIFIC RAILWAY 1890-1899

TH&B HUNTER STREET STATION

The contract for the new Toronto Hamilton and Buffalo's Hunter Street station were let the first week of June 1895. It was located at the corner of James and Hunter Street. The station was designed by the architects William Stewart and Sons.

The west side of the station on James Street having a frontage of fifty feet, constructed of Credit Valley brown stone up to the second storey window sills. In the center was a large circular-headed window that looked into the ladies waiting room. This window opening was flanked on both sides with triple clustered columns of Ohio stone with molded bases and richly carved capitals. This window was filled with stained glass set in copper frames. Over the window the words TH&B Depot. The building was three stories in height. Upon the north corner there was a three story dwarfed square tower. The south west corner of the station was built a large four story circular tower with a spire roof and handsome finial. The last tower was 16 feet in diameter and was thirty feet high. The railroad side had two, three and four stories along its 160 foot length. Large asphalt platforms extended out over the tracks. On the north side there was an enclosed carriage portico constructed of stone, brick and copper. The roof was of black slate. A ladies retiring room was in the base of the circular tower and a ladies lavatory in the base of the square tower. The central portion of the station had a large general waiting room. This is also where ticket and baggage offices were located as well as news stand, parcel and telephone offices. At the east end of the station were the men's smoking room and lavatories, and the express and customs office. The second story contained the company offices and a room for conductors.



THE T., H. & B. STATION.

Corner James and Hunter streets, showing the James street elevation. Wm. Stewart & Son, architects.

PHOTOGRAPH
CIRCA 1899

DONATED BY MRS. FRED CLOKE
JULY 1956

HAMILTON CONSTRUCTION DIARY

1895

The last portion of the mainline to be built was the portion from the junction with the Grand Trunk at Victoria Avenue, Hamilton through James Street to the Tunnel entrance at McNab Street.

November 13 The TH&B line was being graded near Wellington Street. The company has decided to locate the freight sheds between Walnut street and ferguson avenue and north of O'Reilly street.The freight shed will run parallel with the tracks. Freight shed to be built of brick would be 40 feet by 345 feet. The track would leave Hunter street at Catharine street and will cut through the block of land bounded by Hunter, Walnut, O'Reilly and Catharine streets.

The crossings for the Hamilton and Dundas railway; the Dummy, at McNab street, and the Hamilton Street Railway at James Street had been completed. The TH&B rails are thirty feet long and were eighty pounds to the yard while the H&D and HSR rails are nine inch girder rails. The crossings were built in one piece, special work, in Johnstown, Pennsylvania. It is the intension to have a derail at both McNab and james streets. The company planned grade crossing gates at Charles, McNab, James, Hughson, John and Catharine streets.

November 15 The company had acquired all the lands needed east of James street to Victoria Avenue. Work had started in the morning of demolishing some of the houses in the Corktown area. The occupants of some of the houses were not pleased to move in such a hurry. There was not much work to do in grading in the city.

November 26 Ald. Hancock was awarded the contract for the building of the freight sheds. The company has laid tracks on hunter street between Hughson and John streets.

November 27 Work was started on the freight sheds.

HAMILTON CONSTRUCTION DIARY

1895

November 29 A switch from the Grand Trunk railway had been laid and a gang of men had been working on installing a diamond crossing near Victoria Avenue. The track would be laid west as the grading had beeen completed to Wellington Street. work had been in progress of removing all the buildings between Wellington and Catharine streets. Work on the freight sheds foundations had progressed.

December 2 The signal tower where the TH&B crosses the GTR at Victoria Avenue had been completed as was the diamond crossing. The demolition of the houses in Corktown was progressing.

December 6 The interlocking system was installed at the Grand Trunk crossing. a signal and a derail had been installed.

December 9 West of Ferguson Avenue the line had been graded to Walnut street. The buildings between Walnut and Catharine were being demolished.

December 12 The TH&B double track was laid from Wentworth street to the corner of Hunter and Catharine streets. The company had a large gang of men at work grading the line between Catharine and John streets but the ground was frozen hard and the work was going slowly. The track was nearly completed between John and McNab streets.

December 20 Work on the area around the freight shed on the north side of the track was going ahead. The area looks like a cyclone had hit the area.

December 27 The freight shed was half completed. The Victoria avenue interlocking signals met the satisfaction of the Grand Trunk Railway. In the Corktown area gangs were ballasting the track. Rails arrived from Montreal in the afternoon, and the train backed up from the GTR crossing to the tunnel.

December 30 The first train went through.

THE FIRST TRAIN

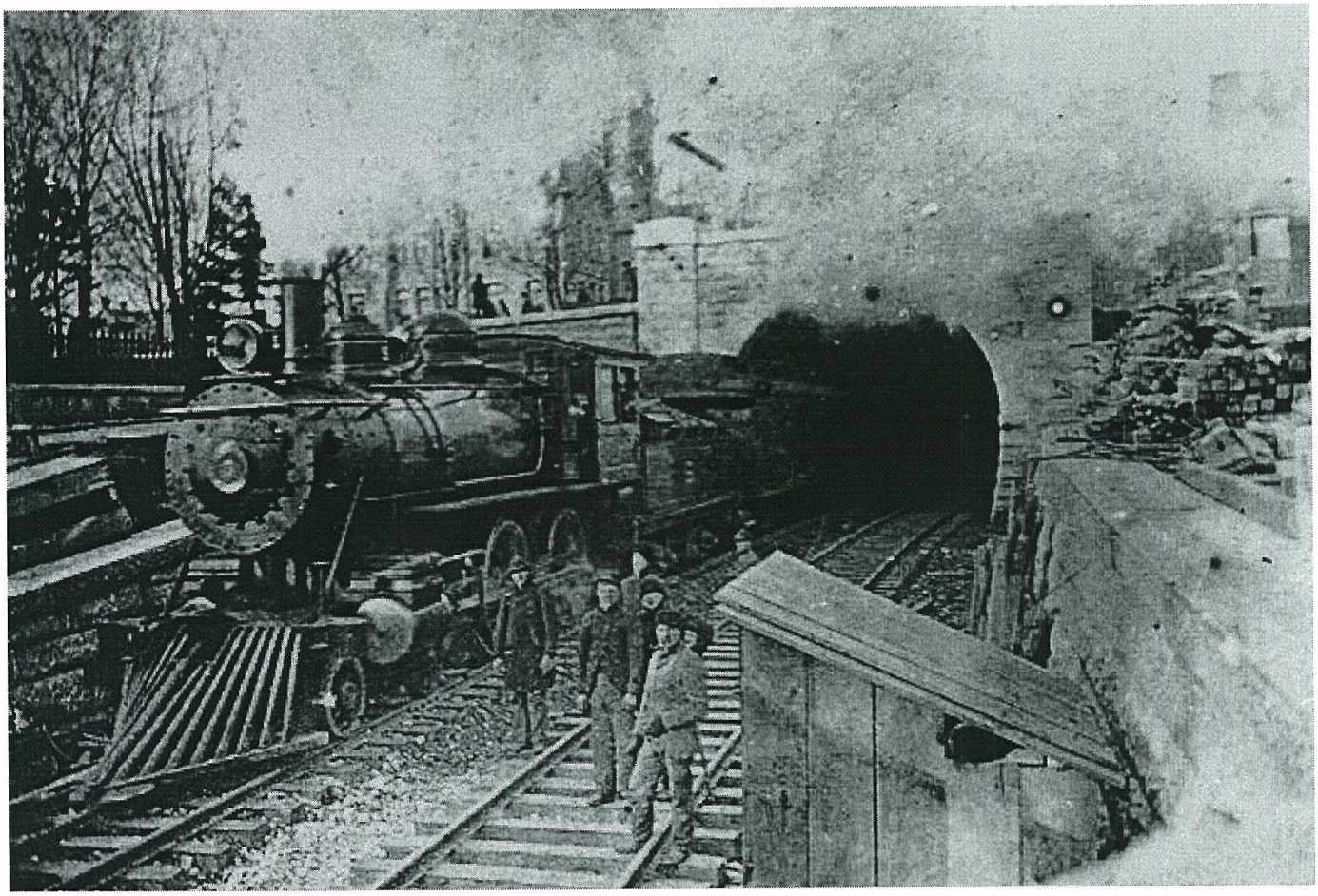
The official inspection train left Welland the morning of December 28th, 1895. A large party of railway officials accompanied the Government Inspector. On board the train were Mr John Cady, Government Inspector of Railways; President J. N. Beckley, General Manager Woodward Engineer Wingate and many other TH&B officials. The locomotive engineer was J. K. Rathbone.

The train reached Smithville by noon. Two gangs of tracklayers worked from Bartonsville and Stoney Creek met at noon. The last rails were laid and the message was sent to Smithville that the track was clear for traffic all the way into Hamilton.

The tunnel labourers had worked all night clearing the tunnel cutting under a great many electric lights, removing the last debris between Caroline and Hess streets. The track layers jumped into the tunnel the rails were laid. The great last spike was struck on Hunter street between Caroline and Hess streets, to be below the streets of Hamilton.

The first train was greeted by a large crowd when it arrived shortly before six o'clock Saturday evening. The crowd had assembled at the Hunter street station and for blocks around. The train consisted of only the locomotive and one car. The Engineer of the first train was J. K. Rathbone. The train stopped at the Hamilton station only long enough to take on about fifty people, the most notable was Contractor Onderdonk . The train entered the tunnel, and came to a stop in the partially still open tunnel, for half an hour, the delay caused by having to remove some of the electric lights in the tunnel. At Garth street the train went onto a sidetrack and all the passengers boarded street-cars for the return into the city.

December 30th, 1895 was truly a special day for Hamilton, the TH&B Railway was opened in the morning, but also that very afternoon in the north end five hundred people attended the formal opening of the Blast Furnace at the Hamilton Iron and Steel Company. The company later was known as the Steel Company of Canada, or Stelco. The following day, Sunday, Government Inspector Cady walked through the tunnel to make a complete inspection. Monday December 30th the first regular train left Waterford at 6:45 in the morning and arrived at the new TH&B station at 9:15 then left for Welland. The train from Welland arrived late at noon. The first freight train for Welland left in the morning. Large gangs of men were still at work finishing the railway and ballasting the track. Work was still proceeding on finishing the tunnel, completing the short piece of brick and stone arches and the filling of the still open portions. Crossing gate towers were completed at John, Hughson, James, McNab and Charles streets. The freight sheds on Walnut street were nearly completed. A unique surprising station, the West Hamilton station. An abandoned brick house at the corner of Locke and Hunter streets was being renovated into a temporary depot for West Hamilton. The new timetable carded three trains in each direction per day.



January 23rd, 1896 was the formal inspection and opening of the Toronto Hamilton and Buffalo Railway. A special train, of six coaches, arrived at 11:30 that morning from Buffalo. The train had on board about eighty capitalists and railway magnates mostly from the Vanderbilt railway system. At this time the railway was still being run by the contractors for the Michigan Central had not taken over the railway under the previous agreement. When this official train arrived at Hamilton it was greeted by Mayor Tuckett and many of the prominent citizens of the city. After a number of speeches, the visitors were treated to a ride on the James Street Incline Railway to the top of the mountain.

The TH&B train from Welland due at Hamilton at 10:02 Saturday morning on February 22nd, 1896 diid not arrive until 3:00 PM. on the Sunday afternoon after a delay of thirty hours. The train became stalled in the snow between Grassies and Stoney Creek. There were about one hundred passengers on board, many of them being either farmers or their wives who were bringing produce to the Hamilton market. The train got stuck in the snow at Grassie. When freed from that location it was stalled in snow again at Vinemount. A gang of men were sent out from Hamilton to shovel the train out of that blockade. Freed once again it managed only a short distance when in the rock cutting at the top of the escarpment it was stuck in the snow again. the snow was so high that it was above the passenger car windows. The passengers were made comfortable and with plenty supply of food on board, nobody really suffered in the thirty hour delay. Two extra engines were sent out to pull the train down into the city.

March 14th, 1896 the railway announced that it would build a new station at Edgemount, which was at Lee's crossing, about two miles east of Stoney Creek.

April 13th, 1896 TH&B engine No. 23, while running light, jumped the track while travelling westbound between Pearl and Ray streets in the west end tunnel cut.

BARTONSVILLE APRIL 8,1896

The first major wreck on the TH&B occurred at Bartonsville April the 8th, 1896. Bartonsville was a hamlet east of Hamilton at the present Kenilworth and Lawrence Roads intersection. Engineer Moss was backing a gravel train, in charge of conductor J. Webster, in a light cut when the tender of the locomotive jumped the track. The locomotive was thrown off the track against the bank and mill car and five flatcars were derailed. The tender was thrown across the track. The mill car next to the locomotive was a piece of equipment that carried a steel cable used to unload the gravel from the flat cars. None of the train crew were seriously injured, fireman Charles Buckley, Conductor Webster and millman Thomas Bell received minor injuries.

THE HAMILTON SPECTATOR

AUGUST 13, 1896

SWIPED A BAGGAGE CAR.

Two S.O.E. Cricketers and the Funny Experience They Had.

The members of the Sons of England cricket team that played in Brantford on Monday are having a good deal of fun at the expense of two of their companions—Ben Whitling and Sam Pook. The party came home over the T., H. and B. on Monday night, and the train had a baggage car on the rear end. Pook and Whitling went back into this car to have a smoke, and not until they were wanted to sing some songs were they missed. Then some one went to find them and made the awful discovery that the baggage car was missing.

The train was stopped and backed up, and about two miles down the track the car and missing men were found—the former on the track and the latter on the embankment at either side. They were afraid to stay in the car for fear they should be run into, and were sitting on the ground waiting for something to turn up.

—The 5:29 train over the T., H. and B. last night was delayed near Vanessa station by the breaking of one of the engine axles. The engine of the mixed train brought the train in, and this made the mixed rather late last night. Fortunately the break was discovered while the train was stopped, and no one was hurt.

SEPTEMBER 9, 1896

TORONTO UNION STATION 1895

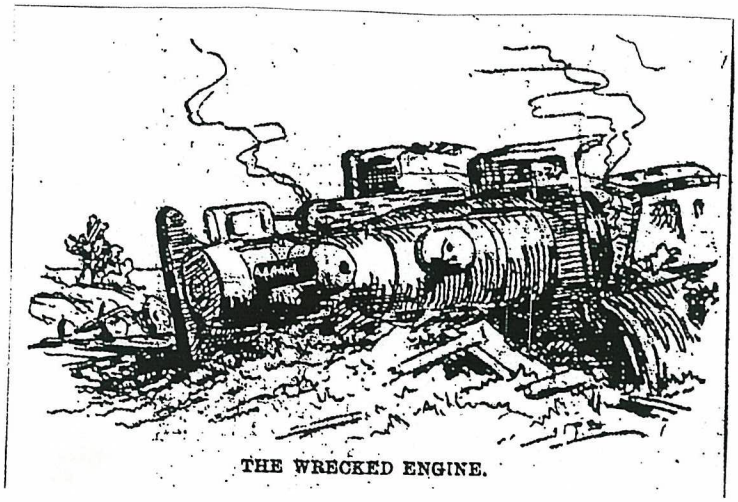
In 1895 the Grand Trunk entered into an agreement with the Canadian Pacific for the joint use of the 1873 Union Station. The station was considerably expanded with a second enclosed trainshed built south of the older station. A large arched entrance and station and office building was constructed directly on Front Street connected to the 1873 station.

CANADIAN PACIFIC TORONTO TO HAMILTON

The Canadian Pacific Railway, incorporated in 1881 had completed the Pacific railroad with the last spike November 7th, 1886. The CPR ran from Montreal to Vancouver, but it had acquired interest earlier, in two railways in Ontario, the Credit Valley and the Toronto, Grey and Bruce companies. Both had their terminal in the Toronto Union Station. Its proxy, the Ontario and Quebec Railway was soon built, connecting Montreal and Toronto. The CPR by the 1890's had, beside the Pacific line had a railway network stretching from the Atlantic Ocean to the American border at Windsor and a close liason with the Vanderbuilt's Michigan Central at Detroit. The MCR also had control of the Canada Southern that ran from the Niagara to Windsor-Detroit. Both the Michigan Central and the Canadian Pacific became involved in the affairs of the small Toronto Hamilton and Buffalo Railway Company. Plans and a route was established to build a railway from Buffalo to Toronto. The TH&B had completed Welland to Hamilton, when a surprise entered the equation, The Grand Trunk shareholders at a meeting, on April 9, 1896, granted the Canadian Pacific running rights over the GTR from Toronto to Hamilton Junction. The TH&B built the Spur from Dundurn Street Hamilton across the Desjardins Canal to the GTR at Grand Junction-Hamilton Junction. The first Canadian Pacific express train ran through to the TH&B Hunter Street station on May 30th, 1897. The CPR-TH&B-MCR passenger trains used the newly expanded Toronto Union Station. The CPR freight trains departed CPR Parkdale Yard backwards to Bathurst Street in Toronto, then over the Grand Trunk through Hamilton Junction to the TH&B Aberdeen Yard.

WEST HAMILTON SEPTEMBER 16, 1896

The afternoon Brantford express left the TH&B Hunter Street station a few minutes past five on September 16th, 1896. It travelled through the the tunnel and ran across Aberdeen Avenue to the Rifle Ranges in West Hamilton. In the early years the TH&B had a wye for turning its engines at or near Rifle Range Road in West Hamilton.. The express hit the switch at the wye and was thrown off the track and into the ditch on the south side. The first passenger coach ran up the siding of the wye and did not leave the rails. It took with it too, the rear end of the baggage car which hung across the ditch, one end on the siding and the other on the mainline without turning over. The rear passenger coach remaining on the mainline, not getting as far as the switch. None of the passengers were injured. The engine it was believed must have been running fast at the time as it went into the ditch with terrific force, then toppled over on its side. The engineer James Facer of Waterford was thrown out of the cab and was killed when his head struck a pile of ties besides the track. His fireman George Johnston was pinned or rather crushed under an engine drive wheel in the mud suffering the ravages of boiling water and live steam on top of him. The cause was a mystery, was the train travelling too fast or was the switch left open. At the inquest that the wye was used to turn an engine the day before but evidence was given that a number of trains had run over the switch that day. The switch had not been used in 24 hours. Had the engine split the switch? After many witnesses the inquest could not find an answer.



THE WRECKED ENGINE.

THE SPUR LINE CONSTRUCTION 1896

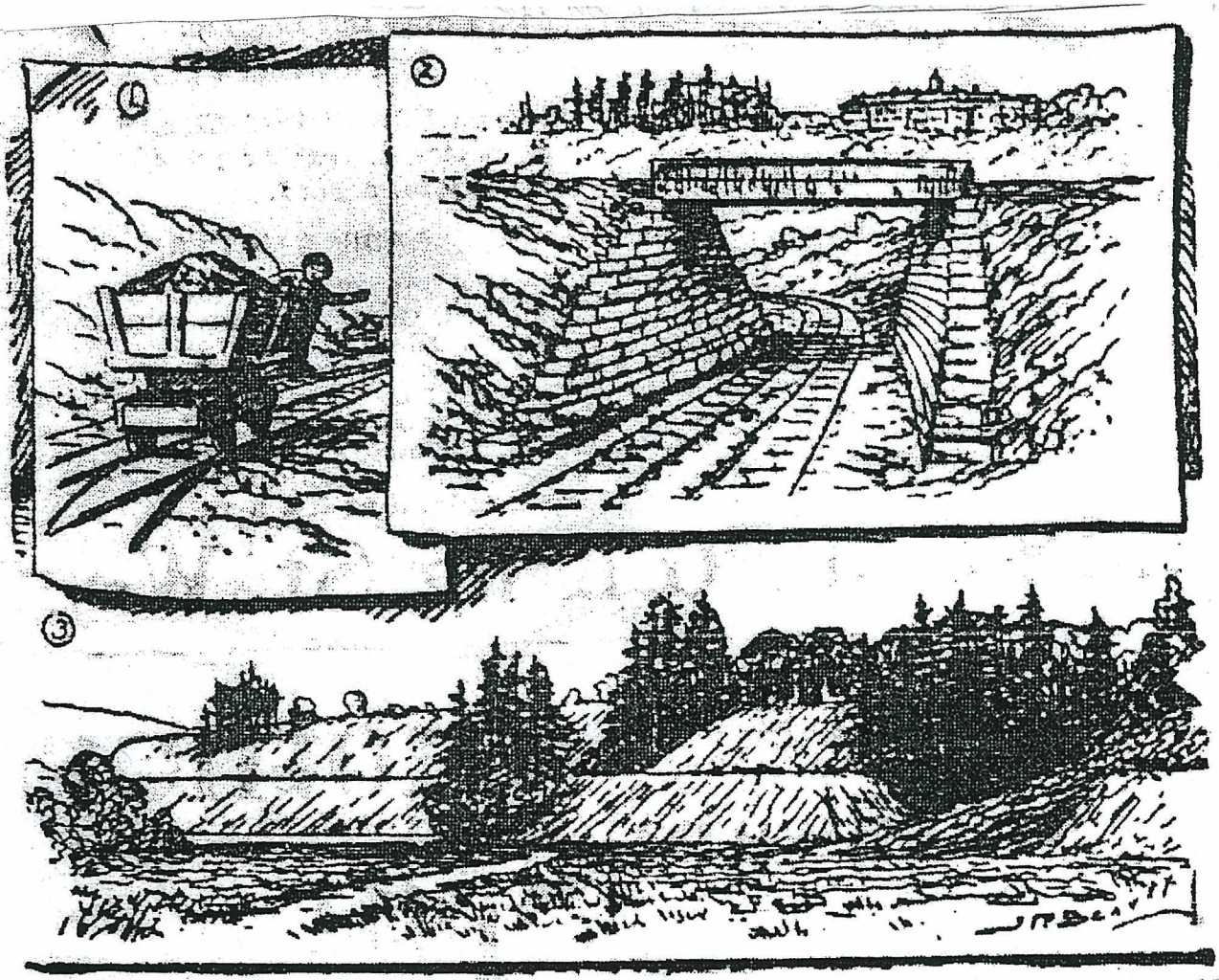
The stretch of land from the neighbourhood south of Dundurn street to the Desjardins Canal was never considered a picturesque site. There were hills and hollows - the biggest being Beasley's Hollow and marshland, lots of marsh. It was unimportant until the Canadian Pacific and the Toronto Hamilton and Buffalo Railways decided that through these lands was the only possible way that the two railways could connect with each other. The politics, the surveys, and the money were in place. Work just had to start.

Early on the morning of August 13th, 1896 a gang of men and their equipment started working on the railway on the north side of the canal. With teams of horses, a horse-derrick, stone and cement they arrived. The problem they blocked the Hamilton and Milton Toll Road. No one could pass. The roadway was blocked. F. R. Waddell of the Hamilton and Milton Road Company drove up shortly and ordered the construction foreman John Connors to move his men and material off the road. Connors replied that he didn't have orders from his head office, ignoring him, he went back and continued with his work. Waddell fumed and left, he went straight to the Courthouse and consulted with Acting Judge Walker, who agreed to issue an interim injunction against the foreman and the contractors preventing them from proceeding for eight days. The police patrol was sent to the canal to enforce the court order. Work stopped at the canal.

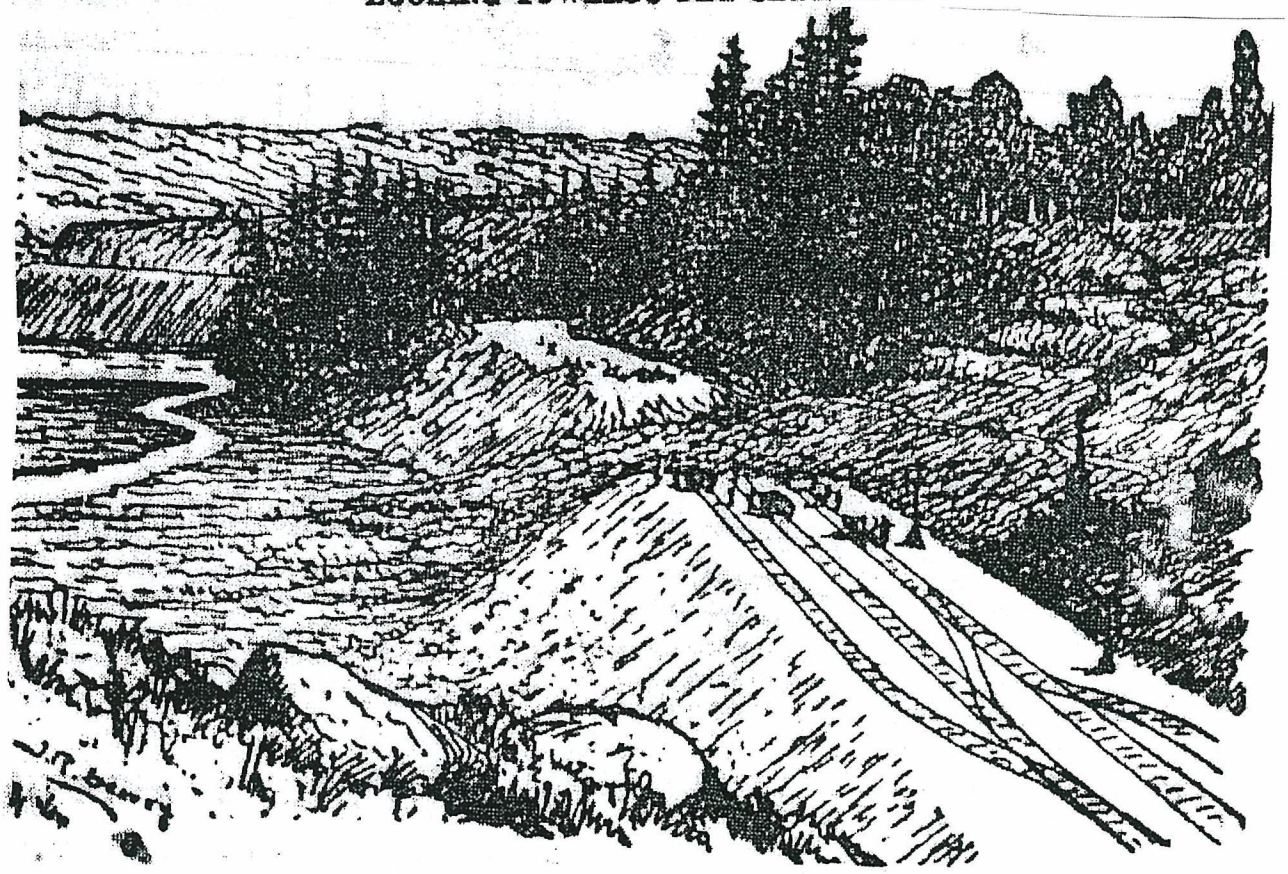
Two days later, Mayor Tuckett and city and legal notables went out to visit the site to understand the issues. The injunction motion was heard at Toronto on the first of September, 1896, to prevent the railway from interfering or crossing the Toll Road on the north side of the canal. Before Chief Justice Meredith, the railway company admitted that it did not have the right to cross the Toll road without the consent of the railway committee of the Privy Council, but the actual legal dispute was over the land where the bridge abutments were to be built, at the tiny intersection of the canal, railway and lower road bridge. The Chief Justice finally made an order that the present injunction be continued with the TH&B Ry. Company to compensate the road company for the use of the disputed strip if at trial it should prove it owns the land. Further the railway could not obstruct the toll road with equipment or material until the trial.

Work did proceed nearer to Hamilton, and it was difficult and hard work. The work first started at Poulette street in the Tunnel Cut. By the first week of September 1896 the area north of Main street, intersecting King street, and still further north through the marsh was a large beehive of activity. Men and boys were digging, drilling pounding and breaking rock. Teams of horses, derricks and steam shovels were all at work. Rock was blasted through and earth was toted out to the huge marsh for fill. It was a big job, the problem was that pesky marsh. behind the cemetery. Load after load of earth would be dumped into the marsh and it just seemed to disappear. A walk along the route from Poulette street was a diversity of surfaces levels, cut, fill, cut fill. It starts with a cut at Poulette street, and a bridge under Garth (Dundurn) street, then a forty foot cut and a iron bridge under Main street; followed by a small cut through earth. A difficult but small cut through solid rock at the King street iron bridge. north. A short reprieve, then there was a nine hundred foot cut through rock and earth. This was difficult and time consuming work. Steam shovel and dynamite had to work together. Now the contractors were standing looking at the massive swamp on the side of the cemetery. The fill is fifteen hundred feet. Massive amounts of fill were required, the marsh for a long time seemed bottomless. Once again there was a seven hundred foot cut behind the cemetery, followed by more fill, then a thousand foot side cut. Next was a seven hundred foot long, forty foot deep cut. 25,000 yards were excavated here, then a five hundred foot fill. One more light cut and the end of the line was the Desjardins Canal bridge and the intersection with the Grand Trunk. September pile drivers were employed at the foundations of the canal bridge. There, because of the injunction, work was stopped. That injunction stopped the delivery of bridge components and stone from the Grand Trunk.

The spur was to be two miles long, double tracked, ending in a wye at the south end. The contractors Pigott and Ingles employed five hundred men and one hundred teams. The men were divided into fifteen gangs. The equipment employed was one steam shovel, six steam hoisters, ten derricks, fifty wheelers, twenty-five drag scrappers and twenty wagons. The steam shovel was a massive piece of machinery requiring three men to operate it. The steam shovel loaded two yard dump cars with earth and rock fill.



1—A DUMP CAR; 2—HOW MAIN STREET BRIDGE LOOKS; 3—IN BEASLEY'S HOLLOW LOOKING TOWARDS THE CEMETERY.



THE CEMETERY FILL LOOKING NO. III.

These push cars ran on a temporary narrow gauge railway from cuts out to the marsh where they dumped the fill. There was so much rock blasting with dynamite and black powder to impress the local citizens, for the ground shook and trembled every day.

By the second of October the contractors were still hard at work, the cut north of King street seemed to take the longest time. The steam shovel was able to work at track level. The difficulty was the earth sinking at the cemetery fill, so a fourth filling of the site was required. Work had stopped on the King street bridge waiting for stone for the abutments, the delay caused by the injunction that did not allow it to be carted from the north end. Ties were on the site and rails were started to be laid the following week. Rails were laid by October 15th. October 26th the Grand Trunk laid a double track on behalf of the Canadian Pacific from Hamilton West Junction to the edge of the Canal.

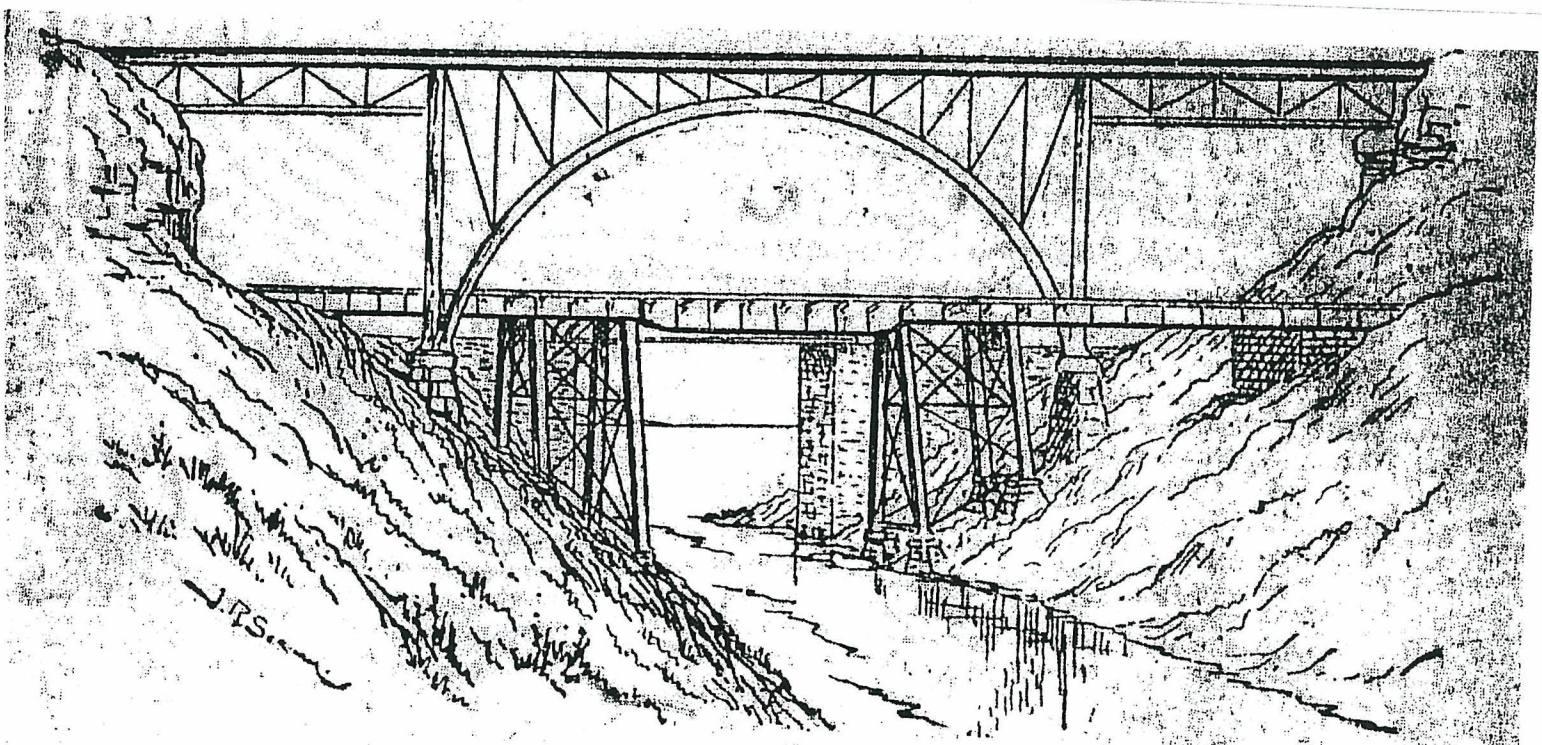
On the morning of October 24th the County Clerk received a letter from the secretary of the Railway Committee of the Privy Council that the work on the TH&B may go ahead as fast as the railway likes in completing the spur line across the canal and to the Grand Trunk tracks.

November 6th, 1896 saw the rails laid from Main street north to near the Canal. November saw continued work on iron bridge across the Desjardins Canal.

The dispute between the TH&B Ry, Company and The Hamilton and Milton Toll Road was solved by a agreement that a high level bridge be built way above the Canal. While this bridge was being built the railway would intersect the toll road in a cut five or six feet deep. Until the high level bridge was built a small drawbridge was over the cut to allow horses and teams to cross the tracks safely.

The November 25th edition of The Hamilton Spectator carried a rather complete description of the work.. Most of the iron work and the outer spans were in place. The center seventy-five foot spans, weighing fourteen tons each were a delicate engineering operation. The stone floor of the canal and the diagonal angle meant that normal false work to support the construction was not possible. The center span girders were run out the GTR junction with a large derrick. When the spans got out thirty feet a rope was attached and the span was pulled over the rest of

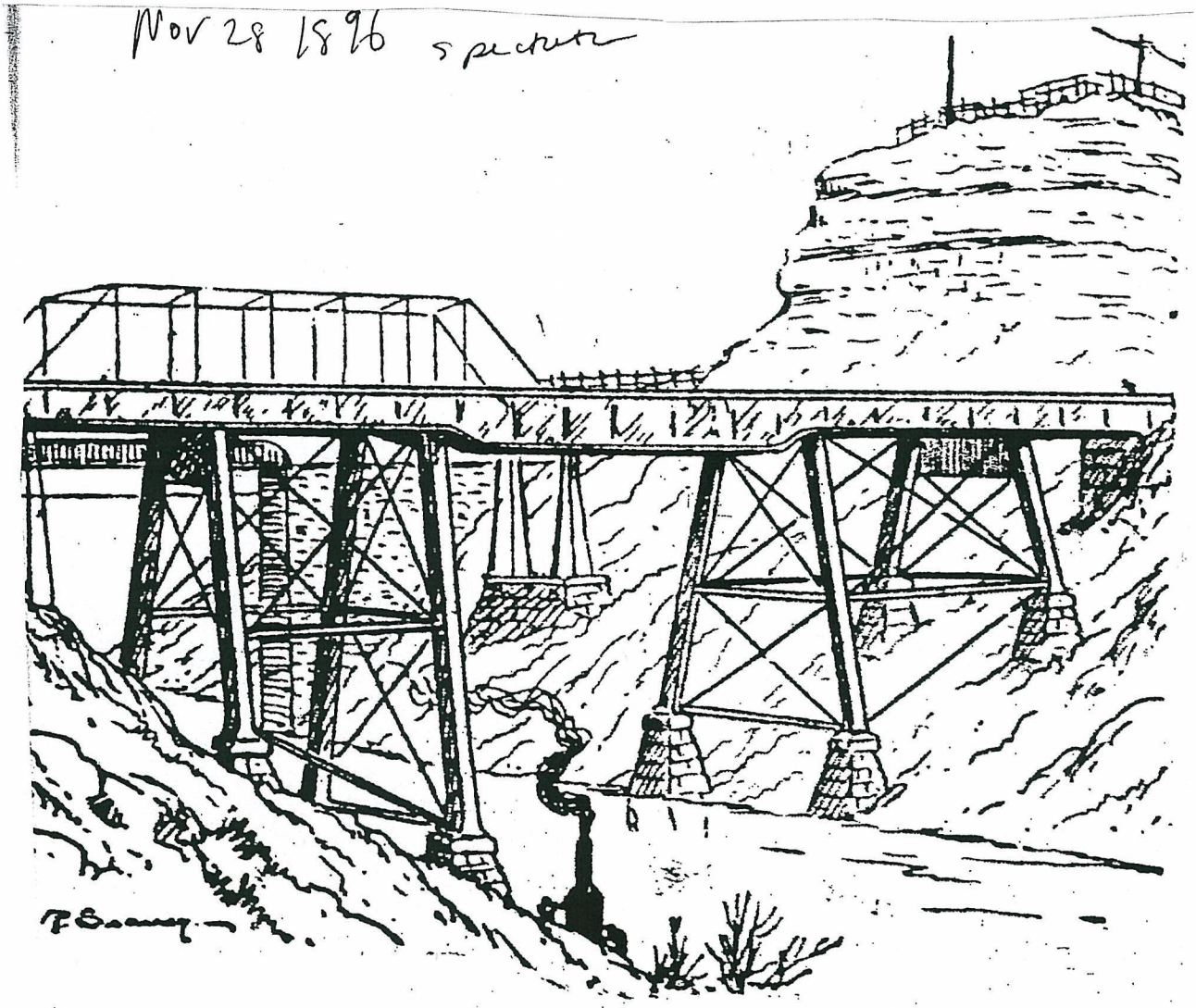
the way by another derrick on the south side of the bridge. The last girder was raised on December 21st, 1896, the rails were quickly laid. January 7th, 1897 Chief Engineer Wingate and J. N. Young went over the spur line to take possession from the contractors. The Toronto Hamilton and Buffalo Railway was now complete.



THE HIGH LEVEL BRIDGE—FROM THE ENGINEER'S DESIGN.

Although the railway committee has not yet made an order in reference to the crossing of the Desjardins canal by the T., H. & B. there is no doubt that the high level bridge will be built; in fact, work has been commenced on the foundation by Pigott & Ingles. The question to be settled is the compensation to be paid the Hamilton and Milton Road Company. The plans prepared by Chief Engineer Wingate show a handsome trussed arch bridge, similar in design to the bridge being built across the Niagara river. The arched span is 180 feet, with two end spans of riveted lattice, the northerly one being 115 feet and the southerly span 85 feet; the total length is 380 feet and the width of the driveway 21 feet. The bridge will be 57 ft. 5-10 above the railway bridge, with a clear headroom of 25 feet, and 108 ft. 5-10 above the water. The arch will rest on two stone abutments and the ends on stone abutments built on the high level. The cost will be $20,000 or $22,000.

Nov 28 1896 s picture

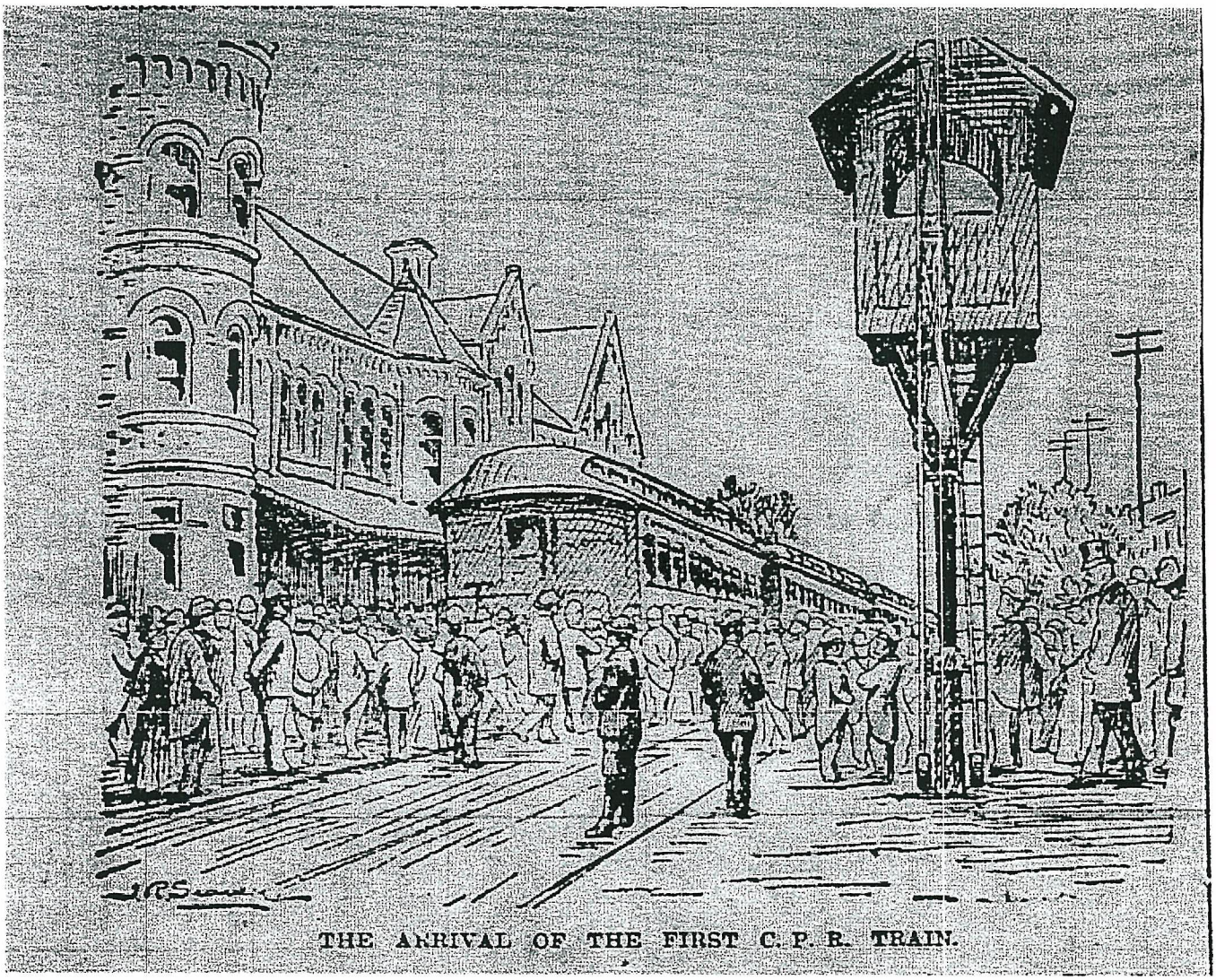


EW T., H. & B. BRIDGE OVER THE CANAL—THE PRESENT ROAD BRIDGE AND G. T. R. BRIDGE IN THE BACKGROUND.

March 10th, 1897 Canadian Pacific Railway Vice-President Thomas Shaughessy arrived in Hamilton after inspecting the TH&B Spur. Michigan Central Railway Engineer Kinnear arrived on a tour of inspection. President Beckley of the TH&B arrived from Rochester that morning and welcomed the CPR officials. Altogether they made an inspection tour over the TH&B. The Canadian Pacific official position was very clear; that the company was not impressed with the terminal and freight yard facilities in Hamilton. They would have to be improved before the CPR started running through Hamilton. Shaughessey told reporters the railway would not only run through trains but also local service the same way that the Grand Trunk did at present.

April the first, 1897 the Michigan Central Railway took charge over the Toronto Hamilton and Buffalo Railway. After this day the railway would still be known as the TH&B but it will be operated by the Michigan Central, but from St Thomas. J. N. Beckley of Rochester, New York President; R. H. L'Hommedieu of Detroit general superintendent; J. B. Morford of St Thomas divisional superintendent; M. C. Coyle trainmaster, W. N. Warburton general passenger and freight agent; W. B. Swartout, assistant Engineer. The only officials that would be stationed at Hamilton would be Warbutton, Coyle and Swartout. All the officials of the Dominion Construction Company would leave; Mssrs. Woodward, Young, Upton and Wingate.

A week later it was reported that Michigan Central locomotives and coaches were being used on the TH&B Ry. The old TH&B coaches were being repainted. A month later, two of the new cars from the CPR Montreal shops, for the Toronto Hamilton and Buffalo Railway had arrived in Toronto. They were composite, half first-class and half smoker. Elegant Wagner sleeping cars would be used on the through trains and that the Parlour cars that would run between Toronto and Buffalo were those on exhibition at the World's Fair.



THE ARRIVAL OF THE FIRST C. P. R. TRAIN.

CANADIAN PACIFIC

Sunday May 30th, 1897 was the first day that a Canadian Pacific train entered Hamilton. The CPR now with its partners the TH&B and the Michigan Central could run through trains between Toronto, Ontario, Canada and Buffalo, New York, the United States. The Canadian Pacific had obtained running or trackage rights over the Grand Trunk's old Great Western Railway line between Toronto Union Station and the junction with the TH&B's spur line at Hamilton Junction on the outskirts of Hamilton. The CPR had made survey's and proposals to build to Hamilton from Cooksville a decade earlier.

That Sunday morning CPR engine 552, a 4-6-0 passenger engine stood at the glass arched roof Toronto Union Station with three baggage cars, five CPR day coaches and two CPR sleeping cars. The coaches were brand new built for the TH&B service. The train had a natural mahogany finish. The passengers besides a handful of Hamiltonians consisted of a rich blend of travellers; the Geisha and Madison Square Opera Company, the Bijou Company, the Toronto Baseball Team and CPR officials.

The train under the charge of Conductor Henshaw left Toronto at eight o'clock in the morning running fast and directly west over the GTR line through Port Credit, Oakville and Burlington. After passing through Junction Cut (later known in the 1920's as Bayview Junction) it switched off the GTR at Hamilton Junction onto the TH&B Spur Line. The train crossed the Desjardins Canal bridge. spectators started lining the track to see the first CPR train all along the Spur Line, until the train plunged into the western end of the Hunter Street Tunnel. At 9:02 the train exhaled out of the stone tunnel almost directly unto James Street and the imposing TH&B Hunter Street station. Two thousand people had thronged the station and surrounding streets for several blocks. The crowds swarmed the train. The train was to leave at 9:07 but it was 9:25 before it steamed out of the station. The CPR engine was taken off and replaced by a Michigan Central locomotive. A coach and sleeping car had been shunted out of the train at Hamilton. Under the arrangement the CPR locomotives and crews simply run on the Toronto Branch, but there was no change of cars at

Hamilton they ran through to Buffalo. The train upon leaving Hamilton travelled up the grade alongside the Niagara escarpment through Smithville to Welland. There the train ran over the Michigan Central Falls View line to Niagara Falls. At Falls View the train stopped for five minutes to allow the passengers to view the great Niagara Falls. The train left Canada over the great cantilever bridge over the Niagara Gorge. A quick trip from NYC Suspension Bridge station over the New York Central Railroad brought the premier train into the NYC Exchange Street Station in Buffalo. Connections were available for New York City. There were two routes available to the Michigan Central at Welland; one was via Niagara Falls-Falls View, and the other more direct line was to Fort Erie, then across the International bridge into Buffalo. Only the eight o'clock morning train went via Niagara Falls, three of the other trains crossed the border at Fort Erie. Engineer Vail and Conductor J. R. Bill ran the return train that day.

July 1897 the original TH&B-Canadian Pacific freight yard were four or five tracks in Corktown, the area bounded by Wellington, Maria, Young and Ferguson alongside the mainline. The brick freight shed was located here. All the companies associated with the TH&B wanted an adequate freight yard; and the area selected was the ground between Aberdeen and Cline Park on the Brantford line. That August, Engineer Swartout laid out a large freight yard capable of holding five hundred freight cars. In order to lay out the yards the ground at the Rifle Ranges would have to be used in part, and arrangements were made to acquire some of that land in west Hamilton. This would be Aberdeen Yard.

August 2nd, a switch was built that the TH&B to the electric radial Hamilton, Grimsby and Beamsville along Lawrence road near the present Gage Avenue. The HG&B had been built before the TH&B and it served the towns of its name in the Niagara fruit belt. With the coming of the TH&B, the radial after some public debate managed to have the Town of Stoney Creek agree to allow the radial to relay the rails from light street car girder rail to railroad standard steel rails. It was the intension originally to transfer the fruit, but now it was possible to interchange standard railroad cars from one railroad to another. A sixty foot Canadian Pacific baggage car was pulled over the HG&B to the E. D. Smith fruit processing headquarters in Grimsby through the new switch.

September 24th The Hamilton and Dundas Railroad the "Dummy" built a connection to the TH&B at the west end of the Aberdeen Yard. The H&D was just in the process of converting from small steam to electricity. The TH&B obtained the right to run steam engines over the H&D right into Dundas. On October 12th, 1897 TH&B, MCR, and H&D officials were on the first revenue run of the TH&B into downtown Dundas.

That same day there were changes in the management of the TH&B, E. Fisher became the new General Superintendent and other changes were made in the staff. All the railways associated with the TH&B for it had failed to earn the interest on its bonds. For the past few days the TH&B engines had been used between Hamilton and Welland, where the MCR engines took the trains. The arrangement at this time called for the TH&B

and the CPR to use their cars on the through trains but the locomotives had to be changed at Hamilton and Welland.

In the short time that the HG&B had been made 2,850,000 pounds of fruit had come off the HG&B to the TH&B it was reported in December.

A landslide at Stoney Creek interrupted briefly train service December 21st, 1897. April 11, 1898 a freight train broke in two at the west end of the Hunter Street Tunnel. A small collision in which only a few flatcars were smashed.

BELT LINE

The TH&B route along the escarpment contained few industries, yet the area north of the Grand Trunk Railway to the Hamilton Harbour was rapidly being industrialized. Many of this firms were American companies, many with close ties to the Vanderbilts. They were suppliers like Westinghouse Air Brake. The railway was desirous of a cross-town or belt line that could serve the industrial north, it was close but far away. In the spring of 1899 different plans were submitted to the City of Hamilton. Residents of Barton Street opposed a plan to use Trolley (Gage Ave.) Street. The railway looked at different routes, one that included an expensive subway under the Grand Trunk.

The route was to leave the mainline near Trolley Street near the base of the Mountain in the east end. It would run north and east, duck under the Grand Trunk with a stone subway, then turn west to end at the Massey-Sawyer factory at Wellington and Ferrie Streets. The track would be four miles long, a spur would run off to the Hamilton Blast Furnace Company, later to be known as The Steel Company of Canada. G. Goodale had the contract for the grading, and M.A. Pigott had the contract for the trestles over the Radial Railway and the Sherman Inlet. The work had to be completed by June 30th, 1900.

On the morning of April 19th, 1900 the first sod was turned for the new TH&B extension in a surprising improptu ceremony on Sherman Avenue, north of Barton Street. Hamilton business man John Patterson was grabbed by TH&B Superintendent Fisher, while the former just happened to be nearby inspecting one of his many business enterprises. Mr Patterson turned the first sod and to the few on hand made great speeches about the future of Hamilton.

WEST BRANTFORD AUGUST 4, 1900

On August 4th, 1900, the TH&B in the early morning, an extra gravel train left Hamilton in the morning bound for the gravel pit west of Mount Pleasant, eight miles south of Brantford. The engineer was Augustus Unroy, and the conductor was Nelson Snider. The train consisted of 28 flatcars and a coach. The train would unload gravel at points where ordered by the roadmaster. The gravel operation was for the roadbed near Jerseyville. The gravel train left Brantford at 6:45 AM. for the gravel pit. The train was to stay at Mount Pleasant after loading gravel.

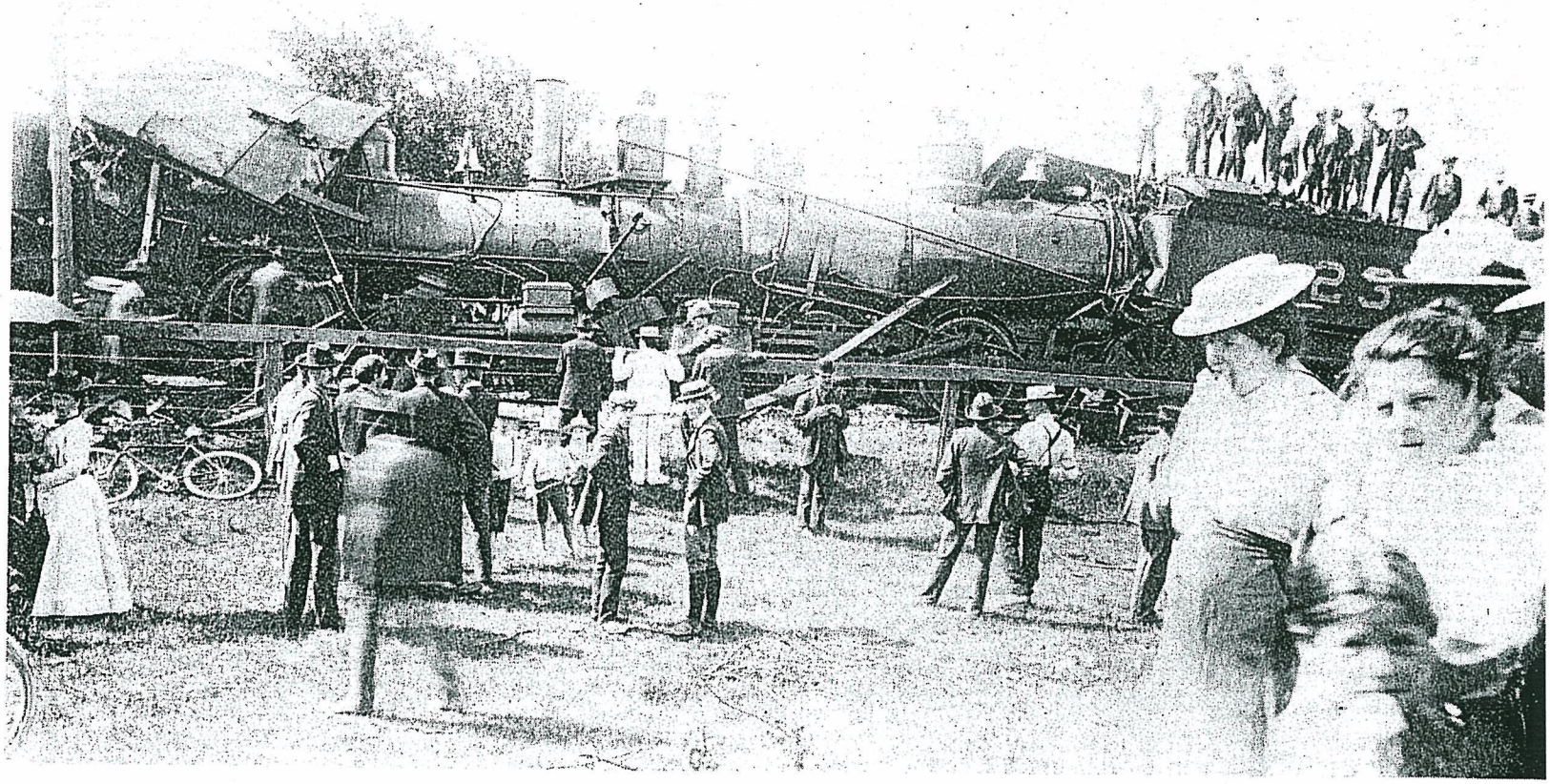
The TH&B ran a regular passenger train from Hamilton to Waterford. This day Engineer James Gilmour and fireman Charles Potticary were in the cab of the passenger train. It arrived at Brantford station on time at 8:28, left, and crossed the Grand River to West Brantford at 8:30 AM.

A collision occurred shortly after this time near the old cordage works about one hundred yards from Brant Street. It appears that the gravel train had left the pit at 8:15, much to early. The passenger train had orders to meet the gravel train at Mount Pleasant.

The engineer of the regular train James Gilmour was killed in the collision. His fireman Charles Potticary managed to save himself by jumping a second before the collision.

The engines involved were No. 19 and No. 23. No. 19 was a Baldwin 4-4-0 built in 1887 for the Chicago Belt Railroad and sold to the TH&B in 1899. No. 23 was a Baldwin 2-6-0 mogul built in 1894 for the Dominion Construction Company the TH&B contractors. It would be sold to the New York shortline the Arcade and Attica Railroad in 1917.

August 4th, 1900 Elizabeth Bowes Lyons was born in England the future Queen Elizabeth.



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Saltfleet to Stoney Creek

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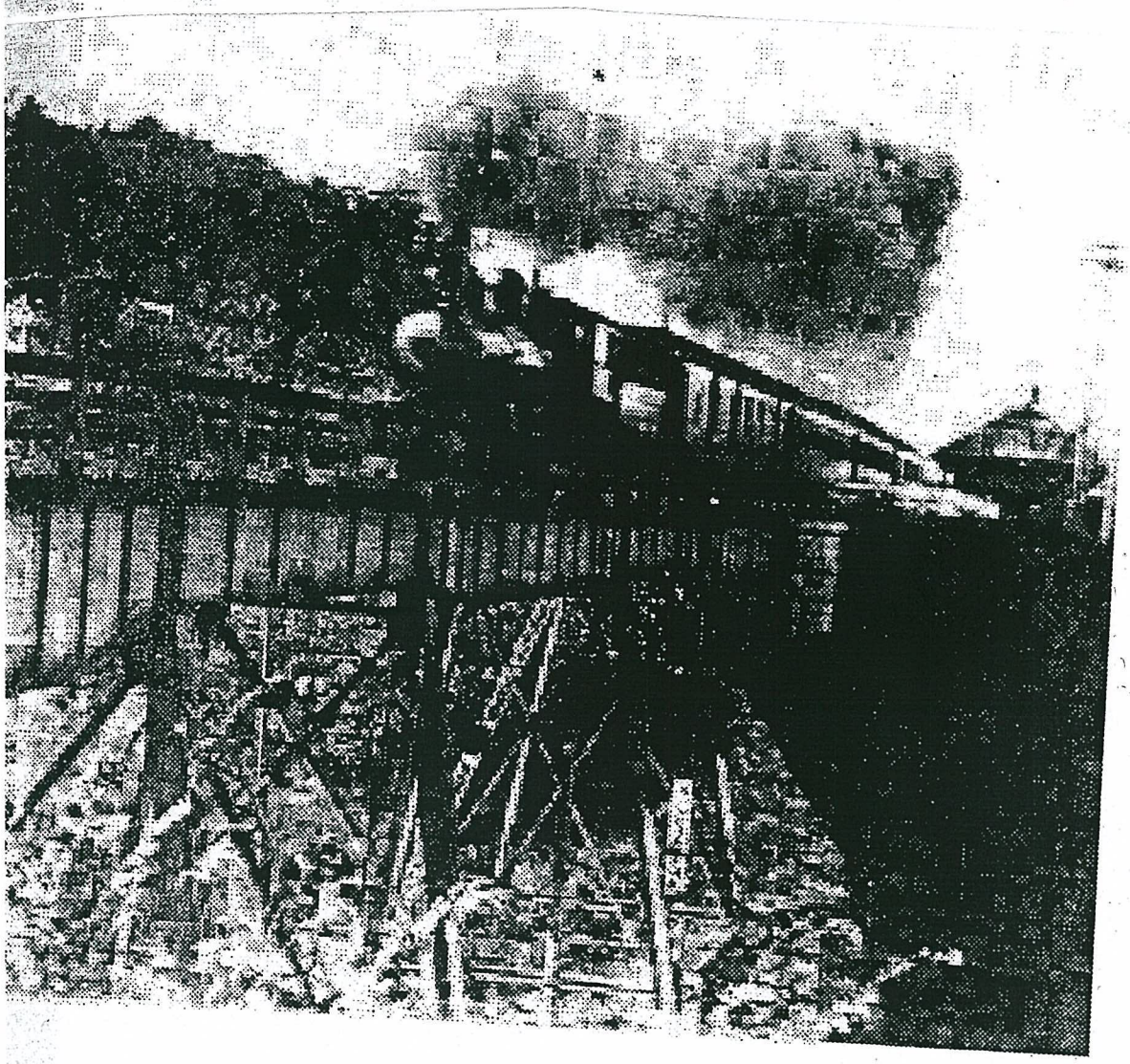

. bridge over Stoney Creek,
1 Avenue S. train station

HAMILTON SEPTEMBER 11, 1900

A collision took place about 8:00 o'clock the morning of September the 11th, 1900 in the TH&B tunnel, fifty feet from the east end near the Hunter Street station. A freight train going east through the tunnel, when the engine for the early Canadian Pacific train for Toronto, which was being backed into the James street station, collided with the caboose of the freight.

The caboose was lifted off its trucks and dashed against the roof of the tunnel. The car in front was loaded with lumber was tossed about the tunnel. Conductor Oldfield and Brakeman Hichey, of the freight were slightly injured. Canadian Pacific engine 307 which was in charge of Engineer Flood was very little damaged.

The Toronto Hamilton and Brantford Railway made surveys in 1903 to extend the railway to Woodstock, Drumbo and as far as the port Goderich. While the TH&B never did make these extensions the Canadian Pacific in 1912 did complete a Hamilton to Goderich line.

The original bridge across the Grand River was inadequate and in 1903 the bridge level was raised four feet and by the addition of a steel through span of one hundred feet, making four spans in all. The Brantford bridge replaces a pile trestle 340 feet long.

1904 the TH&B acquired land at Wentworth Street for yards and a roundhouse. The CPR also had plans to build a St Catharines branch from the same location. The City of Hamilton opposed all these plans.

!905 saw new shops erected at Hamilton to replace those burned in 1904. The building was 36 feet wide and 206 feet long. New interlocking towers were built at Garth Street engine terminal and the Grand Trunk diamond at Ferguson Avenue. The Brantford yards were expanded by six additional tracks.

1904 SHOP FIRE

A fire broke out at four o'clock on the morning of October 4th, 1904 in the yards of the TH&B Garth (Dundurn) street yards. The fire started by the boiler in the blacksmith shop. The large fire burnt for three hours. The fire was in the machine shop on the west side of one of the roundhouses and ran more than the full length of the engine house. On the south end is the blacksmith shop adjoining the machine shop, and north of this was the repair shop. Adjoining the repair shop was the interlocking tower which controlled the entire wye and engine terminal. The fire started it was believed by the boiler in the blacksmith shop. This area was first in flames. The flames spread to the machine shop. The fire department had arrived and while streams of water were shot into the blazing buildings. Two passenger and two freight cars were caught up in the fire. The fire spread north until the interlocking tower was in flames. There were a passenger and three freight cars in the repair shop and these were soon destroyed. As the sun rose the area was a desolete scene of charred wood, all the frame buildings were gone. Rusted iron hulks of machinery and rolling stock littered the area. Only a partly charred caboose remained. The adjoining roundhouse was burned only lightly.

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VINEMOUNT JANUARY 26, 1903

James Tice, a TH&B fireman had a narrow escape from death Saturday morning, January 26th, 1903. At Vinemount, Tice jumped from his locomotive to turn a switch, but by mischance his foot slipped on the icy track and he fell in front of the slowly moving engine. Fortunately, his coat caught on the cowcatcher, and therefore his coat kept him from falling under the locomotive. The coat and cowcatcher saved him.

KINNEAR NOVEMBER 1, 1904

About 5:00 o'clock in the morning of November first, 1904 the regular early morning freight from Buffalo had descended the escarpment but near Bartonsville, near the present Cochrane Road a coupler or draft gear broke mid train and the train separated without the knowledge of the train crew, engineer A. H. Henderson or the conductor Robert McCarthy. When the engine reached Trolley Street, the present Gage Avenue, it came to a stop. Known by railroad people as Kinnear, the junction, where the industrial Belt line joined the mainline. The rear portion while separated was rolling gathering speed on the down grade. With great momentum, the rear portion smashed into six cars of the standing train smashing the wooden cars into kindling wood and scrap iron. In one of the cars was a famous Canadian pacing horse Gallagher returning from a race in Memphis. The horse was bruised. It was found in the wreckage the body of a man. A William Mooney had been working at Niagara Falls and had hitched a free ride between freight cars.

SMITHVILLE FEBRUARY 17, 1905

Friday, February 17th, 1905 a massive snow storm hit the Niagara area and the first hours all the railway lines were blockades. the worst area was on the TH&B between Vinemount and Smithville. All TH&B train service was cancelled. Work trains and snowplows attempted to clear the line but fierce winds made the task slow and difficult. At 6 o'clock in the evening in a blinding snowstorm a collision occurred at the smithville station that resulted in the death of Arthur Lonsley and injury to nine Italian labourers. Late in the afternoon a light engine and caboose pulling a snowplow left Hamilton eastbound. Conductor Vansickle was in charge of the train. The train dropped the snowplow at the Walnut Street crossing and then charged up the escarpment through the blinding storm. At Smithville the engineer did not notice or could not see that the track at the station was already occupied. A gang of labourers had been engaged in shovelling snow and their work cars were standing on the mainline. The engineer saw the danger just at the last seconds, applied the brakes then colided with the wooden cars. The cars splintered and debris was hurled about. Arthur Lonsley was struck and killed by the flying debris.

SAVED A T.,H.&B. TRAIN FROM BEING WRECKED

Small Boy Discovered That the Stone Ballast of the Track Near Black Rock Had Been Washed Away

Realising the Danger of an Accident He Got a Switch Lamp and Succeeded In Stopping the Train

The Track Was Fixed Up and the Train Went on Its Way After a Delay of Two Hours

Buffalo, N. Y., June 6.—(Special.)—The chief incident attendant upon last night's severe storm in Buffalo was the averting by a small boy of the probable wrecking of a T., H. and B. passenger train in the Black Rock yards. The train was made up of a baggage car, two day coaches and a parlor car, and a serious loss of life might have been entailed. In thunder, lightning, and in rain, the little fellow was walking along the roadbed near the foot of Potomac avenue on his way home, about eight o'clock last night, when he noticed that the stone ballast had been completely washed away and that it was unsafe for a train to pass that point. A minute later he saw the headlight of the engine of the T., H. and B. train turning onto the New York Central tracks near International bridge. The youngster realised the danger the oncoming train was running into, and he started to wave his handkerchief, but afterwards spied a switch lamp, which he grabbed, and rushing to the center of the tracks waved it so that the engineer could see the red light. The train was brought to a stop just a short distance from the washout, and an inspection by the train crew showed that the boy's conclusions were justified. There is a heavy embankment on one side of the track. The train arrived here almost two hours behind the scheduled time.

BRIDGEBURG-FORT ERIE DECEMBER 27, 1905

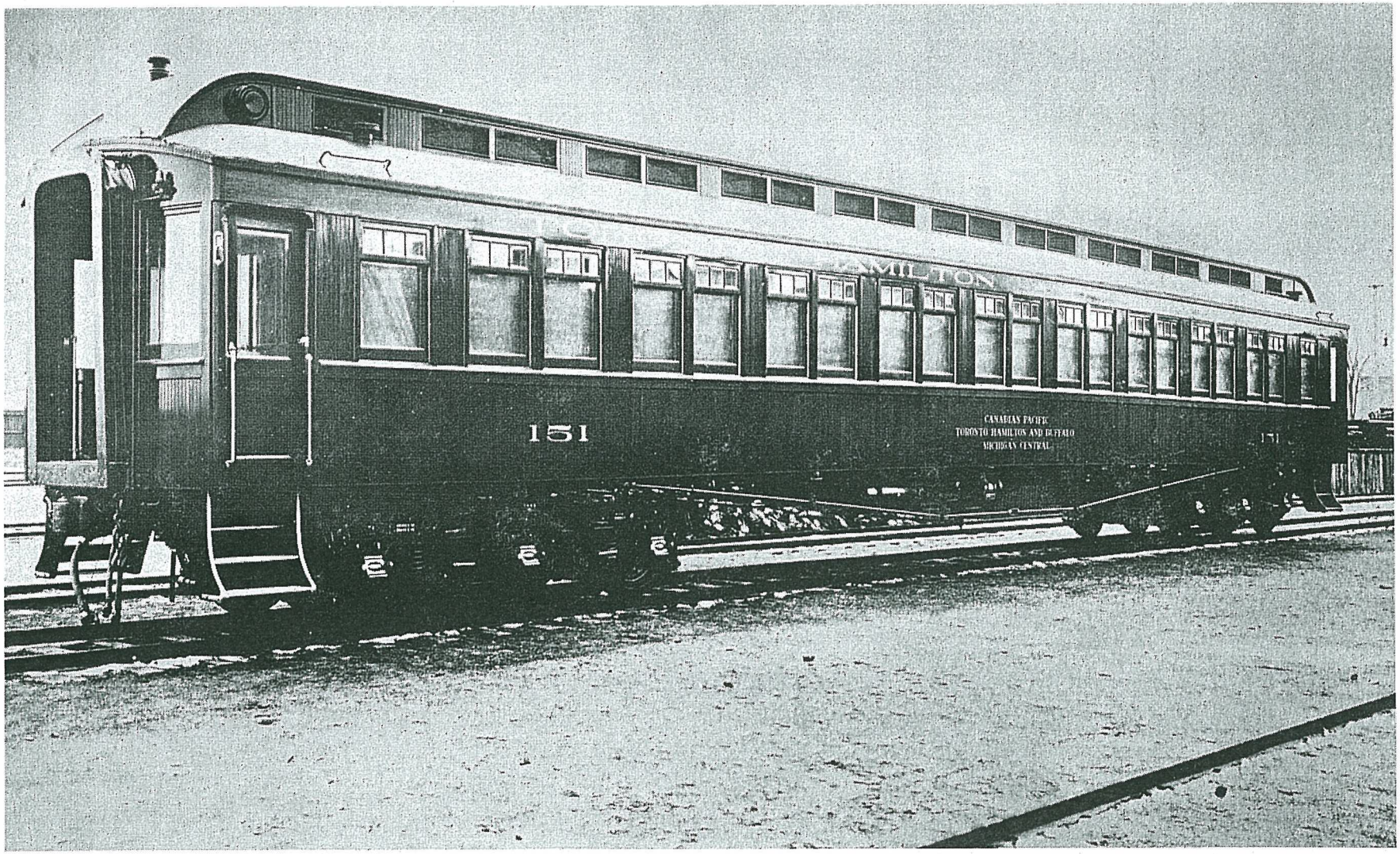
The Toronto Hamilton and Buffalo evening passenger train left Buffalo at six o'clock the evening of December 27th, 1905. The train crossed the International Bridge over the Niagara River and arrived on Canadian soil immediately at Bridgeburg, now Fort Erie. The train was running slow as it took the Michigan Central switch off the Grand Trunk track. The train was now in the small MCRR Victoria yard. A yard switch had been left open and the passenger train instead of staying on the main track it turned quickly and smashed into a standing freight train on the yard track. Some of the freight cars were derailed as was the passenger engine. All the passenger cars stayed on the track. Twelve persons were slightly injured.

BRANTFORD MARCH 1, 1906

The TH&B Brantford-Waterford train that left Hamilton at 6:48 the morning of March first, 1906 had run through Jerseyville station ducked under the Grand Trunk at Cainsville and ran down along the Grand River on the approach to Brantford. The train was running at the required speed still east of Brantford, behind Mohawk Park. A switch had been left open, near the glue factory, at a wye, two miles east of Brantford. Engineer McNamarra saw the open switch, reversed the engine and gave an application of sand, then jumped from the engine along with fireman Swift. The train came to a stop just a short distance from an empty freight car standing on the wye track. The engine crew were cut and bruised from the leap.

NEW EQUIPMENT

On the afternoon of November 20th, 1905 brand new passenger equipment were inaugurated for the joint Canadian Pacific-Toronto Hamilton and Buffalo-Michigan Central Railways Toronto to Buffalo train service. In the past the train had been assembled from an assortment of different railways involved with their own various liveries. A party of newspapermen were hosted on a trip from Toronto to Buffalo and were returned the next day. The new passenger cars were described as luxuriously appointed with the best of service in every possible way. In the past the train had been assembled from an assortment of the different railways involved, each with their own liveries. The new service had three complete three car trains, composed of a baggage car, a first class smoker, and a first class coach. The new livery was that on the top facia boards was lettered Toronto, Hamilton and Buffalo, and below the windows were the names of three railways involved; C P R, T H & B, and M C R. In all these modern cars, eleven cars, for the extra two were to be held at the two terminals for replacements. The cars were built at the Canadian Pacific's Angus Shops. The cars were not painted, for the exterior construction used Douglas fir, so the exterior finish was a natural wood treated with oil and varnish. The baggage cars were 65 feet long, five feet longer than the standard baggage cars of the time, with three doors on the sides, to facilitate the handling of baggage, on a line that carried more baggage than was normal on other lines. Steel plates were used to reinforce the ends, to prevent telescoping in the event of a wreck. The next car in the train, divided into two compartments, was a combination second class passenger and first class smoker. The construction combined Douglas fir wood, white oak and steel reinforcing. The smoking portion was furnished with moveable wicker chairs, in a open room setting. The interior of the car was mahogany. The first class coach were built on the same principles as the other cars, but the interior was of a quality mahogany. The seats were of the latest high-backed design covered with scarlet plush. The ceiling in a delicate tint of green. Each of the cars rode on six wheel trucks of the latest design.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CANADIAN PACIFIC
TORONTO HAMILTON AND BUFFALO
MICHIGAN CENTRAL
151

1906 SHOP FIRE

Once again in the early morning hours of November 1st, 1906, a fire broke out in the Garth (now Dundurn) Street car shops of the Toronto Hamilton and Buffalo Railway. The car shops were enclosed in the wye of the engine terminal at Garth (Dundurn) street south of Main Street .An explosion of natural gas in the car shop resulted in the death of a George Perkins and the severe burning of a James Collins. The car shop was a one storey frame building 30 feet wide by 160 feet long. The natural gas fed the flames, so it took a considerable amount of time to stop the fire. The source of the gas made the area around it look like a volcano of fire. Finally the gas valve was shut off at Aberdeen Street and the fire was controlled. It was believed that a workman had walked by with a lighted torch near a point where there was an undetected gas leak. The explosion was fast and large, the workman's clothes caught fire. This was the same area as the 1904 fire.

TH&B Engineer ran his engine into Welland with cab blazing.

A derailed tender and a blazing engine delayed a Buffalo bound Toronto Hamilton and Buffalo passenger train for four hours, the evening of August 31st. 1907. The train due at 7:30 arrived at eleven o'clock at the Buffalo Exchange Street depot.

About ten miles west of Welland, two wheels of the locomotive tender left the track. The train was a heavy one carrying three heavy Pullman cars. Before reaching Welland the sparks from the derailed wheels ignited the top of the engine cab. When Engineer Quick pulled his engine and train into the Welland station with a good sized fire blazed about the cab. The fire was put out quickly, but the hot journals on the tender took a long time to cool down.

THE WELLAND TRIBUNE

AUGUST 14, 1908

Hold Up on T. H. & B.

Train Robbers Foiled.

Hamilton, Ont., Aug. 13.—A daring attempt to hold up the late Brantford train on the Toronto, Hamilton & Buffalo Railway is reported.

A big bonfire was built on the track near Ancaster. When the engineer stopped his train to ascertain what was wrong, four men jumped up out of the grass and started towards the train. They were confronted by a party of sergeants of the local regiments who were returning from a picnic at Brantford, and taking in the situation at a glance they climbed the fence and fled. It is believed they intended to hold up the passengers.

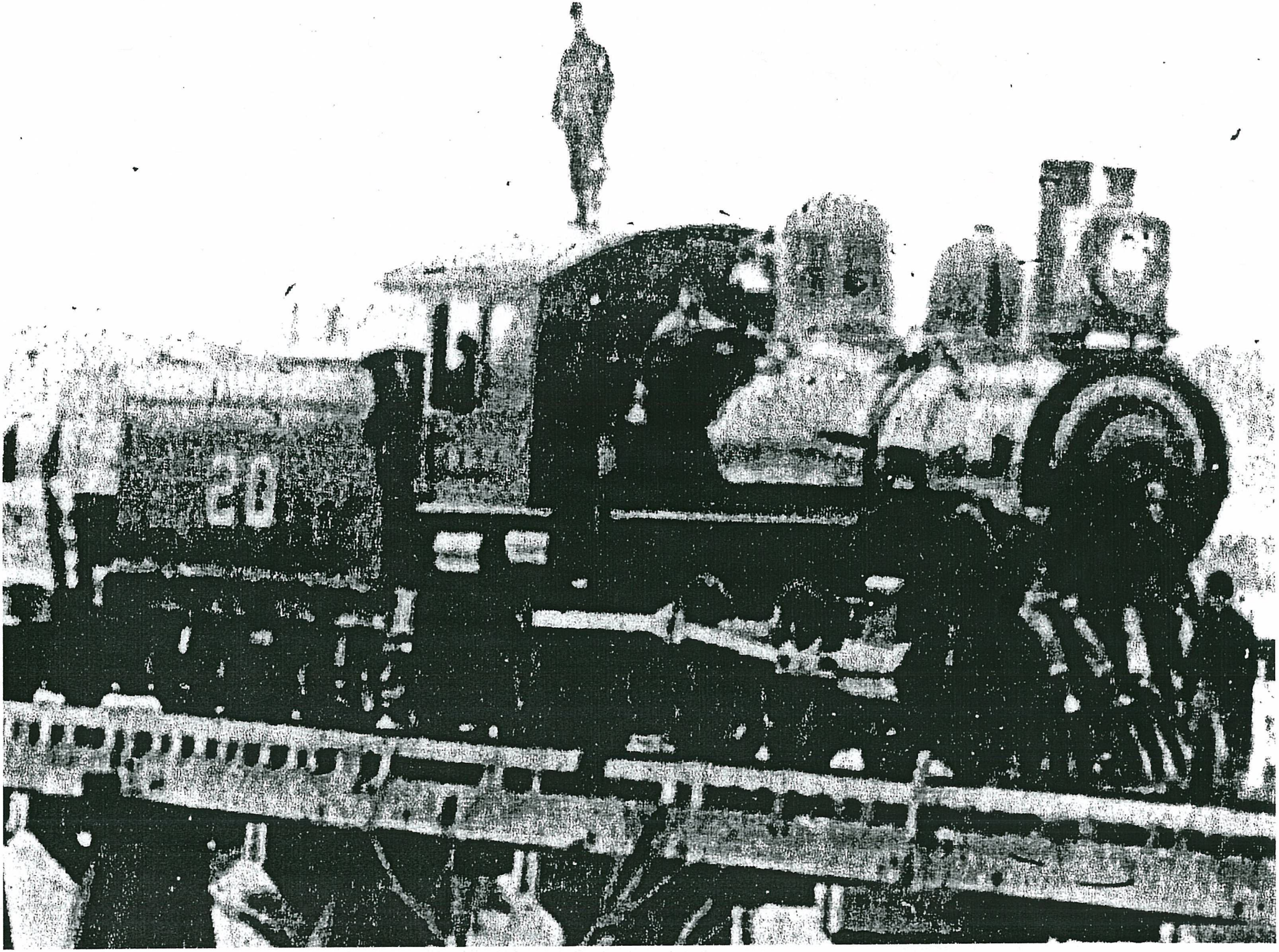
MINERAL SPRINGS SEPTEMBER 27, 1908

Saturday night in all the Dundas Valley there was a heavy fog that made it impossible to see no more than a couple of yards ahead. At day break, that Sunday morning the mist still had not lifted. At 5 o'clock that gloomy Sunday morning a ten car freight train; No. 60 left Brantford for Hamilton. In the cab were engineer Robert McFadden, fireman Edward Brown and Brown's brother-in-law William. Maloney. Bert Martin was the conductor, and S. Dickerson and McKenna the brakemen. The freight engine was number 20, an F-3 4-6-0 built by Schenectady Locomotive Works in 1894. The run was very slow, the train was running at eight miles per hour. Train No. 60 stopped at Summit where the crew made an inspection of the train. It was nearing Mineral Springs station. The bridge over the public highway was passed safely and just a fifty yards away was a bridge over a small creek. A wooden trestle, forty-five feet long ahead was on fire, it appears to have been burning all that night. Burning quietly and unseen in the fog. Some believed that the three bent wood bridge was completely burnt down when the train travelling through the curving line came upon the bridge. The engine crew would not have seen fire or smoke in the fog. The engine crew would not have noticed the danger. In an instance the engine fell without warning into the thirty foot chasm and overturned. The engine went down almost flat on the left side, the heavy laden with coal and water turned a complete somersault and landed with its wheels pointing up, on to the cab of the locomotive. The engine crew would have died instantaneously. Following the engine were three boxcars loaded with apples and onions and two flatcars loaded with gravel. These five leading cars were piled on top and buried the engine all in the burning ravine. The wooden freight cars caught fire from the remains of the burning bridge and the open fire from the engine's firebox. Now a big blaze, the bridge and the rolling stock twisted the iron rails. The evidence of the burnt piles of the bridge which were covered with gravel thrown down after the engine went through the bridge, protecting the piles from further burning showed the cause to be fire. Brakeman Dickinson had a

narrow escape. Dickinson was on one of the flatcars loaded with gravel. When the crash came he was thrown down the embankment. Conductor Martin and brakeman McKenna, riding in the caboose were shaken up but uninjured. They ran to nearby Summit station but the TH&B telegraph line was down. They went to the nearby Grand Trunk Copetown station to telegraph TH&B officials. The Fire Department sent the Bay Street Company by at special train. The steam fire engine was strapped to a flat car, but at the scene its hose could not reach the creek. It took a long time for the brigade to manage to wrestle the steam fire engine through the fields and back roads. The creek was dammed and for hours a stream of water was thrown at the red hot metals. The Grand Trunk steam crane was borrowed to lift the engine. The dead burnt crew bodies were found crushed under the locomotive.

An Inquest was held, in which William McPherson testified that he was the engineer on locomotive No. 41, a small MLW 0-6-0, and that he had pushed train No. 65 up to Summit the night before the accident. After arriving at Summit at 11:30 PM. his engine was cut off and returned to Aberdeen yards. He stated that he returned over that wood bridge at about 11:40 and there was not a sign of fire. Edward Bailey a TH&B engine helper or mechanic stated that engine No. 20 was in fine shape that day. David Harryman, a TH&B sectionman inspected the bridge twice on Saturday. The inquest found that the engine crew came to their deaths September 27th, 1908 as a result of train No. 60 falling through the first bridge west of Mineral Springs that had been weakened by fire the previous night.

Engineer Robert McFadden was 53 years old born in Ireland and educated in Law at Dublin University. Upon graduation, he came to Toronto gave up law in favour of working on the engines of the Grand Trunk and moved to the TH&B eleven years earlier. Fireman Edward Brown was only 25 years old and had been in the employ of the TH&B less than one year. William Maloney 34, had worked for the TH&B but at the time of the accident was the yard master at International Harvester.



A serious accident was narrowly averted at the TH&B James and Hunter street crossing, March 2nd, 1910. A TH&B engine and baggage car backed into Hamilton Street Railway street car No. 48. The collision knocked the street car off its track and pushed it back six feet, broke a window, and knocked some of the front woodwork into matchwood. There were about a dozen passengers on the street carat the time but no persons were injured.

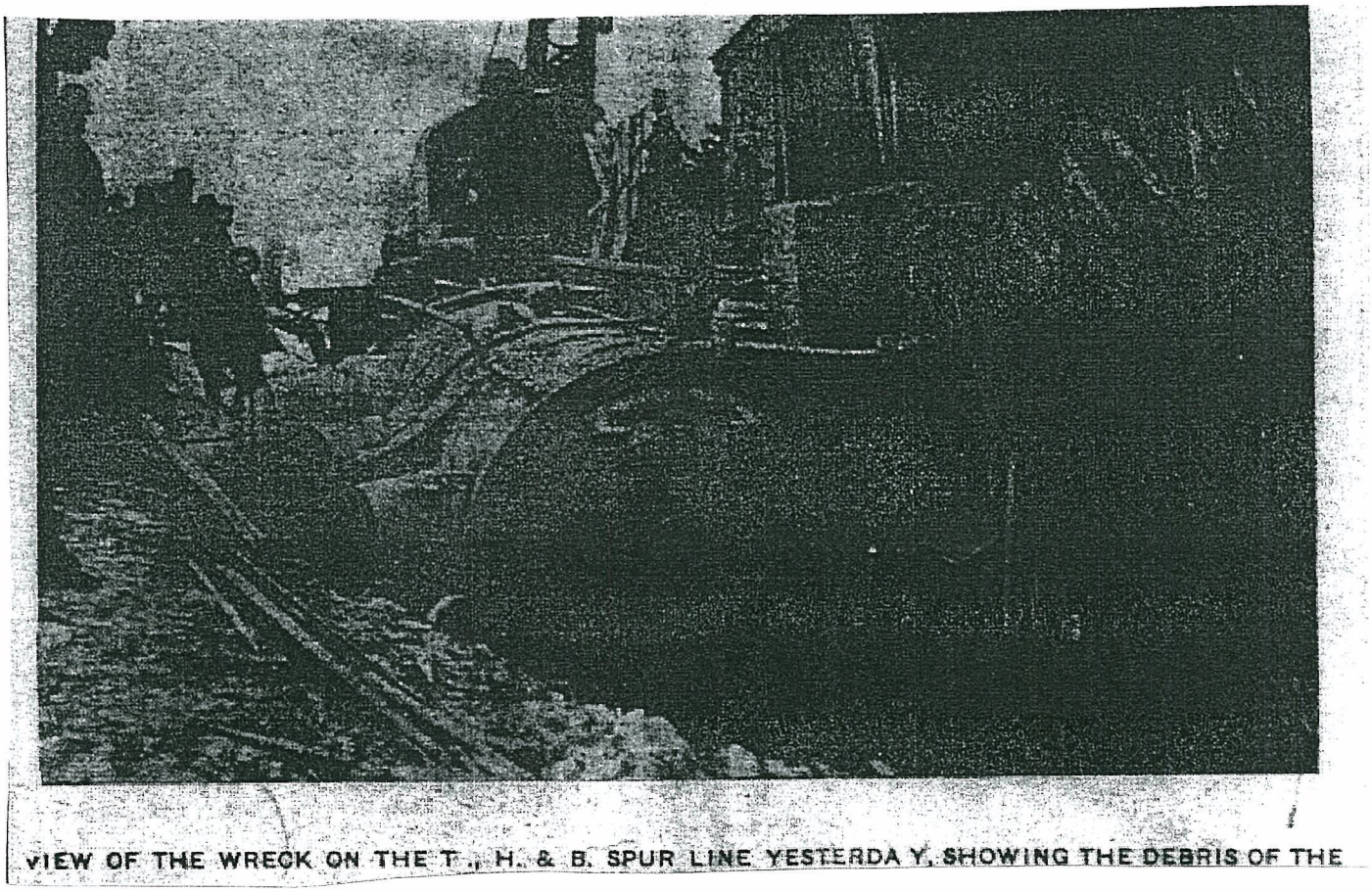
HAMILTON OCTOBER 28, 1910

The engine of the TH&B Buffalo express jumped the track at Victoria Avenue, just east of Hamilton Hunter Street station. This occurred at 6:20 the evening of October 28th, 1910. The train was travelling at a fair rate of speed when the accident occurred and it was believed that an open derail, used to protect the Grand Trunk diamond crossing, caused the wheels of the passenger engine to be thrown from the track. None of the passenger cars were derailed and no one was injured. The passenger cars were quickly moved over onto another track and the train left without much delay. Putting the locomotive back on the rails took many hours; and after about ten hours, the line was cleared.

Sunday morning, January 30th, 1910 TH&B Engineer Henry Rupple had under his control TH&B engine No. 40, a small 1904 Montreal Locomotive Works 0-6-0 switch engine. The engine had left the Dundurn engine much earlier that morning. His fireman was James Herdman and the conductor Thomas Kelly. They were involved switching the many industrial factories in the north end of Hamilton. It had cut and returned to the engine terminal for water and coal around seven o'clock. It now switched the Hamilton Steel and Iron Company, the fore-runner of Stelco.

A train was made up of ten cars, of which five cars were loaded with pig iron. For a small engine this was a very heavy load. The train was to run south to the junction with the mainline at Kinnear yard. At eight o'clock that morning the train left the steel company and was steaming along at a moderate speed of about 8 MPH through the maze of industrial spurs and switches, then downgrade through the stone tunnel under the Grand Trunk mainline. There were stiff and rapid grades both down and up from the tunnel. Engineer Rumple with the heavy train gave the engine a shot of steam to propel the train to the Barton Street crossing half a mile away. It would appear that just after the throttle was moved the little engine just fell off the track and began to climb the east bank of the embankment. The force of the cars behind drove them into the engine, which by this time was assuming a slanted position. So great was the impact of the cars that they severed the draw-bar between the engine and the tender, and forced the engine over on its side with a crash on the east side of the track and the tender was pitched on its end on the west side. The accident was so quick that the engine crew did not have time to jump. The overturned engine ploughed along on its side almost buried itself in the earth of the embankment. The first two wood freight cars exploded into

splinters throwing gobs of pig iron about the area. Engineer Rumple was immediately pinned partly under the cab when his head was struck by a chunk of the flying pig iron. A fire started in the freight cars. Local rescuers ran to the scene, where they found engineer Rumple dead but fireman Herdman dazed but just injured. A bucket brigade was formed and water; obtained from the ditch, was successfully thrown on the fire. At first it was speculated that the engine had run over a broken rail but that was discredited upon closer examination. The fireman, brakeman and conductor all later testified that the heavy train was running slow, that speed was not a factor. An inquest was convened, a few days later and after all the evidence was presented ended with no explanation as to why the engine had left the track. Engineer Rumple was only 25. Engine 40 was repaired and served the TH&B faithfully until 1936 when it was sold to Dominion Foundry and Steel Company, just next to the scene of the accident.



VIEW OF THE WRECK ON THE T., H. & B. SPUR LINE YESTERDAY, SHOWING THE DEBRIS OF THE

Andrew Merrilees Collection
National Archives of Canada (PA-162957)

The TH&B's first 0-6-0 switchers were purchased from Montreal Locomotive Works in 1904 and 1908 when Nos. 40 and 41 were acquired (Builder's Nos. 29897 and 44267). The engines were delivered with high mounted, oil-burning headlights, slope back tenders, single stage air compressors and slide valves. No. 40, which was assigned to Class B, had 18x24 inch cylinders, 51 inch drivers and, with a boiler pressure of 180 lbs., had a tractive effort of 23,300 lbs. With 100,000 lbs. on the driving wheels, No. 40 was an efficient switcher and far superior to the 0-4-0s. The second 0-6-0 weighed 125,000 lbs, had 19x26 cylinders and the boiler pressure was increased to 190 psi. No. 41 had a tractive effort of 30,940 lbs.

The locomotive seen here was the forerunner of what would be a fleet of 17 0-6-0s to serve the TH&B and spent 32 years switching in the Hamilton area. In December 1936, she was sold to Dofasco and switched in this company's steel plant as No. 3. The 41 was classified as a B-1 and was sold off in November 1926 after only 16 years of TH&B ownership. She went to the Fraser Companies in Edmunston, New Brunswick where she worked until 1946 when it was scrapped.

The railway operated two 0-6-0s Nos. 40 and 41 at the end of the steam era but these were renumbered locomotives. These were originally Nos. 42 and 43 but were re-assigned as Nos. 40 and 41 respectively in October 1947 to clear numbers in the 50 series for the new diesel switchers which were due to be delivered from EMD in 1948.

CHANTLER FEBRUARY 22, 1911

Passenger trains were delayed February 22nd, 1911 when four cars were derailed at Chantler blocking the main line.

HAMILTON WEST JUNCTION FEBRUARY 22, 1911

The TH&B Express bound for Toronto had a drawbar pull out as the train was passing Hamilton West Junction just as the train started to run on the Grand Trunk tracks. As the train was not travelling at a fast rate of speed and the air brakes took effect little damage was done. The train crew did not have a replacement drawbar so the car was chained and the train continued slowly to Toronto.

Canadian Pacific freight trains between Toronto and Hamilton had used the CPR old Parkdale terminal. This forced the freight trains to make a back-up movement through the busy Bathurst Street Junction in Toronto. The Canadian Pacific took to renovating their West Toronto yards in 1910. A massive new yard was constructed called the Lambton yard. At its west end was the Humber River crossing and the small hamlet of Islington. In the summer of 1910 the CPR built a 9.56 mile connection south from a junction at Islington to a connection with the Grand Trunk at Mimico. It was opened for traffic TH&B Hamilton Yards On to the GTR-CNR line at Hamilton Junction over the GTR-CNR to the Mimico junction up this short cut to Islington to terminate in the Canadian Pacific Lambton yard.

Improved Train Service

via

New York Central Lines

Michigan Central and *T. H. & B.*

A New Train to

Waterford, Brantford, Hamilton

with direct connection at Hamilton with Canadian Pacific trains to

TORONTO

GOING:		RETURNING:	
Lv. St. Thomas	* 7.05 a. m.	Lv. Toronto	*5.20 p. m.
(Makes intermediate stops)		" Hamilton	6.30 p. m.
Ar. Waterford	8.25 a. m.	" Brantford	7.25 p. m.
" Brantford	9.05 a. m.	" Waterford	8.10 p. m.
" Hamilton	9.53 a. m.	(Makes intermediate stops)	
" Toronto	11.13 a. m.	Ar. St. Thomas	9.30 p. m.

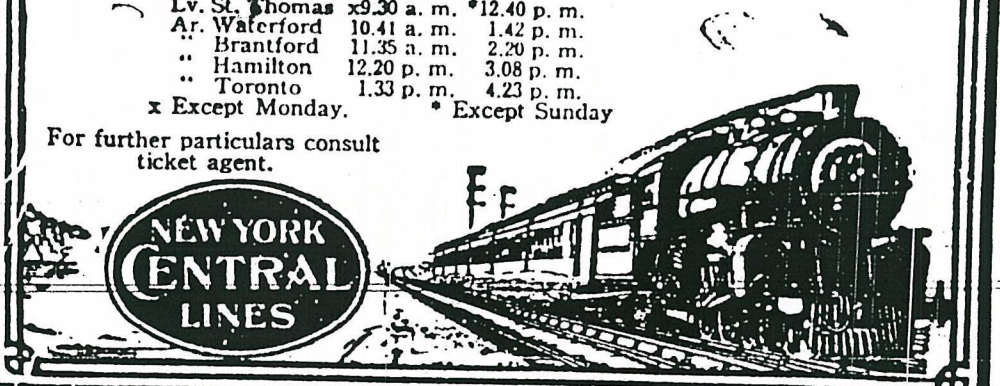
* Except Sunday.

Other Good Trains

Lv. St. Thomas	x9.30 a. m.	*12.40 p. m.
Ar. Waterford	10.41 a. m.	1.42 p. m.
" Brantford	11.35 a. m.	2.20 p. m.
" Hamilton	12.20 p. m.	3.08 p. m.
" Toronto	1.33 p. m.	4.23 p. m.

x Except Monday. * Except Sunday

For further particulars consult ticket agent.



AUTOMATIC BLOCK SIGNALS

During the summer of 1911 the TH&B began its first automatic block signal installation on nine miles of track from Kinnear to Vinemount. In 1913 the automatic signalling was extended from Vinemount eastward to Welland twenty-six miles and in 1914 the signals were installed on the west end from Hamilton to Brantford. The TH&B traffic was heavy over much of its single track line. At this time there were thirty-two trains a day, and the maximum fifty-two trains a day.

Formerly the trains operated by the telegraph block or time interval system in connection with train order boards and in n some cases by standard semaphore train order signals. Train orders and instructions were transmitted by telephone, and there was a telephone at each passing siding so that trainmen could communicate directly with the dispatcher when the occasion required.

The system that the TH&B installed was the General Railway Signal Company's absolute permissive block system.

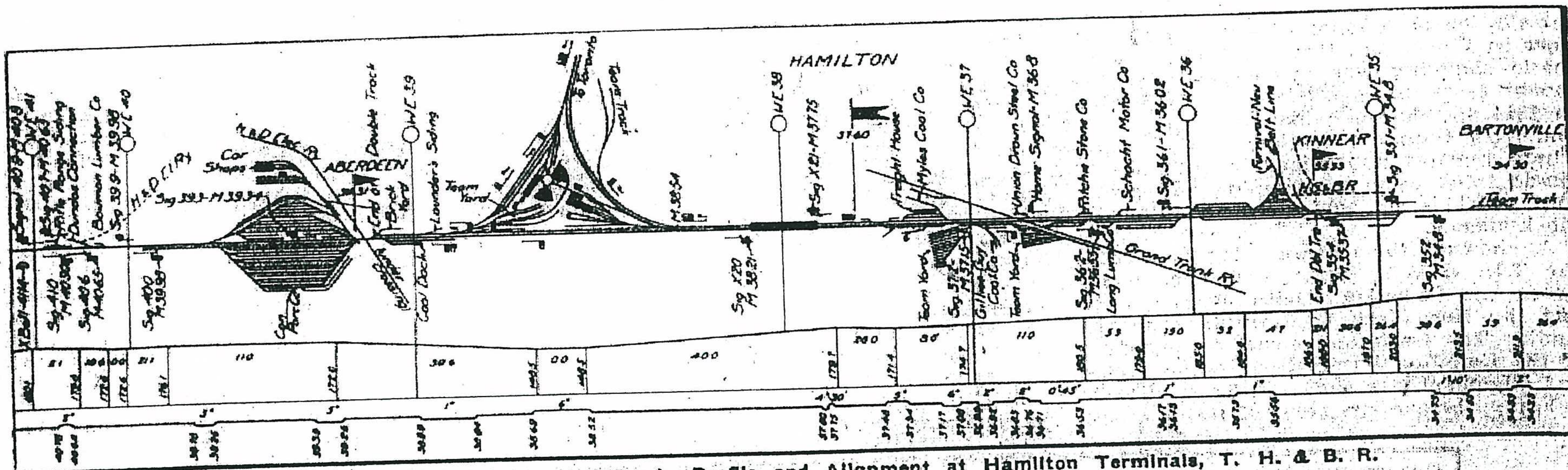


Fig. 2. Diagram showing Signals, Track, Profile and Alignment at Hamilton Terminals, T. H. & B. R.

An historic moment in the evolution of railroad communications is captured in this photograph of T.H. & B. Trains No. 73 and No. 78 passing at Grassies, Ontario, in 1911. It is the world's first 'meet' under the then revolutionary 'Absolute Permissive Block' signalling system. Michigan Central 'Pacific' No. 8410 patiently waits in 'the hole.'

Courtesy of the General Railway Signal Company.

July 5th, 1912 The Brantford Expositor declared that the TH&B Ry. train No 15 would run through solid to St Thomas.

T., H. & B. R'Y.

New Train Service

COMMENCING MONDAY, JUNE 3rd

TRAIN No. 15, leaving Brantford at 7.25 p.m. daily except Sunday. Will run through solid to St. Thomas, stopping at intermediate points on T., H. and B. and M.C.R., arriving St. Thomas 9.30 p.m.

TRAIN NO. 4, arriving Brantford at 9.05 a.m., daily except Sunday, leaves St. Thomas at 7.05 a.m., making stops at intermediate points on M. C. R. and same stops on T H. and B. as now scheduled.

'Phone 110.

T. F. BACKUS, G.P.A. Hamilton.

H. C. THOMAS, Agent.

SUMMIT STATION SEPTEMBER 1, 1912

Engineer Gordon Glennie was pulling a double-headed freight train from Waterford and Brantford towards the TH&B Ry.'s Aberdeen yard in Hamilton, Sunday September first 1912. The late summer had seen heavy rains and at Summit station the rain had caused twenty-five yards of track had been undermined and washed away. Glennie had observed the washout at a distance and jammed the brakes on hard, at the same time throwing the engine into reverse. The pressure of the heavy train forced the first engine on to the washed out section of track and it toppled over the ten foot embankment. The train crews jumped

WELLAND NOVEMBER 19, 1912

As engine No. 50 was pulling a long freight into the Toronto Hamilton and Buffalo Welland station on Tuesday, November 19th, 1912 at about two o'clock in the afternoon it ran off the track of a siding in the yard and would have toppled over if it weren't for a large pile of earth which was piled up along the track. It was believed that the cause was a broken rail. Although the engine was moving slowly it's driving wheels sank very deeply into the mud and it took about seven hours for derrick brought up from Hamilton to put it back on the tracks.

WELLAND

February 1913 saw the opening of new yards at the junction of the Michigan Central and the Toronto Hamilton and Buffalo Railways at Welland. The yards are jointly owned by the two railway companies and comprise of twelve tracks with accommodation for 1200 cars. The companies together could now accommodate a total of 1700 cars at Welland. The mainline was double tracked out of town so that a second trestle bridge was built across the Welland River, alongside the original steel truss bridge.

BELT LINE FEBRUARY 10, 1913

Shortly after midnight on February 10th, 1913 near the corner of Kensington Avenue and Barton Street, where the TH&B Belt Line crosses Barton Street, Hamilton Street Railway street car No. 411, in charge of Hartley Forbes, the motorman and its conductor Daniel Murphy met head on in a collision with TH&B yard engine No. 42, a new 0-6-0, which was hauling a number of loaded coke cars to the steel plant. The street car was proceeding toward the west, having just left its Barton east terminal. The motorman had reduced his speed near the railway tracks and observed that the semaphore was set for his safe passage. A TH&B train running from Kinnear suddenly had the air brakes go out of order on the down grade, did not or could not stop, went through the interlocking and smashed into the street car. The engine struck the front vestibule of the street car, wrecking it completely, and lifted the car sideways along the railway tracks. Forbed was hurled unconscious under the debris, but still alive. The intersection where this accident occurred was protected by derail switches, which in the daytime are operated by a TH&B switch tender. During the night, when traffic is light the train crews normally operate the switches themselves. The engine was supposed to stop a short distance from Barton Street while a railway employee walks ahead and throws the HSR derailer. The train was in charge of Conductor Broadbent, Engineer Wylde and fireman Burtison.

THE HAMILTON SPECTATOR

NOVEMBER 11, 1913

RAH, RAH BOYS

Varsity Students Made Things Lively at Hunter St. Station

A number of Varsity students, en route from Toronto to Buffalo, to attend a special meeting of students being held in that city, made things lively over at the Hunter street T., H. and B. depot this morning. They arrived here on train No. 78, and, having a few minutes to wait, spent the time in various sources of amusement on the depot platform. When the fun was at its height and the students seemed to be holding the attention of all other passengers, some one from an upstairs window called out, "Yes, you're a fine lot of fellows, and great on noise, but what about the Argonauts?" "Ouch-ouch-o-u-c-h!" cried the students in chorus, and then they ducked out of sight into their special coaches on the waiting train.

HAMILTON TUNNEL MARCH 31, 1913

Shortly after on o'clock on the morning of March 31st, 1913, a TH&B yard engine, pulling a heavy freight train, ran off the track inside the Hunter Street Tunnel. It was believed that the spreading of the rails caused the accident. The tunnel was blocked. In the early morning hours a gang of men were rounded up at Aberdeen yards and with the use of jacks managed to get the engine back on the tracks by 5 AM.

ST ANNS OCTOBER 2, 1913

The morning train Pullman train west from Buffalo on the morning of October 2nd, 1913 jumped the track rounding the curve just west of St Anns at nine o'clock. The engine and five cars of the six car train were derailed. The train was running at fifty miles per hour. The baggage car and dining car ended up lying on their sides. The train consisted of four steel Pullman cars and TH&B officials stated that it was a triumph of steel construction. Only one passenger was slightly injured. The derailment was attributed not to a broken rail but that the tenders wheels had derailed.

COYLE NOVEMBER 5, 1913

An eastbound TH&B freight train en route to Welland as it was nearing Coyle station at 6:30 the evening of November 5th, 1913 three cars derailed and the mainline was blocked for several hours. The train wa in charge of conductor Finch and was not running at high speed.

1913

ASSAULT IN ENGINE.

Hamilton Firemen Charged With Beating His Engineer.

HAMILTON, July 28.—Bound hand and foot, Fireman Fred. Highland, 29 South Caroline street, was taken from the baggage car of the T. H. & B. train when it arrived at the Hamilton station at 10.25 yesterday morning, and held by the local police on a charge of assaulting Engineer John Towney while in the execution of his duty. The story of the struggle between the engineer and his mate while the train was running at high speed, reads like an extract from one of Jules Verne's romances.

According to Towney, Highlands entered into an altercation with him while the train was stopped at Fenwick, and high words followed. It was not, however, until the engine had got well under way again that the fireman culminated his threats with actual violence. Apparently deeming that the opportunity afforded him was a safe one, he stepped behind Towney, so it is said, and dealt him a heavy blow.

Not wishing to stop the train unless compelled to, the engineer ordered Highlands back to his side of the cab. The man's reply, according to the complainant, was another severe blow. Realizing that the lives of the passengers entrusted to his care were in danger, Towney stopped his engine and sought the aid of his fellow trainmen, but before he secured their assistance, however, he was subjected to a rain of blows from his infuriated helper. The other trainmen succeeded in overpowering Highlands, and after securing his feet and hands, carried him into the baggage car.

Immediately on arrival at Hamilton, Towney swore out a warrant and the fireman was arrested by Detective Sayers and Constable Duffy.

The railroad company has announced its intention of prosecuting Highlands, and the case comes up in police court to-day.

Hamilton Spectator October 1914

PLOT TO BLOW UP WELLAND CANAL AND T. H. & B. TUNNEL REPORTED

OCT. 1914

The local military authorities, in charge of the Welland Canal guard, received a warning on Sunday night from the Dominion secret service at Ottawa of the discovery of a German plot to blow up the Welland canal and the T.H. & B. tunnel and bridge at Hamilton. The U. S. secret service is said to have got wind of the proposed outrages. Its information was communicated to the American government which, in turn, notified the British legation at Washington. Word was promptly forwarded to the Dominion Government, and immediately precautionary steps were taken.

There was great activity in police and military circles at the points interested when the tip was flashed out. The C.P.R. hurriedly summoned its own detectives to headquarters at Toronto and armed guards have been placed at Hamilton points.

On the whole there is a decided tendency to discount reports of hostile acts by enemies of Britain, but the fact that the Dominion Government in this instance saw fit to take such precautionary measures shows that the information picked up by the U.S. secret service men was regarded as something worth paying attention to.

It is difficult to see what German sympathizers could gain by wrecking railway bridges or other public utilities in this country, unless they are figuring on a "reign of terror" in an effort to compel Canada to reduce the help it figures on sending to Britain.

COYLE APRIL 25, 1916

The second section of "The Maple Leaf" the eastbound CPR-TH&B train from Toronto was derailed at Coyle near Welland, April 25th, 1916, at the entrance to the TH&B yards at ten o'clock in the evening. The derailment was caused by the brake rigging of the first coach dropping from the wheels as the car passed over a switch. The brake beam jammed in the switch throwing it open. The forward coupling was broken and the seven cars following left the rails. The first two cars were nearly upset. It took all day to get the last seven coaches and Pullmans on the track. The other main line was not blocked and therefore train service was not affected seriously.

AUTOMOBILE INSPECTION CAR

On the morning of May 6th, 1914, Superintendent Malcolmson, Roadmaster Millard, travelling engineer Batzold , signalling Supervisor Hurst and Chief Dispatcher Warnock, left Hamilton eastward to make an official inspection. They travelled in an electric automobile inspection car. The car was described as almost the same as a standard automobile except that it is equipped with flange wheels to allow it to operate over the railway. It derived its power from storage batteries and had a speed of fifty miles per hour. It ran under the orders of acting conductor Warnock the same as a standard railroad train. The group thought that the railway inspection car far superior to the regulation private or official car for the careful inspection of a railway.

ERIE AND ONTARIO RAILWAY

TH&B President Beckley at a meeting in early 1916 with Dunnville business man W. J. Aikens; Mr Aikens made the suggestion that Dunnville on the Grand River and nearby Port Maitland, where the Grand River emptied into Lake Erie would be a perfect canidate for a TH&B branchline. Mr Beckley travelled to Dunnville and met with several manufacturers. The president was enthusiastic about the prospects. At a meeting of the ratepayers held May 13t, a resolution was passed that the Town Council raise sufficient money for the building of a TH&B branchline from Smithville. The estimated cost of the right of way was about $40,000.00 and arrangements were soon made with land owners fpr the right of way. The terminal and yard would be at the corner of Bridge and Canal streets.

Construction of the line began on August 16th, 1916 and the laying of the steel rails started October 21st. Contractor Bennett graded a strip of land thirty-one feet wide to allow for the possibility of a double track. The work was done by three gangs, one from Smithville, Charles Dolan at Attercliffe and Robert Bennett at Dunville. One farmer, a Mr Topp had not settled his land sale with the railway, and coming home from Church one Sunday found a big steam shovel sitting in his field. Disturbed Mr Topp harnessed his horses, hooked on to the steam shovel and was intent on pulling it out into the road. It was so big it wouldn't draw. The horses stripped the harness right off their backs. The 14.9 mile railway was completed by November 24th, 1914 when a TH&B engine and car 161 the private car made the first run into Dunnville.

December 22nd, 1916 a special train conveying President J. N. Beckley, officials of the TH&B, members of the Hamilton Board of Trade traveled to Dunnville for the official opening of the railway. A banquet was tendered by Dunnville Mayor Penny at the Victoria Hotel, where the customary speeches were made. A rather large brick station and stub-end freight yard were built near the downtown.

A slight rear end collision occurred to a Canadian Pacific freight train behind the Cemetery on the spur line January 23rd, 1917.

The watchfulness on the part of the engineer of the TH&B passenger train from Buffalo to Hamilton shortly after eight o'clock the evening of July 10th, 1917, preventing what could have been a serious wreck. The engineer realized that the recent heavy rains had weakened the roadbed and ran the engine at slow speed across the flatlands but just in passing Vinemount where the railway descends the escarpment the tracks started shifting and sagging under the train. A landslide occurred quickly, and the second coach from the rear of the train was derailed. The passengers were transferred to the coaches at the head of the train. The two coaches were cut off. Trainmen were left at the rear of the stranded coaches, to protect and flag, any train coming from Welland. The train continued to Hamilton slowly. When it arrived in Hamilton the railway sent out the wreck crane. The TH&B was blocked only a few hours.

HAMILTON JUNE 30, 1917

Saturaday, June 30th, 1917 ten passengers were injured in a head on collision at the Hunter Street station of the TH&B. A Race Special from Toronto had arrived at the station just a few minutes before three o'clock in the afternoon. A heavy freight train was heading west through Hamilton. Just before the station is a slight hog-back and the freight engineer apparently put on too much steam before he realized the danger The brakes were quickly applied but the weight of the freight kept pushing the train ahead. Fortunately the emergency brakes caught quickly and retarded the train's speed. The freight smashed into the standing passenger train head-on. The force of the heavy train completely smashed the front of the lighter passenger locomotive and the tender and the mail car were buckled by the force of the collision. Ten passengers were injured in the collision.

THE COAL EMBARGO OF 1917

The early winter of 1917, The Great War was in its third year, American Neurality was counting its last days, and it was cold, very cold. Between the period January 11th and February 20th the temperature in Southern Ontario was nine degrees below zero. The only source of heat for home, store and industry was coal. Whether anthracite for home heat, or bithuminous for industrial steam, no coal was mined in central Canada. The closest source of heat came from Pennsylvania, West Virginia, or Kentucky, three hundred miles away. Coal arrived by only one way, the railroad. The railroads were powered by steam engines and trains of coal travelled in steel hoppers riding on friction bearing lubricated with tallow. After coal is mined it is washed. With trains running food, grain and munitions to Atlantic ports the Canadian railways were taxed. Coal was delivered to the Grand Trunk at the Fort Erie-Black Rock-Buffalo frontier. Buffalo was the hub or the Lehigh Valley, the Delaware Lackawanna and Western, the Buffalo, Rochester and Pittsburgh and the mighty Pennsylvania Railway Systems. Solid Grand Trunk coal trains ran to Hamilton, Toronto and the entire region. The London area had the trans Lake Erie car ferries.
The freeze set in the first week of January, Buffalo and Toronto rail yards simple froze. The tallow lubrication froze wheels and axles to the truck journals. Cars were frozen to the rails. The washed coal froze to a lump in the steel cars. The GTR had pursued a conservative locomotive policy wlile the other Canadian railways had acquired a great deal of larger Mikados, the GTR had only a few, and a look at a GTR roundhouse in 1917 saw an awful amount of very old vintage 4-4-0's and 2-6-0's. The cold froze all the rail yards. Coal could not be moved. Toronto needed 250 cars of coal per day but the GTR only delivered 76 cars per day. In one day in February 1500 cars were froze at Black Rock and another 2000 at Fort Erie. The American rail yards were bursting with coal for Canada. The New York Central annouced an embargo, for its freezing rail yards were full with cars for the Grand Trunk. The Buffalo yards had become major bottlenecks. Canadian industry came to a halt, they had neither heat nor energy. Some announced heatless days and worked only four days, and this in a time of war. Working men were going home to cold houses.

Toronto can not get enough coal because the railways have not enough motive power to pull the coal into Canada. The Toronto Star sent a reporter to the Stratford Shops to report there were 80 engines awaiting repair.

Coal shipped from the coal mines took ten weeks to be delivered to Toronto but only three days to reach the Buffalo gateway. Schools and hospitals were near closing. Industy had stopped. The Railroads were short for there own engines, the railway was caught taking coal marked for Toronto schools for their own use. The cold brought illness, pneumonia was near every doorstep. The GTR claimed when engines were available their was a scarcity of healthy crews; in one day 13 engines, could not be run because 13 crews were ill. Then came a massive snow storm followed by a derailment at Chippewa Creek.

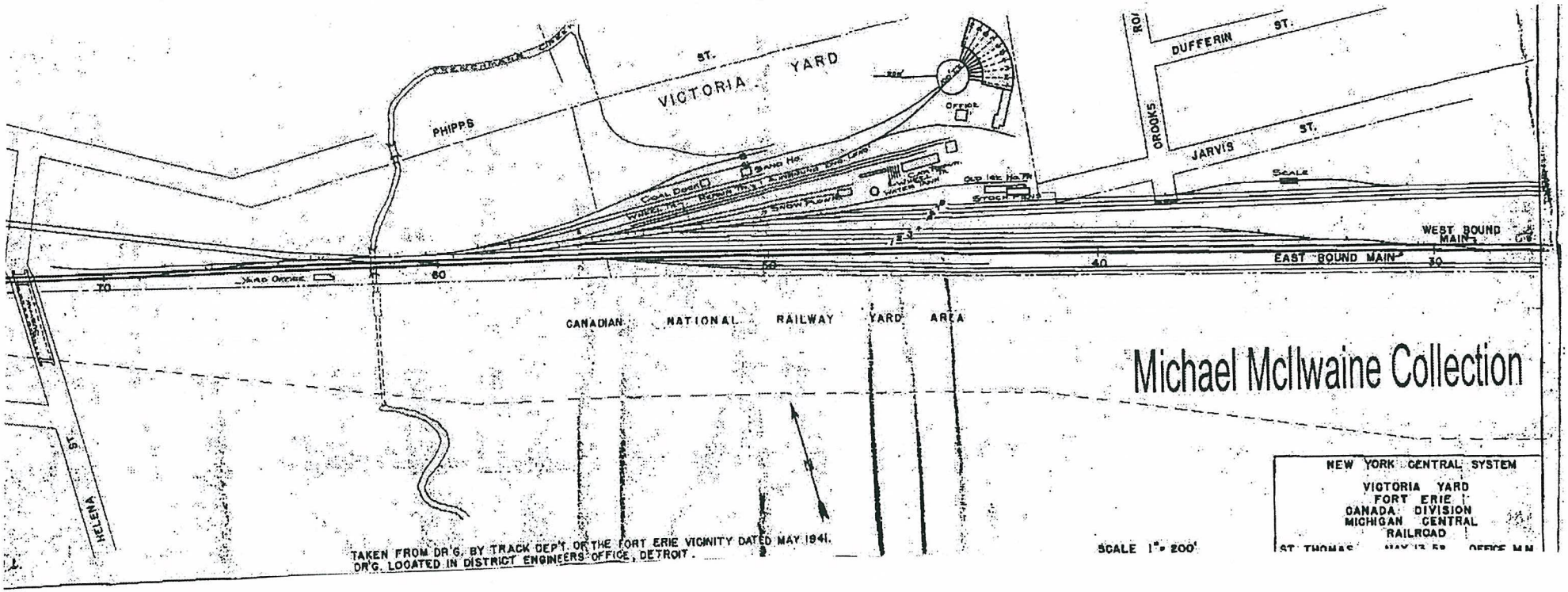
The Grand Trunk pledged every day that only solid coal trains would be run. They were not. The GTR cancelled thirty local passenger trains; pledging that the passenger motive power would be used on freight trains. Passenger locomotives with there larger driving wheels pulled 30% less than a freight engine yet it digested the same amount of coal. The large GTR roster of light engines were useless on coal trains.

A national morale crisis in Wartime was occurring. There was fear that a revolution could come from frozen workers. The direction of blame focused on the steam locomotive roster of the Grand Trunk. Sir H. Drayton, Chairman of the Dominmion Railway Board made a quick trip to Toronto. Here he found the Mayor of Toronto and the Board of Control had endorsed a call for the Canadian Government to take over and operate the Grand Trunk double track line to the border. In eighteen below zero temperature, Drayton's Private Car was attached to a coal hog and made a special run to the border, There he found whole trains of coal covered in ice. Ten thousand cars were stalled in the Pennsylvania's Gardenville(Buffalo) yard and a furthe three thousend at GTR Black Rock. The problem was the Grand Trunk steam locomotive roster.

The solution; steam engines were borrowed or leased from every source. Locomotives from the American connections were pulling the coal trains, and they came, engines from the Erie, engines from the Lackawanna, engines from the Legigh Valley, engines from the Pennsylvania. Newspapers reported the strange Yankee hogs. Coal trains only. The Ontario Government threw four engines from the Temeskaming and Northern Ontario into the battle. The coal supply increased as did the temperature. The crisis was over but the scars were not. The call from the Toronto City Hall for the Government take over would leave an echo.

BRIDGEBURG YARD

The 1917 coal famine that developed at the border gateway while the press at the time seemed to concentrate on the Grand Trunk; the TH&B and the New York Central found that they had major problems at the Buffalo region. The TH&B answered the problem in two ways. The first was the use of a car ferry to Port Maitland to avoid the Buffalo area entirely. The second was that the TH&B established their own yard at Bridgeburg, later known as Fort Erie. Bridgeburg was at the Canadian end of the International Bridge that crosses the Niagara River to Buffalo. In the summer of 1917 the company acquired fifty acres of land, the Riselay Farm, adjacent to the Michigan Central and Grand Trunk tracks. The MCR Niagara Branch was relocated at this time. The Dominion Construction Company did the construction of the new yard and engine terminal. The TH&B had transferred all its freight business to the MCR at Welland, but now the TH&B made an arrangement to have running rights over the Michigan Central between Welland and Fort Erie. The yard and terminal was completed and put in operation November 1st, 1917. The TH&B Fort Erie yard was operated only by the company until September 19th, 1928 when the TH&B sold the yard to the Canada Southern-Michigan Central. The later gave it the name Victoria Yard. The TH&B continued to use the yard until the depression years when it was closed for four years but the TH&B re-opened the yard February 17th, 1935.



ALBION BRIDGE JANUARY 29, 1918

On January 29th, 1918 a rear end collision occurred on the TH&B Ry. about three miles east of Hamilton at the Albion Bridge across Red Hill Creek. Extra west locomotive No. 53 left Stoney Creek shortly after seven in the evening. No. 53 was a MLW 2-8-0 built in 1912. Engineer J. T. Toomey and fireman W. Westfall were in the cab. The engine had crossed the bridge when Toomey stopped on account of light engine No. 16, one of those Baldwin 4-4-0's acquired by the TH&B in 1917 from the Buffalo and Susquehanna, having stopped about two locomotive lengths inside of the automatic block signal 331. The signal showed danger for No. 53. Rear brakeman Earl Stewart had left the caboose of No. 53; which was now standing with the rear of its train, on the center of the bridge. Stewart started slowly marching back on this January night with the required red flag over the difficult bridge ties. Stewart had managed to walk 700 feet when to his surprise around the curve came another train, extra 70 west. Another MLW 2-8-0 consolidation; No. 70 built in 1910 as No. 50 was renumbered in 1918 as 70. The 70 went right past Stewart and smashed into the caboose of 53. Conductor Charles Darche 54, was standing on the rear platform of the caboose and could see the approaching No. 70. He decided to leap from the van with the intension of landing in a snow-bank at the foot of the forty foot ravine. Instead he struck an abutment of the bridge and was killed. Fred McDonald, a TH&B plumber, was also in the caboose so he also jumped, but was injured in the fall. No. 70 went right through the caboose. The force of the impact caused the tender of No. 70 to derail and it fell off the bridge into the ravine below. Engineer E. Dean, fireman Lorne Wheeler and brakeman E. Morden were on No. 70. The crew of 70 jumped in time. No satisfactory explanation could be given as to the cause of the accident under the modern Automatic Block System. The railway tried to lay the blame at Brakeman Stewart, but a Canadian Railway Board hearing exonerated him of blame. Engine 70 while damaged, was repaired and was given the number 101 in 1919, in 1945 its boiler was scrapped and its frame used on engine 107. Engine 53 was renumbered 104 in 1919 and was scrapped in 1951.

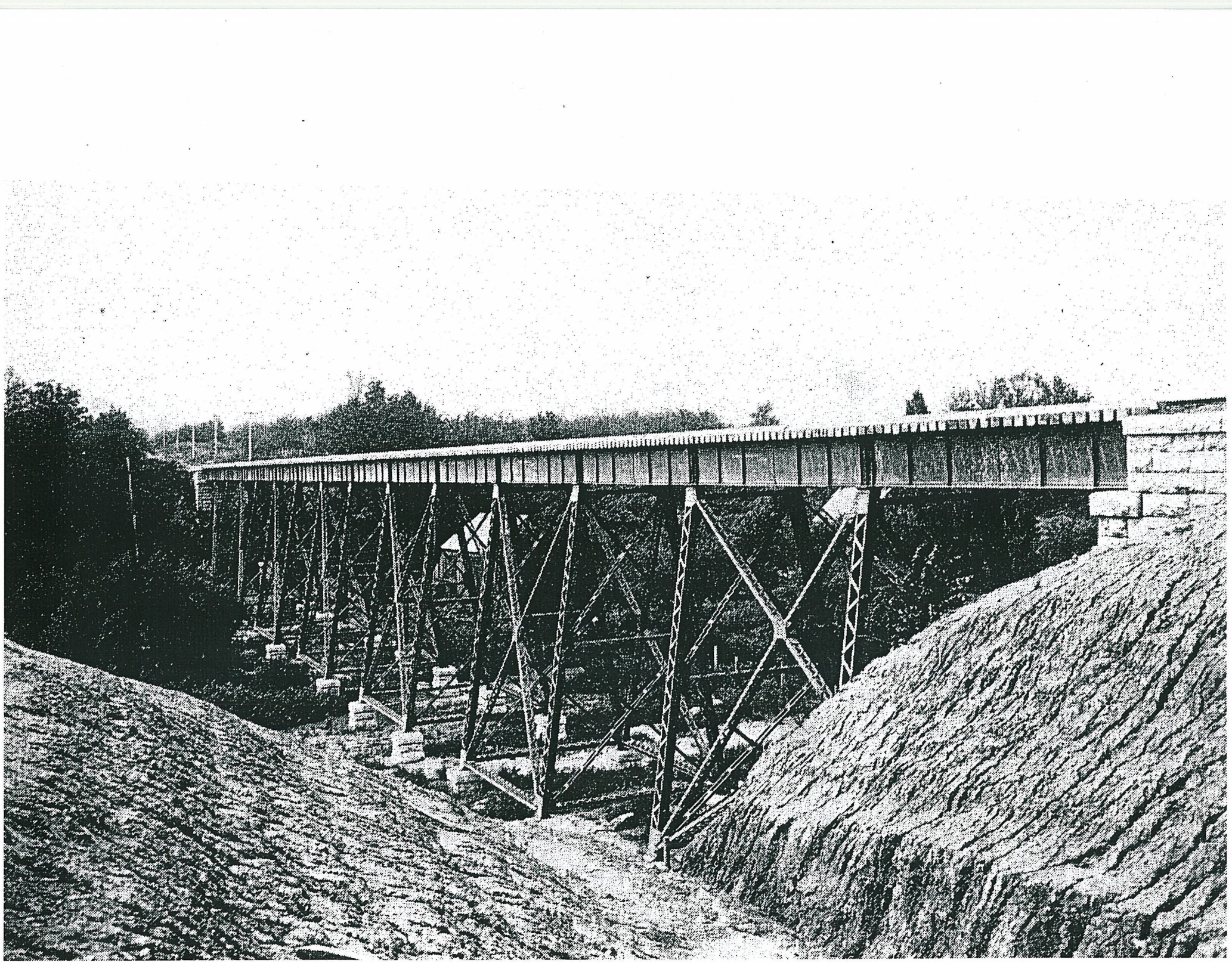


Photo Number: MAT004522
Photographer: unknown
Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY
Subject: Steam locomotive
Equipment Number: 50
Collection: Mattingly

ABERDEEN SHOP FIRE AUGUST 26, 1918

Yet another fire occurred in the Aberdeen car shops of the TH&B the evening of August the 26th, 1918. The fire started at 6:35 and the alarm was given but before the firefighters arrived the fire had become large. The frame buildings burnt quickly. The boiler room, blacksmith shop, the air compressor and the storeroom were gutted. The machine shop was saved. Most of the cars inside were pulled out to safety, two cars were scorched by the fire. The firemen had to pull down a seventy-five foot brick chimney. The fire department pointed out that there was insufficient water pressure because the shops were outside of the city limits and that hoses had to be laid 1500 feet from the nearest fire hydrant.

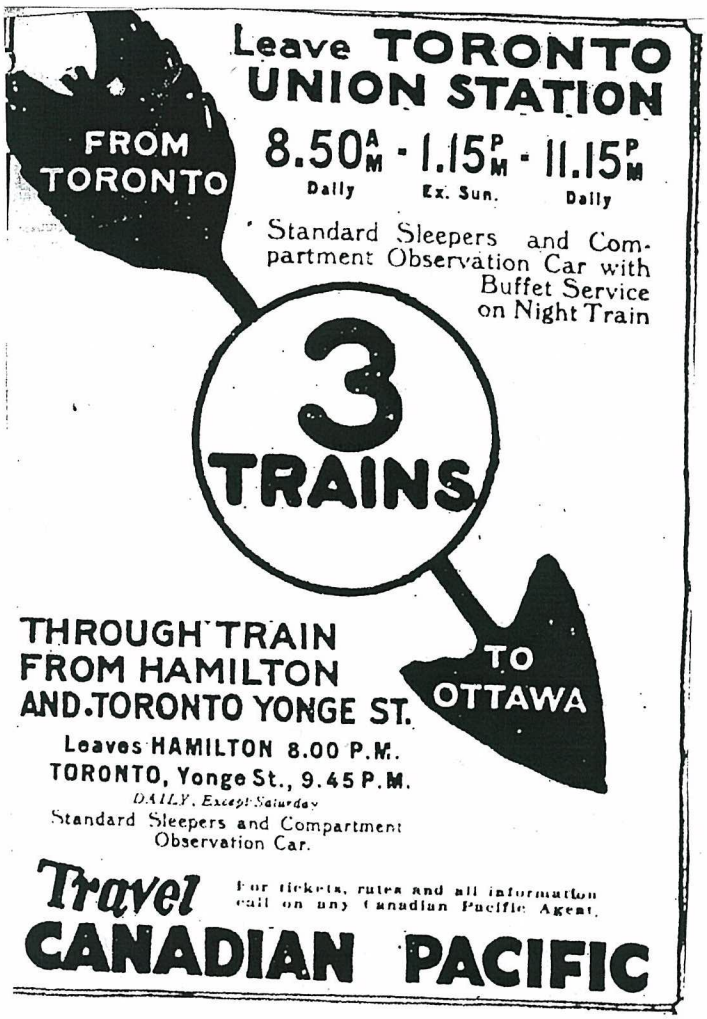
ROYAL VISIT 1919

Edward, the Prince of Wales made a lengthy tour of Canada starting in August and ending November 1919. The red ten car Royal Train was supplied entirely by the Canadian Pacific Railway. The CPR official or private car Killarney, with its open observation was the home to the Royal. The Prince left Quebec City and first journeyed west to British Columbia and then came back east to visit Central Canada. October 17th the train left North Bay and travelled south and arrived quietly at the Hamilton Grand Trunk station on Stuart Street that Friday afternoon at 1:30. The Prince left the train and was taken by automobile to the Royal Connaught Hotel. The very official civic reception was planned to take place the next day. Great plans had been made, but they had been made with the mistaken impression that the train would arrive by the CPR at the TH&B station. Therefore, early Saturday morning, the Prince left the Hotel went down to the GTR station boarded the train and the Grand Trunk pulled the train up the Fergussen Avenue line to the TH&B interchange, then backed it into the ornate brick Hunter Street Station for the 10:30 Official Reception. After this busy second day in Hamilton, the Prince went to the small old Hamilton and Lake Erie-Grand Trunk station on King Street and left at ten o'clock that night.

The train travelled over the Grand Trunk from Hamilton to an 11:30 arrival at Niagara Falls. He was met at the station by Mayor Stephens and Sir Adam Beck. The Prince stayed on the train that night. The next day October 19th, a complete tour was made of the sites of Niagara Falls. The Prince travelled in part through the Falls in the International Railway's electric private car Ongiara. That night he activated for the first time the great electric floodlights that illuminates the Falls at night.

October 20th, Prince Edward left Niagara at noon, westbound through St Catharines, Hamilton ,the Junctions, up the Dundas grade to arrive Brantford at 1:30 PM. After a three hour reception and tour, he boarded the train at the large Grand Trunk station and left at 4:15 bound for Guelph.

C.P.R. had been running a daily train each way between Montreal and its North Toronto station for a considerable time. On May first, 1921 the run was extended from the Yonge Street station to Hamilton. The route was from mid-Toronto to the West Toronto Junction, through Lambton Yard to Islington, then south via the Islington-Mimico cut off, then over the GTR-CNR tracks to the TH&B Hamilton station. Through sleeping cars ran Montreal to Hamilton. The North Toronto station was closed during the depression.



CANADIAN NIAGARA BRIDGE COMPANY

The coal blockades in the severe winters of both 1917 and 1918 was a stab at the Canadian railway system when coal could not be moved out of the Niagara frontier. The railway lines around Buffalo were choked.

Both the Michigan Central and the Toronto Hamilton and Buffalo Railways had two points of entry into and out of the United States. The first was the Niagara Cantilever Bridge at Niagara Falls and the second was the Grand Trunk Railway's International Bridge at Fort Erie.

The Cantilever Bridge was now getting old and would soon be replaced. Sixteen passenger trains and thirty freight trains crossed the border there every day on the double track bridge. The single track International Bridge had 98 passenger trains and 90 freight trains per day. The New york Central yards were taxed way beyond there capacity. Black Rock yard in Buffalo had a capacity for 1000 cars and 2300 cars passed through there every day. The New York Central east of Buffalo had three to four routes that could take excess traffic, the West Shore and the Rome Watertown and Ogdensburg, from its four track main line. Every NYC passenger or box of freight came through the bottleneck of Buffalo and Niagara Falls.

In 1918 a plan on a huge scale was put forward, a third crossing of the Niagara River right in the middle, north of Buffalo straight across from Welland across the Niagara to Grand Island, New York then a second crossing of the Niagara to Tonawanda New York and a direct line to Rochester.

The Dominion Parliament incorporated the Canadian Niagara Bridge Company in 1918 to build a railway from near Welland to a point on the International Boundary on the Niagara River. The Canadian principals were the Canadian Pacific and the Toronto Hamilton and Buffalo Railways. The President was Edward W. Beatty, President of the Canadian Pacific Railway and the Vice President was A. H. Smith, President of the New York Central. The Chief Engineer was R. L. Latham the Chief Engineer of the

TH&B. The first press reports stated that it would be the Toronto Hamilton and Buffalo Railway that would build the Canadian portion of the six mile railway and the bridge to Grand Island.

Surveys were made in the summer of 1919, and by December a crew of men were drilling into the rock of the river for making tests for the bridge foundations. By 1920 all of the land had been acquired which included a large plot of land on Grand Island where the freight classification yard would be located.

The American Niagara Bridge Company was incorporated in New York State to build a railway and a bridge from the NYC and Lehigh Valley Railroad junction at Tonawanda across the Niagara River to Grand Island, New York and then to a connection with the Canadian Niagara Bridge Company at the border point. The President of the American company was A. H. Smith; the President of the New York Central, and J. N. Beckley, of the Toronto Hamilton and Buffalo, was a Vice-President. The whole project would involve 22 miles of new track and the construction of two long bridges. Eleven miles would be the NYC, and under ten miles would be built and owned by the Toronto Hamilton and Buffalo Railway.

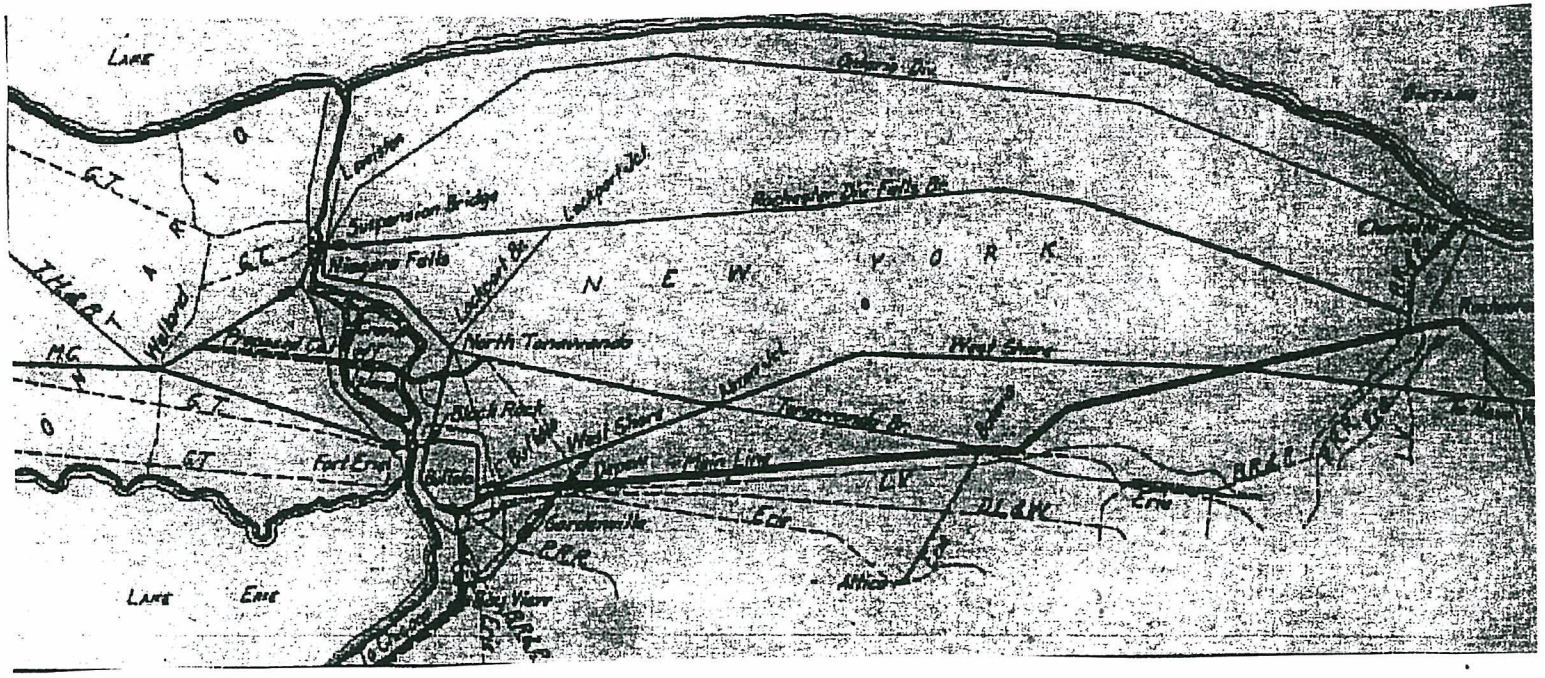
The plan was to split off the Michigan Central's Welland to Niagara Falls line, 3.15 miles north-east of Welland. The new cut-off would travel in a straight line through Crowland and Willoughby Townships 8.50 miles to Black Creek on the Niagara River near Black Creek then cross the Chippewa Channel of the Niagara River on a fifteen span bridge. The first 12 spans were to be semi-through Warren type spans, each 160 feet long, 2 through truss spans 205 feet long and a vertical lift bridge 196 feet long. The entire railway and the bridges were to be double-tracked. The bridge would have a roadway and a walk path on the side.

On Grand island a massive freight yard was planned with a capacity for 10,000 freight cars. The detailed plans had a huge hump yard, with a 10 track receiving yard that could hold 110 cars per track. The classification yard would be 32 tracks capable of 50 to 100 cars on each

track. A further 10 tracks would round out the freight capacity. Two modern roundhouses with stalls for 32 engines in each roundhouse would care for the steam engines.

From this massive yard freight trains could head east and would cross the Tonawanda Channel of the Niagara River on another eight span through Warren type truss bridge and another 190 foot vertical lift bridge to Tonawanda, New York. The low grade line would run over the New york Central's Tonawanda Branch to Akron Junction and then turn on to the NYC West Shore line to head directly to Rochester where it would connect with the four track main iron of the New York Central heading east.

The engineering plans were drawn, drilling had established the nature of the Niagara River as a foundation, and a lot of land was purchased, almost half of Grand Island. Then it was forgotten.


Lake
Suspension Bridge
Niagara Falls
N E W Y O R K
North Tonawanda
Tonawanda
West Shore
Buffalo
Lake Erie

Two men had a remarkable escape from death. Engineer George Morrison and Fireman George Cody had TH&B switch engine No. 44 on a string of cars. The train had left the industrial district and was heading for Kinnear yard. It had rounded the curve at eleven that morning at the back of the Dominion Foundry and Steel plant; when at the dangerous Beach Road crossing, it hit a car at the crossing. The car was trapped under the 0-6-0 engine and was carried seventy-five feet through the stone subway under the CNR. The two persons in the car escaped injury.

The Toronto Hamilton and Buffalo Railway between July and December 1924 did a major track alignment on its grade up the Niagara escarpment just below Vinemount. It consisted of extensive rock cutting in the face of the mountain to eliminate an S shaped reverse curve eight hundred and fifty feet long and move the track from what could have been unstable fill on to a solid rock foundation. The cut was made to allow room for a double mainline track. The railway excavated 70,000 cubic yards of rock.

It was reported in the railway press that in the spring of 1926 that a mechanical devise had been installed at the TH&B railway crossing at James and Hunter streets in Hamilton for the protection of automobile and street car traffic. it consisted of two beams of light, one for north bound and one for south bound traffic. When the railway tracks were clear of traffic each beam shows a green light and when a train was approaching a red light would appear. The lights would be on both day and night. TH&B officials claimed that the crossing gates had been damaged so many times in the past by motor cars crashing through the gates that the lights would be an added prevention.

Canadian Railway and Marine World

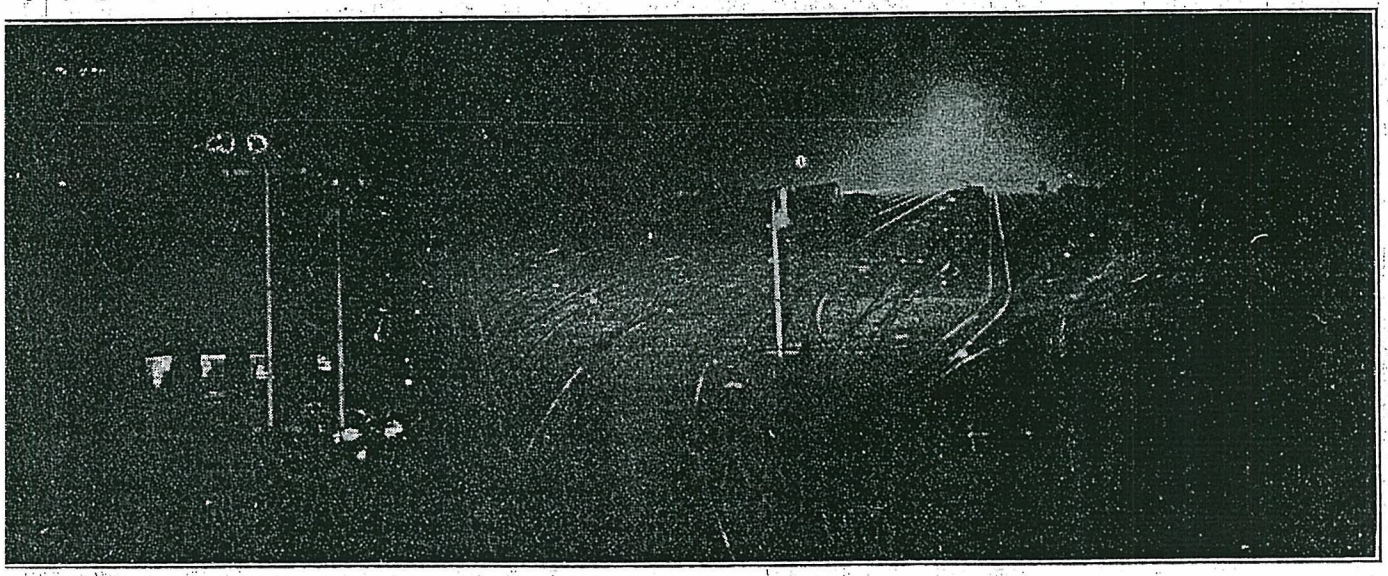
February, 1927

Floodlighting of Aberdeen Yard, Toronto, Hamilton and Buffalo Railway.

ıe Toronto, Hamilton and Buffalo Ry's ·deen yard, a flat classification yard, Aberdeen station, 1.74 miles from ıilton station, on the Waterford Sub- ıion, has 30 yard tracks, with total .city of between 750 and 800 cars, and ıat might be described as a small yard a large turnover, there being few sions when it is not very busy. In tion to breaking up and classifying H. and B. eastbound trains from erford Subdivision connections, and bound ones from Port Maitland and ıara frontier points, traffic received ı and destined to the Canadian Pacific ıandled there. The yard layout is vn in the accompanying plan, and the mpanying map shows the yard's loca-

are of light but strong construction, of angle sections, riveted, and were erected by Hamilton Bridge Works Co. They are anchored to reinforced concrete bases, each base containing approximately 56 tons of material. Access to the tops of the towers is obtained by interior ladders, with angle iron uprights and ¾ in. round iron rungs, riveted in. At the top of each tower is a platform, with hand railing around, on which the lighting units are supported, and there are, in addition, intermediate platforms at 30 and 60 ft. from the ground. The idea in providing the intermediate platforms was that following winter sleet storms, when the ladder rungs would be covered with ice which would be required to be tapped off with a hammer, a man

corrosion proof, an important consideration in a locality where locomotive exhaust gases are always present. The projectors are arranged on the towers at each end of the yard so as to have the projected rays from each battery of lights overlap, thus doing away with light and shadow alternations, while at the same time the yard tracks at the extreme sides are afforded a sufficient intensity of illumination. The question naturally arises as to the effect of glare, but the fact is that with the projectors mounted at such a height (90 ft.) glare is absent. Experiments have demonstrated that with the projectors much nearer the ground than this, glare would manifest itself, making a dangerous condition, but with the installa-



Aberdeen Classification Yard at Night.—Looking west from foot of tower at east end of yard.

. in relation to the T., H & B. and other way lines in Niagara peninsula.

'he railway's records show that over a ear's period, from 1919 to 1924, in the ration of this yard, only 10% of the ıl damage to equipment was sustained the daytime, while 90% occurred at ıt, and that of all the personal injuries ɔrded, only 25% were sustained in the time and 75% at night. It was a ural conclusion, therefore, that if some ɔem of lighting the yard at night, so as ıfford some approach to daylight condi- ıs, could be devised, night switching ld be made more free from accidents nen and equipment. The management t the Superintendent, W. J. Warnick, the Supervisor of Signals, A. A. Hurst, ɔbserve what progress was being made loodlighting of yards on certain U.S.A. ways. The result of their observations uced the management to floodlight the erdeen yard. A floodlighting installa- ı was planned, erection of towers was ceeded with, and the installation, said be the first of its kind on a Canadian way, was completed and placed in ser- e on Aug. 5, 1926, since when it has n inspected and studied by representa- es of numerous other Canadian roads.

The lighting units are supported on 2 el towers, 2,700 ft. apart, one at the st end and the other at the east end of yard. The towers, each 90 ft. high,

ascending the ladder would be given an opportunity to rest. The provision of the platforms entailed only the expenditure for a few planks and the cost of anchoring them in place. In the platform at the top of the tower is a trap door, normally kept open, and closed only when a man is on the platform, working on the light units or connections. An illustration of the base and lower members of one of the towers is given herewith, showing method of anchoring, nature of cross-bracing, location of ladder, etc. Cable conduit and fuse and switch boxes are also shown. The conduit, 1 in. diam., is carried straight up the side of the tower, and is supported by U bolts and clamps at frequent intervals. It contains 4 no. 14 duplex cables; there are 4 lighting units at the top of each tower, and for each unit a pair of fuses is provided, the 8 fuses being in the fuse box shown to the left. The main fuse and switch are housed in the box to the right, both boxes being kept locked, to prevent their being tampered with. By having the 2 individual fuses for each lighting unit, work may be done on any unit independently of the others.

The 4 light projectors at the top of the tower are the Pyle-O-Lyte 23 in. visor type, with clear lens and ¾ in. heat resisting silvered glass reflector, with copper and aluminum backing. This combination as it is, locomotivemen and switchmen report no trouble from glare. The light from the projectors is well diffused, and the condition obtained can best be described by the statement that in terms of foot candle power, the illumination is four times as good as that afforded by moonlight under the most favourable conditions. The vast improvement is particularly evident when snow is on the ground, while flat cars and gondolas, always more or less a source of danger in night switching under ordinary conditions, stand out in bold relief.

The operation of the lights is controlled by the yardmaster from the main switch box. The projectors are supplied with 110-volt 66 2/3-cycle current from a Dominion Power and Transmission Co. line nearby. In contracting for power supply, it was stipulated by the management that current of as near constant voltage as possible was necessary, and this has been supplied. Since the floodlighting system was placed in operation, on Aug. 5, 1926, there has been only one lamp failure, which took place only two days after the installation was completed, and it is thought that it resulted from a shock the lamp sustained during installation. The lamps used are 1,000-watt pear-shaped bulbs. Spare bulbs are kept in a box on the platform at the tops of the towers. As stated the

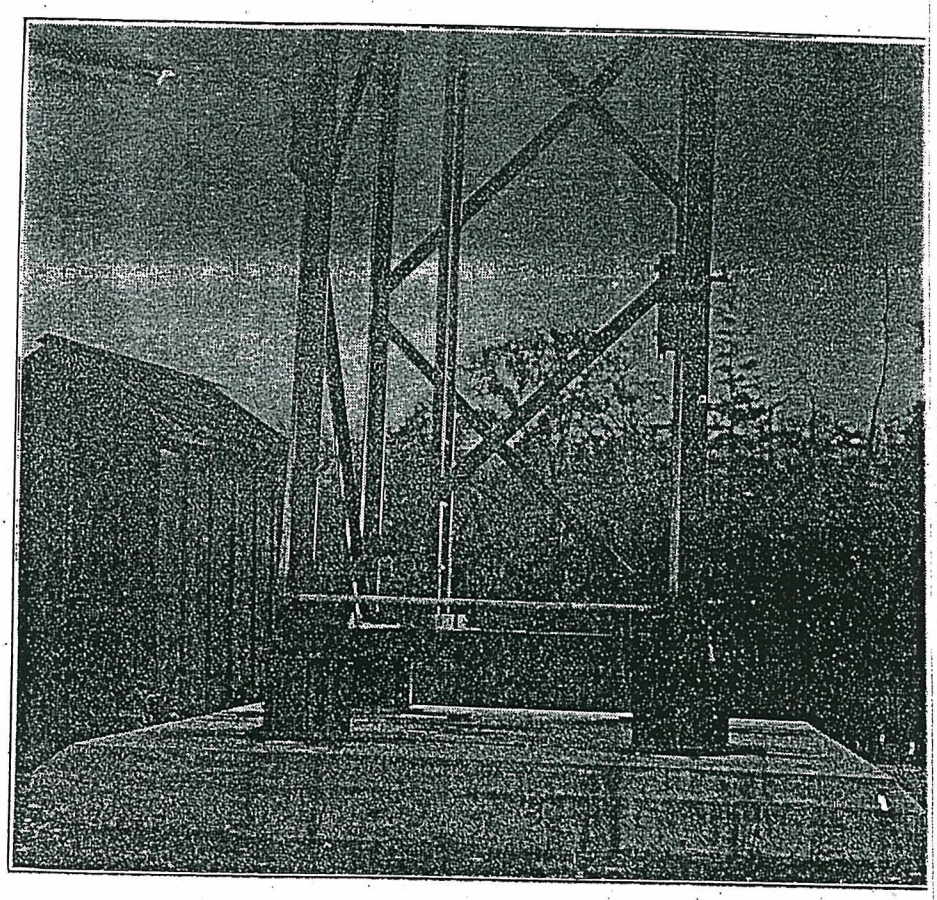
Floodlighting of Aberdeen Yard, T. H. & B. Railway.

(*Continued from page 61.*)

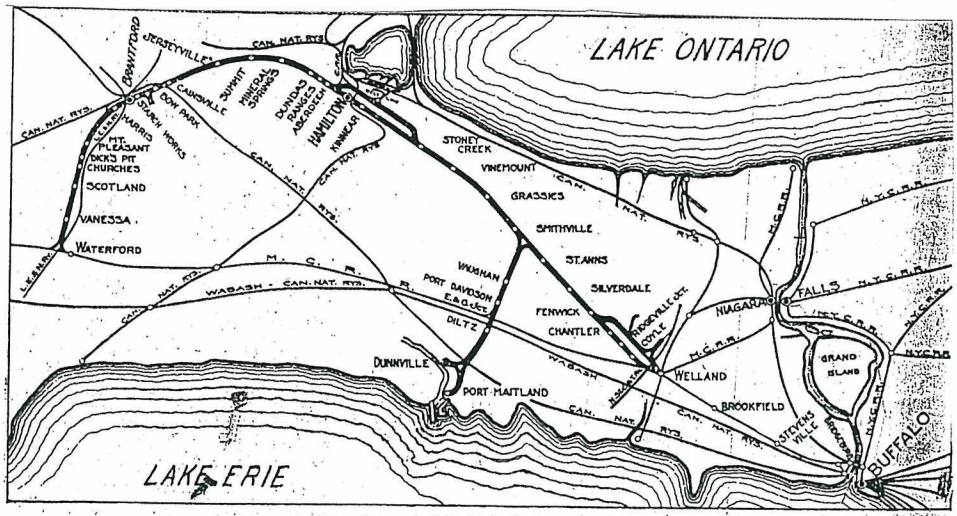
projectors are visored. This deflects the ight downward, and prevents the forma- ion of shadows in the vicinity of the base f the tower. The projectors are adjust- ble through 360° horizontally and through wide range vertically, and are clamped ecurely in position after adjustment.

The installation was made under the upervision of A. A. Hurst, Supervisor of ignals, T., H. and B. Ry., and the mount- ng and adjusting of the projectors and tting of the conduit and switch boxes was one under his personal direction. On the towers being completed by Hamilton Bridge Works Co., the balance of the work was done rapidly. The conduit complete, including switches, fuse boxes and all wiring, for both towers, was installed in two working days by Mr. Hurst and four men from his department.

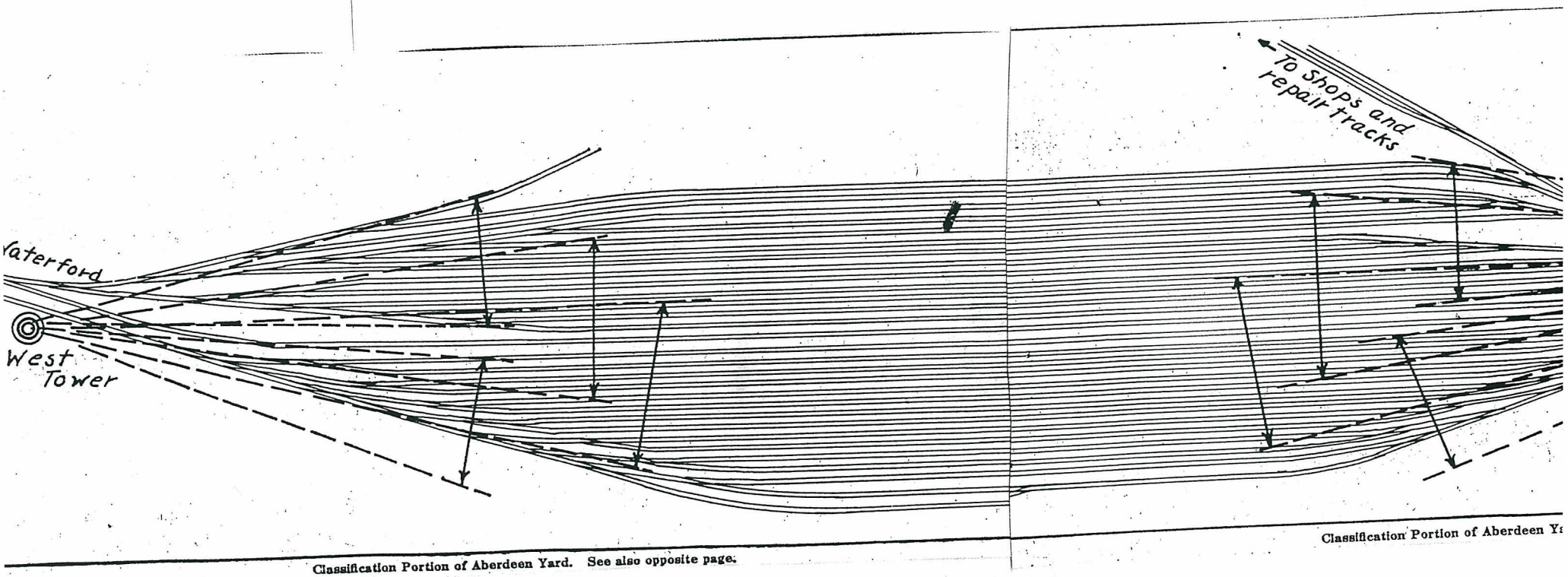
The management states that it is highly pleased with the results obtained from the installation, which include: 1. improved working conditions and increased safety for ird employes; 2. reduction in cars dam- ged by rough handling and collision in ght switching, with consequent reduction claims and delay; 3. creation of condi- ons to discourage pilfering and to make ore effective policing possible; 4. speed- g up of night switching operations.



Foundation and Lower Members of 90 ft. Steel Tower, Aberdeen Yard, T. H. and B. R.

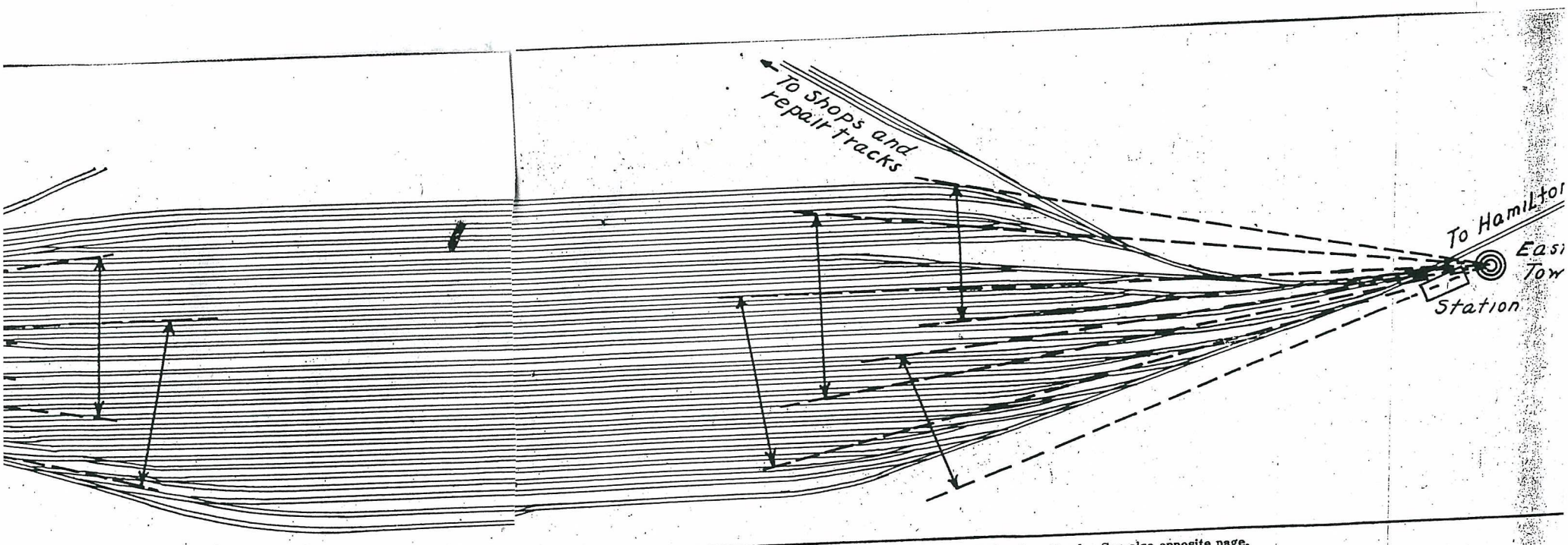


Toronto, Hamilton and Buffalo Railway and connections.
Aberdeen Yard is at, and west of, Aberdeen station, 1.74 miles from Hamilton station.



Classification Portion of Aberdeen Yard. See also opposite page.

Classification Portion of Aberdeen Y



deen Yard. See also opposite page.

Classification Portion of Aberdeen Yard. See also opposite page.

UNION STATION 1927

Toronto Union Station, is the third union station in the City of Toronto. It was built as a joint venture between the Grand Trunk and the Canadian Pacific Railways. Construction first started in 1914 and continued slowly during the Great War. The building was completed in 1920. The railways and the Royal Mail used the building as offices, but the railways and all the various government agencies spent several years arguing about how the various tracks should be built. Trains continued to arrive and depart from the old union station. The grand opening of the Union Station occurred August sixth, 1927. It was opened by Edward, the Prince of Wales with Prince George, Prime Minister William Lyon Mackenzie King, Prime Minister Stanley Baldwin of England, and the Premier of Ontario George Ferguson in attendance.

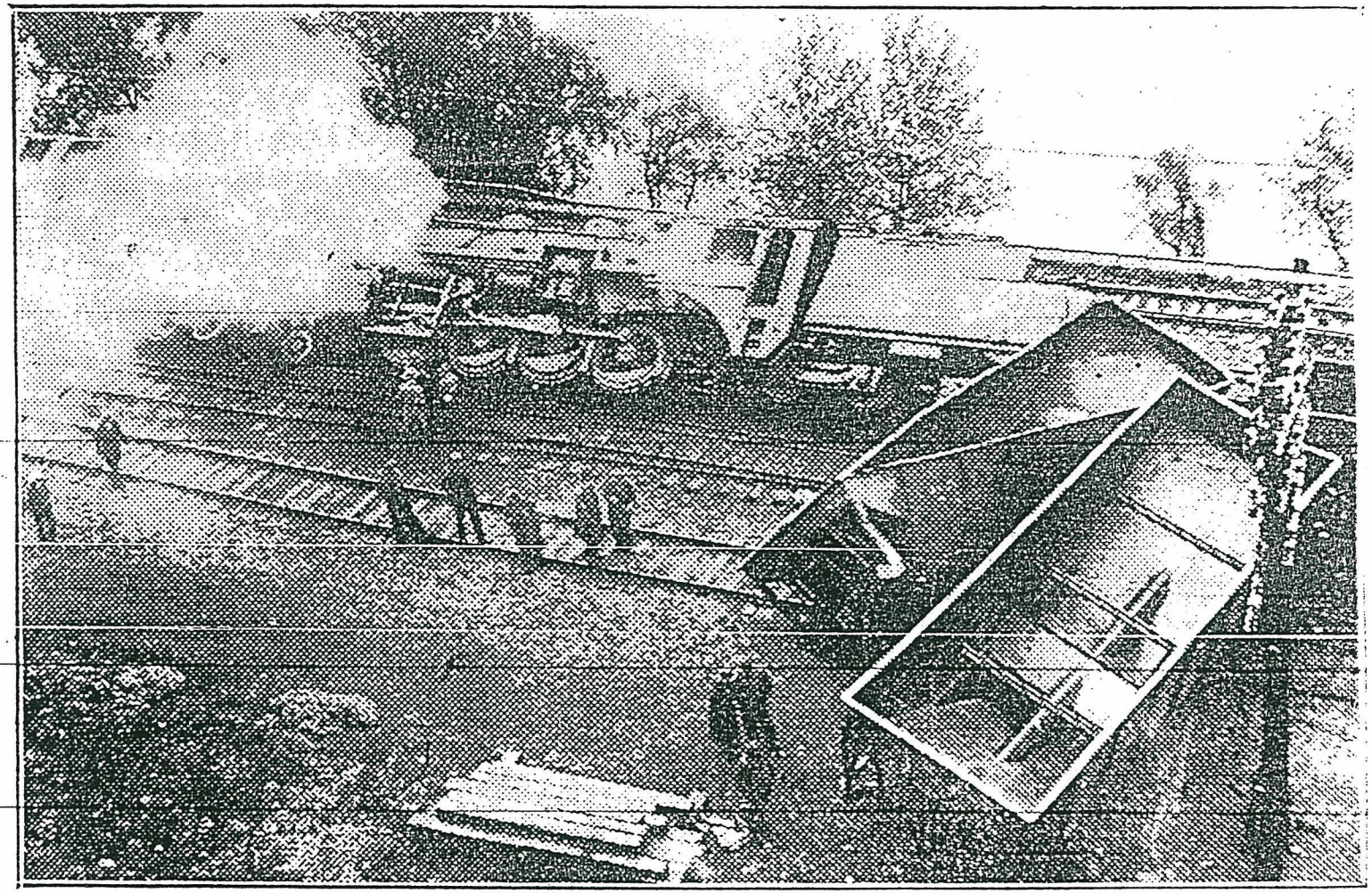
The station was designed by Ross and Macdonald in the Beaux-Arts style. Facing Front Street West between Bay and York Streets the station is 752 feet long. The colonnaded porch has twenty-two Roman Tuscan stone columns fourty feet high. The train sheds over ten tracks were completed in 1930. All Canadian National passenger trains to the west arrived and departed from this station.

Thursday January 13th 1927 following many months of effort the Toronto Hamilton and Buffalo Railway running over Canadian National tracks by a trackage rights agreement ran its initial train into Port Colbourne. The train was made up of thirty-five empties pulled into Port Colbourne from Welland at 11:30 A.M. and was accompanied by officials of the TH&B railway. The railway in addition to performing the switching at the local industries, operate one train daily, between the Port and Welland.

HAMILTON JUNCTION MAY 23, 1927

Canadian Pacific, Dundurn Street Roundhouse Hamilton, the morning before Victoria Day, 1927. Two engines ; CPR 2029, a E class 4-6-0, and 3696, a N class 2-8-0 were given the assignment of running a freight north to Guelph. The doubleheader backed down to the Aberdeen yards and coupled on to ththeir freight. The freight lugged off through the TH&B wye, back of Dundurn Street, the slowing under the High Level Bridge they approached the CPR- CNR crossover at Hamilton Junction, This shouldn't be a problem for they were headed north. The green signal told them to proceed. While the signal was set for the CPR, the switches were set for the CNR. The doubleheader unexpectively swung towards the CNR line and both engines overturned flat on their sides. It was 8:30 AM. The engines fell over onto the Canadian National double track line, between Hamilton Junction tower and the Desjardins Canal, thus tying up traffic of both major railways

Scene of Wreck on C.P.R. Near Junction Cut Today



Two engines on freight train were derailed and went into ditch. Two freight cars were badly smashed. The crews jumped and escaped serious injury. The cause of the derailment is not known.

Photo Number: STR00665a
Photographer: TRELOAR, E.
Location: HAMILTON, ONT.
Railway Name: NEW YORK CENTRAL LINES
Date: 1953-08-01
Subject: MOTIVE POWER - STEAM LOCO
Model: HUDSON
Class: J-
Type: 4-6-4
Equipment Number: 5374
Collection: STR