

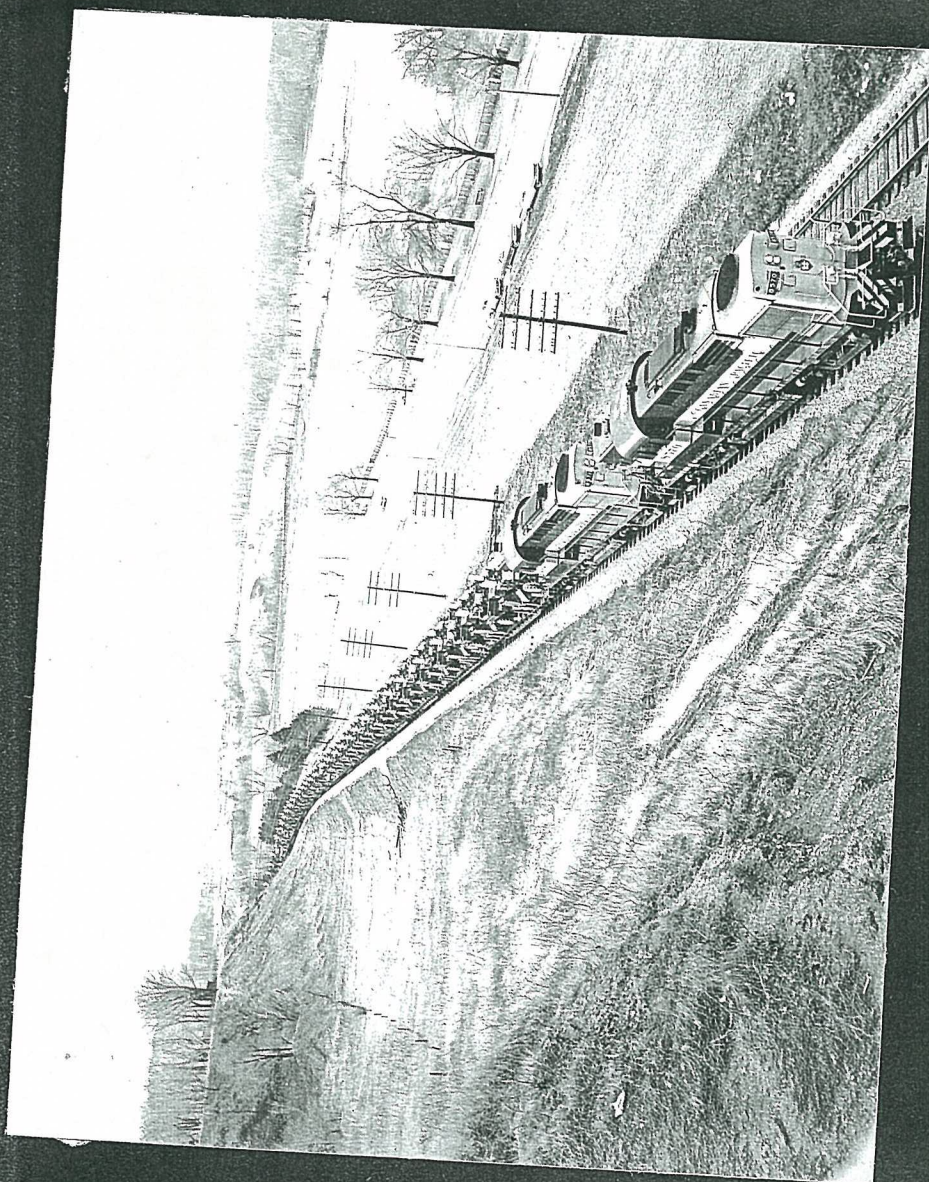
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TORONTO
HAMILTON
and
BUFFALO
RAILWAY

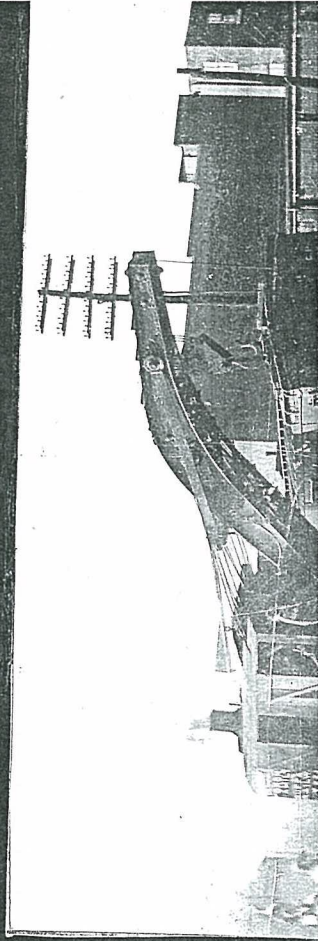
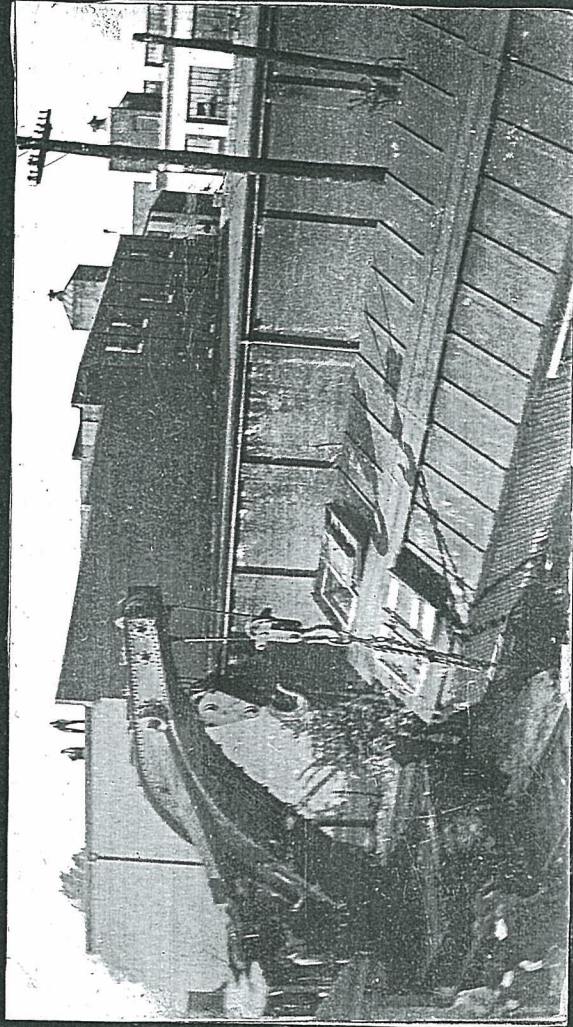
C. H. RIFF



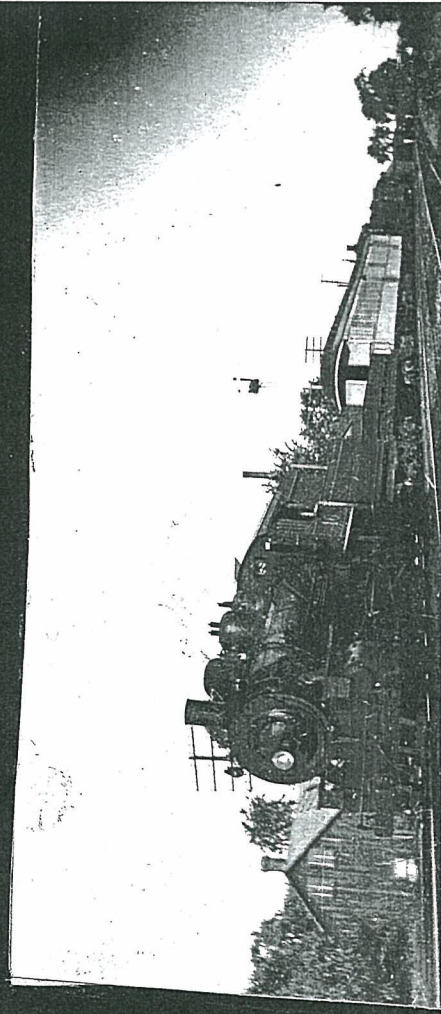
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HAMILTON - RAILWAYS - CANADIAN PACIFIC RAILWAY - ACCIDENT, 1935

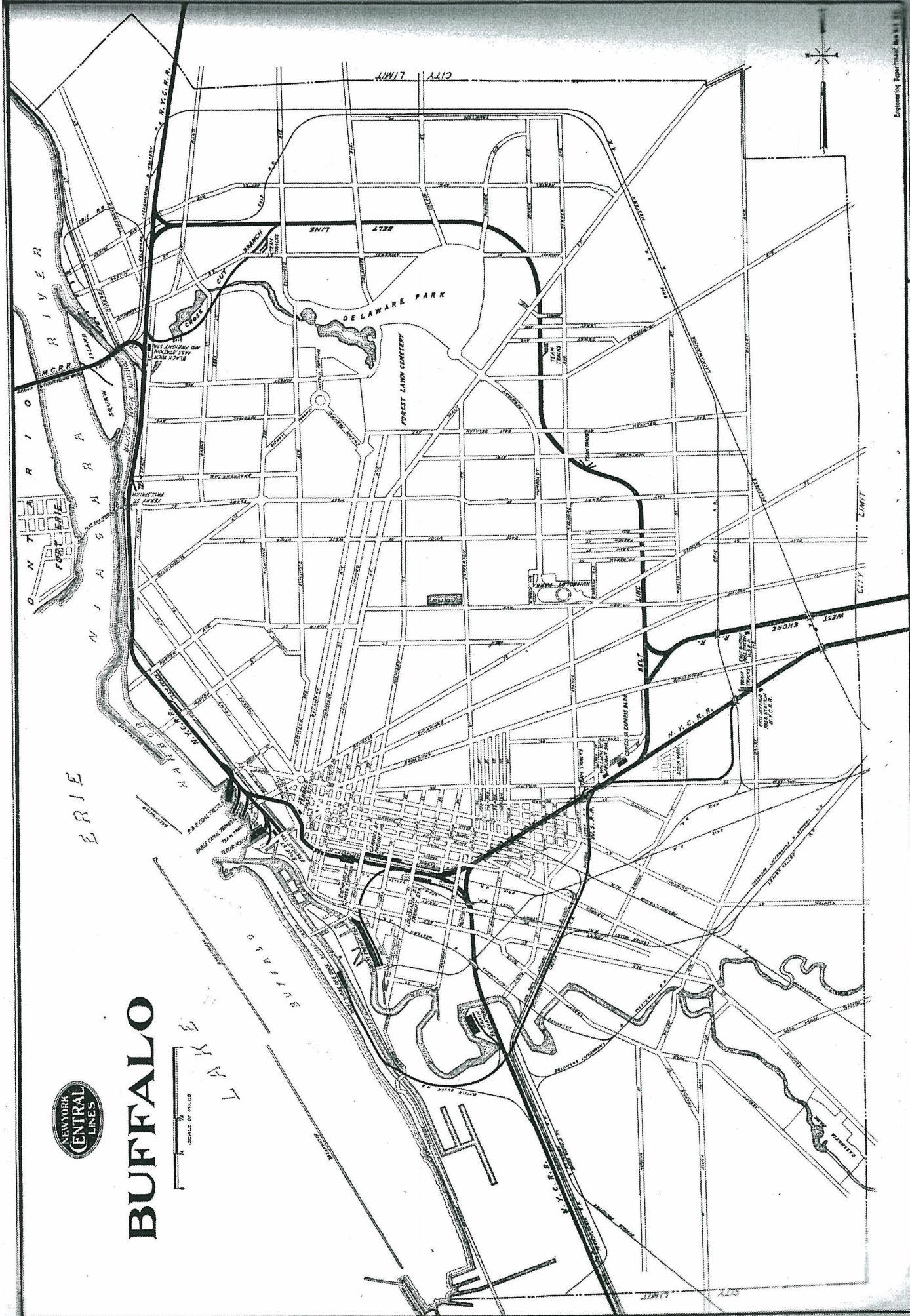
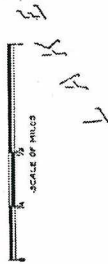


RAILWAY - ACCIDENT, 1935



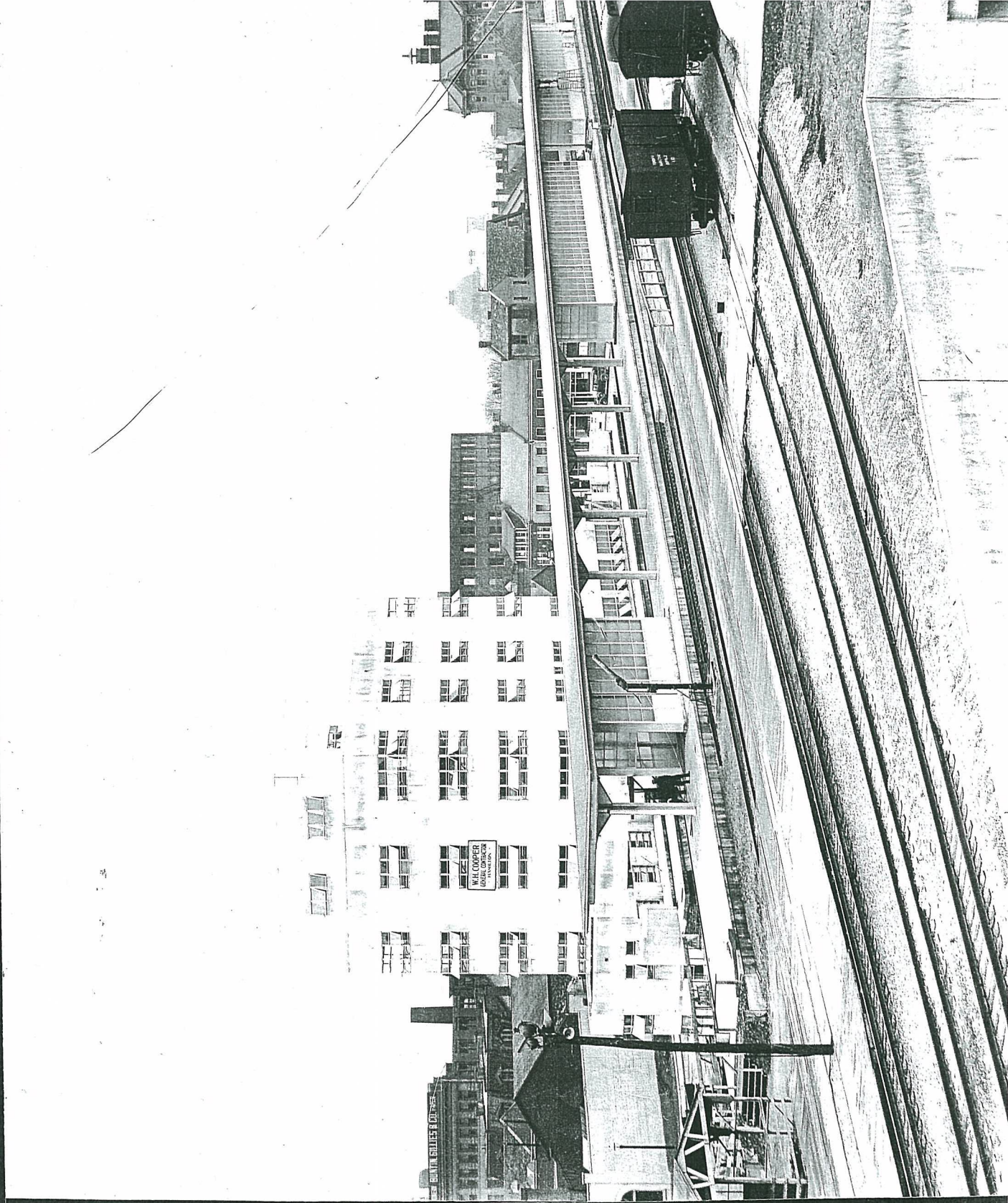


BUFFALO



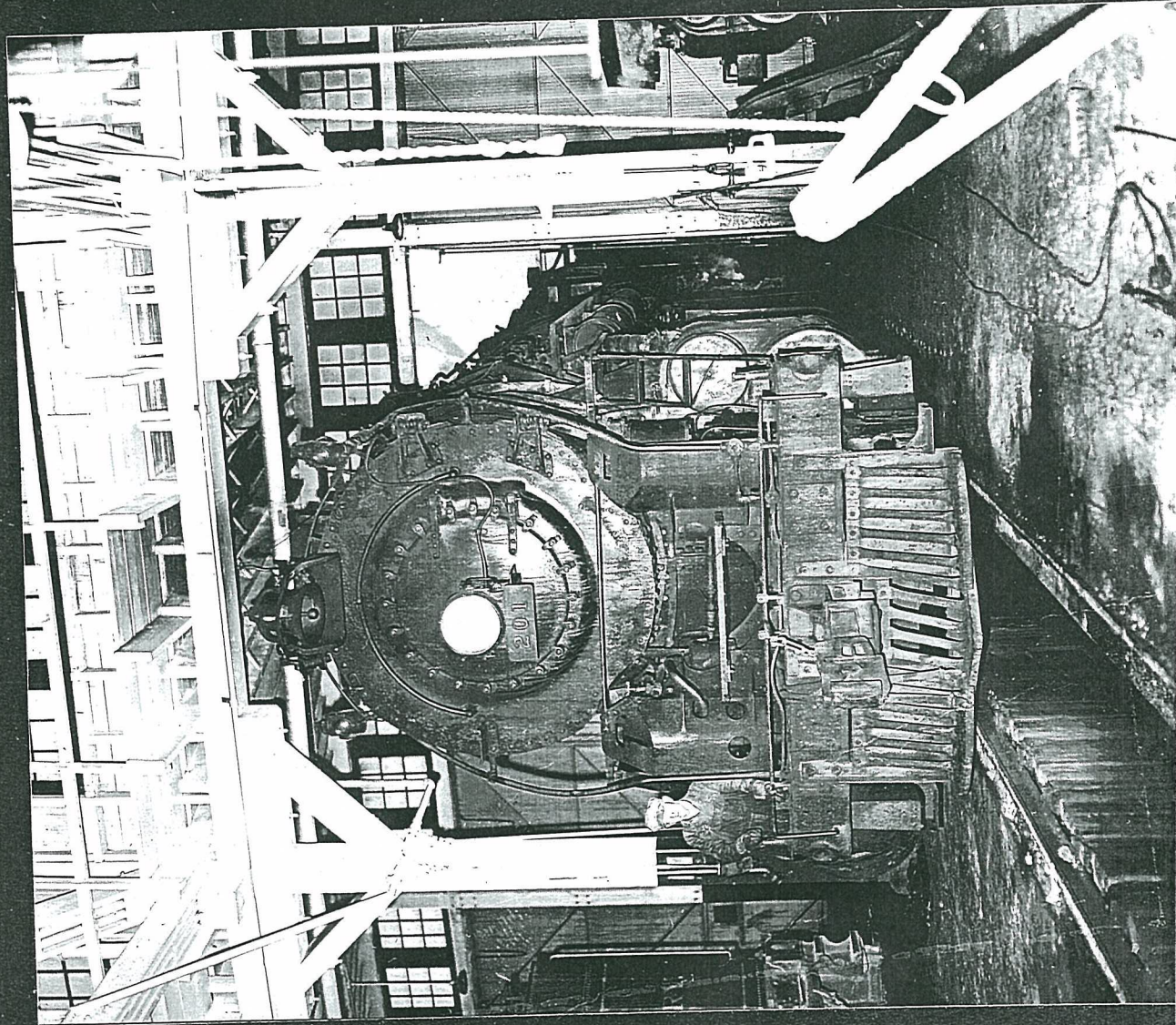


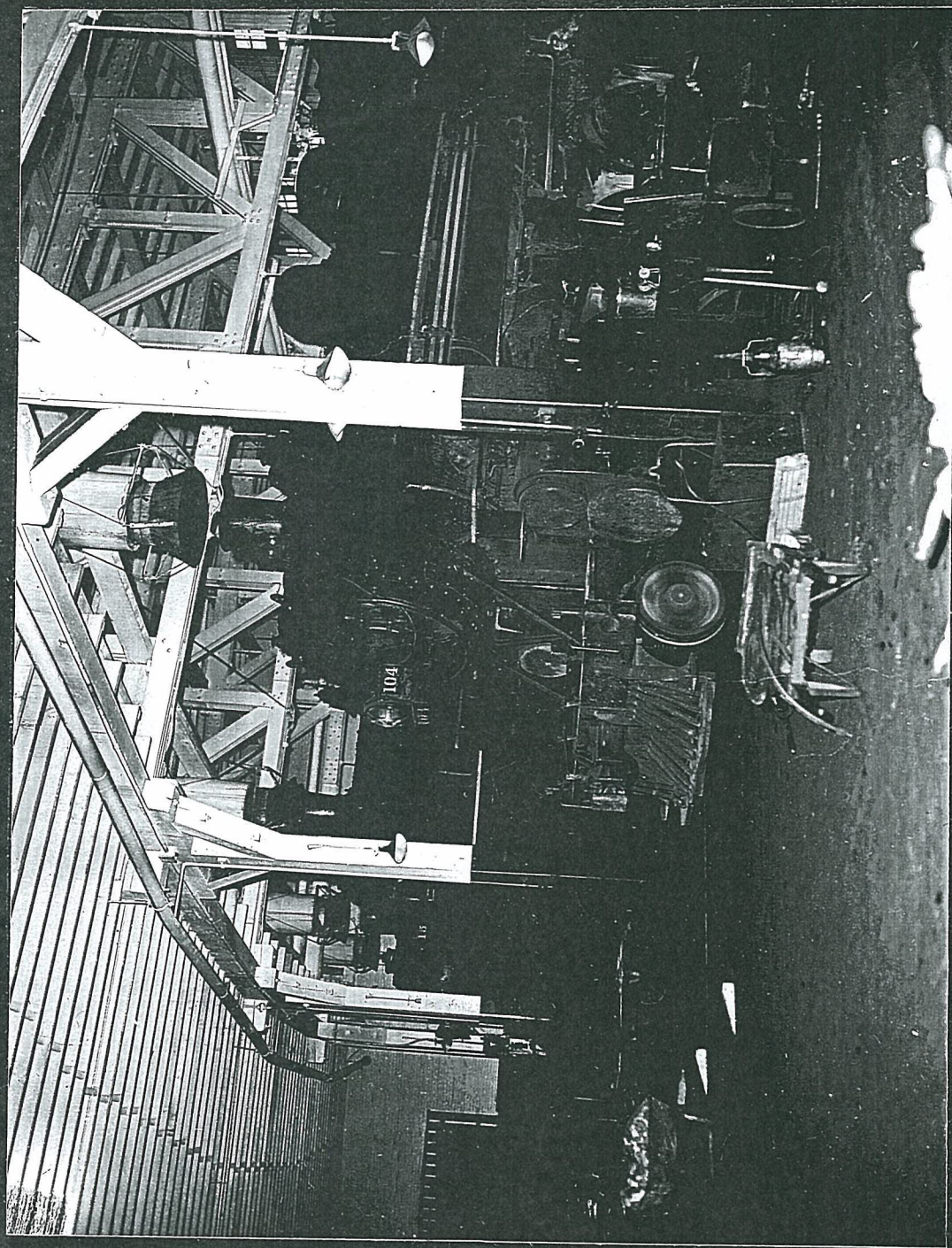
ONTO, HAMILTON & BUFFALO RAILWAY - STATION (1933-1982)



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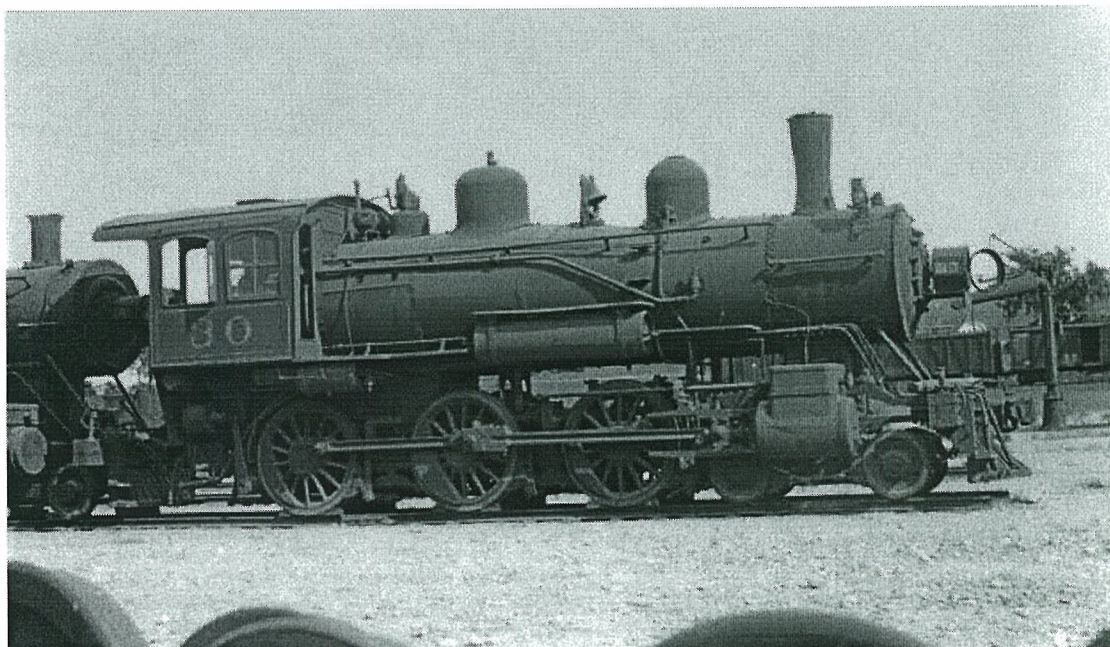
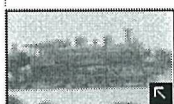
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TH&B locomotive, engine number 30, engine type 4-6-0

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Description

Call Number OP-20533

Title TH&B locomotive, engine number 30, engine type 4-6-0

Title-Alternative Other title: Toronto, Hamilton & Buffalo locomotive, engine number 30, engine type 4-6-0

Creator(s) Perry, Otto, 1894-1970,

Summary Right side view of engine, stored without tender. Photographed: Hamilton, Ont., August 16, 1932.

Date 1932

Notes Title from catalog prepared by Western History Department, Denver Public Library.; R70002053333

Physical Description 1 photonegative ; 9 x 14 cm.; 1 photoprint (postcard) : silver gelatin, b&w ; 8 x 13 cm.

Is Part Of Otto C. Perry memorial collection of railroad photographs.

Subject Locomotives--1930-1940.
Railroads--Trains--Pictorial works--1932.
Railroad locomotives--Ontario--Hamilton.
Toronto Hamilton & Buffalo Railway Company.

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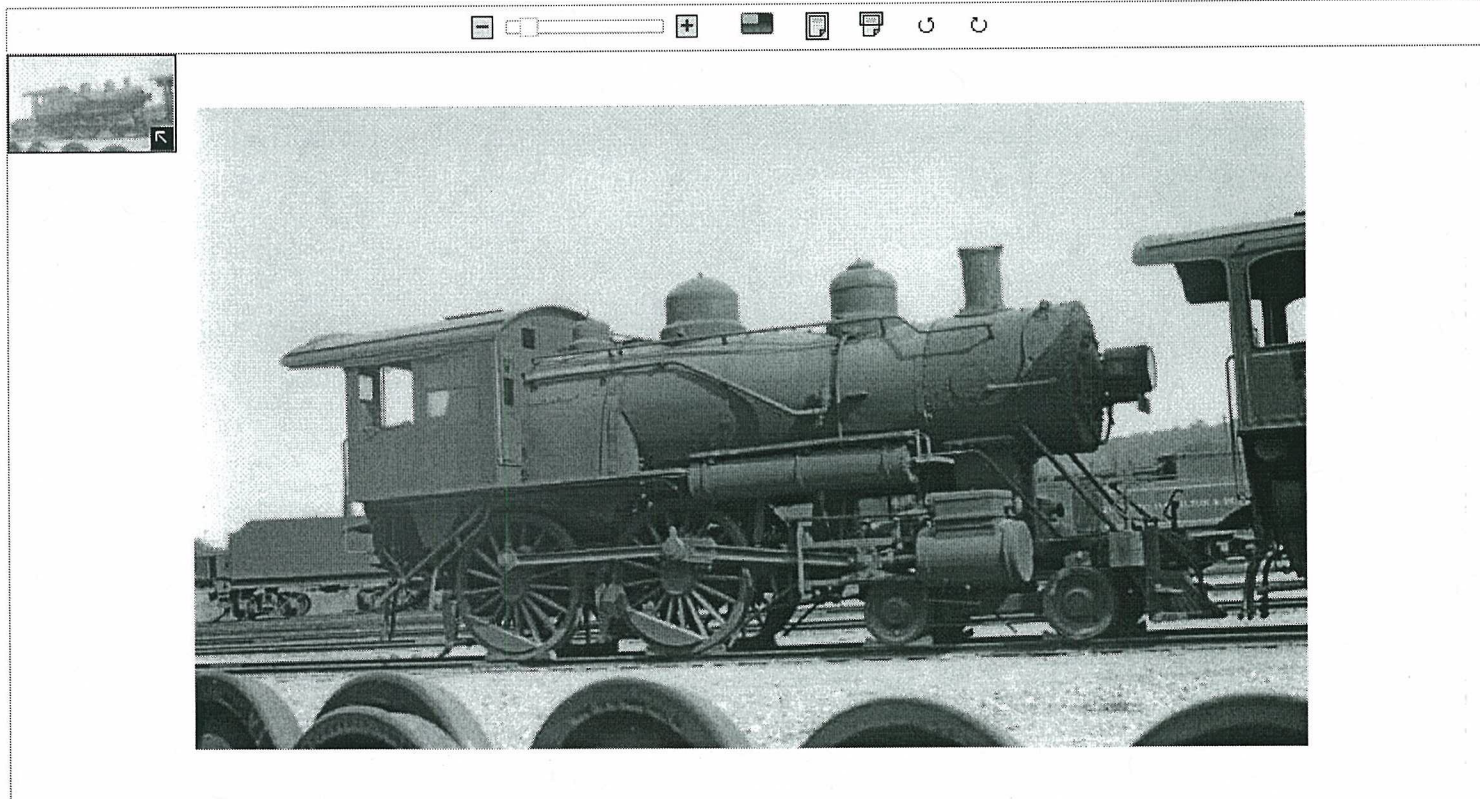
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[Home](#) » [Western History](#) » **TH&B locomotive, engine number 6, engine type 4-4-0**

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TH&B locomotive, engine number 6, engine type 4-4-0

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Description

Call Number OP-20531

Title TH&B locomotive, engine number 6, engine type 4-4-0

Title-Alternative Other title: Toronto, Hamilton & Buffalo locomotive, engine number 6, engine type 4-4-0

Creator(s) Perry, Otto, 1894-1970,

Summary Three-quarter view of right side of engine, from front end, stored without tender. Photographed: Hamilton, Ont., August 16, 1932.

Date 1932

Notes Title from catalog prepared by Western History Department, Denver Public Library.; R7000205317

Physical Description 1 photonegative ; 9 x 14 cm.; 1 photoprint (postcard) : silver gelatin, b&w ; 8 x 13 cm.

Is Part Of Otto C. Perry memorial collection of railroad photographs.

Subject Locomotives--1930-1940.
Railroads--Trains--Pictorial works--1932.
Railroad locomotives--Ontario--Hamilton,
Toronto Hamilton & Buffalo Railway Company.

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[Home](#) » [Western History](#) » **TH&B locomotive, engine number 105, engine type 2-8-0**

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TH&B locomotive, engine number 105, engine type 2-8-0

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Description

Call Number	OP-20534
Title	TH&B locomotive, engine number 105, engine type 2-8-0
Title-Alternative	Other title: Toronto, Hamilton & Buffalo locomotive, engine number 105, engine type 2-8-0
Creator(s)	Perry, Otto, 1894-1970,
Summary	Left side view of engine. Photographed: Dunville, Ont., August 15, 1932.
Date	1932
Notes	Title from catalog prepared by Western History Department, Denver Public Library.; R7000205341
Physical Description	1 photonegative ; 9 x 14 cm.; 1 photoprint (postcard) : silver gelatin, b&w ; 8 x 13 cm.
Is Part Of	Otto C. Perry memorial collection of railroad photographs.
Subject	Locomotives--1930-1940. Railroads--Trains--Pictorial works--1932. Railroad locomotives--Ontario--Dunville. Toronto Hamilton & Buffalo Railway Company.
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CP train, engine number 2662, engine type 4-6-2

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Description

Call Number OP-20464

Title CP train, engine number 2662, engine type 4-6-2

Title-Alternative Other title: Canadian Pacific train, engine number 2662, engine type 4-6-2

Creator(s) Perry, Otto, 1894-1970,

Summary Train #741, passenger train; 10 cars, 25 MPH. Photographed: near Buffalo, N.Y., August 12, 1932.

Date 1932

Notes Title from catalog prepared by Western History Department, Denver Public Library.; R7000204646

Physical Description 1 photonegative ; 9 x 14 cm.; 1 photoprint : silver gelatin, b&w ; 9 x 14 cm.

Is Part Of Otto C. Perry memorial collection of railroad photographs.

Subject Locomotives--1930-1940.
Railroads--Trains--Pictorial works--1932.
Railroad locomotives--New York--Buffalo.
Canadian Pacific Railway Company.

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TH&B train, engine number 15, engine type 4-6-2

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Description

Tags (0)

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Photo Number: STR16212a

Photographer: unknown

Location: HAMILTON, ONT.

Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Subject: ROLLING STOCK - PASSENGER

Model: COMBINATION

Equipment Number: 303

Collection: STR



Photo Number: STR16190a

Photographer: MILLER, W.

Location: HAMILTON, ONT.

Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Date: 1920-00-00

Subject: MOTIVE POWER - STEAM LOCO

Builder Number: 29877

Builder Date: 1904-00-00

Model: TEN WHEELER

Class: F-2

Type: 4-6-0

Equipment Number: 26

Boiler Pressure: 195

Drivers: 60

Collection: STR

Cylinders: 18.5 x 26



Photo Number: MAT004521

Photographer: Miller, Bill

Location: Hamilton, ON

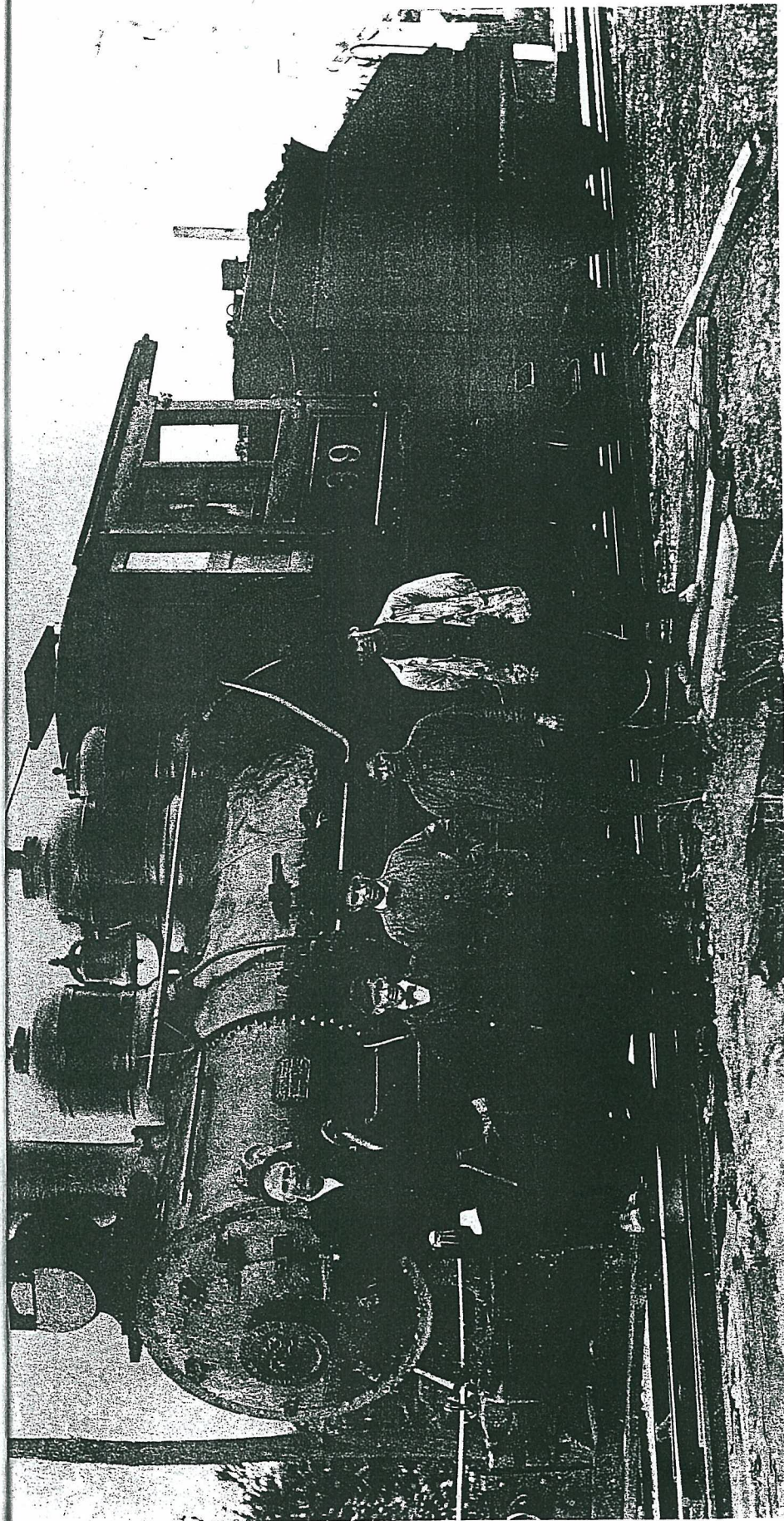
Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Date: 1933-08-26

Subject: Steam locomotiveEngine house

Equipment Number: 10

Collection: Mattingly

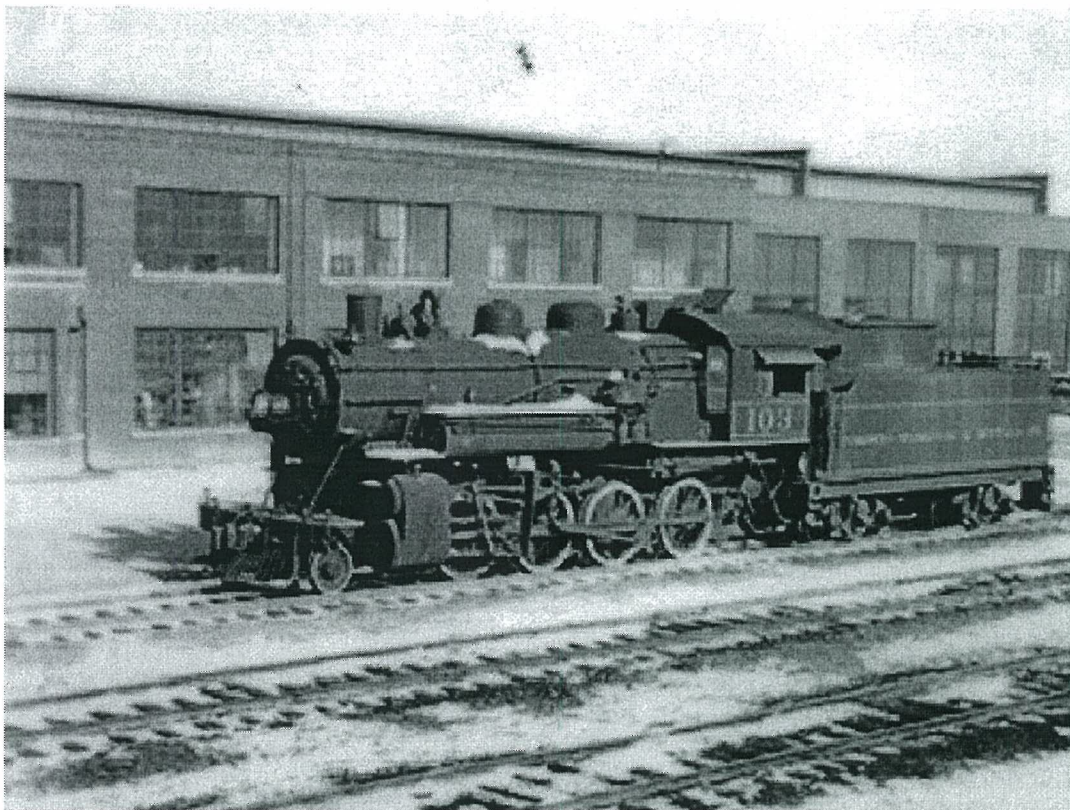


Andrew Merrilees Collection
National Archives of Canada (PA-162985)

Hamilton was the heart of the TH&B Railway where the country's two major steel producers, The Steel Company of Canada (Stelco) and Dominion Foundries & Steel (Dofasco) are located. In addition, there were hundreds of other industrial plants including International Harvester, National Steel Car, Procter and Gamble, Westinghouse, etc. Hamilton also has an excellent sheltered harbour and is an important international port apart from the first three months of the year when the Great Lakes freeze and all shipping comes to a halt.

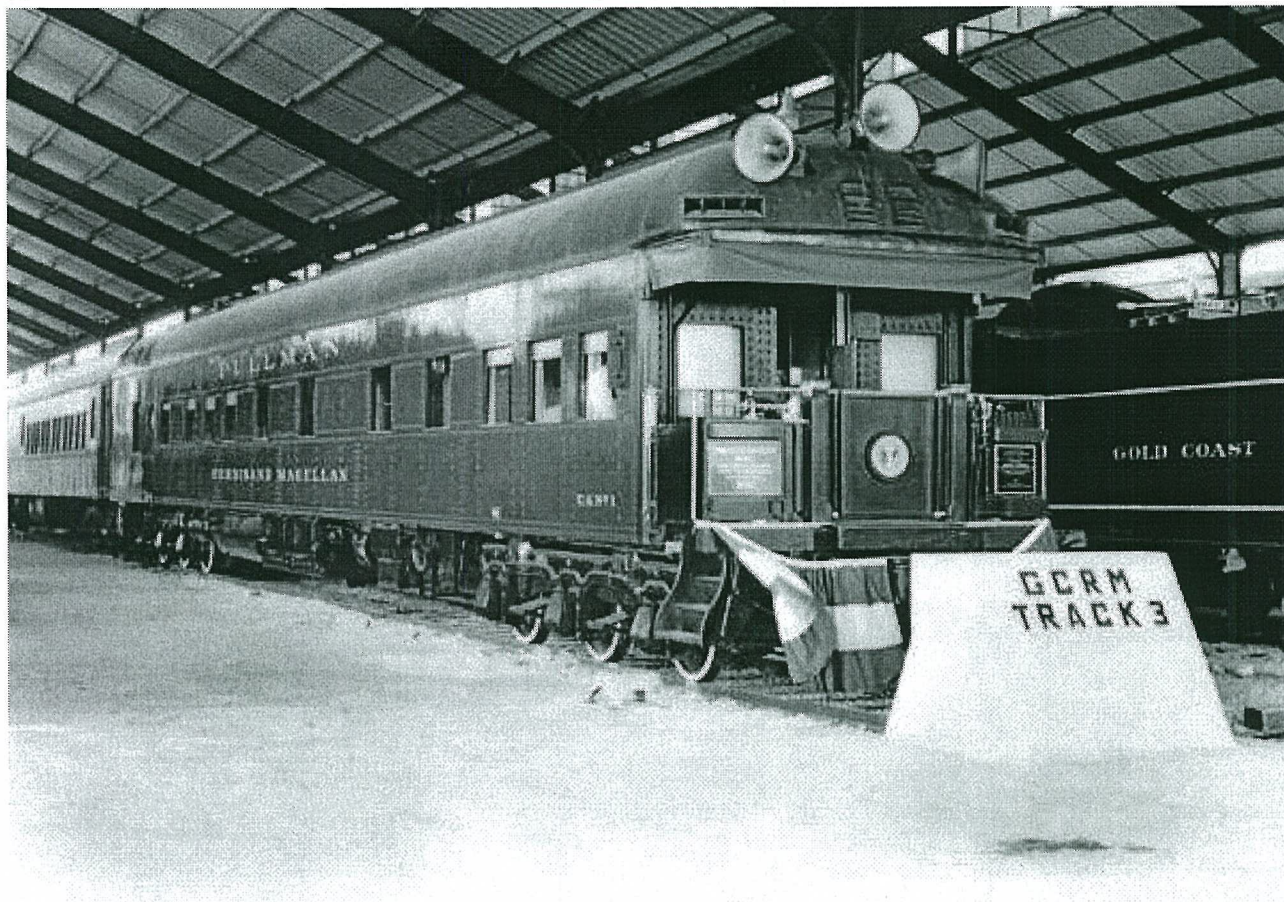
The TH&B purchased its first switchers in 1899 when it anticipated that the Belt Line, which was then under construction in Hamilton, would lead to increased traffic and addi-

tional switching. The railway acquired two 0-4-0 locomotives with 17x24 inch cylinders, 51 inch drivers and a boiler pressure of only 145 lbs. This gave a tractive effort of only 17,400 lbs. which proved to be insufficient power. All the railway's later switchers were 0-6-0s. Nos. 28 and 29 were bought from the Union Stock Yards & Transit Company of Chicago which probably was selling the engines because of their lack of power. The 0-4-0s were constructed in 1893 by Schenectady Locomotive Works and became the TH&B's Nos. 28 and 29. Subsequently they were renumbered to Nos. 38 and 39 to allow more 4-6-0s to be numbered in the 20 series. In this view taken in Hamilton after the 1904 renumbering, No. 39 is seen surrounded by the five-man switching crew while the safety valves allow steam to









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<http://floridamemory.com/items/show/146843>
(please include photographer's name when noted).

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Title

Ferdinand Magellan railroad car

Image Number

N038577

Year

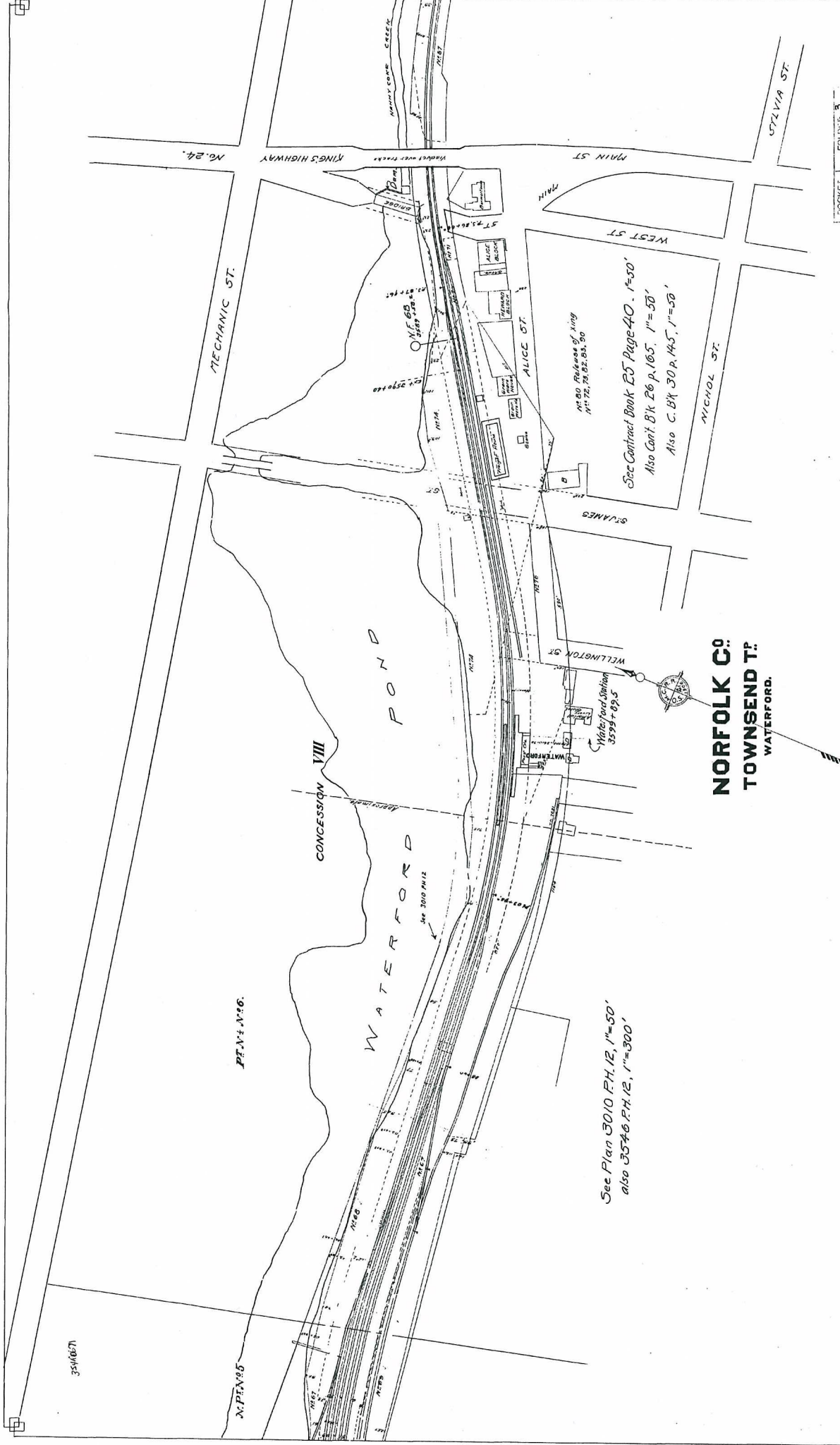
19--

Series Title

General: General collection

General Note

This railroad car was built for the exclusive use of the President of the



**NORFOLK CO.
TOWNSEND TP.
WATERFORD.**

See Plan 3010 P.H. 12, 1"=50'
also 3546 P.H. 12, 1"=300'

See Contract Book 25 Page 40, 1"=50'
Also Cont. Bk 26 p. 105, 1"=50'
Also C.Bk 30 p. 145, 1"=50'

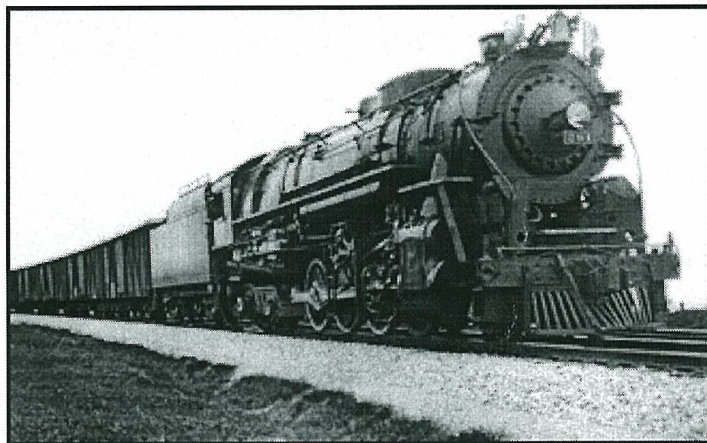
BOOK 1 FOLDER 3
CASE B
Scale 1"=100'

VS. 4611 - L.C. 5104
(CSRR) MAIN LINE. NO 11.
5103

Plotted by G.S. May 4, 09. Revised to show M.C.G. 2, 12, 09.
Traced by H.C. May 1, 09.

Steam Locomotives

As a general note, especially to modellers, none of the TH&B's locomotives were ever fitted with all-weather cabs. This may have been due to the New York Central's locomotive standards, but it is very unusual for a Canadian locomotive not to have an enclosed cab. The original paint scheme for TH&B steam locomotives was black, with a red oxide roof. At some point (probably during the 1930's) the roof colour was changed to match the rest of the engine.



Engine No.	Class	Builder (Serial Number)	Built	Renumbering and Disposition	Notes
1	C 4-4-0	Schenectady Locomotive Works (4254)	1894	Acquired used from the Dominion Construction Co. in 1895. Sold to Maple Leaf Milling in Port Colborne, Ontario in 1917.	
2 (First)	C 4-4-0	Grant Locomotive Works	1873	Acquired used from the Brantford, Waterloo & Lake Erie Railway Co. in 1894 as BWLE #2. Renumbered TH&B #2 and subsequently renumbered #12. Scrapped in 1900.	
2 (Second)	C 4-4-0	Schenectady Locomotive Works (4255)	1894	Acquired used from the Dominion Construction Co. in 1895. Retired in 1913.	Boiler sold to David Dick of Mt. Pleasant, Ontario, for use in Gravel Pit (Dick's Pit).
3	C-1 4-4-0	Baldwin Locomotive Works (14515)	1895	Acquired used from the Dominion Construction Co. in 1895. Sold to the Evansville & Indianapolis Railroad in 1917.	
4 (First)	C-1 4-4-0	Baldwin Locomotive Works (14516)	1895	Acquired used from the Dominion Construction Co. in 1895. Sold to the Evansville & Indianapolis Railroad in 1917.	
4 (Second)	C 4-4-0	Baldwin Locomotive Works	1905	Acquired used from the Buffalo & Susquehanna Railroad	

		(25666)		in 1917 as their #276. Renumbered from #14 in 1923. Retired in 1933 and scrapped by the Hamilton Millstock and Metal Co., Hamilton, Ontario in 1934.
5 (First)	C-1 4-4-0	Baldwin Locomotive Works (14517)	1895	Acquired used from the Dominion Construction Co. in 1895. Sold to the Evansville & Indianapolis Railroad in 1917.
5 (Second)	C 4-4-0	Baldwin Locomotive Works (25685)	1905	Acquired used from the Buffalo & Susquehanna Railroad in 1917 as their #277. Renumbered from #15 in 1923. Retired in 1933 and scrapped by the Hamilton Millstock & Metal Co., Hamilton, Ontario in 1934.
6	C 4-4-0	Baldwin Locomotive Works (25789)	1905	Acquired used from the Buffalo & Susquehanna Railroad as their #278 in 1917. Renumbered from #16 in 1924. Retired in 1933 and scrapped by the Hamilton Millstock & Metal Co., Hamilton, Ontario in 1934.
8	Fs 4-6-0	Montreal Locomotive Works (49650)	1911	Retired and scrapped in 1939 at the Steel Company of Canada, Hamilton, Ontario.
9	F1s 4-6-0	Montreal Locomotive Works (44269)	1908	Retired in 1928 and scrapped in 1929 by the Hamilton Millstock & Metal Co., Hamilton, Ontario.
10	F1s 4-6-0	Montreal Locomotive Works (40863)	1907	Retired in 1949 and scrapped by the TH&B in Hamilton, Ontario.
				The tender from Locomotive #101 replaced the original tender of this locomotive in 1944 and was subsequently placed into Maintenance of Way Service after the

					retirement of Locomotive #10 in 1949.
11	Ks 4-6-2	Montreal Locomotive Works (53287)	1913	Retired in 1950 and scrapped at the Steel Company of Canada, Hamilton, Ontario.	Equipped with Automatic Train Control to permit operation in the lead position over New York Central lines east of Welland, Ontario.
12	C 4-4-0	Grant Locomotive Works	1873	Acquired used from the Brantford, Waterloo & Lake Erie Railway Co. in 1894 as their #318. Renumbered #2 and subsequently #12. Scrapped in 1900.	
14	C 4-4-0	Baldwin Locomotive Works (25666)	1905	Acquired used from the Buffalo & Susquehanna Railroad in 1917 as their #276. Renumbered from #4 in 1923. Retired in 1933 and scrapped by the Hamilton Millstock and Metal Co., Hamilton, Ontario in 1934.	
15 (First)	C 4-4-0	Baldwin Locomotive Works (25685)	1905	Acquired used from the Buffalo & Susquehanna Railroad in 1917 as their #277. Renumbered from #5 in 1923. Retired in 1933 and scrapped by the Hamilton Millstock & Metal Co., Hamilton, Ontario in 1934.	
15 (Second)	K1s 4-6-2	Montreal Locomotive Works (65359)	1923	Retired and scrapped by the Steel Company of Canada, Hamilton, Ontario in 1955.	Equipped with Automatic Train Control to permit operation in the lead position over New York Central lines east of Welland, Ontario.
16 (First)	C 4-4-0	Baldwin Locomotive Works (25789)	1905	Acquired used from the Buffalo & Susquehanna Railroad as their #278 in 1917. Renumbered from #6 in 1924. Retired in 1933 and	

				scrapped by the Hamilton Millstock & Metal Co., Hamilton, Ontario in 1934.	
16 (Second)	K1s 4-6-2	Montreal Locomotive Works (65360)	1923	Retired and scrapped by the Steel Company of Canada, Hamilton, Ontario in 1952.	Equipped with Automatic Train Control to permit operation in the lead position over New York Central lines east of Welland, Ontario.
17	C 4-4-0	Rhode Island Locomotive Works	1874	Acquired used from the Chicago & Eastern Transit Co. in 1899. Scrapped in 1917 by the TH&B in Hamilton, Ontario.	The boiler of this locomotive was salvaged and converted into an Air Tank at the Aberdeen Yard Car Shop.
18	C 4-4-0	Baldwin Locomotive Works (8373)	1887	Acquired used from the Chicago Belt Railroad in 1899. Sold in 1909 to a cement company in Quebec.	
19	C 4-4-0	Baldwin Locomotive Works (8374)	1887	Acquired used from the Chicago Belt Railroad in 1899. Sold in 1909 to the Atlantic, Quebec & Western Railway of New Carlisle, Quebec.	
20	F-3 4-6-0	Schenectady Locomotive Works (4252)	1894	Acquired used from the Dominion Construction Co. in 1895. Sold in 1919 to the San Juan Sugar Co. in Cuba.	
21	F-3 4-6-0	Schenectady Locomotive Works (4253)	1894	Acquired used from the Dominion Construction Co. in 1895. Sold to the Nichols Chemical Co., Hale, Ontario in 1909.	
22	E 2-6-0	Baldwin Locomotive Works (14057)	1894	Acquired used from the Dominion Construction Co. in 1895. Sold in 1918 to the St. Lawrence Railroad.	
23	E 2-6-0	Baldwin Locomotive Works (14058)	1894	Acquired used from the Dominion Construction Co. in 1895. Sold in 1917 to the Arcade & Attica Railroad.	
24	E 2-6-0	Baldwin	1894	Acquired used from	

		Locomotive Works (14059)		the Dominion Construction Co. in 1895. Sold to the Continental Mexican Rubber Co. of Mexico in 1917.
25	F-2 4-6-0	Montreal Locomotive Works (29876)	1904	Sold in 1926 to Morrow & Beatty Construction Co., Peterborough, Ontario.
26	F-2 4-6-0	Montreal Locomotive Works (29877)	1904	Sold to Grant, Smith & MacDonnell, contractors for the Temiskaming & Northern Ontario Railway in 1922.
27	F-2 4-6-0	Montreal Locomotive Works (29878)	1904	Retired in 1923 and sold to Morrow & Beatty Construction Co., Peterborough, Ontario in 1926.
28 (First)	A 0-4-0	Schenectady Locomotive Works (4092)	1893	Acquired used from Union Stock Yards & Transit in 1899. Renumbered to #38 in 1904. Sold to the Minto Coal Co. in Minto, New Brunswick in 1918.
28 (Second)	F-2a 4-6-0	Schenectady Locomotive Works (29531)	1904	Sold to Grant, Smith & MacDonnell, contractors for the Temiskaming & Northern Ontario Railway in 1922.
29 (First)	A 0-4-0	Schenectady Locomotive Works (4093)	1893	Acquired used from Union Stock Yards & Transit Co. in 1899. Renumbered to #39 in 1904. Sold to Dominion Foundries & Steel, Hamilton, Ontario in 1919.
29 (Second)	F-2a 4-6-0	Schenectady Locomotive Works (44395)	1907	Constructed for the Santa Fe, Raton & Des Moines Railroad as their #103, but refused by same. Retired in 1923 and sold to the Atlantic, Quebec & Western Railway of New Carlisle, Quebec in 1925. Eventually became Canadian

				National #1178.
30	F-2b 4-6-0	Montreal Locomotive Works (44268)	1908	Retired in 1933 and scrapped by the Hamilton Millstock & Metal Co., Hamilton, Ontario in 1934.
36	B-3s 0-6-0	Montreal Locomotive Works (53289)	1913	Sold to Hamilton By-Product Coke Ovens Ltd., Hamilton, Ontario in 1935.
37	B-3 0-6-0	Montreal Locomotive Works (53290)	1913	Sold to the Steel Company of Canada, Hamilton, Ontario in 1935.
38	A 0-4-0	Schenectady Locomotive Works (4092)	1893	Acquired used from Union Stock Yards & Transit in 1899. Renumbered from #28 in 1904. Sold to the Minto Coal Co. in Minto, New Brunswick in 1918.
39	A 0-4-0	Schenectady Locomotive Works (4093)	1893	Acquired used from Union Stock Yards & Transit Co. in 1899. Renumbered from #29 in 1904. Sold to Dominion Foundries & Steel, Hamilton, Ontario in 1919.
40 (First)	B 0-6-0	Montreal Locomotive Works (29897)	1904	Sold to Dominion Foundries & Steel, Hamilton, Ontario in 1936.
40 (Second)	B-2s 0-6-0	Montreal Locomotive Works (51510)	1912	Originally #42. Renumbered to #40 in 1947. Sold to the Steel Company of Canada, Hamilton, Ontario in 1959. Subsequently donated to the National Museum of Science and Technology, Ottawa, Ontario in 1969. Currently on display at Memorial Park in Lindsay, Ontario.
41 (First)	B-1 0-6-0	Montreal Locomotive Works (44267)	1908	Sold to Fraser Pulp & Paper Co. of Edmunston, New Brunswick in 1926.
41 (Second)	B-2s 0-6-0	Montreal Locomotive Works	1912	Originally #43. Renumbered to #41 in 1947. Sold to the

		(51511)		Steel Company of Canada, Hamilton, Ontario in 1955.
42 (First)	B2-s 0-6-0	Montreal Locomotive Works (51510)	1912	Renumbered to #40 in 1947. Sold to the Steel Company of Canada, Hamilton, Ontario in 1959. Subsequently donated to the National Museum of Science and Technology, Ottawa, Ontario in 1969. Currently on display at Memorial Park in Lindsay, Ontario.
42 (Second)	B-2s 0-6-0	Montreal Locomotive Works (53288)	1913	Originally #44. Renumbered to #42 in 1947. Sold to the Hamilton By-Product Coke Ovens Ltd., Hamilton, Ontario in 1953.
43 (First)	B-2s 0-6-0	Montreal Locomotive Works (51511)	1912	Renumbered to #41 in 1947. Sold to the Steel Company of Canada, Hamilton, Ontario in 1955.
43 (Second)	B-2s 0-6-0	Canadian Locomotive Co. (1447)	1917	Originally #47. Renumbered to #43 in 1947. Sold to International Harvester Ltd., Hamilton, Ontario in 1950.
44 (First)	B-2s 0-6-0	Montreal Locomotive Works (53288)	1913	Renumbered #42 in 1947. Sold to the Hamilton By-Product Coke Ovens Ltd., Hamilton, Ontario in 1953.
44 (Second)	B-2s 0-6-0	Canadian Locomotive Co. (1448)	1917	Originally #48. Renumbered to #44 in 1947. Sold to the Steel Company of Canada, Hamilton, Ontario in 1955.
45	B-2s 0-6-0	Canadian Locomotive Co. (1445)	1917	Sold to the Steel Company of Canada, Hamilton, Ontario in 1951.
46	B-2s 0-6-0	Canadian Locomotive Co. (1446)	1917	Sold to the National Steel Car Co., Hamilton, Ontario in 1951.

47 (First)	B-2s 0-6-0	Canadian Locomotive Co. (1447)	1917	Renumbered to #43 in 1947. Sold to International Harvester Ltd., Hamilton, Ontario in 1950.
47 (Second)	B-2s 0-6-0	Canadian Locomotive Co. (1510)	1918	Originally #50. Renumbered to #47 in 1947. Sold to National Steel Car Ltd., Hamilton, Ontario in 1951.
48 (First)	B-2s 0-6-0	Canadian Locomotive Co. (1448)	1917	Renumbered to #44 in 1947. Sold to the Steel Company of Canada, Hamilton, Ontario in 1955.
48 (second)	B-2s 0-6-0	Canadian Locomotive Co. (1511)	1918	Originally #51. Renumbered to #48 in 1947. Sold to the Steel Company of Canada, Hamilton, Ontario in 1952.
49	B-2s 0-6-0	Canadian Locomotive Co. (1509)	1918	Sold to Dominion Foundries & Steel, Hamilton, Ontario in 1950.
50 (First)	G-1 2-8-0	Montreal Locomotive Works (47665)	1910	Renumbered to #70 in 1918 and ultimately #101 in 1919. In 1945, the locomotive boiler was scrapped and the frame utilized on #107 and the tender reassigned to Locomotive #10.
50 (Second)	B-2s 0-6-0	Canadian Locomotive Works (1510)	1918	Renumbered to #47 in 1947. Sold to National Steel Car Ltd., Hamilton, Ontario in 1951.
51 (First)	G-1 2-8-0	Montreal Locomotive Works (48836)	1910	Renumbered to #71 in 1918 and ultimately #102 in 1919. Scrapped by the Steel Company of Canada, Hamilton, Ontario in 1959.
51 (Second)	B-2s 0-6-0	Canadian Locomotive Works (1511)	1918	Renumbered to #48 in 1947. Sold to the Steel Company of Canada, Hamilton, Ontario in 1952.
52 (First)	G-1 2-8-0	Montreal Locomotive Works (48837)	1910	Renumbered to #72 in 1918 and ultimately #103 in 1919. Retired in 1955 and donated

				to the City of Hamilton in 1956. Locomotive is currently restored and displayed at Westfield Heritage Village, Rockton, Ontario.
52 (Second)	B-2s 0-6-0	Canadian Locomotive Co. (1512)	1918	Appropriated by the Canadian Railway War Board and re-consigned to the Canadian Northern Railway. Eventually became Canadian National #7302.
53 (First)	G-2s 2-8-0	Montreal Locomotive Works (50741)	1912	Renumbered to #104 in 1919. Scrapped in 1951 by the Steel Company of Canada, Hamilton, Ontario.
53 (Second)	B-2s 0-6-0	Canadian Locomotive Co. (1513)	1918	Appropriated by the Canadian Railway War Board and re-consigned to the Canadian Northern Railway. Eventually became Canadian National #7303.
54 (First)	G-2s 2-8-0	Montreal Locomotive Works (50742)	1912	Renumbered to #105 in 1919. Scrapped in 1951 by the Steel Company of Canada, Hamilton, Ontario.
54 (Second)	B-2s 0-6-0	Canadian Locomotive Co. (1514)	1918	Appropriated by the Canadian Railway War Board and re-consigned to the Canadian Northern Railway. Eventually became Canadian National #7304.
55	G-2s 2-8-0	Montreal Locomotive Works (51512)	1912	Renumbered to #106 in 1919. Scrapped in 1951 by the Steel Company of Canada, Hamilton, Ontario.
56	G-2s 2-8-0	Montreal Locomotive Works (51513)	1912	Renumbered to #107 in 1919. Sold to the Western Dominion Mining Co. Taylorton, Saskatchewan in 1950.
60	G 2-8-0	Schenectady Locomotive Works (37777)	1905	Acquired used from the Pennsylvania Railroad as their #2762 in 1917. Sold

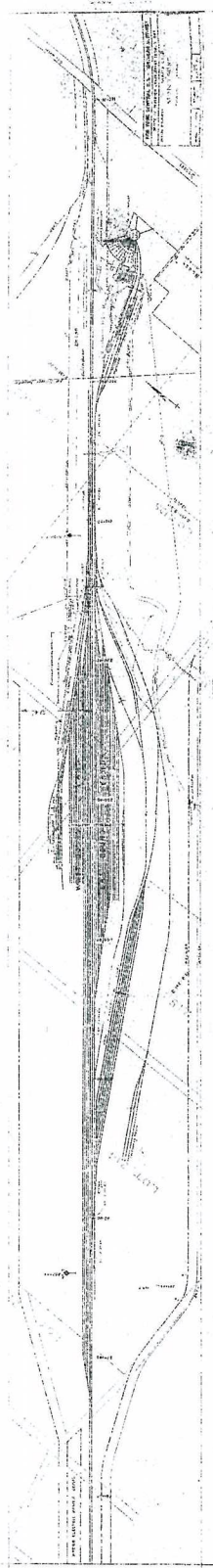
				in 1920 to Wm. Ritter Lumber Co., Columbus, Ohio, U.S.A.
70	G-1 2-8-0	Montreal Locomotive Works (47665)	1910	Originally #50 and renumbered #70 in 1918 and subsequently #101 in 1919. In 1945, the locomotive boiler was scrapped and the frame utilized on #107 and the tender reassigned to Locomotive #10.
71	G-1 2-8-0	Montreal Locomotive Works (48836)	1910	Originally #51 and renumbered #71 in 1918 and subsequently renumbered to #102 in 1919. Scrapped by the Steel Company of Canada, Hamilton, Ontario, in 1959.
72	G-1 2-8-0	Montreal Locomotive Works (48837)	1910	Originally #52 and renumbered #72 in 1918 and subsequently renumbered to #103 in 1919. Retired in 1955 and donated to the City of Hamilton in 1956. Locomotive is currently restored and displayed at Westfield Heritage Village, Rockton, Ontario.
101	G-1 2-8-0	Montreal Locomotive Works (47665)	1910	Originally #50 and renumbered to #70 in 1918 and subsequently #101 in 1919. In 1945, the locomotive boiler was scrapped and the frame utilized on #107 and the tender reassigned to Locomotive #10.
102	G-1 2-8-0	Montreal Locomotive Works (48836)	1910	Originally #51 and renumbered to #71 in 1918 and subsequently #102 in 1919. Scrapped by the Steel Company of Canada, Hamilton, Ontario, in 1959.
103	G-1 2-8-0	Montreal	1910	Originally #52 and

		Locomotive Works (48837)		renumbered to #72 in 1918 and subsequently #103 in 1919. Retired in 1955 and donated to the City of Hamilton in 1956. Locomotive is currently restored and displayed at Westfield Heritage Village, Rockton, Ontario.	
104	G-2s 2-8-0	Montreal Locomotive Works (50741)	1912	Originally #53 and renumbered to #104 in 1919. Scrapped in 1951 by the Steel Company of Canada, Hamilton, Ontario.	
105	G-2s 2-8-0	Montreal Locomotive Works (50742)	1912	Originally #54 and renumbered to #105 in 1919. Scrapped in 1951 by the Steel Company of Canada, Hamilton, Ontario.	
106	G-2s 2-8-0	Montreal Locomotive Works (51512)	1912	Originally #55 and renumbered to #106 in 1919. Scrapped in 1951 by the Steel Company of Canada, Hamilton, Ontario.	Operated as an experimental 0-8-0 between May 1937 and March 1939.
107	G-2s 2-8-0	Montreal Locomotive Works (51513)	1912	Originally #56 and renumbered to #107 in 1919. Sold to the Western Dominion Mining Co. of Taylorton, Saskatchewan in 1950.	
201	As 2-8-4	Montreal Locomotive Works (67573)	1928	Scrapped by the Steel Company of Canada, Hamilton, Ontario in 1953.	Equipped with Automatic Train Control to permit operation in the lead position over New York Central lines east of Welland, Ontario. Only 2-8-4 Class Locomotives to be owned and operated by a Canadian Railway.
202	As 2-8-4	Montreal Locomotive Works (67574)	1928	Scrapped by the Steel Company of Canada, Hamilton, Ontario in 1953.	Equipped with Automatic Train Control to permit operation in the lead position over

New York Central lines east of Welland, Ontario. Only 2-8-4 Class Locomotives to be owned and operated by a Canadian Railway.

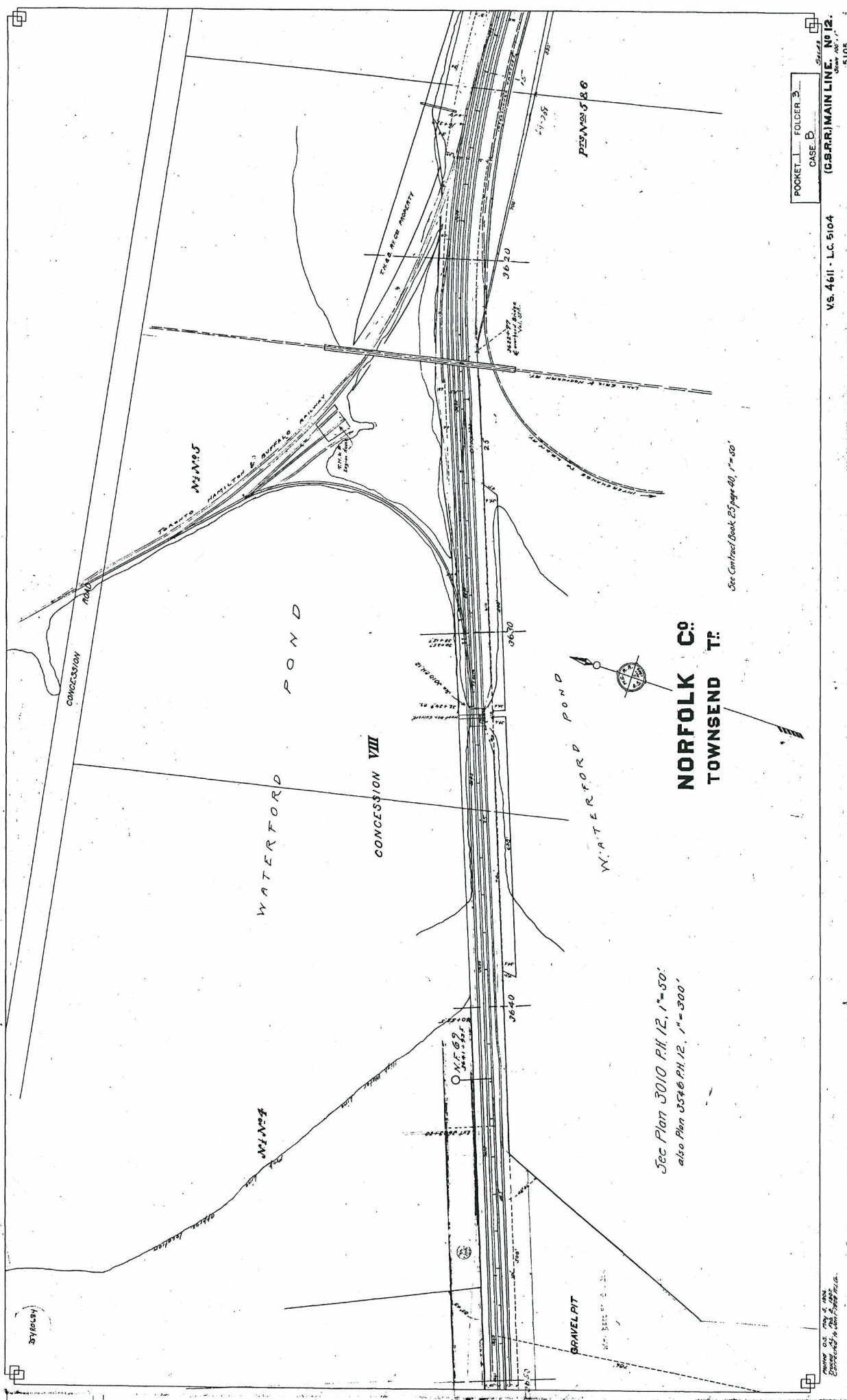
BWLE 314	4-4-0	Hinkley (1142)	1874	Acquired from the Brantford, Waterloo and Lake Erie Railway. Never used on the TH&B and scrapped in 1893. Locomotive was shown on as TH&B #1 on records only.	
500	4-6-4 LocomotiveTender	American Locomotive Co.	1929	Steam Generator Unit constructed from tender portion of Locomotive #502 in 1955. Sold in 1986 to the Green Mountain Railroad, Bellows Falls, Vermont, U.S.A. Transferred to Steamtown in Scranton, Pennsylvania in 2002.	
501	4-6-4	American Locomotive Co. (68189)	1929	Acquired used from the New York Central in 1948 as their #5311. Scrapped by the Steel Company of Canada, Hamilton, Ontario in 1955.	Equipped with Automatic Train Control to permit operation in the lead position over New York Central lines east of Welland, Ontario.
502	4-6-4	American Locomotive Co. (68191)	1929	Acquired used from the New York Central in 1948 as their #5313. Scrapped by the Steel Company of Canada, Hamilton, Ontario in 1955.	Equipped with Automatic Train Control to permit operation in the lead position over New York Central lines east of Welland, Ontario. The tender of this locomotive was rebuilt into Steam Generator Car #500 in 1955.

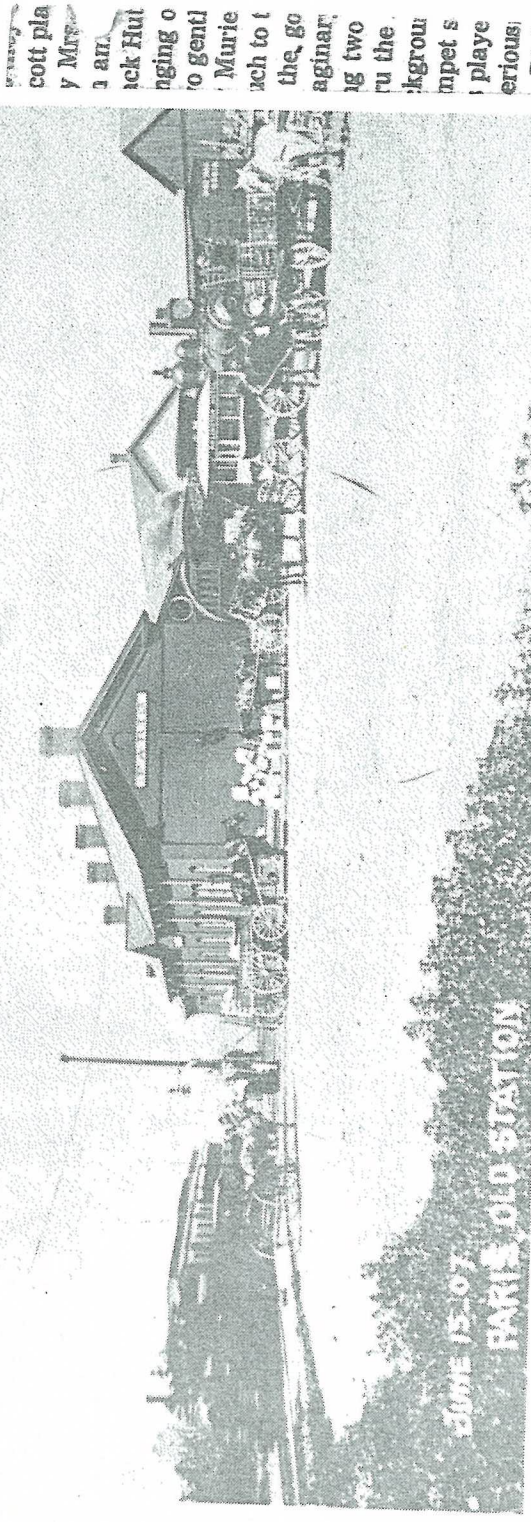
Last Modified: February 10, 2011



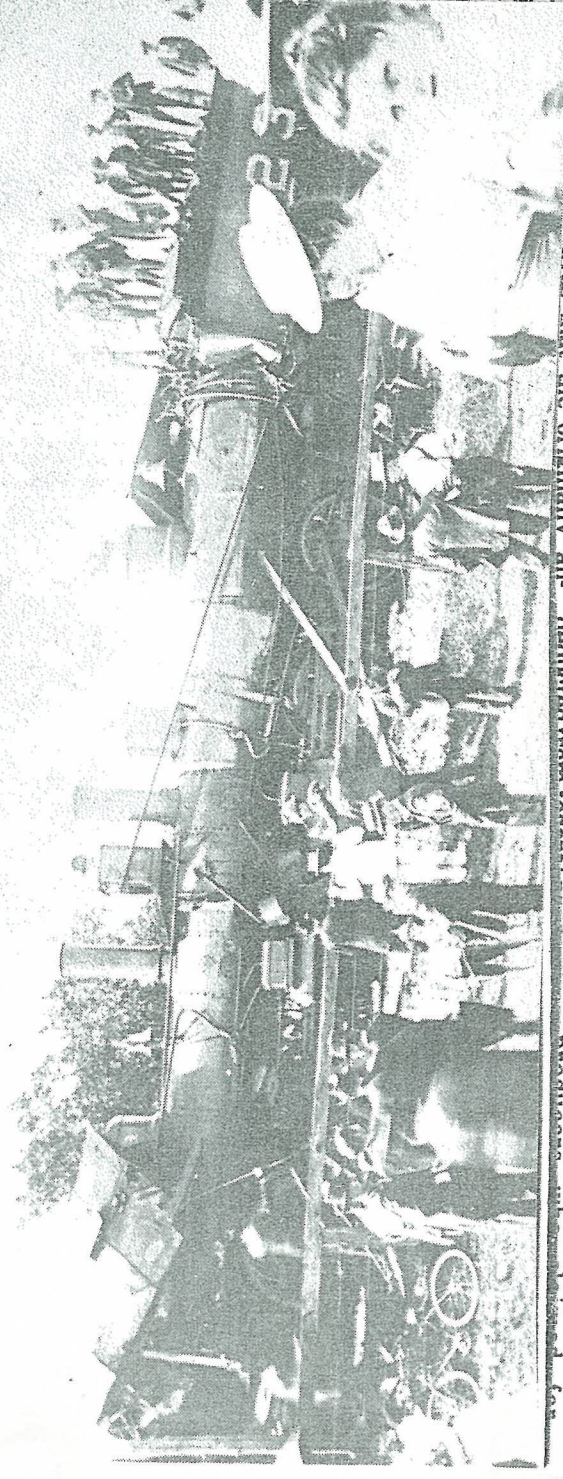
STATE OF TEXAS

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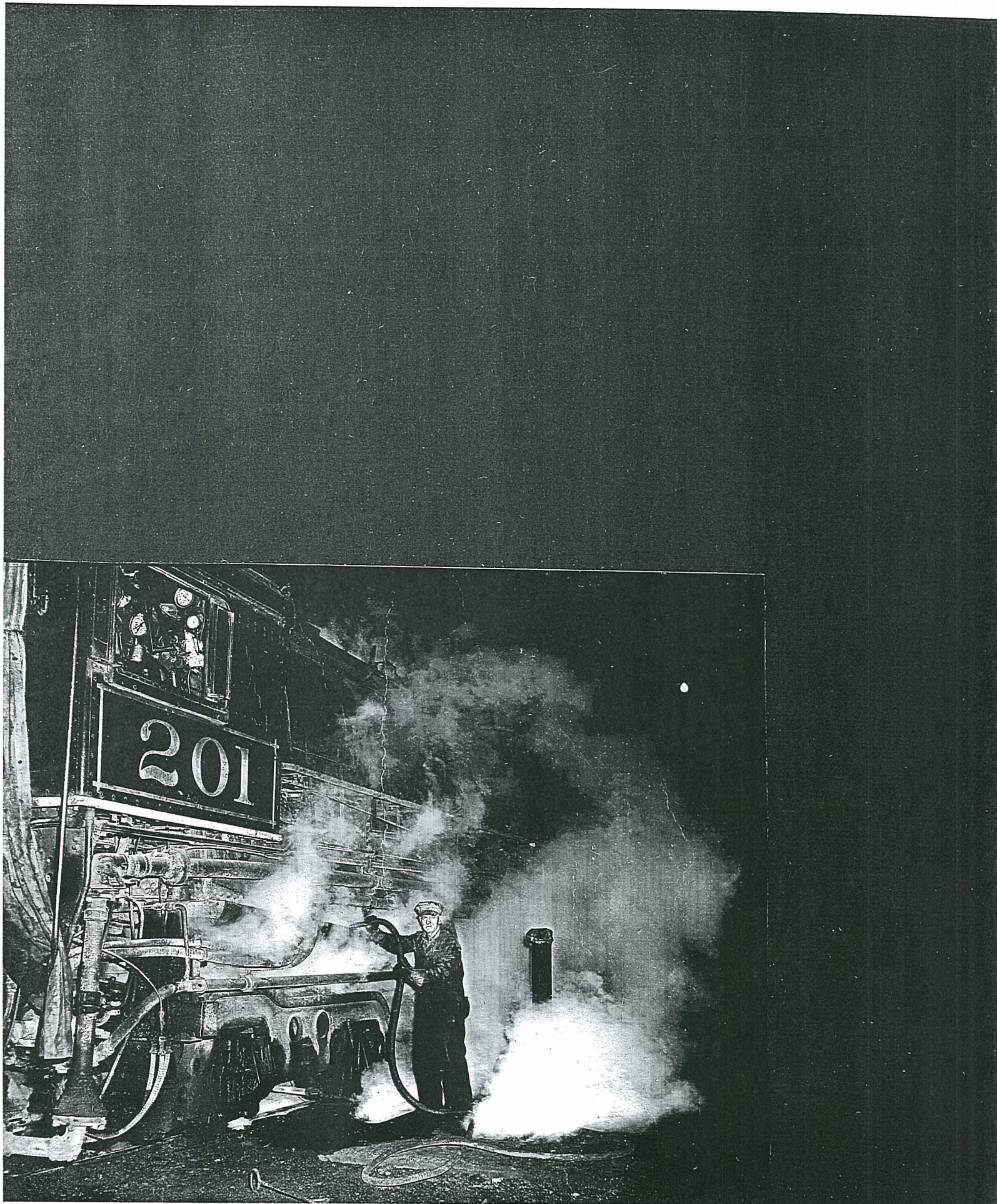




The Paris Junction Station. The train on the left from Goderich will go across the bridge to Brantford and Buffalo. The one on the right will follow the line north of Paris through Harrisbury to Hamilton. Note the hotel bus and delivery wagons.



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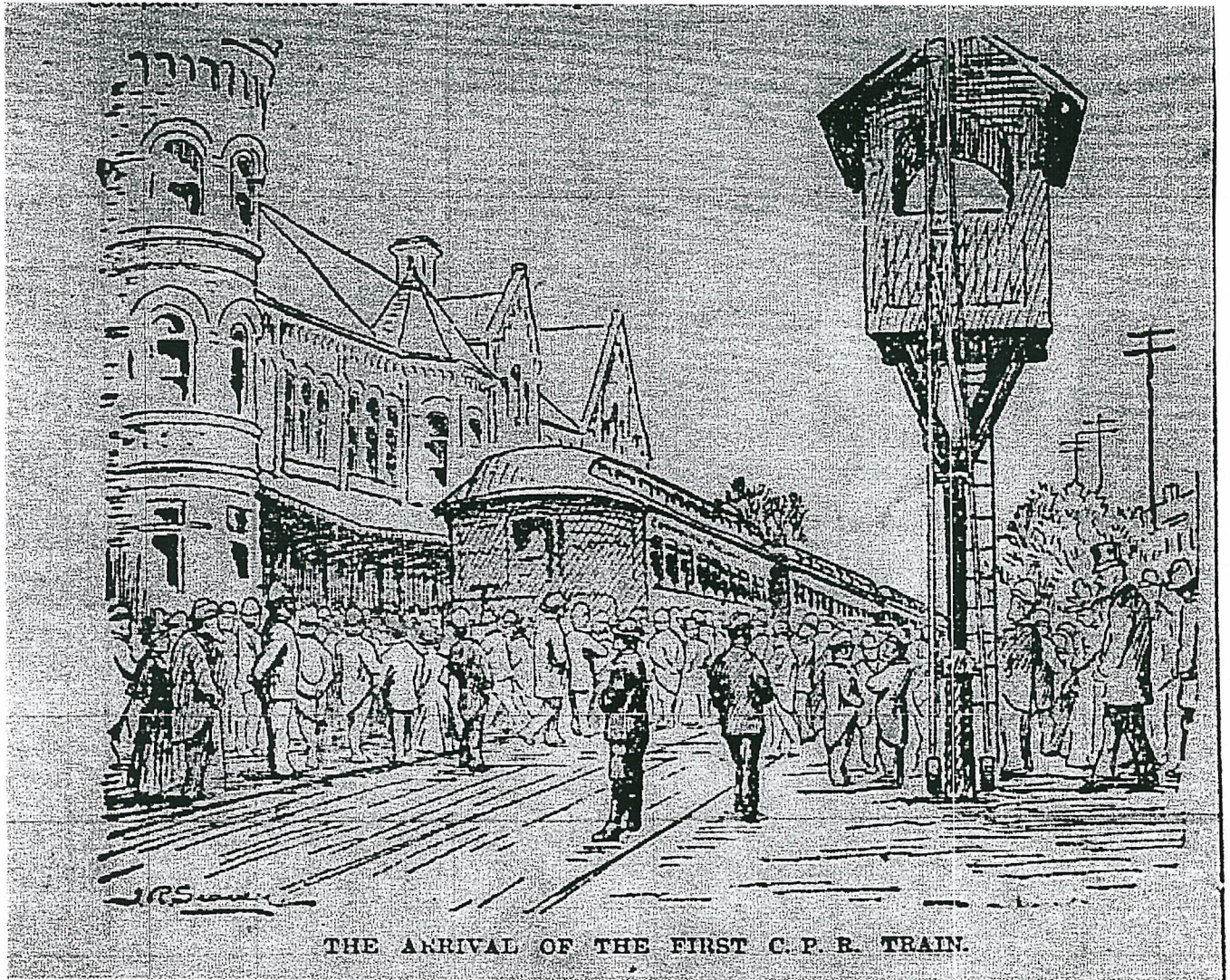


Randy Masales

Collection



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



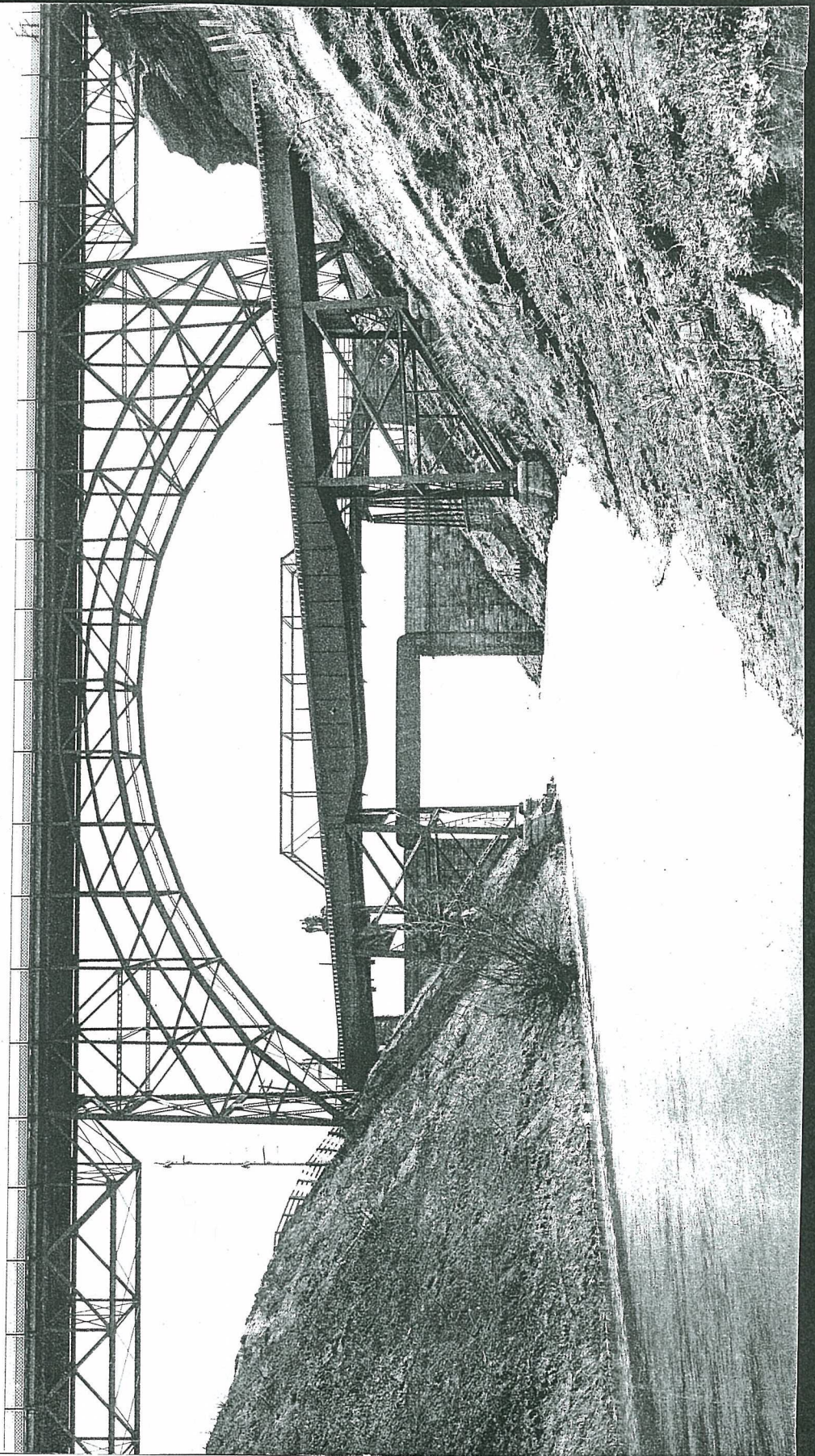
THE ARRIVAL OF THE FIRST C. P. R. TRAIN.

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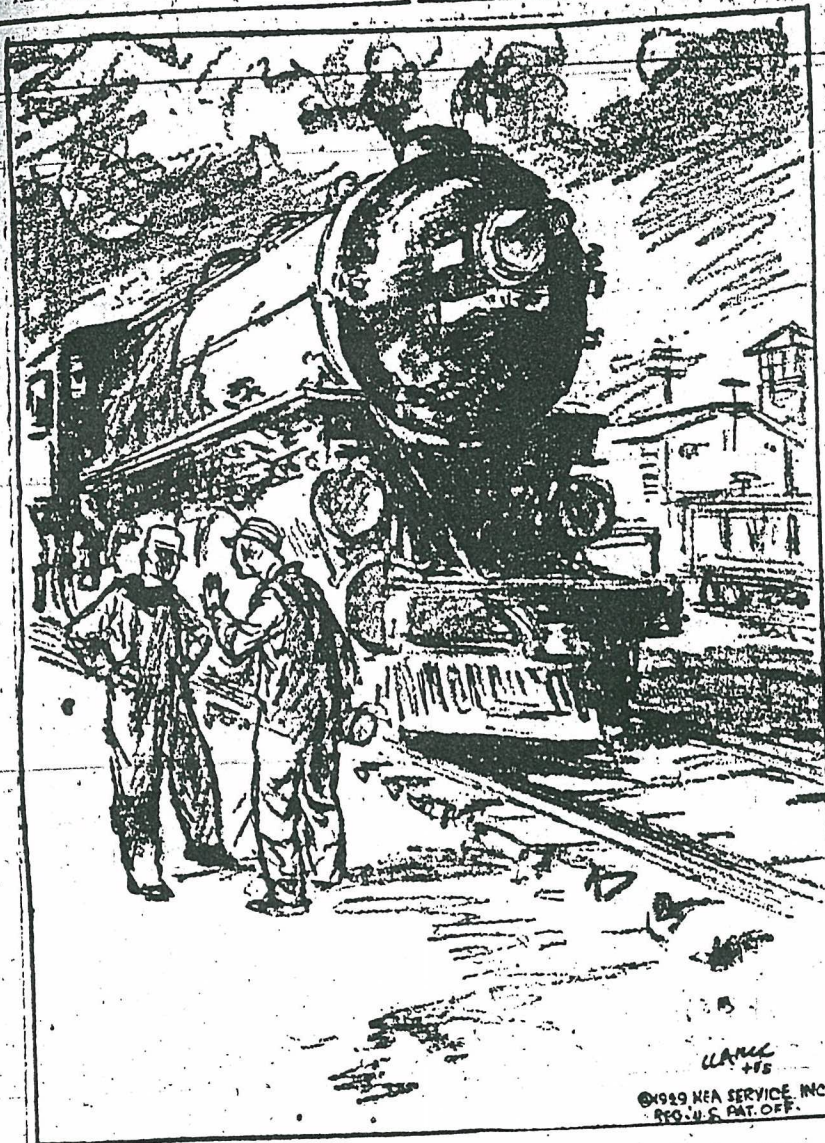
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A SIDE GLANCE IN M. C. R. YARD



"Wait'll you see that six-cylinder coupe I'm getting. Talk about power——!"

Colorful Vignettes of Old London's Existence

A Cemetery for Dogs; Street Sellers; Buckingham Palace and
the Changing of the Guard; Eleven Nationalities
at Tables in Hotel Dining Room

BY A. R. KENNEDY.

Editor of the Stratford Beacon-Herald.

LONDON, July 3.—Strange things the King and Queen. It was on the
one sees in this old city. To-
day in one corner of Hyde Park I
came across a cemetery for dogs.
iron gates at the front that the
daily bulletin was posted during the
illness of King George. Today there
are scores of people standing look-
ing through the iron fence. Appar-

MUST BEAR COST OF CUTTING AND CROP LOSS ALSO

Brooke Farmer in Debt to
Township For Delaying
to Destroy Weeds

IT WAS DONE FOR HIM

Public Supports Ontario
War on Field Pests,
Officials Say

Toronto, July 20.—Besides lo-
ing his field of grain, Viotor Blec
of Brooke township, Lambton coun-
ty, must pay the cost of the expedi-
tion headed by Township Weed In-
spectors Milton, which, on Thursda-
y, raided his farm and cut down a field
of grain infested with sow thistles.

Under the weed control act
1927, according to officials of the
provincial department of agricul-
ture, persons who have refused to
remove weeds on their premises
must pay the cost of removal by the
township. In the event of the tax
not being paid, it may be charged
against the property on the tax
rolls.

The raid on Bleck's farm was
purely a municipal matter, and
taken by the township, Queen-
park officials say. They add, how-
ever, that to their knowledge it was
an extreme measure employed in
every other means of discipline
been exercised without avail.

Public opinion is demanding
war-to-the-knife campaign which
the government and the towns-
are waging against noxious weeds
according to executives of the de-
partment.

Weeds got a good start in
tario this spring owing to the
ness of May, declared J. A. Col-
roll, who, as head of the co-op-
tive and marketing branch,
charge of weed control. Every
fort is being made to overcome
handicap, he said, in order to
this year's crop and lessen the
evitable spread of weeds next year.

A New Weed in Lambton

The sow thistle is a com-
pactly new weed in Lambton
ty farms, particularly the pe-
rial variety. It grows with an
derground spread of thick roots
becomes very bushy above ground
and quickly and

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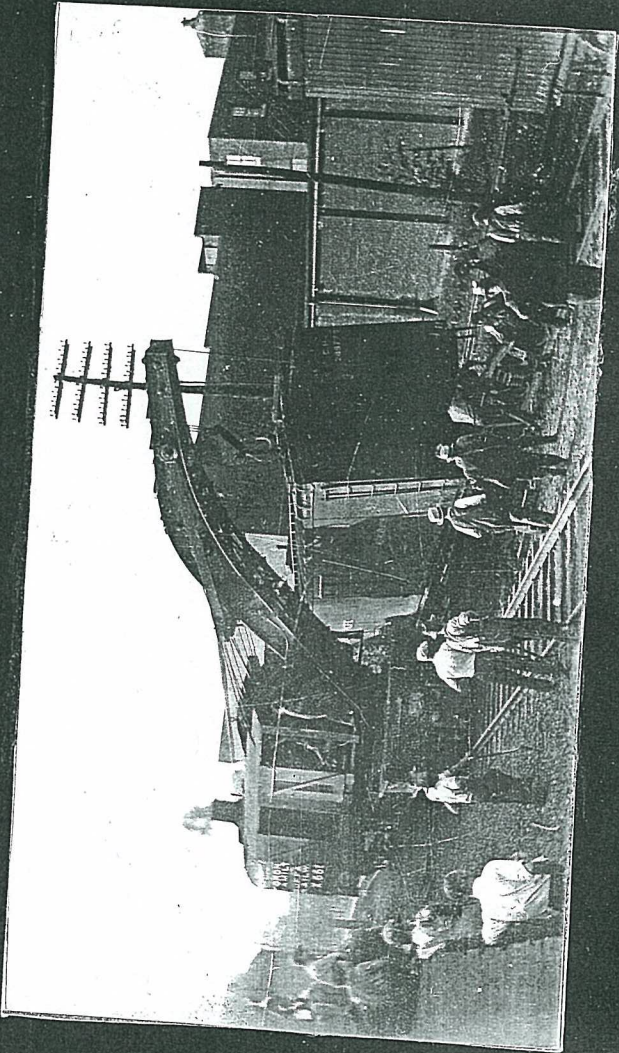




Photo Number: MAT004523

Photographer: unknown

Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Caption: Sold 1919 to Maple Leaf Milling

Subject: Steam locomotive

Equipment Number: 1

Collection: Mattingly



Photo Number: STR05282a

Photographer: unknown

Location: HAMILTON, ONT.

Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Date: 1948-05-30

Subject: MOTIVE POWER - STEAM LOCO

Builder Number: 51510

Builder Date: 1912-09-00

Contract Number: Q 203

Model: SWITCHER

Class: B-2-A

Type: 0-6-0

Equipment Number: 40

Boiler Pressure: 200

Tractive Effort: 35

Drivers: 51

Collection: STR

Cylinders: 20 x 26



Photo Number: STR05285a

Photographer: unknown

Location: HAMILTON, ONT.

Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Date: 1947-08-01

Subject: MOTIVE POWER - STEAM LOCO

Builder Number: 1447

Builder Date: 1917-00-00

Model: SWITCHER

Class: B-2-A

Type: 0-6-0

Equipment Number: 43

Boiler Pressure: 180

Tractive Effort: 37

Drivers: 51

Collection: STR

Cylinders: 21 x 28



Photo Number: STR05298a

Photographer: unknown

Location: HAMILTON, ONT.

Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Subject: MOTIVE POWER - STEAM LOCO

Builder Number: 48837

Builder Date: 1910-00-00

Model: CONSOLIDATION

Class: G-S

Type: 2-8-0

Equipment Number: 103

Boiler Pressure: 200

Tractive Effort: 55

Drivers: 55

Collection: STR

Cylinders: 23 x 28

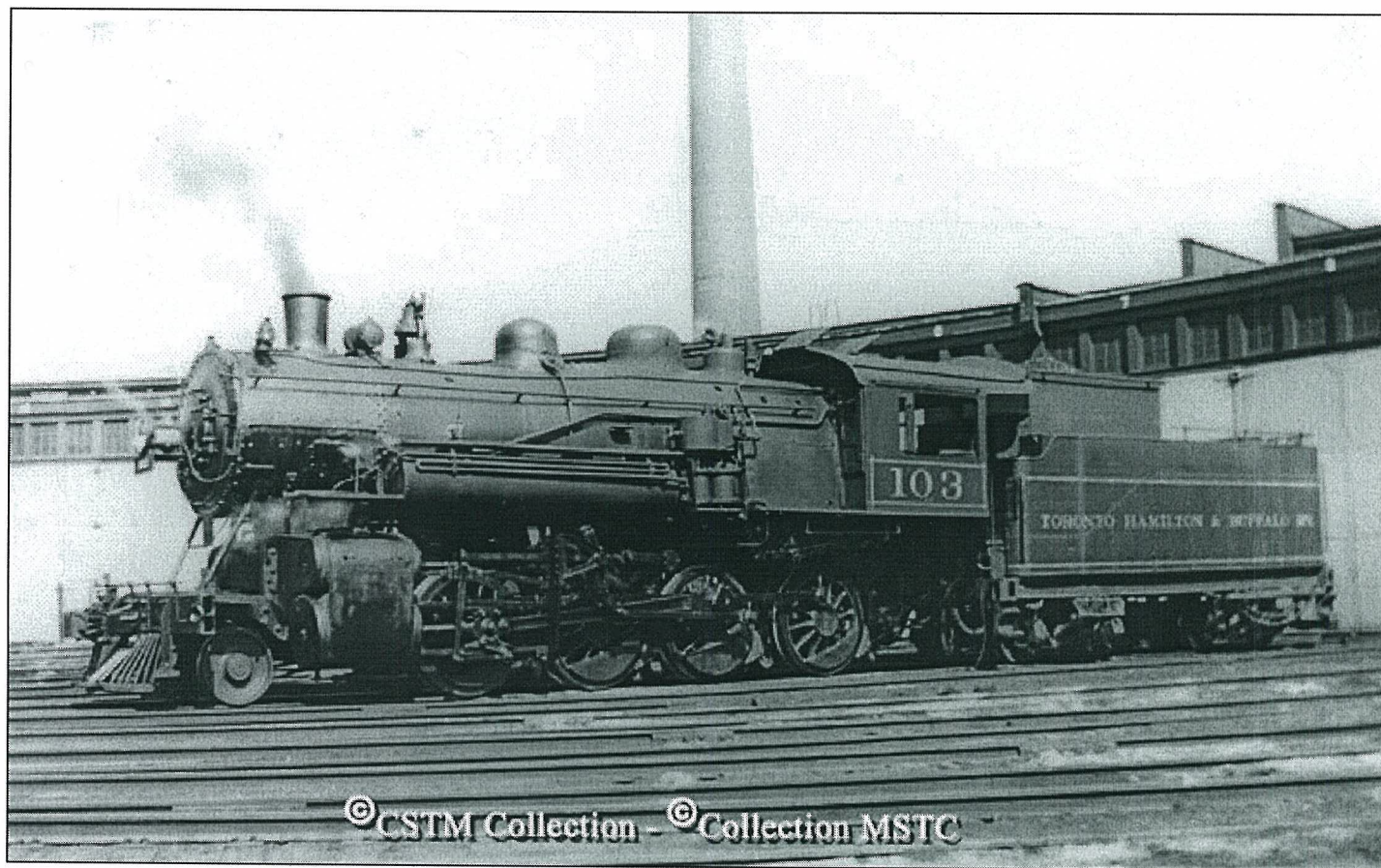


Photo Number: MAT004525

Photographer: unknown

Location: Hamilton, ON

Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Date: 1936-09-04

Subject: Steam locomotive

Equipment Number: 103

Collection: Mattingly

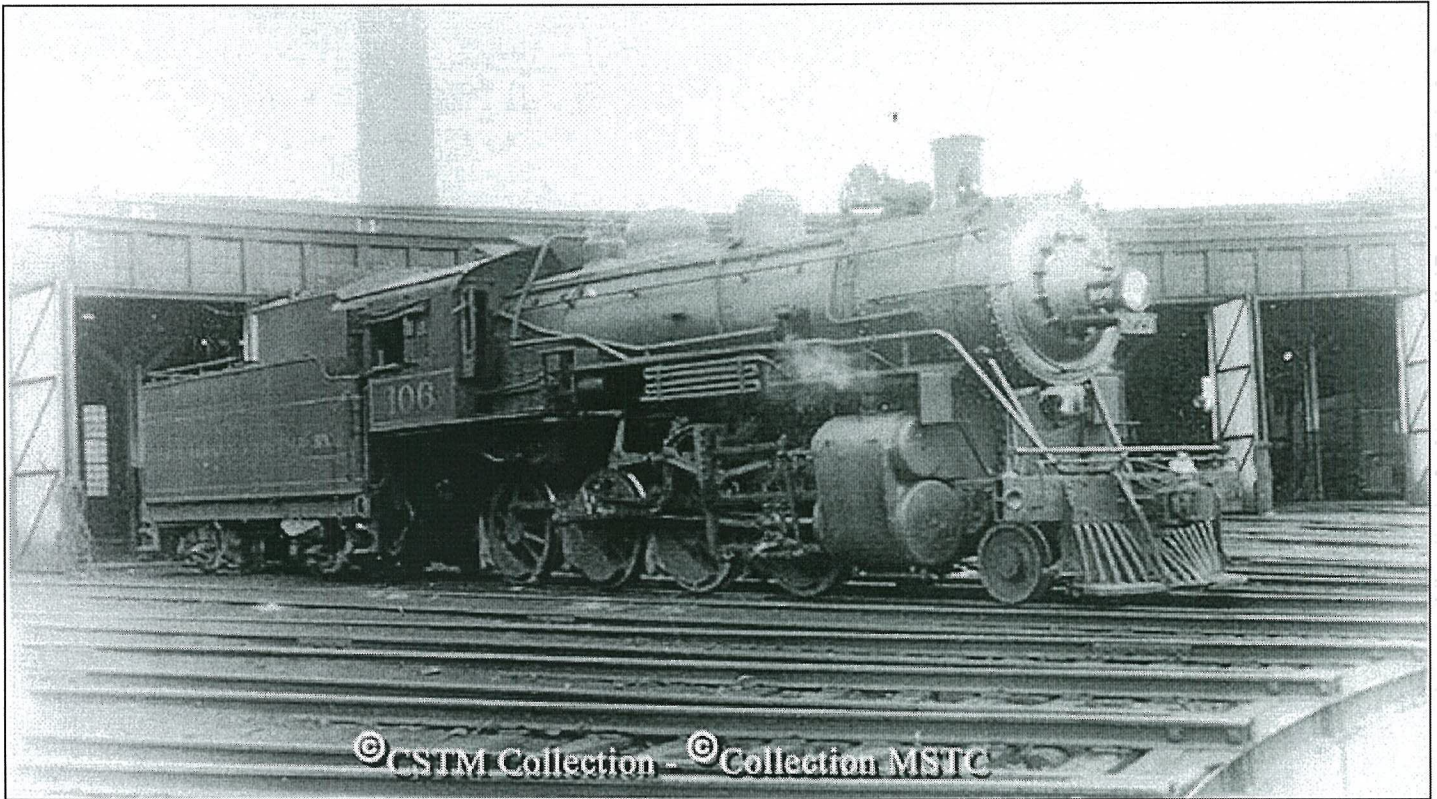


Photo Number: STR05301a

Photographer: unknown

Location: HAMILTON, ONT.

Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Date: 1946-09-00

Subject: MOTIVE POWER - STEAM LOCO

Builder Number: 51512

Builder Date: 1912-00-00

Model: CONSOLIDATION

Class: G-S

Type: 2-8-0

Equipment Number: 106

Boiler Pressure: 200

Tractive Effort: 55

Drivers: 55

Collection: STR

Cylinders: 23 x 28

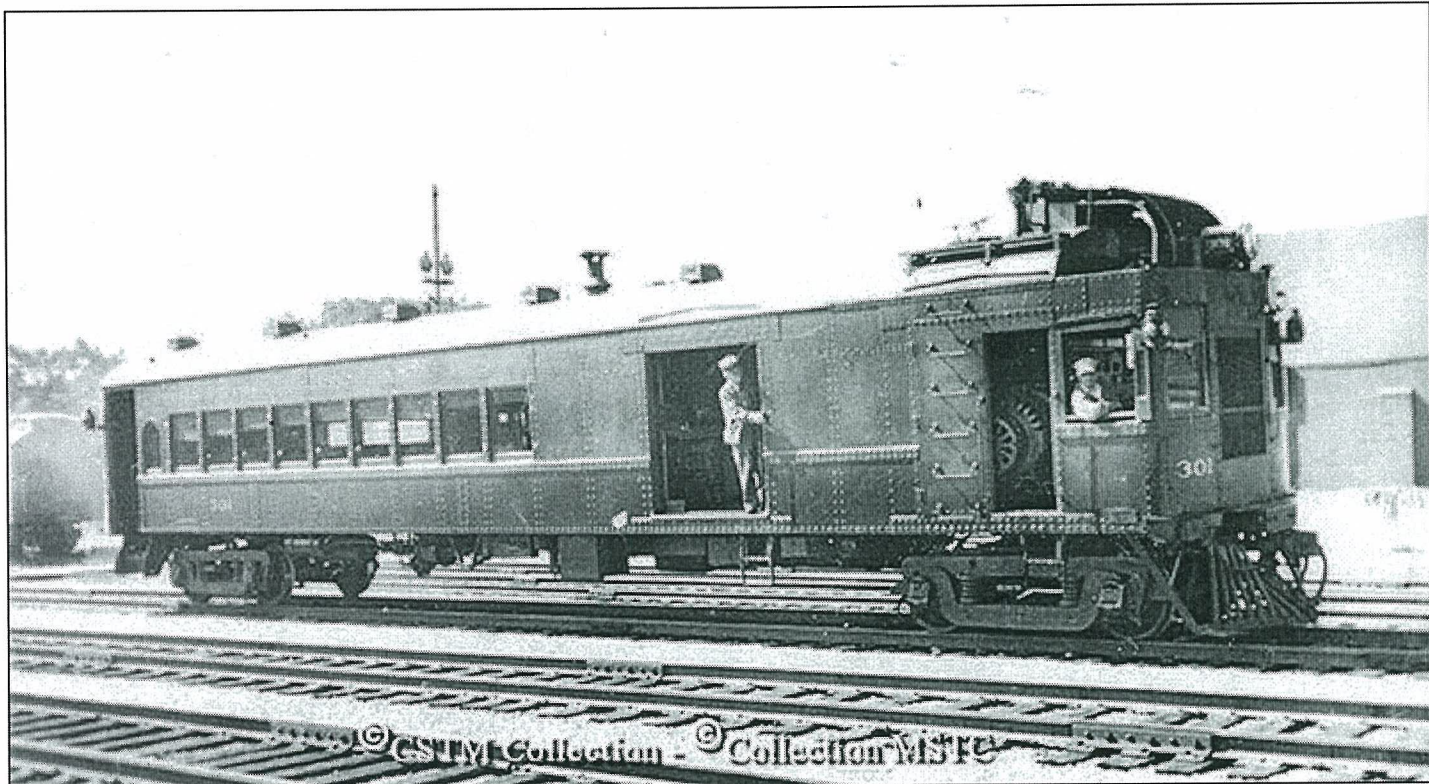


Photo Number: STR05307a

Photographer: VOLLRATH, H.K. COLL.

Location: HAMILTON, ONT.

Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Date: 1948-07-00

Subject: MOTIVE POWER - GAS ELECTRIC LOCO

Builder Date: 1927-00-00

Model: PASSENGER/BAGGAGE

Class: A-S

Type: SE-120-243

Equipment Number: 301

Horse Power: 320

Collection: STR



Photo Number: STR16211a

Photographer: unknown

Location: HAMILTON, ONT.

Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Date: 1940-08-18

Subject: ROLLING STOCK - SERVICE

Model: CREW CAR

Equipment Number: X-753

Collection: STR



Photo Number: STR16212a

Photographer: unknown

Location: HAMILTON, ONT.

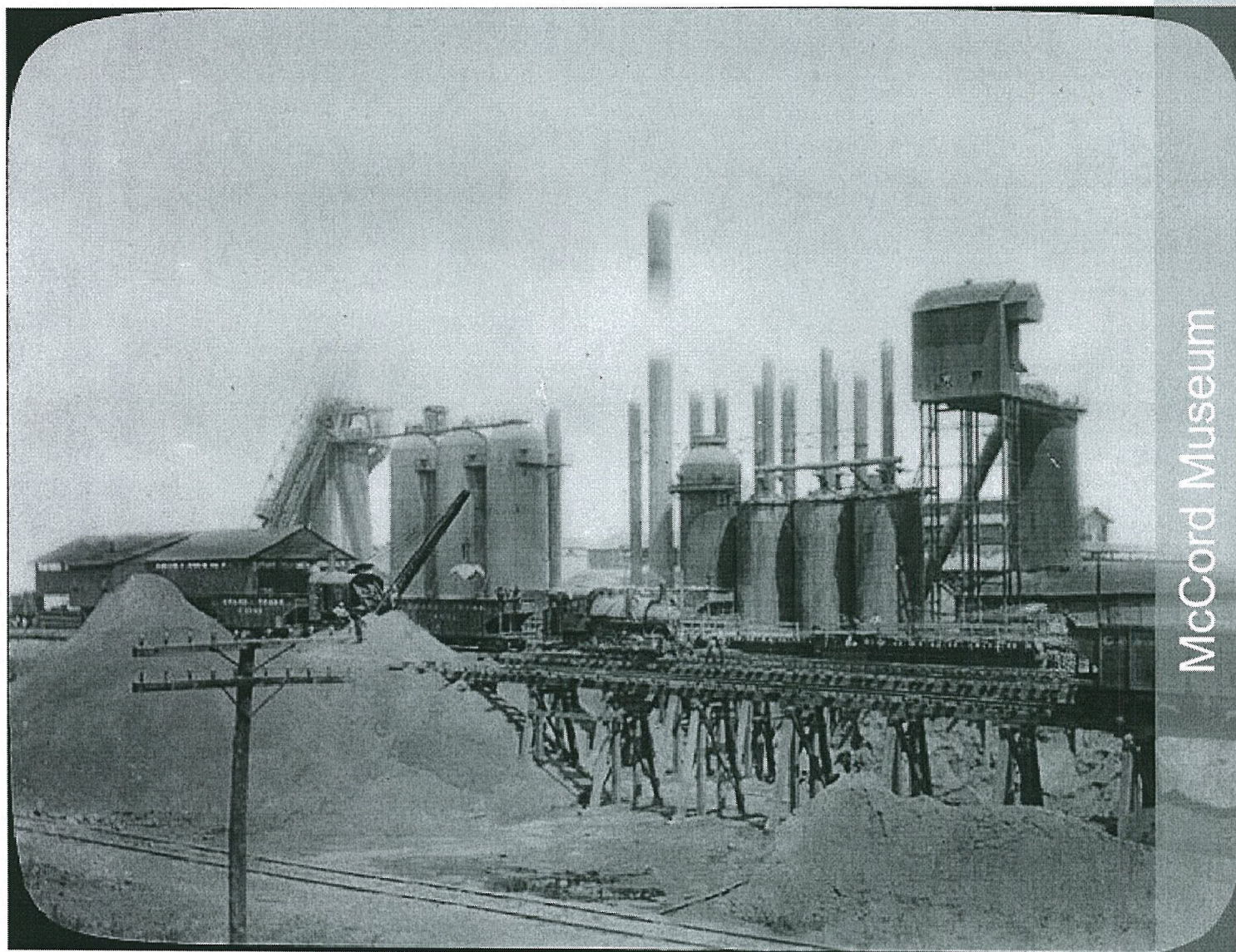
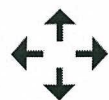
Railway Name: TORONTO HAMILTON & BUFFALO RAILWAY

Subject: ROLLING STOCK - PASSENGER

Model: COMBINATION

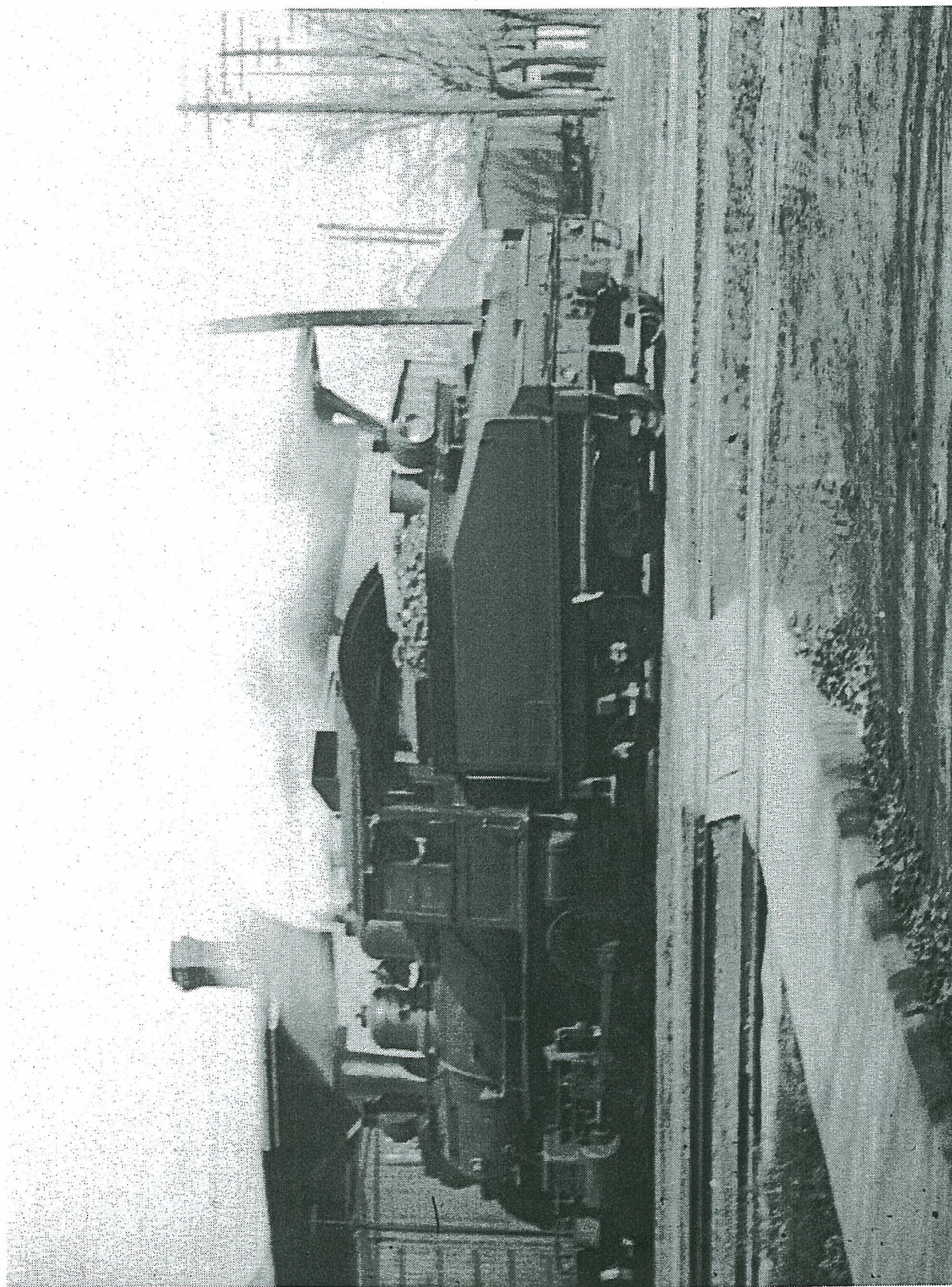
Equipment Number: 303

Collection: STR

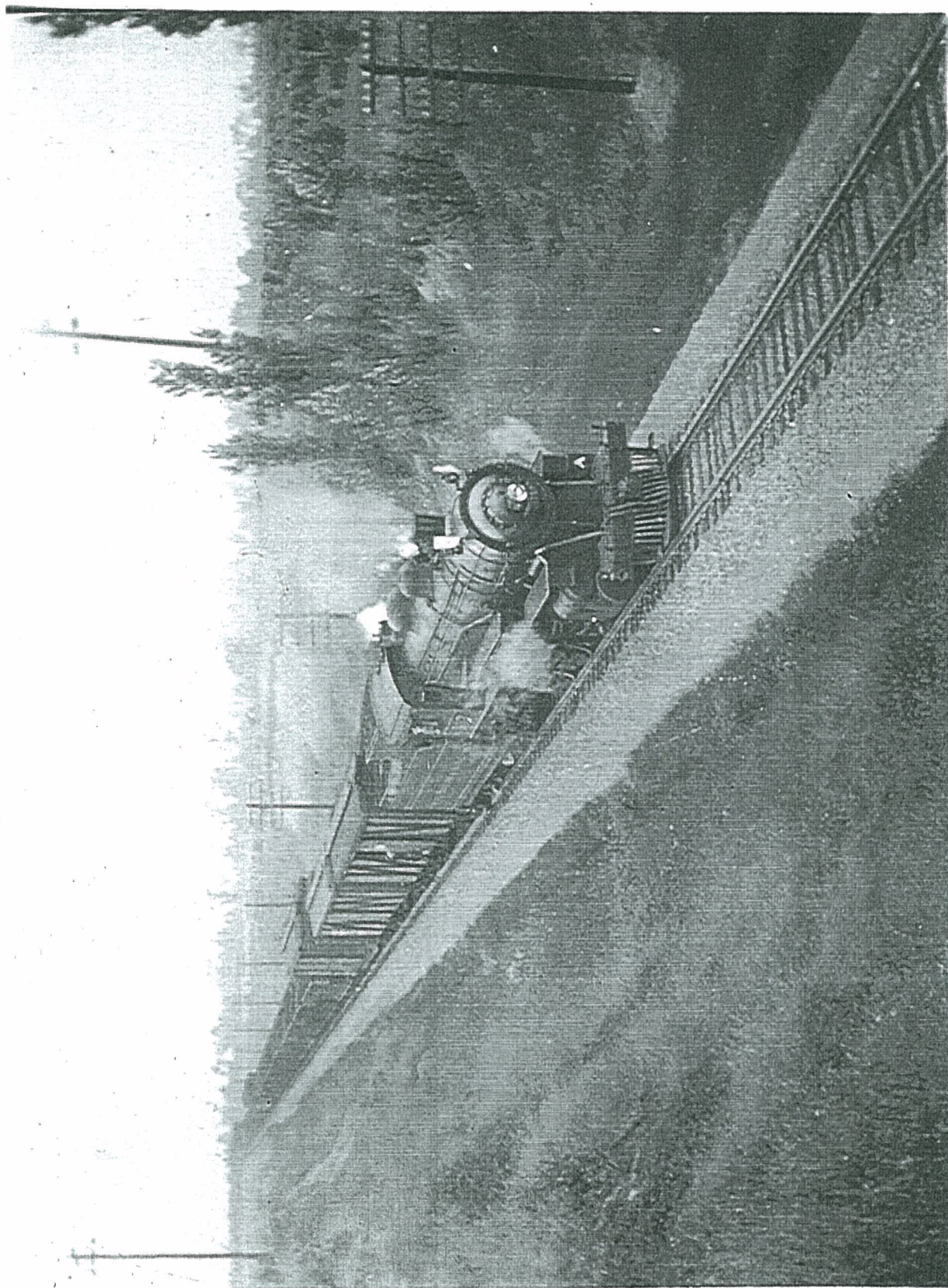


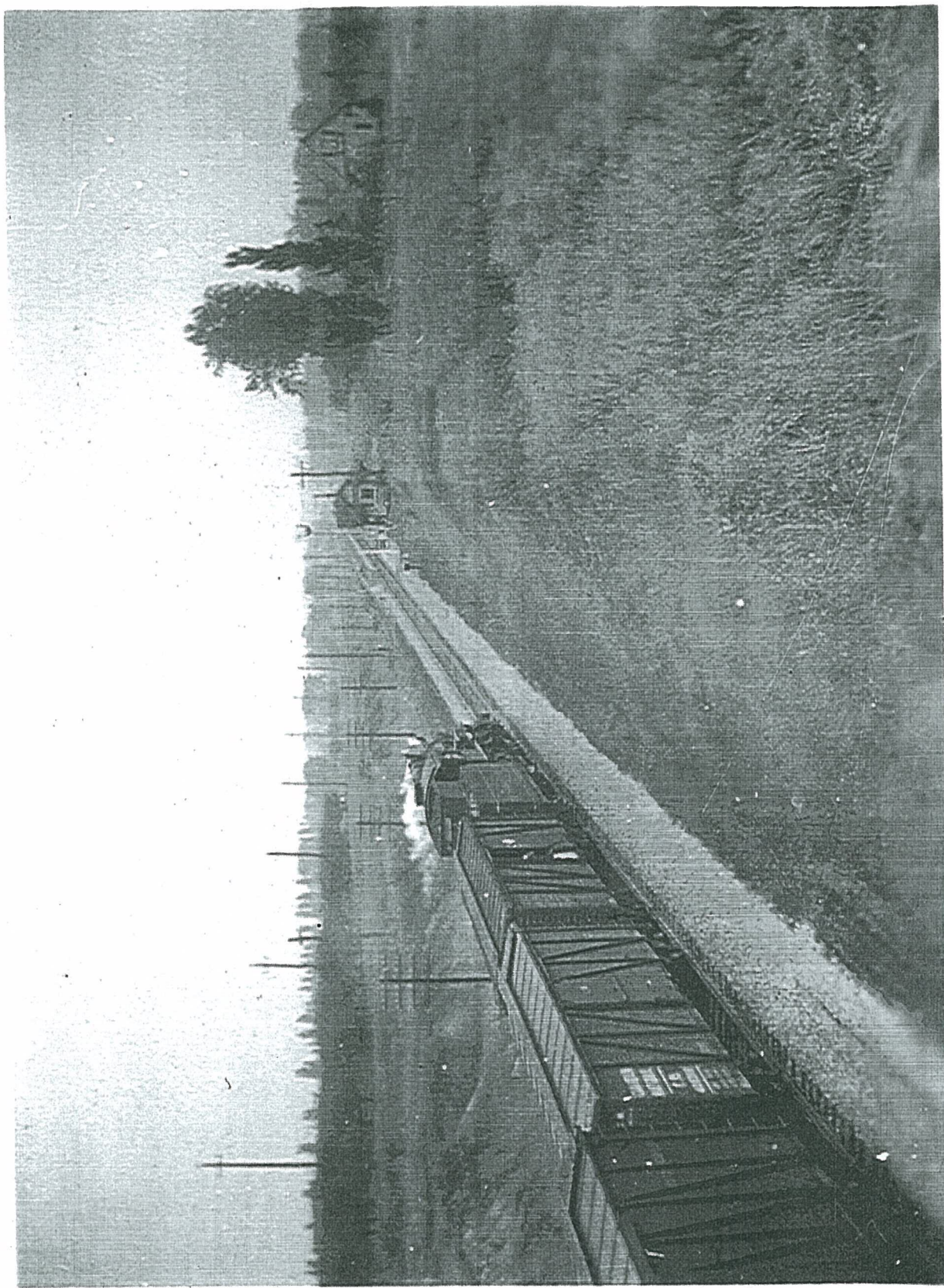
McCord Museum

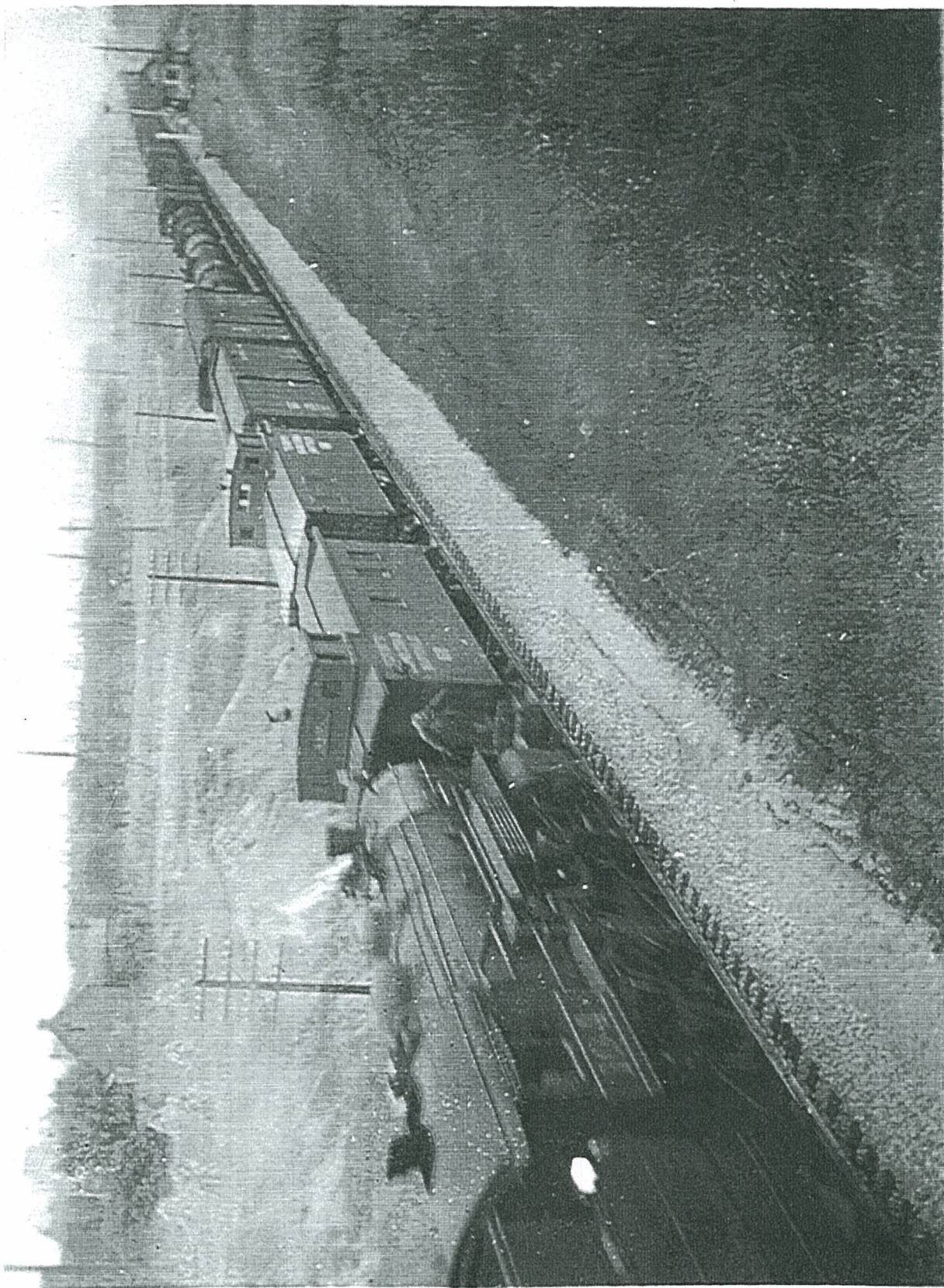
TH&B Photos

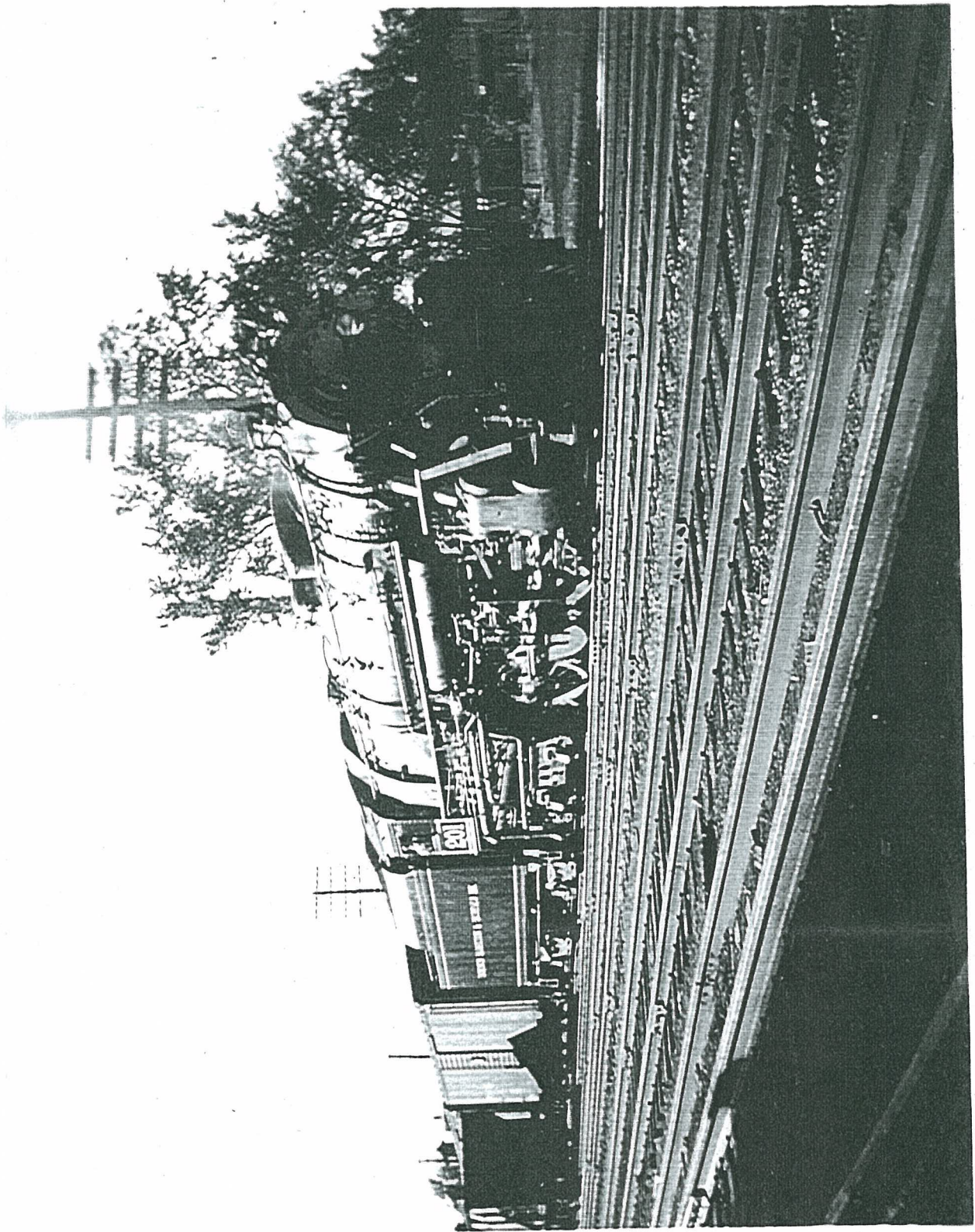


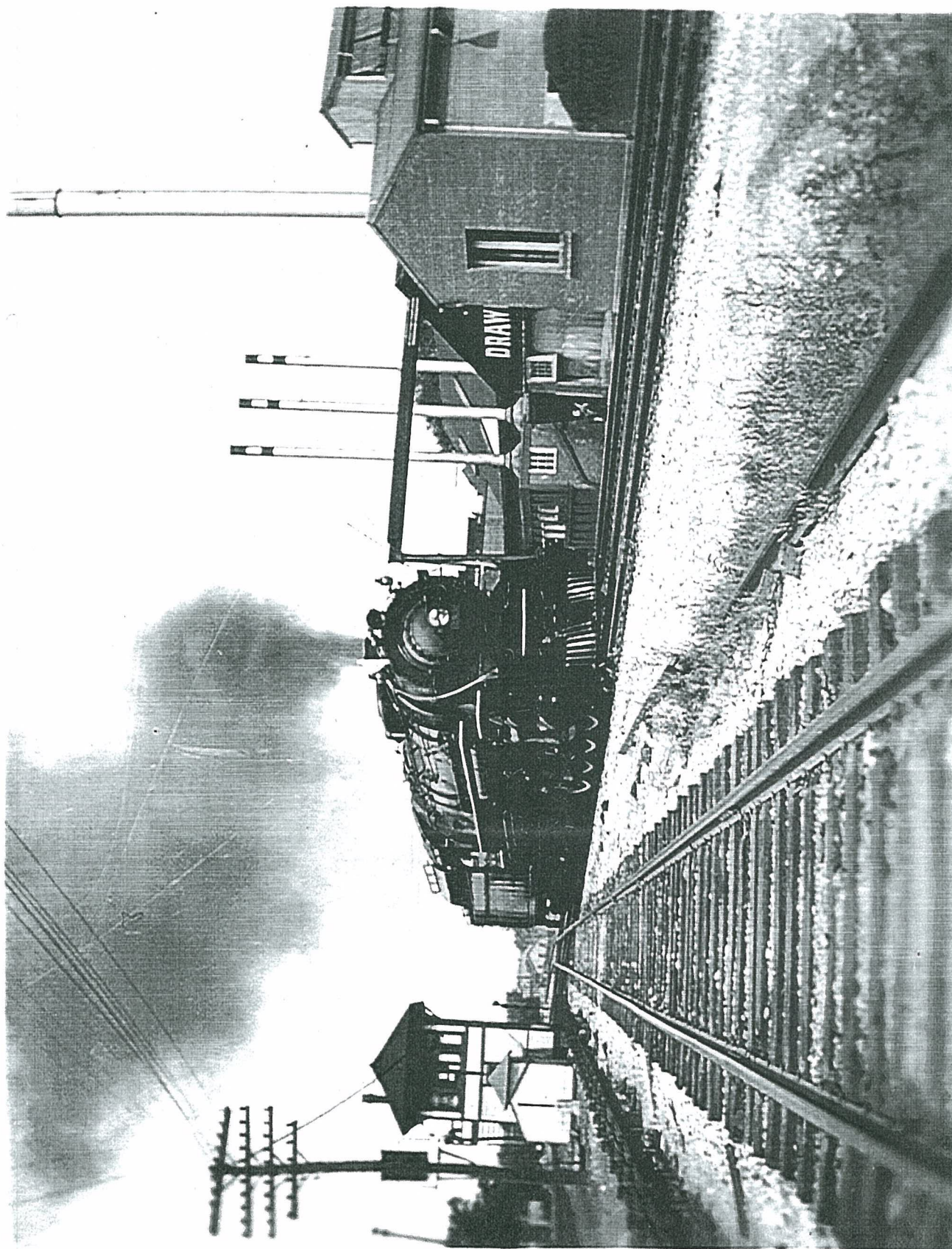
One of the TH&B's only two 0-4-0 steam locomotives is captured as it places cars for loading at the Walnut Street Freight Shed in downtown Hamilton, circa 1915. Acquired in 1899, the two 0-4-0's, numbered 28 and 29, were originally constructed by Schenectady Locomotive Works in 1893 and purchased second hand from the Union Stock Yards & Transit Company of Chicago, Illinois. The locomotives were re-numbered in 1904 to #38 and #39 to allow room for additional 4-6-0 locomotives to be numbered in the 20 series. These engines proved to be too frail for handling the tonnage being hauled by the railway and in turn were sold in 1918. Number 38 was sold to the Minto Coal Company of Minto, New Brunswick in March and #39 to the Dominion Foundries & Steel Company in May. TH&B Railway Photograph, TH&B Historical Society Archives Collection.

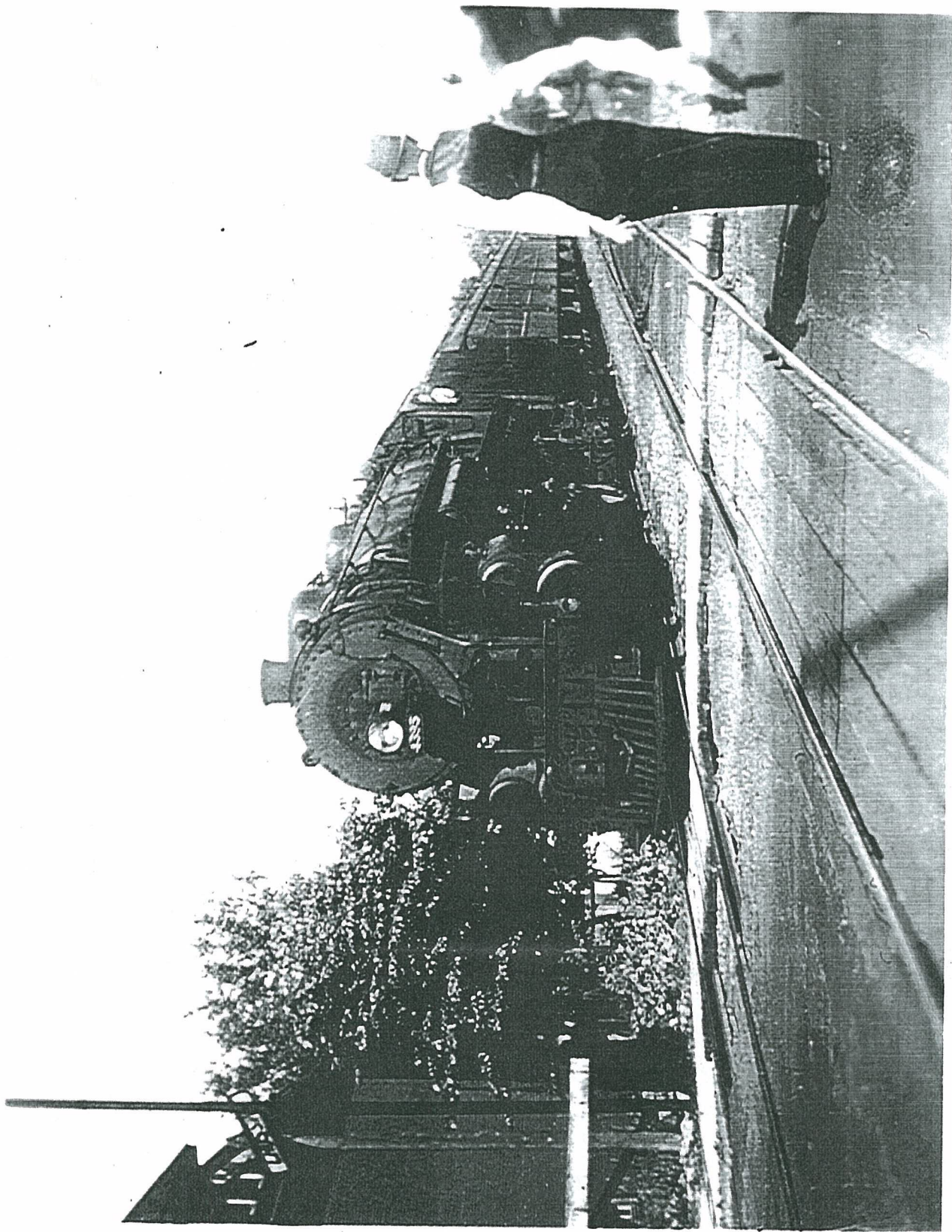


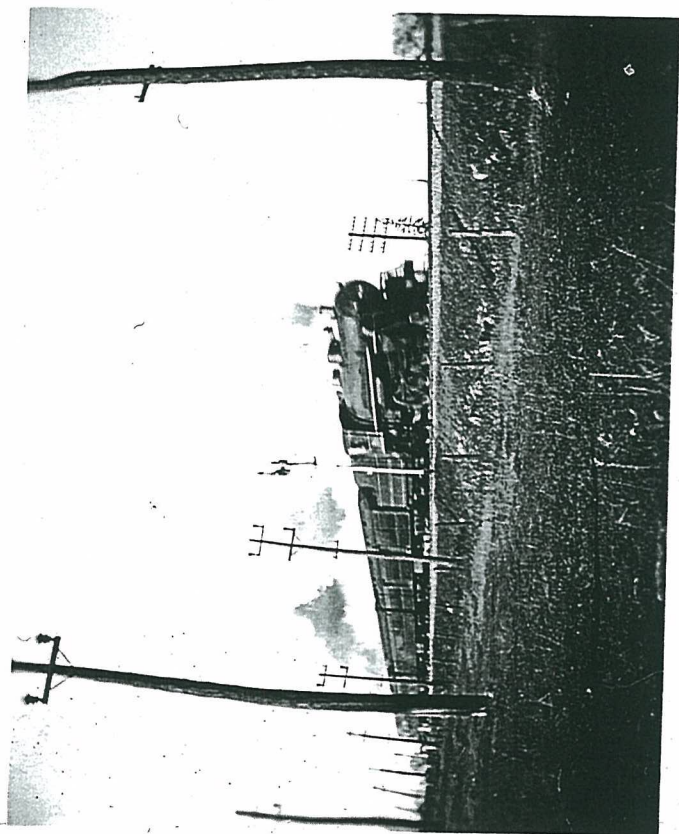
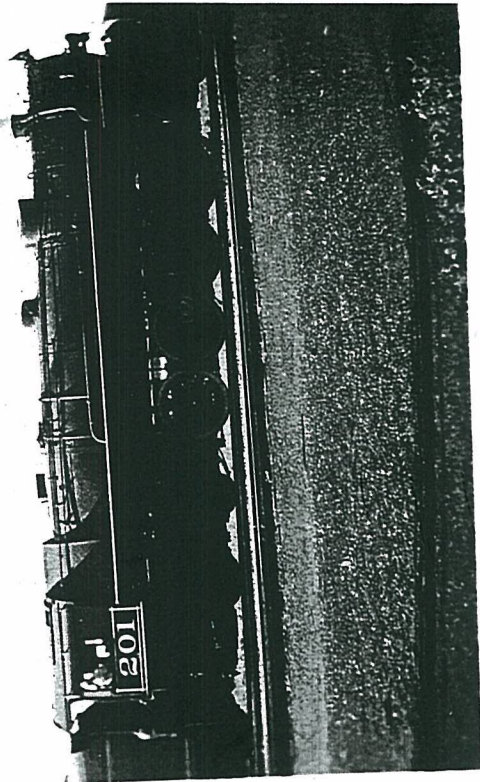
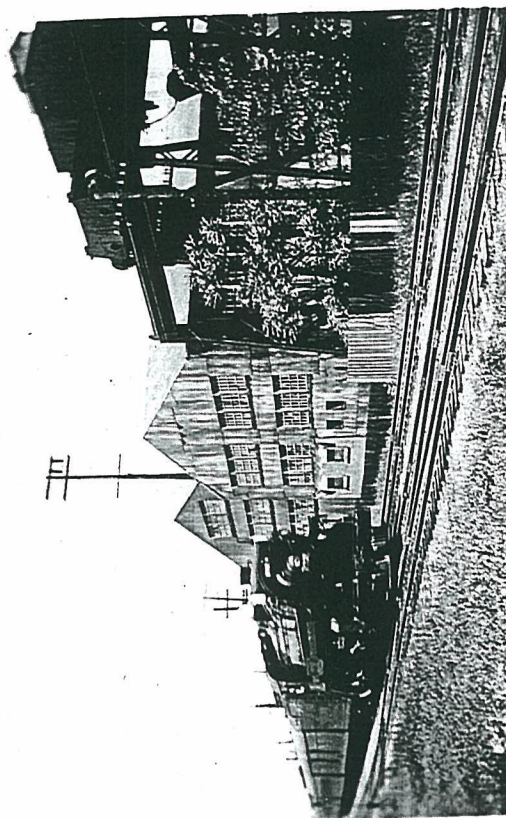
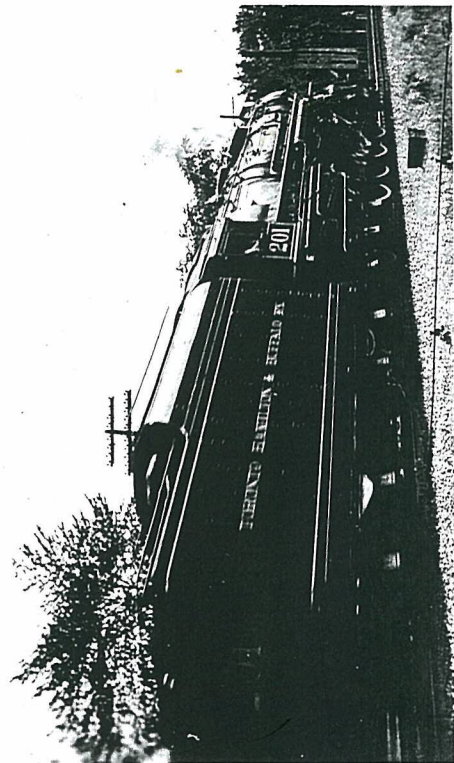


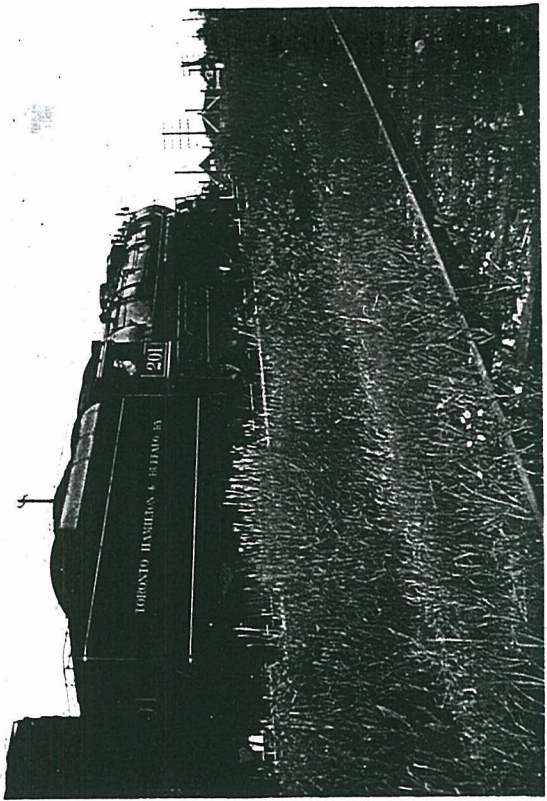


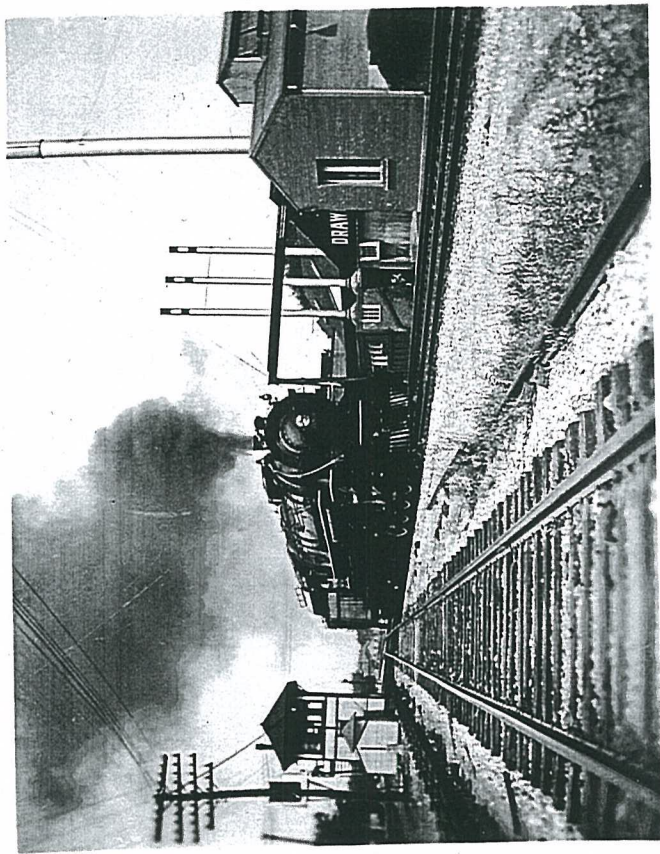
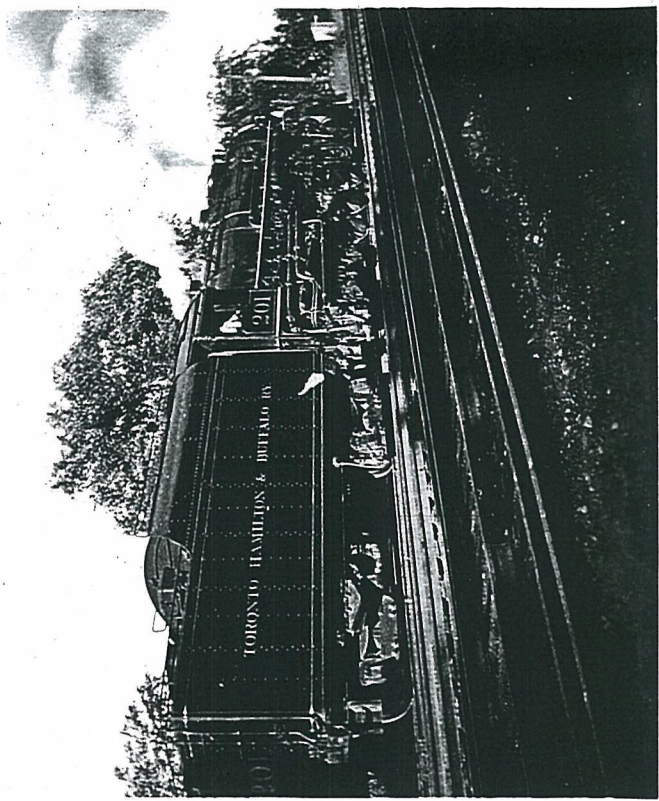
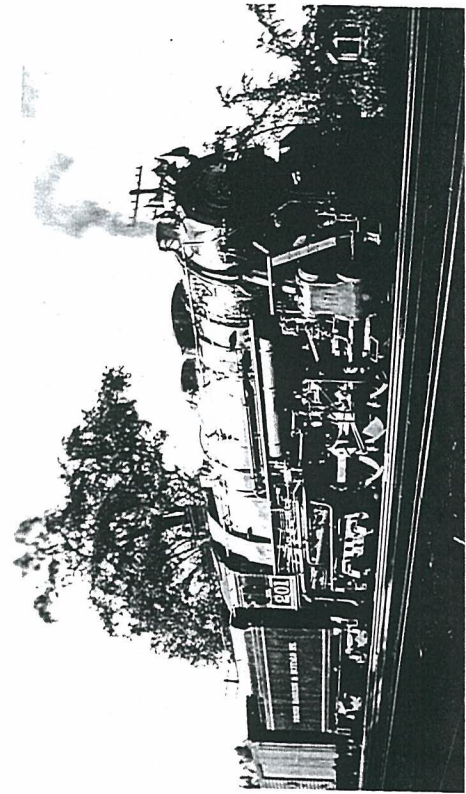
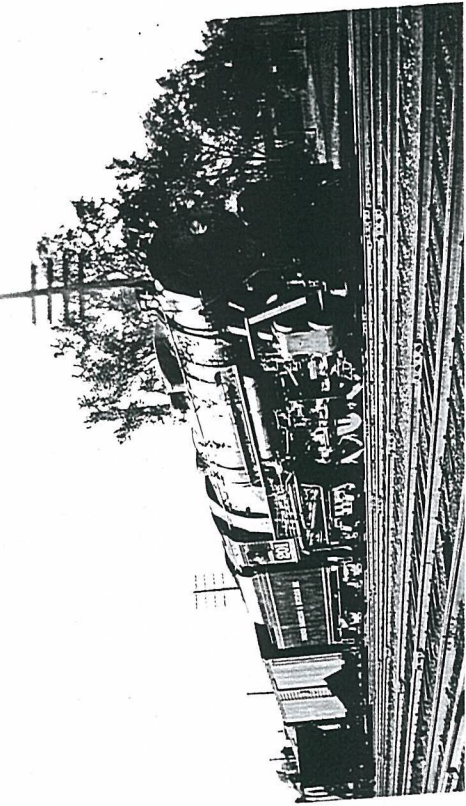


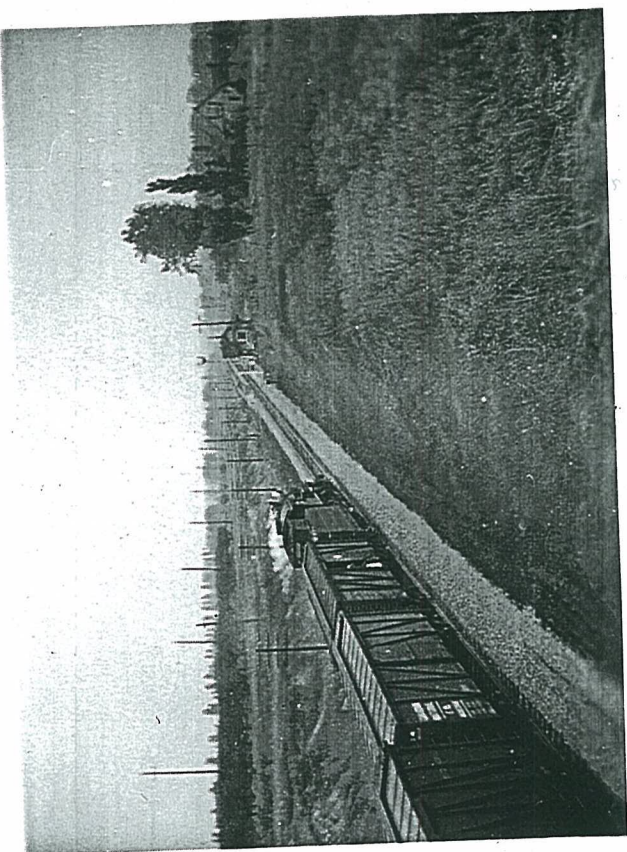
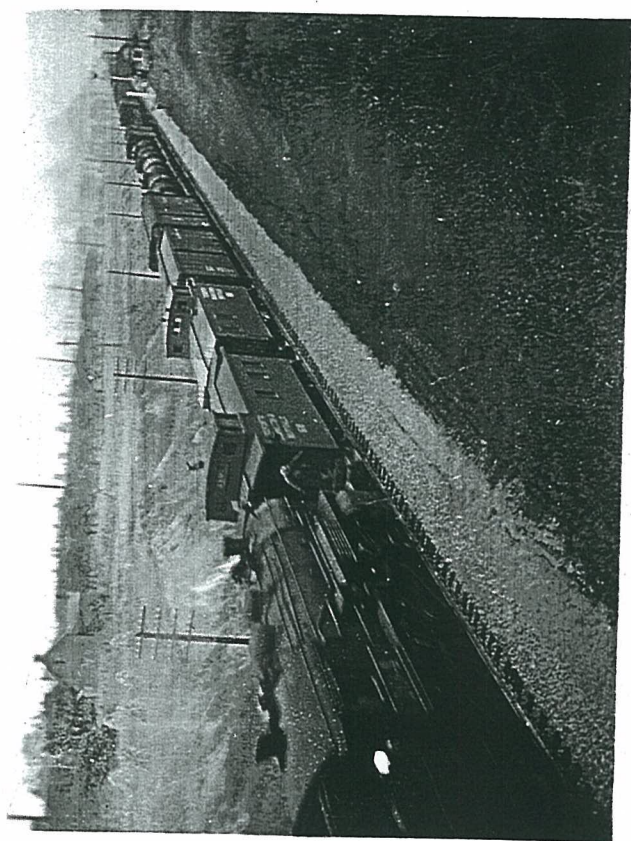
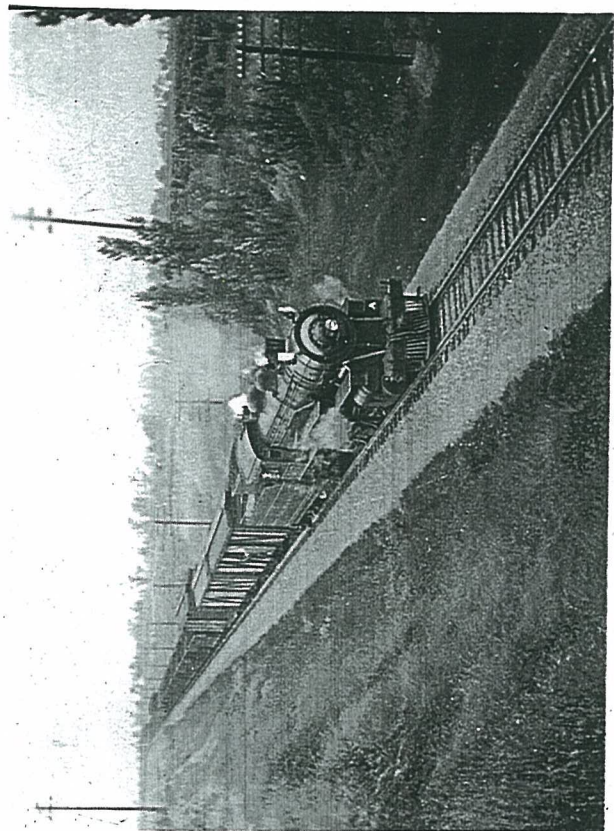


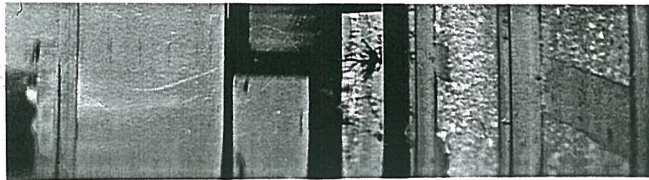
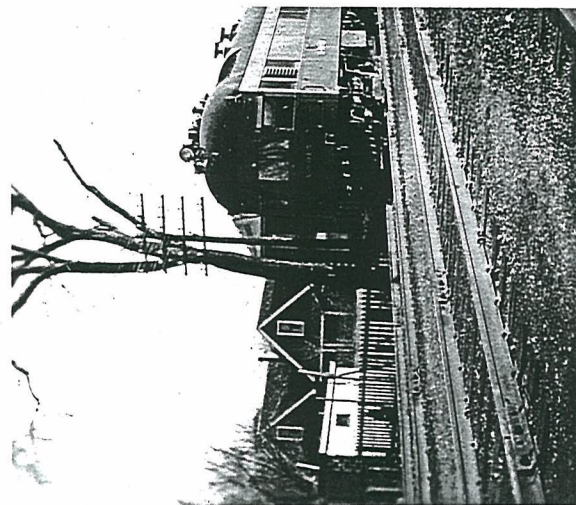


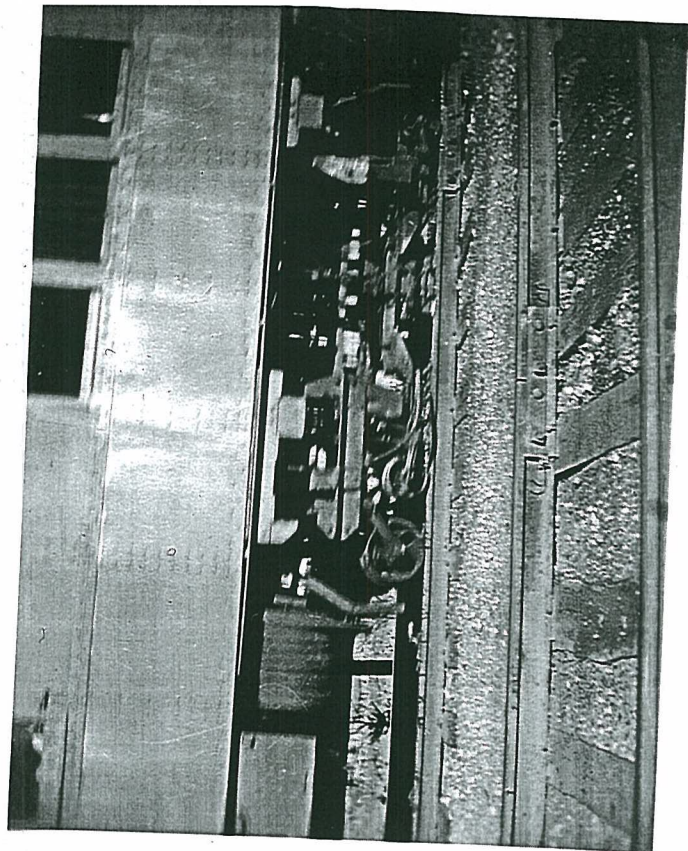


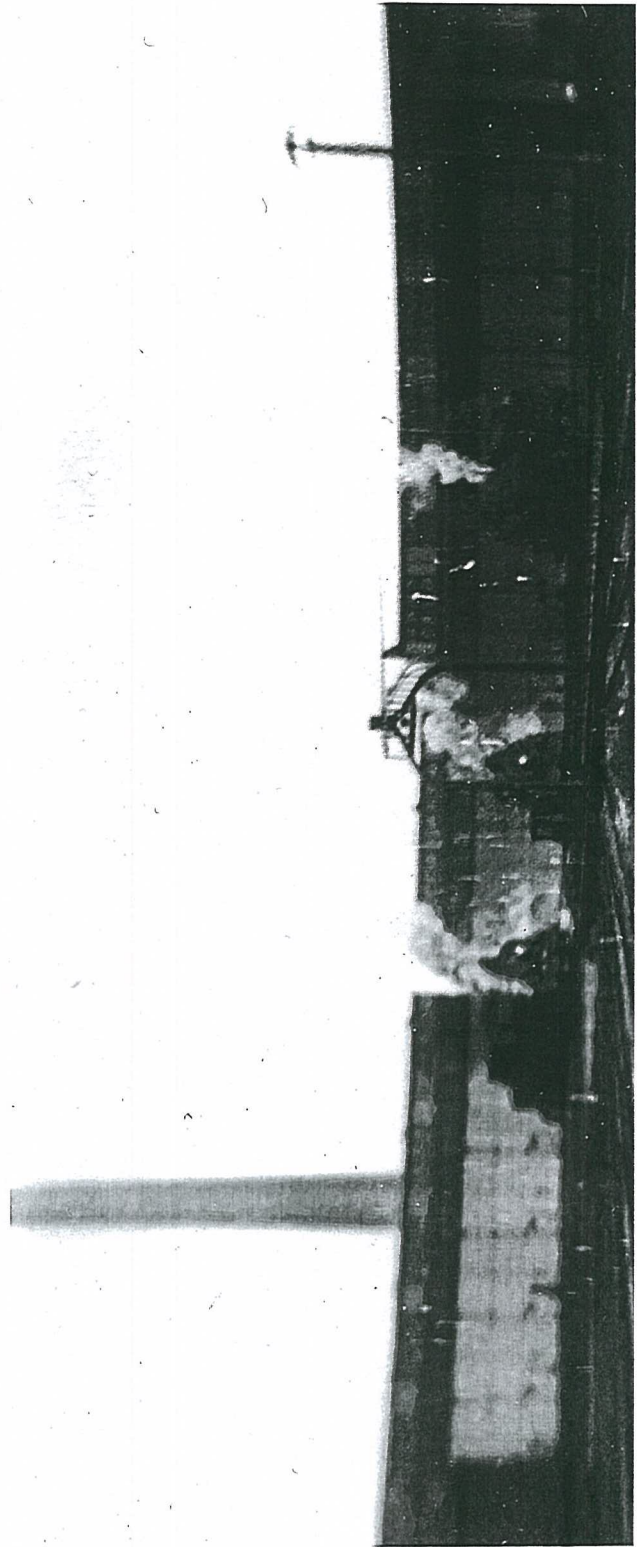
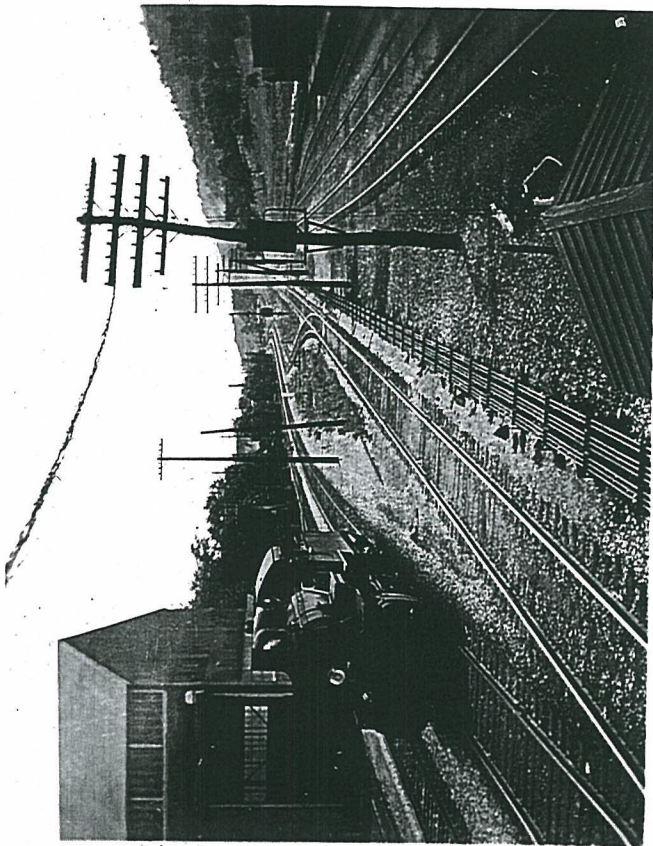
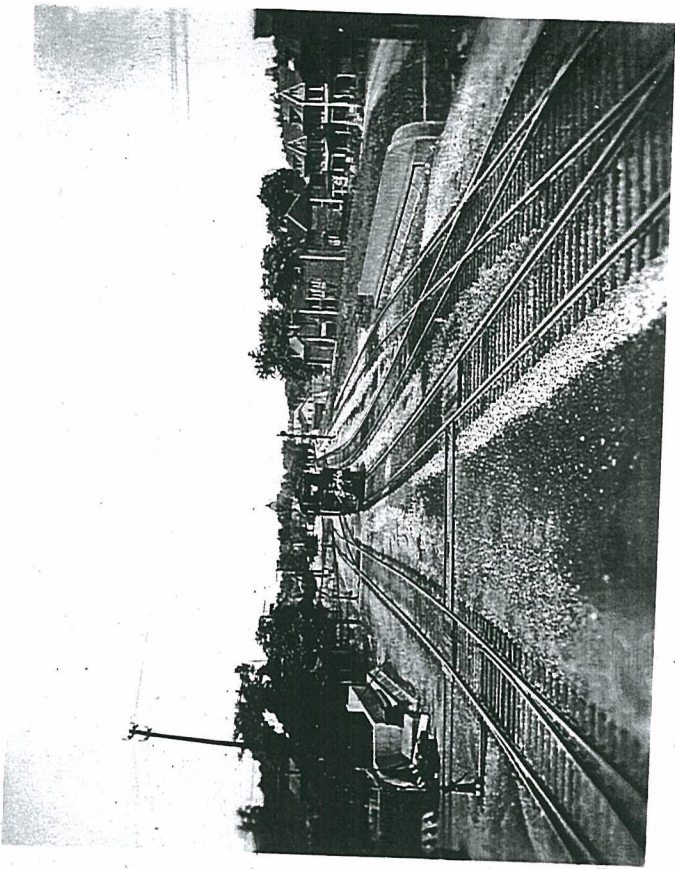


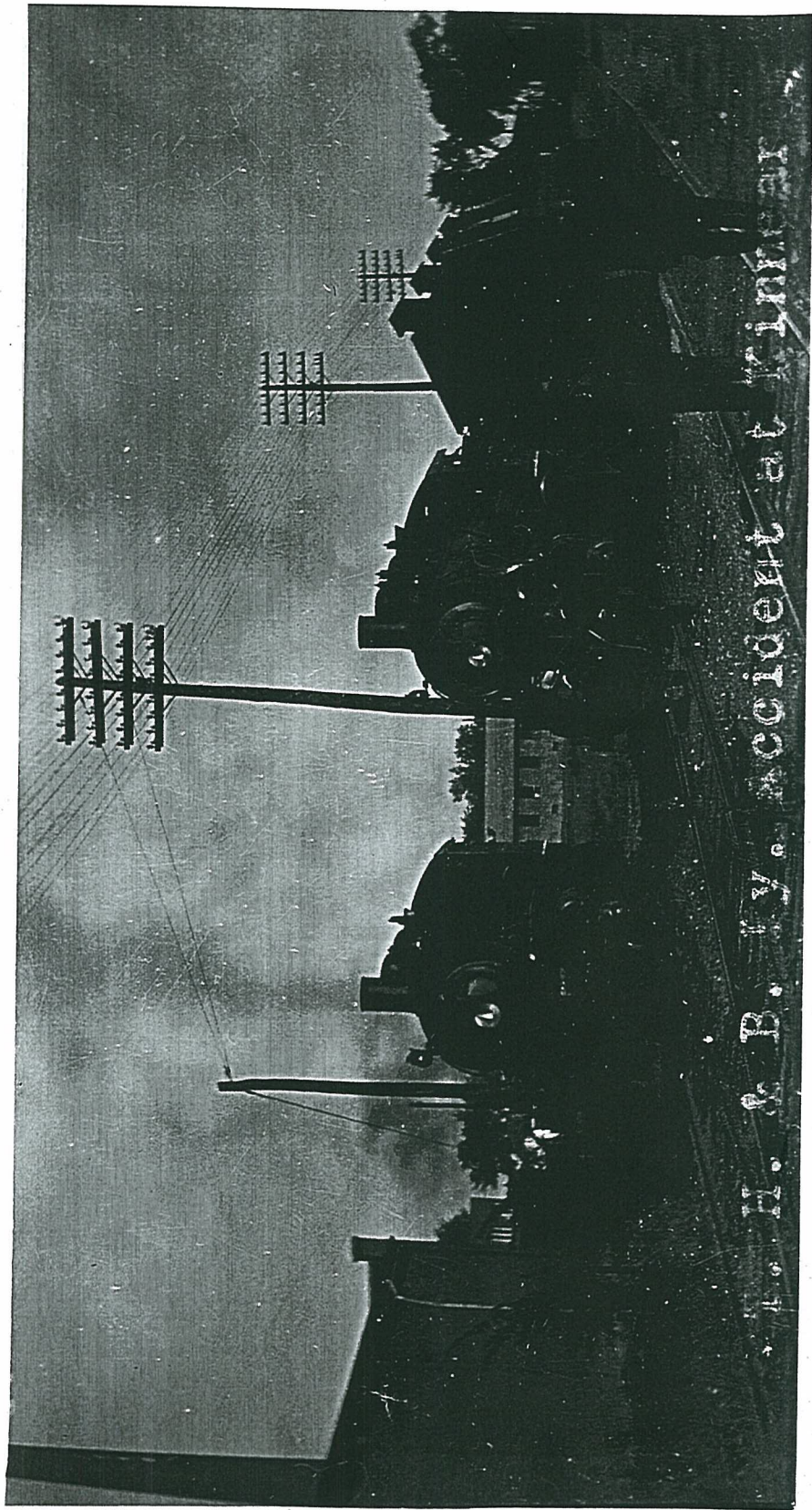




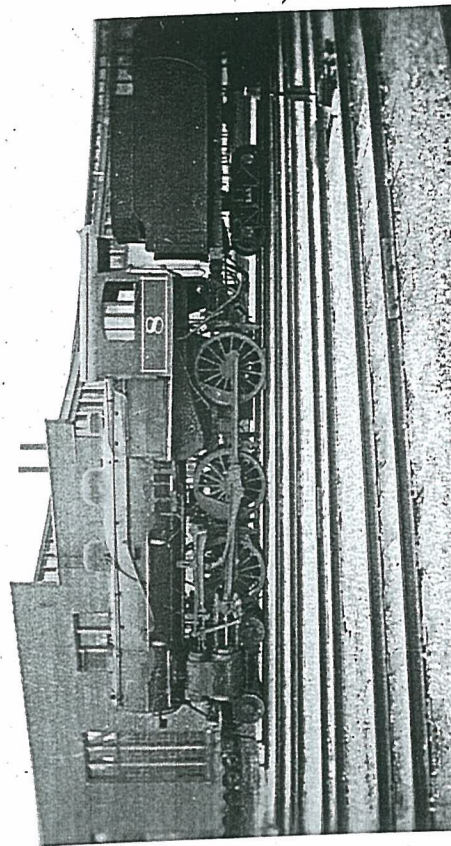


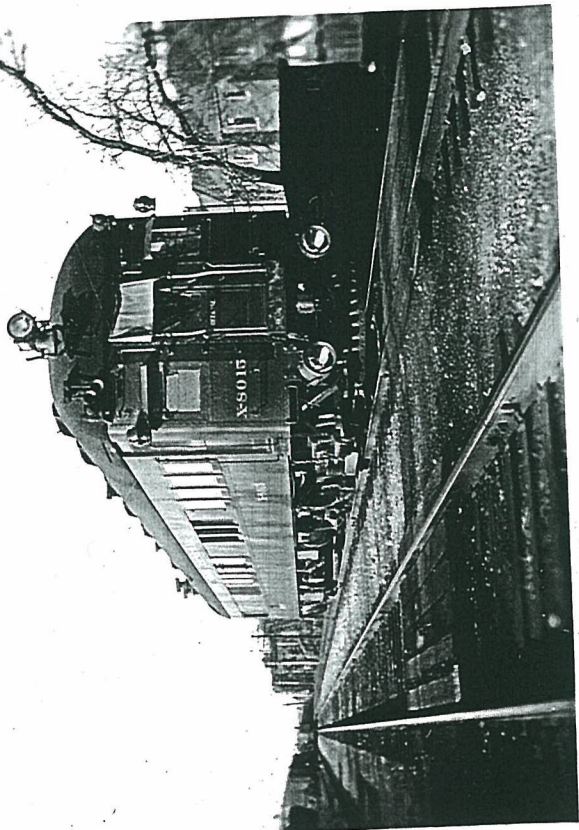
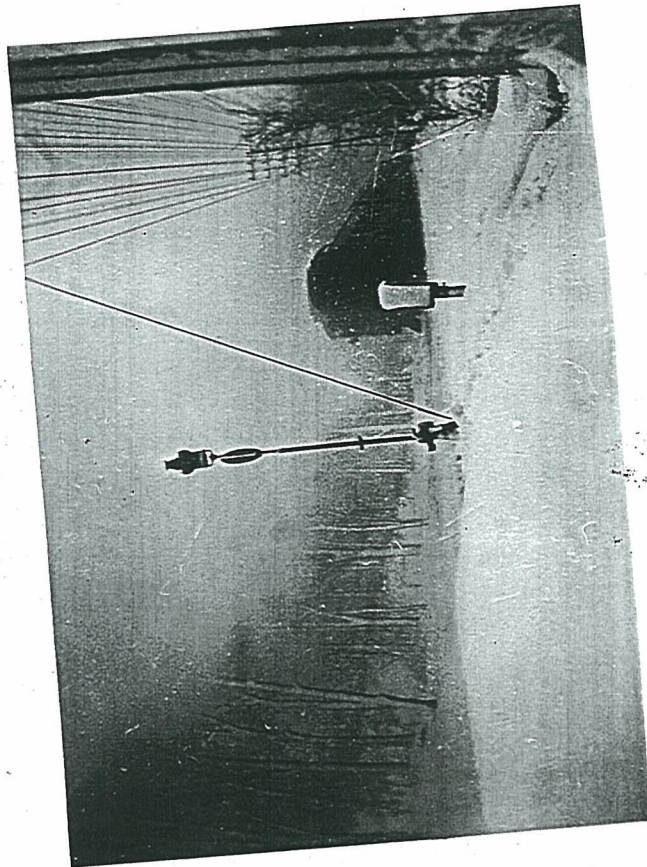
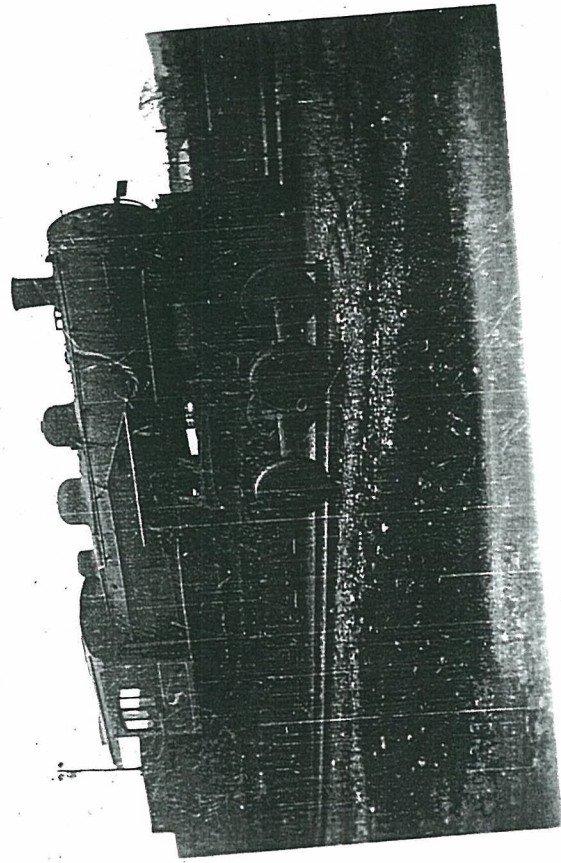
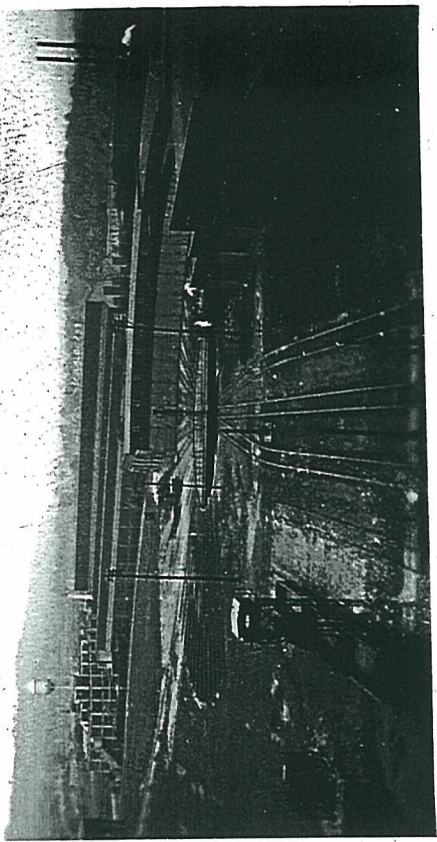


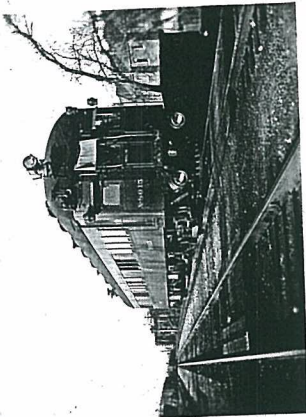
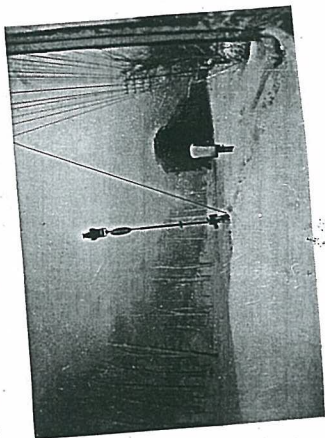
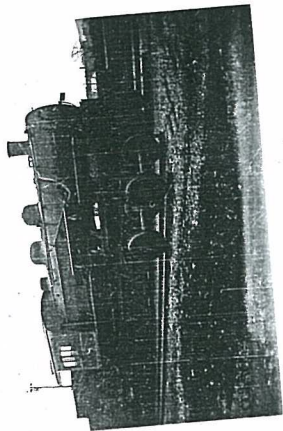
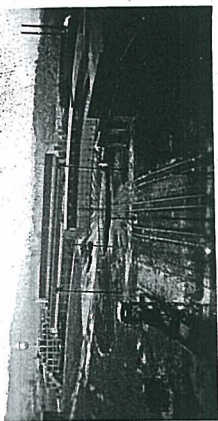


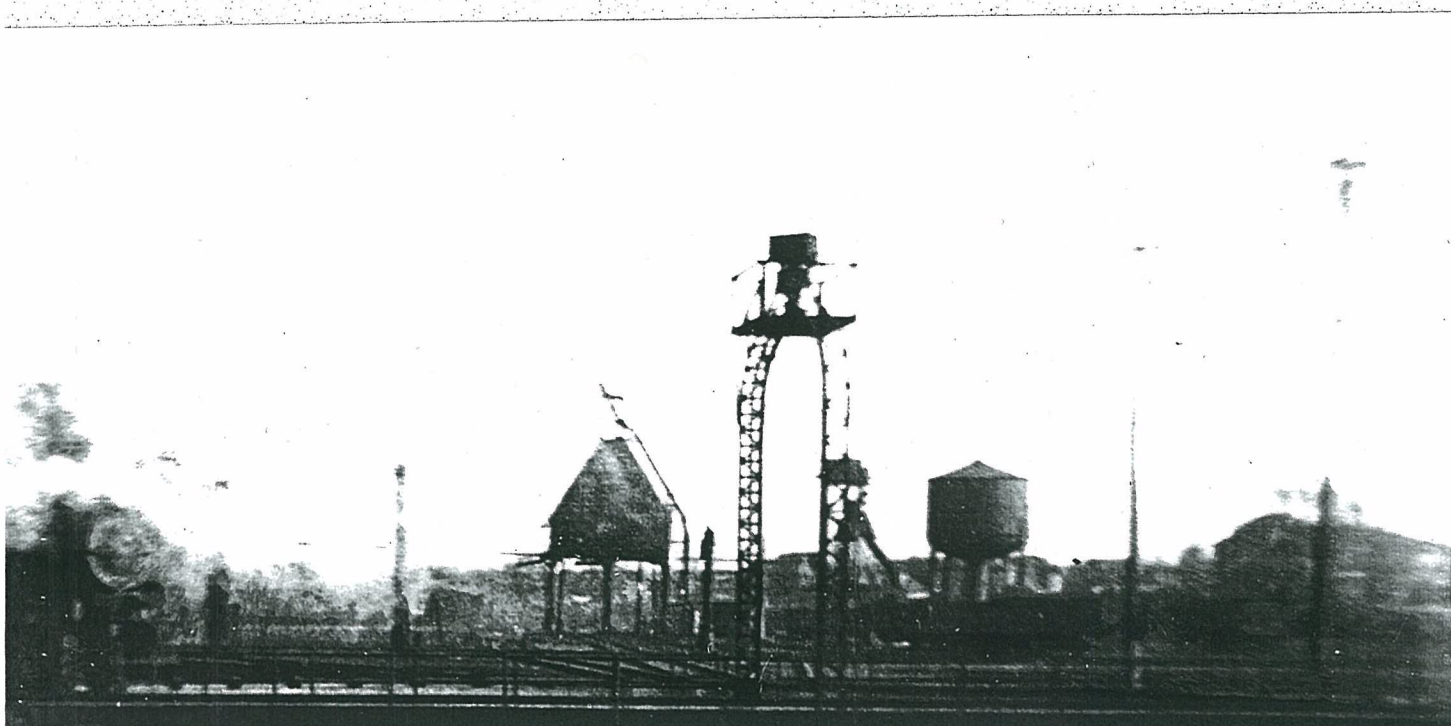
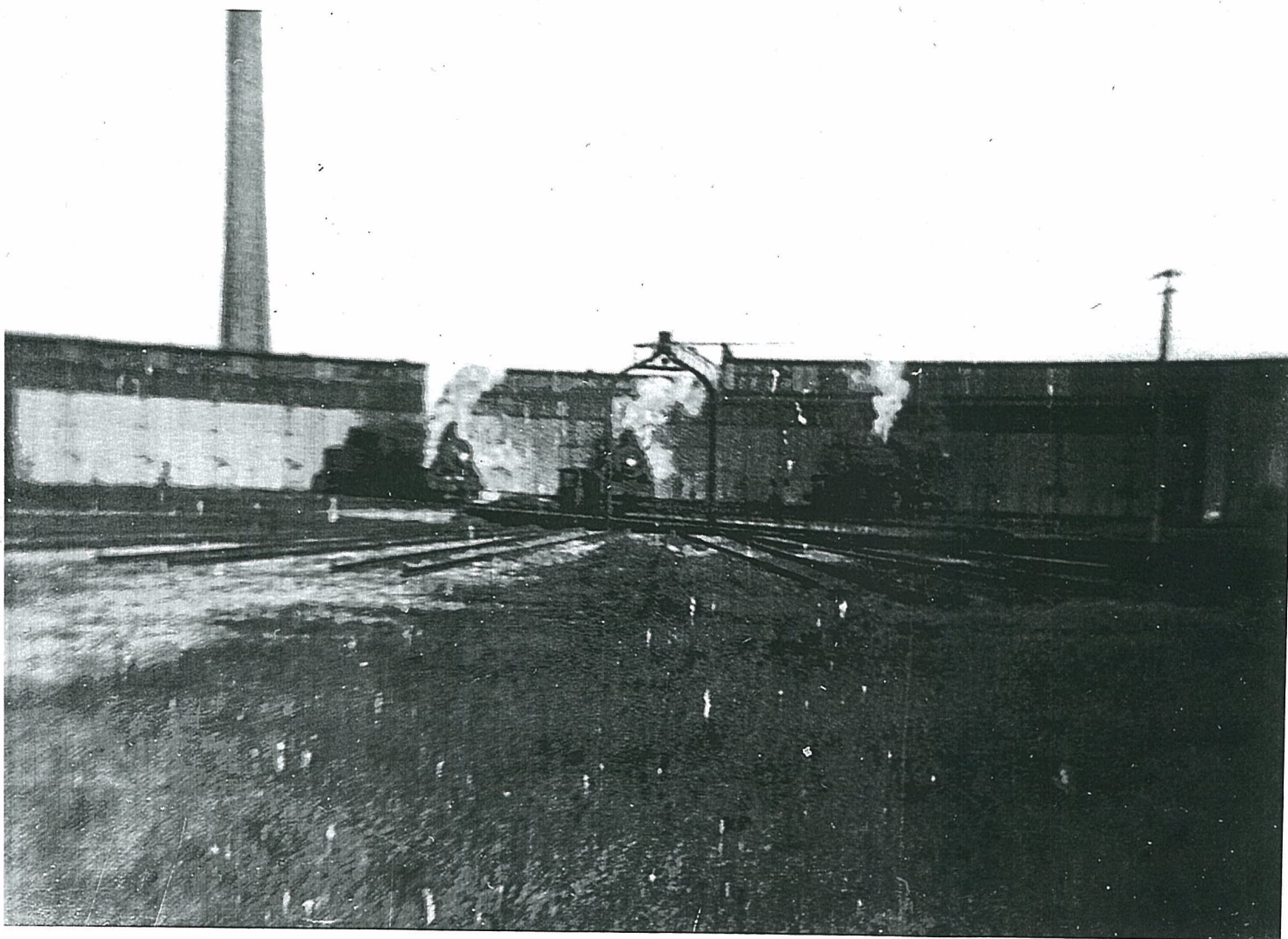


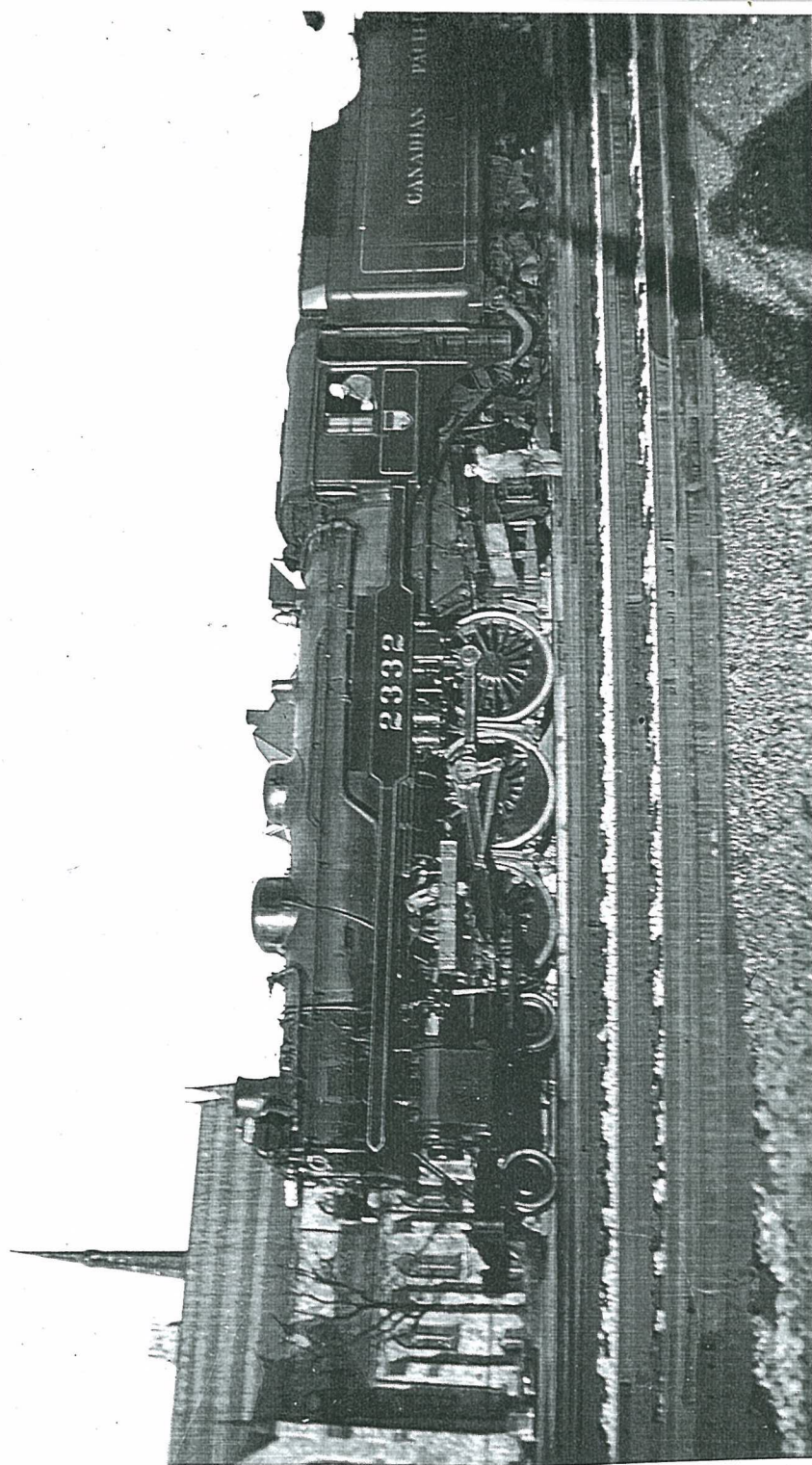
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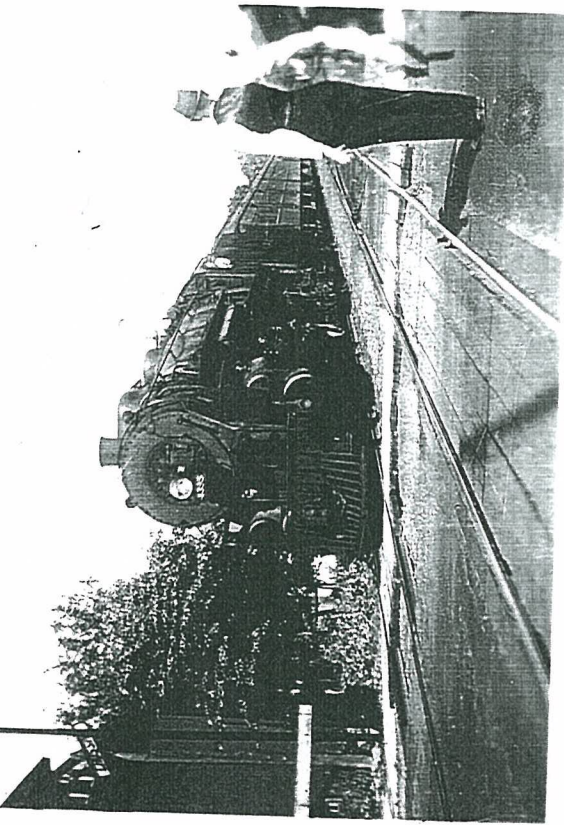
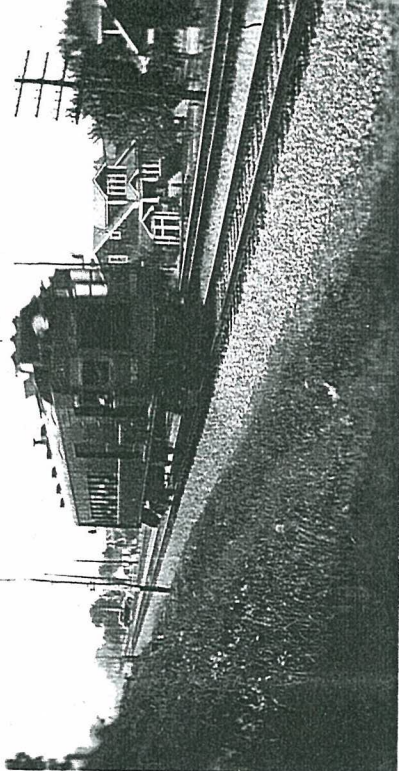
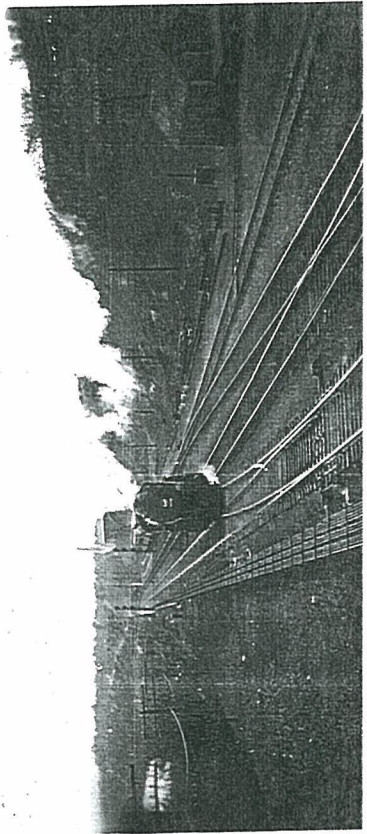


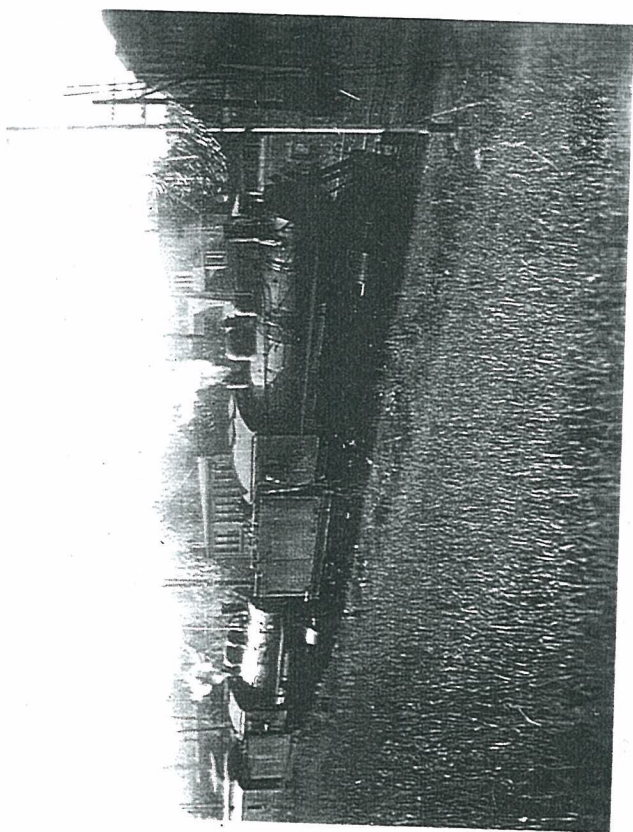
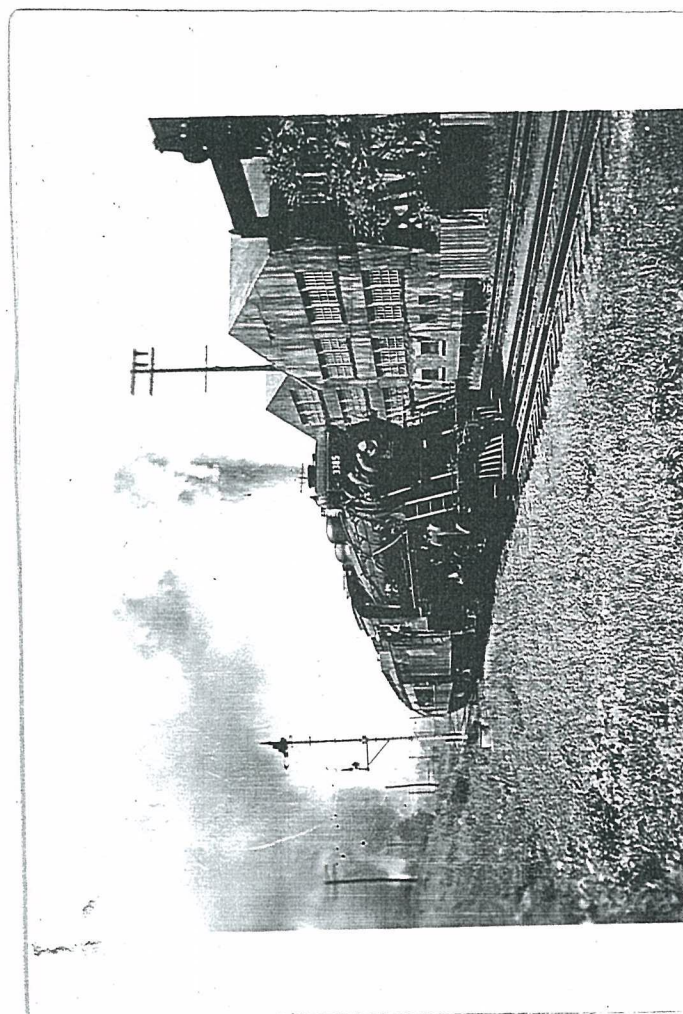
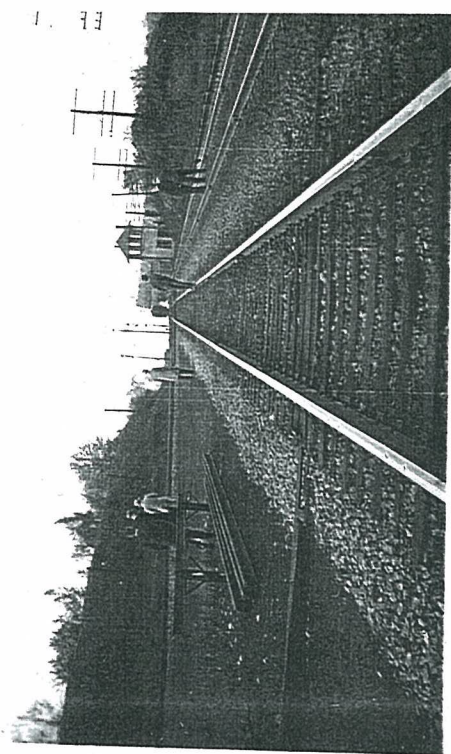


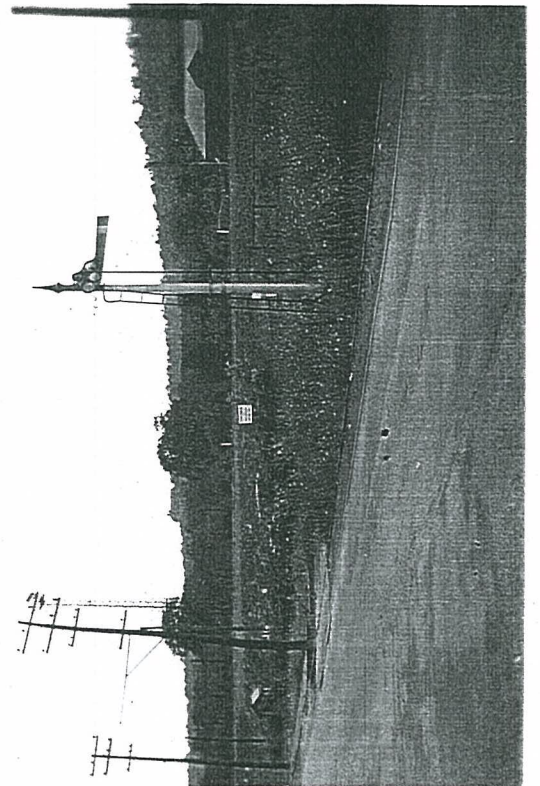
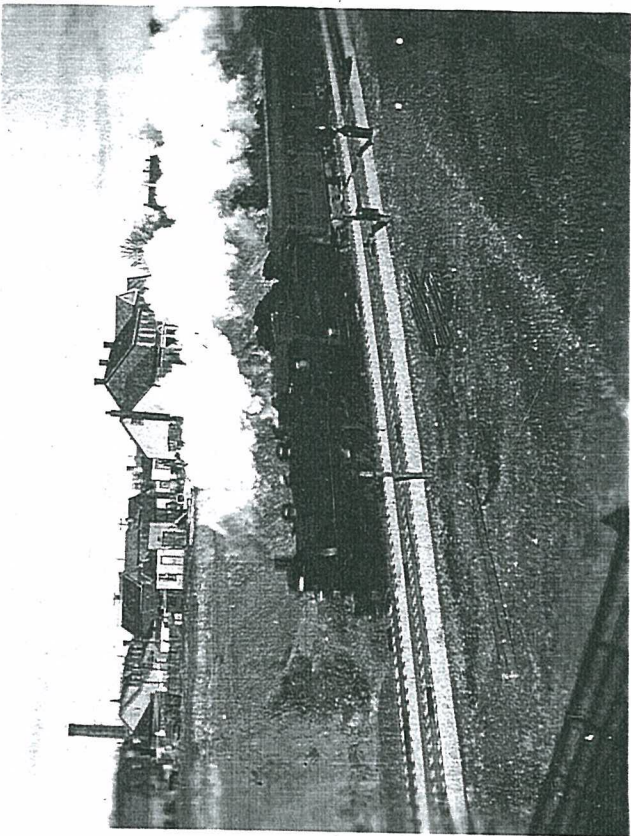
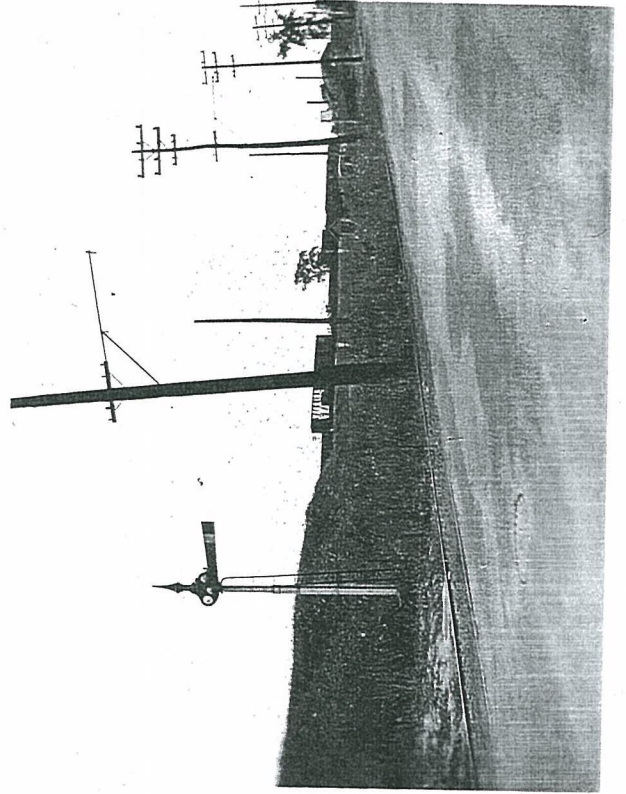
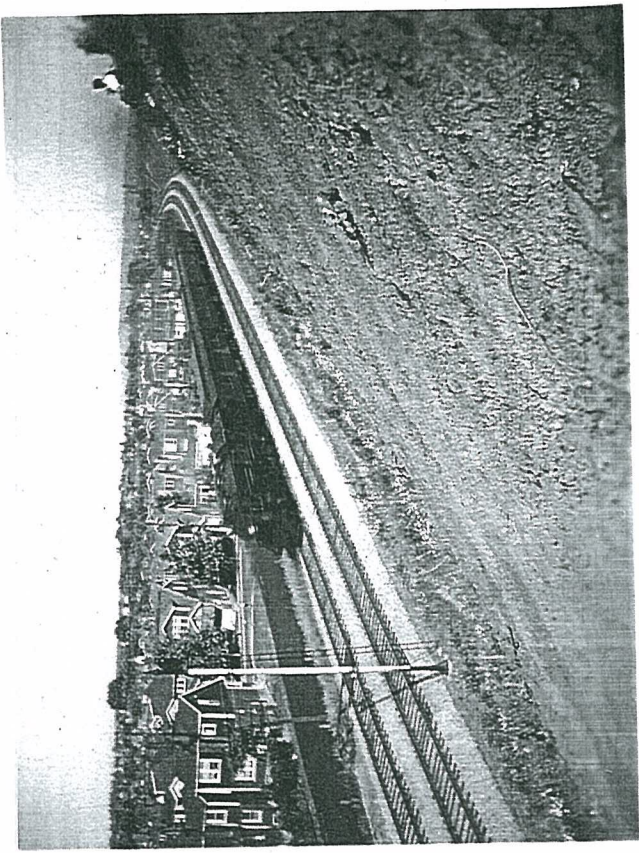


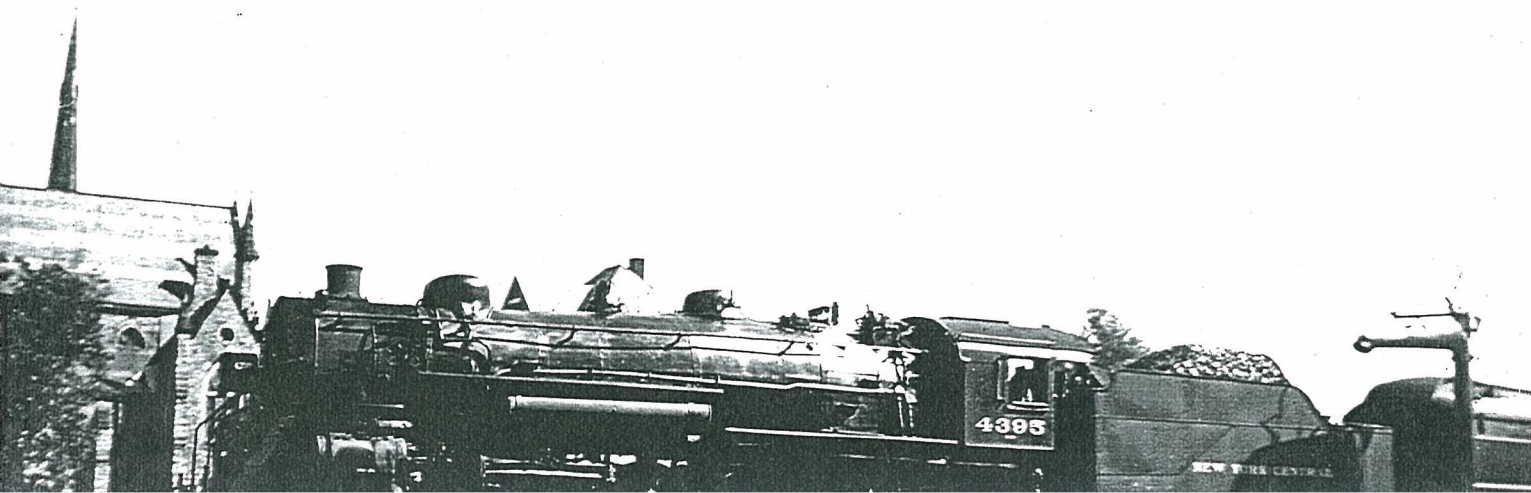
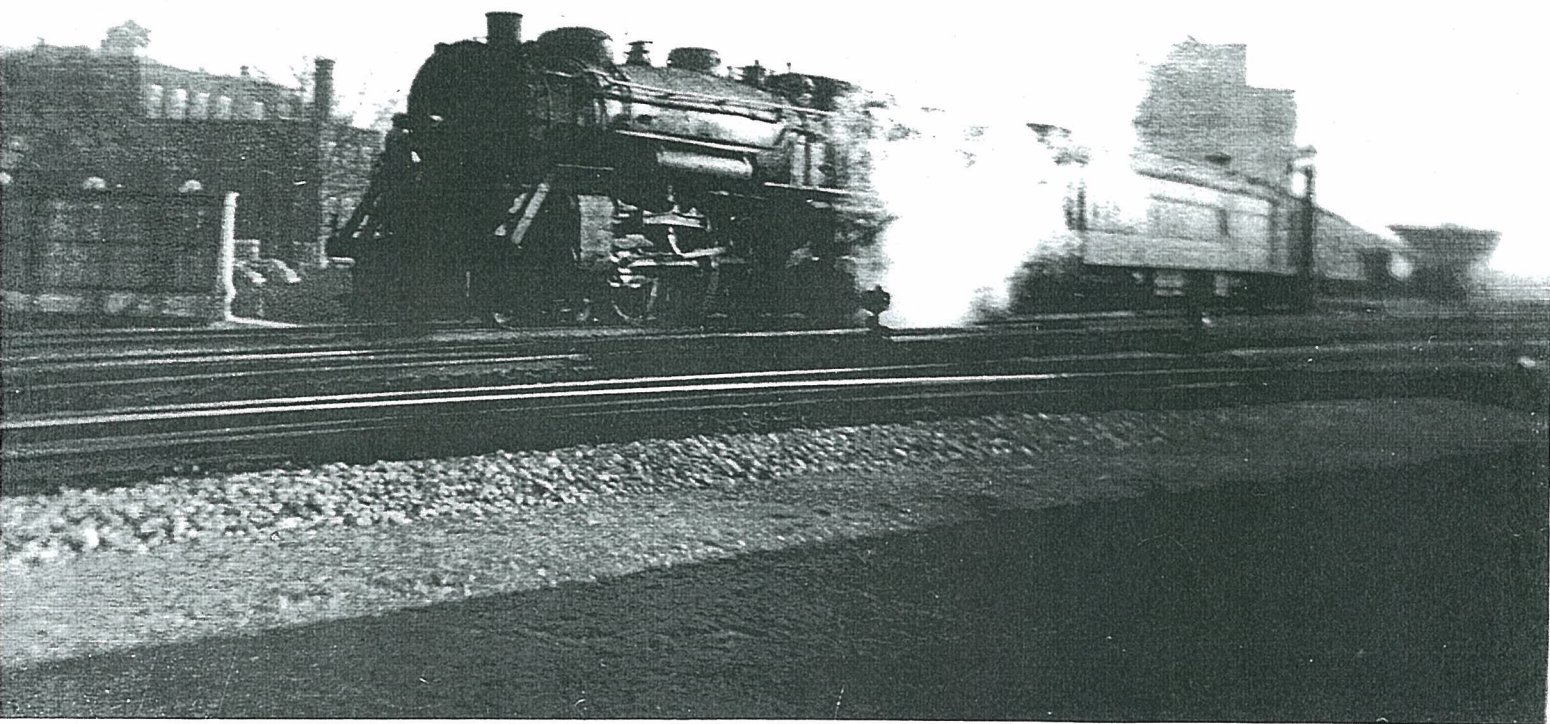










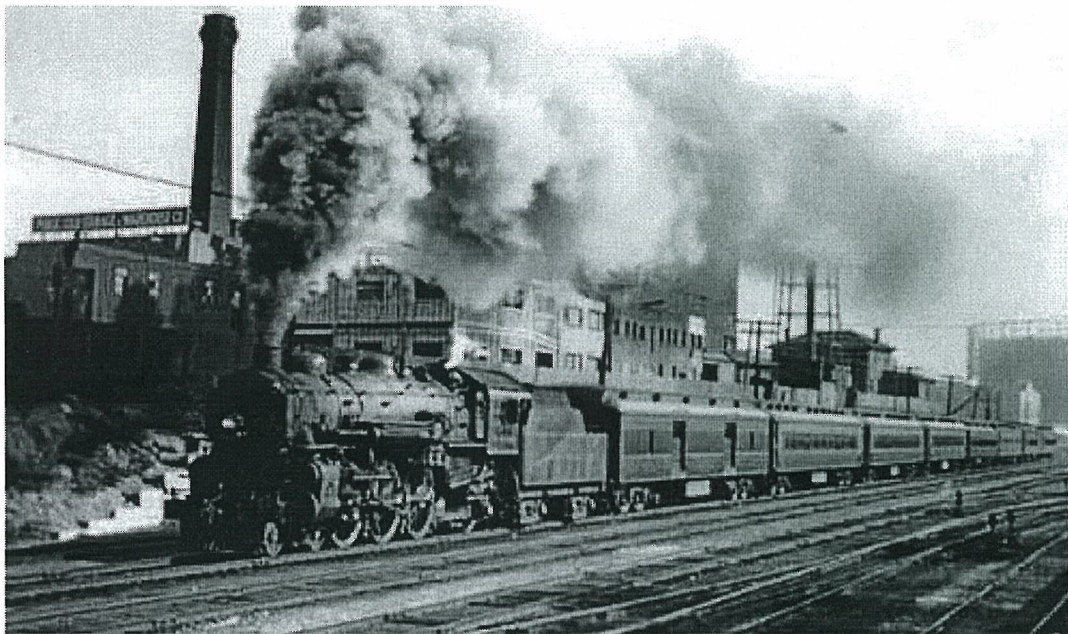




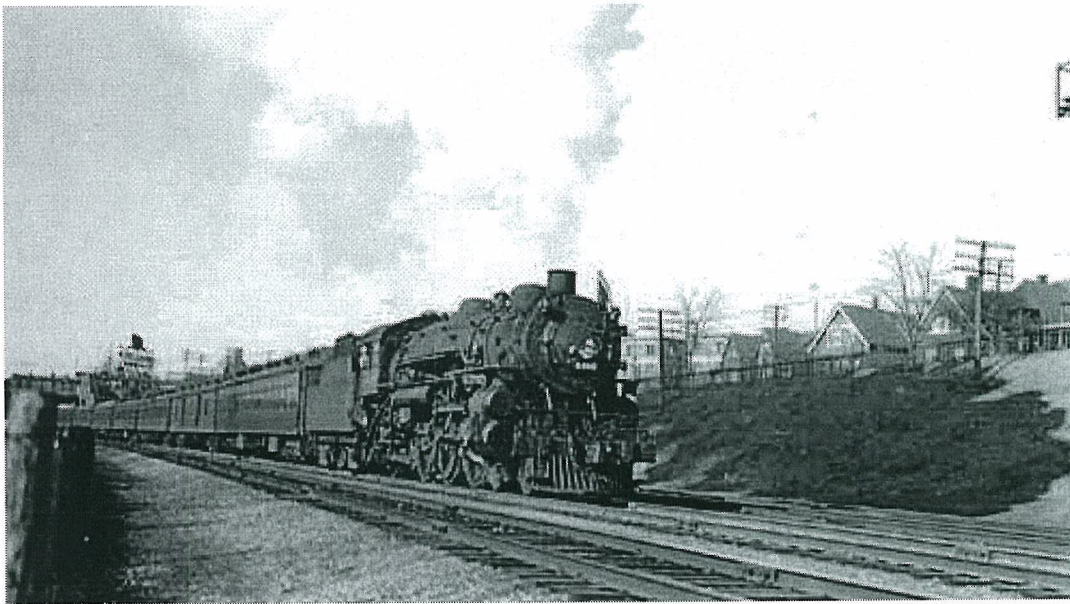








Toronto - June 30, 1932 - The Sirman Collection









TH&B on NYC at Victoria Park (Niagara Falls).
August 1947 - Al Paterson Collection

TORONTO HAMILTON AND BUFFALO RAILWAY

GRADE CROSSING ACCIDENTS FILED WITH THE BOARD OF RAILWAY COMMISSIONERS

November 24, 1929	West Brantford
December 7, 1929	Hamilton and Brantford Electric Railway
April 17, 1929	Chantler
June 8, 1929	Beach Road
July 19, 1929	St Ann's
October 2, 1929	Beach Road. Hamilton
December 17, 1931	Ontario Road, Welland
December 20, 1931	Lottridge Road, Hamilton
August 3, 1931	Dunnville
April 3, 1932	River Road, Welland
May 3, 1932	Ottawa Street, Hamilton
September 29, 1932	Grassies
February 13, 1933	Barton Street, Hamilton
March 8, 1933	Main Street, Hamilton
March 12, 1934	Brantford
August 22, 1934	Cochrane Road, Hamilton
September 4, 1934	Oak Street, Hamilton
October 13, 1934	Mount Pleasant
January 13, 1936	Barton Street, Hamilton

June 30, 1936	Scotland
September 4, 1936	Kenilworth Avenue, Bartonville
December 15, 1936	King Street, Hamilton
December 8, 1936	Silverdale
September 8, 1938	Main and Gage, Hamilton
November 28, 1938	St Ann's
November 28, 1938	Gage Avenue, Hamilton
April 30, 1938	Scotland
April 6, 1939	Barton Street, Hamilton
May 3, 1939	Mount Pleasant
June 23, 1939	Cannon Street, Hamilton
June 19, 1939	St Ann's
October 14, 1939	Scotland
December 5, 1939	Wentworth Street, Hamilton
May 17, 1940	Broadway, West Hamilton
June 25, 1940	Port Colborne
October 30, 1940	Welland
February 3, 1945	Barton Street, Hamilton
June 18, 1945	Waterford
December 14, 1945	King Street, Hamilton
February 18, 1946	Vanessa Station
May 30, 1946	Beach Road, Hamilton
January 29, 1947	Maple Avenue, Hamilton

January 7, 1947	Gage Avenue, Hamilton
November 4, 1947	Mount Pleasant Street, Brantford
January 30, 1948	King Street, Hamilton
February 2, 1948	Leland Street, Hamilton
April 17, 1948	Eagle Avenue, Brantford
December 13, 1948	Port Davidson
January 29, 1949	Burford Road, Brantford
February 9, 1949	Welland
March 2, 1949	Main and Gage, Hamilton
May 13, 1949	Barton Street, Hamilton
June 14, 1949	Barton Street, Hamilton
June 26, 1949	Ottawa Street, Hamilton
June 28, 1949	St Ann's
August 6, 1949	Brantford

TORONTO HAMILTON AND TORONTO RAILWAY
BOARD OF RAILWAY COMMISSIONER'S ORDERS

1929

The installation of an interlocking plant at the TH&B crossing with the Hamilton street Railway at Aberdeen Street, Hamilton.

Bells and wig-wag crossing signals installed:

West of St Ann's station

Cayuga Street, Brantford

Dunmuir Street, Hamilton

Primrose Avenue, Hamilton

Cumberland Avenue, Hamilton

Maple Avenue, Hamilton

Cannon Street, Hamilton

1931

The TH&B Ry. applied for authority to remove the station building at Vaughan from its present location at MP. 5.17 from Smithville to MP. 4.34

Opening for traffic TH&B MP. 9.13 to 11.01 from Welland

1934

Operation permitted subway Highway 20 MP. 0.46 Dunnville Subdivision.

Changing and widening Lee Mountain Road

TORONTO HAMILTON AND BUFFALO RAILWAY

GRADE CROSSING ACCIDENTS

NOVEMBER 10, 1938 A railway jigger was struck by an auto at St Ann's. Vernon Bryce crashed his car into a railroad jigger on the TH&B Ry. at St Ann's county road crossing. Two of the four men on the jigger were injured. The four were Patrick Sexsmith, James Chase, George Cook, and John Beamer. Sexsmith and Chase were the one's injured.

NOVEMBER 12, 1938 A TH&B engine was backing across Gage Avenue at main Street crossing. The engine was running tender first when a Taxi was hit by the tender of the locomotive. The Engineer was Fred. Highland of Dundurn Street and the Conductor was Stanley Williams of South Oval.

JUNE 20, 1939 A baby wandered on to the tracks at St Ann's. Fourteen month old Frederick Beckett was killed. The Engineer was D. McNamara of Charlton Street.

DECEMBER 5, 1939 Driver William Patterson drove his automobile into the last coach of a TH&B train at the Wentworth |Street South railway crossing. This was the Buffalo to Toronto morning train at 6:50 AM. The train crew did not know of the accident until the train arrived at the Hamilton station. The train crew were Engineer James Walsh, Fireman James Shanks, conductor Edward Sheppard. and J. W. Goodfellow the Brakeman.

OCTOBER 31, 1940. Louis Pettgrew drove his automobile into a railway jigger at the TH&B Ry. crossing at the Smithville-Grimsby Stone Road. The TH&B men on the jigger were William garrity, William Peaire, and Joseph Slater.

DECEMBER 14, 1945. A crash occurred on the Belt line crossing at King Street East, Hamilton. A car driven by Fred Brewer was driving east on King Street and went directly into the path of a northbound train, the engine was backing up. The wig-wag and red lights were both operating. The locomotive tender struck the right front part of the automobile. Three persons in the car were injured. The crew: Engineer Lorne Wheeler, Fireman Albert Sedgewick, Conductor Fred. Rolland, Austin Russel.

FEBRUARY 18, 1946 A heavy platform truck was struck by the TH&B Gas-Electric car at the Vanessa Road crossing, fifteen miles south of Brantford. Three brothers in the truck were killed. just before the truck had left the farm, a train had gone through on the TH&B and the father hearing it thought the daily gas car had gone through. As a rule the gas-electric car is the only train operated over the crossing at that time of day. This day, however a special extra train, engine and caboose, had passed only a few minutes before the arrival of the gas electric. Harry Kowalchuck, Lorne Kowalchuck, and Andrew Kowalchuck were the three brothers killed. The train crew were Engineer Percy Batzold, Conductor T. M. Harrison and Baggage man J. R. Aspden.

JANUARY 7, 1947. Michael Bell and his wife Dolores Bell were slightly injured early in the evening when their car was struck by a TH&B train on Gage Avenue crossing near Gertrude Street on the Belt line.

JANUARY 30, 1947 The driver and three passengers were injured when an eastbound Hamilton Street Railway bus crashed into the cab of a TH&B steam locomotive at the level crossing at Maple Avenue.

January 29, 1949 William Sumner of King Street Esst Hamilton escaped with minor cuts after his automobile was demolished in a collision with a TH&B locomotive. The collision occurred on 53 Highway near Brantford. The westbound locomotive was travelling slowly at the time.

MARCH 3, 1949 A collision occurred at Gage Avenue and Main Streets when a train driven by Walter Hawkins and Conductor Norman Clark when an auto was struck driven by Walter Metcalfe. the car was carried up the tracks 100 yards. There were no injuries.

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Search		<input type="text"/>		Search	Advanced Search	<input type="text"/>		Results 2 of 2

Home » Western History » TH&B train, engine number 15, engine type 4-6-2

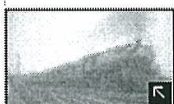
Reference URL	Share	Add tags	Comment	Save to favorites
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TH&B train, engine number 15, engine type 4-6-2

View Description

Download

Print

**Description**

Call Number	OP-20535
Title	TH&B train, engine number 15, engine type 4-6-2
Title-Alternative	Other title: Toronto, Hamilton & Buffalo train, engine number 15, engine type 4-6-2
Creator(s)	Perry, Otto, 1894-1970,
Summary	5 cars. Photographed: leaving Buffalo, N.Y., August 7, 1939.
Date	1939
Notes	Title from catalog prepared by Western History Department, Denver Public Library.; R7000205359
Physical Description	1 photonegative ; 9 x 14 cm.; 1 photoprint : silver gelatin, b&w ; 9 x 14 cm.
Is Part Of	Otto C. Perry memorial collection of railroad photographs.
Subject	Locomotives--1930-1940. Railroads--Trains--Pictorial works--1939. Railroad locomotives--New York--Buffalo. Toronto Hamilton & Buffalo Railway Company.
Rights	Restrictions applying to use or reproduction of this image available from the Western History/Genealogy Dept., Denver Public Library.



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 Collection Basket (1)
 Active Basket: Standard

Categories

All Catalogs

IMDB

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HPL_Year_Start

All

1700...1799

1800...1899

1900...1999

HPL_Year_End

All

1700...1799

1800...1899

1900...1999

DC_Type

All

Clippings

Glass Negatives

Negatives

Photographic Prints

Postcards

All Catalogs

'bridges' found 132 items.



DC_Title

2 / 7

Information

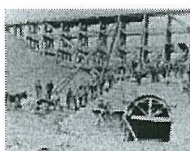


Image Information

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 DC_Title_Alternative:
 DC_Subject: Ontario - Hamilton - Railroads; Ontario -
 DC_Date: [189-?]
 DC_Coverage: Canada - Ontario - Hamilton
 DC_Description: Toronto, Hamilton & Buffalo Railway Bridge at Binkley's Hollow. The TH&B was incorporated in 1891 and previously operated 110 miles of line in Ontario, providing passenger and freight service between Toronto and Buffalo. It was officially abandoned in 1988 as a result of a landslide and completed as a Rail-Trail in 1996.

More Information

DC_Relation: Black Mount Collection
 DC_Relation_References: WTL Catalog
 DC_Type: Photographic Prints
 DC_Creator: Woodhouse, T. R.
 DC_Date_Copyright:
 HPL_Colour: b&w
 HPL_Digital_Right: Hamilton Public Library
 HPL_Dimensions: 9" x 7.1"
 HPL_Resolution: 1,200
 Record Name: 32022189065853.jpg

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Black Mount Collection Industry & Technology

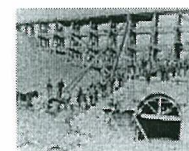
Use in Social Media



- Lift B
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Hamilton - Bridges - High
Ontario - Hamilton - Bridges
1961-08-17



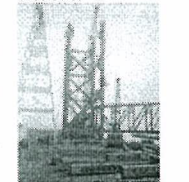
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Hamilton - Bridges - Toron
Ontario - Hamilton - Railroads
[189-?]



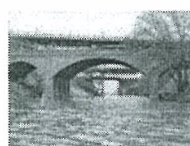
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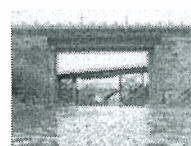
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1960-05-30



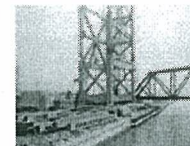
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1959-09-19



1960-04-07



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th&b Search

Collection Basket (3)
Active Basket: Standard

Filter Conditions | 0 Active Filters

Categories



All Catalogs

IMDB

Filters

HPL_Year_Start



All

1700...1799

1800...1899

1900...1999

HPL_Year_End



All

1700...1799

1800...1899

1900...1999

DC_Type



All

Clippings

Glass Negatives

Negatives

Photographic Prints

Postcards

All Catalogs

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DC_Title

1 / 1

Locomotive #15
Ontario -- Hamilton -- Locomotiv
1955-08-06



Toronto, Hamilton & Buffa
Ontario -- Hamilton -- Locomotiv
1955-08-08



Toronto, Hamilton & Buffa
Ontario -- Hamilton -- Locomotiv
1955-08-08



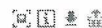
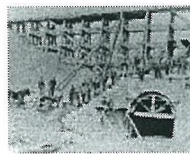
Toronto, Hamilton & Buffa
Ontario -- Hamilton -- Railroads
1955-08-08



Toronto, Hamilton & Buffa
Ontario -- Hamilton -- Locomotiv
1955-08-08



Hamilton - Bridges - Toror
Ontario -- Hamilton -- Railroads
[189-?]]



Army - 40th Battery
Canada -- Canadian Army -- 40t
1945-10-04



Items per page: 20

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 Active Basket Standard

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Categories



All Catalogs

IMDB

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HPL_Year_Start



All

1700...1799

1800...1899

1900...1999

HPL_Year_End



All

1700...1799

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DC_Type



All

Clippings

Glass Negatives

Negatives

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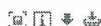
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 1953-09-26



Snake Road
 Ontario -- Flamborough -- Grain
 1953-04-25



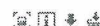
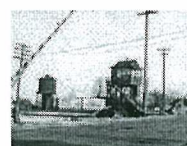
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 Breckon, Fred
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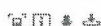
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 Copeland, Harry K. ; Ontario -- F
 1952-02-16



Freeman
 Ontario -- Freeman -- Railroads
 1952-02-16



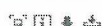
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Canfield
 Wilkinson, Henry ; Wilkinson, C
 1952-02-02



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 1952-02-02



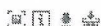
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Hamilton - 1966
 Ontario -- Hamilton -- Buildings ;
 1966-01-12



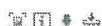
Hamilton - 1966
 Ontario -- Hamilton -- Buildings ;
 1966-01-12



Greenville
 Gasse, Valmore
 1951-10-20



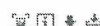
Glanford Station
 Ontario -- Glanford Station -- Po
 1952-03-01



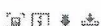
Railway Strike
 Ontario -- Hamilton -- Railroads
 1950



Railway Strike
 Ontario -- Hamilton -- Railroads
 1950



Railway Strike
 Ontario -- Hamilton -- Railroads
 1950



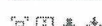
Railway Strike
 Ontario -- Hamilton -- Railroads
 1950



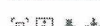
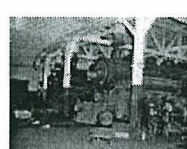
Railway Strike
 Ontario -- Hamilton -- Railroads
 1950



Railway Strike
 Ontario -- Hamilton -- Railroads
 1950



Railway Strike
 Ontario -- Hamilton -- Railroads
 1950



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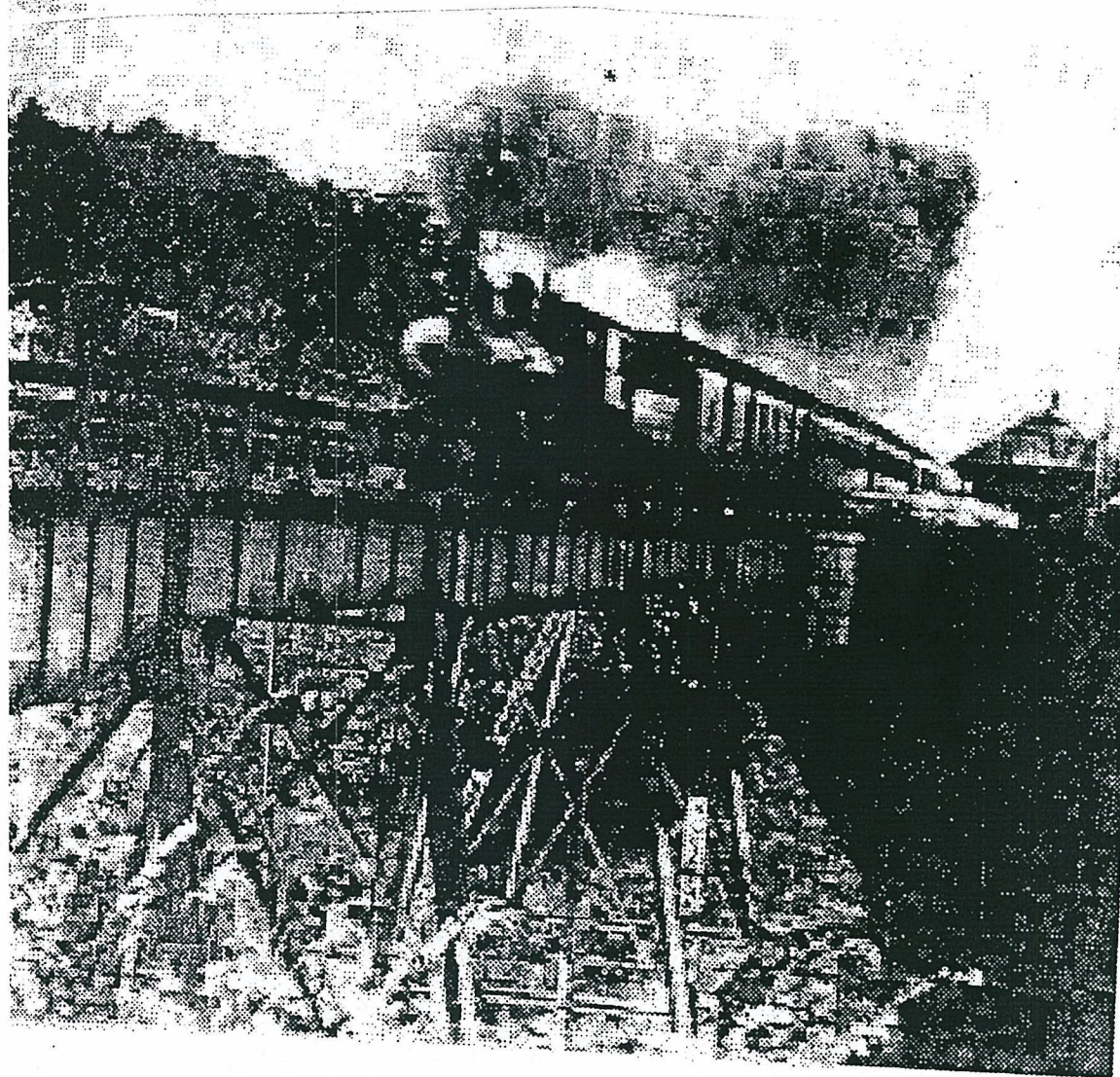
Community Memories Printable Version



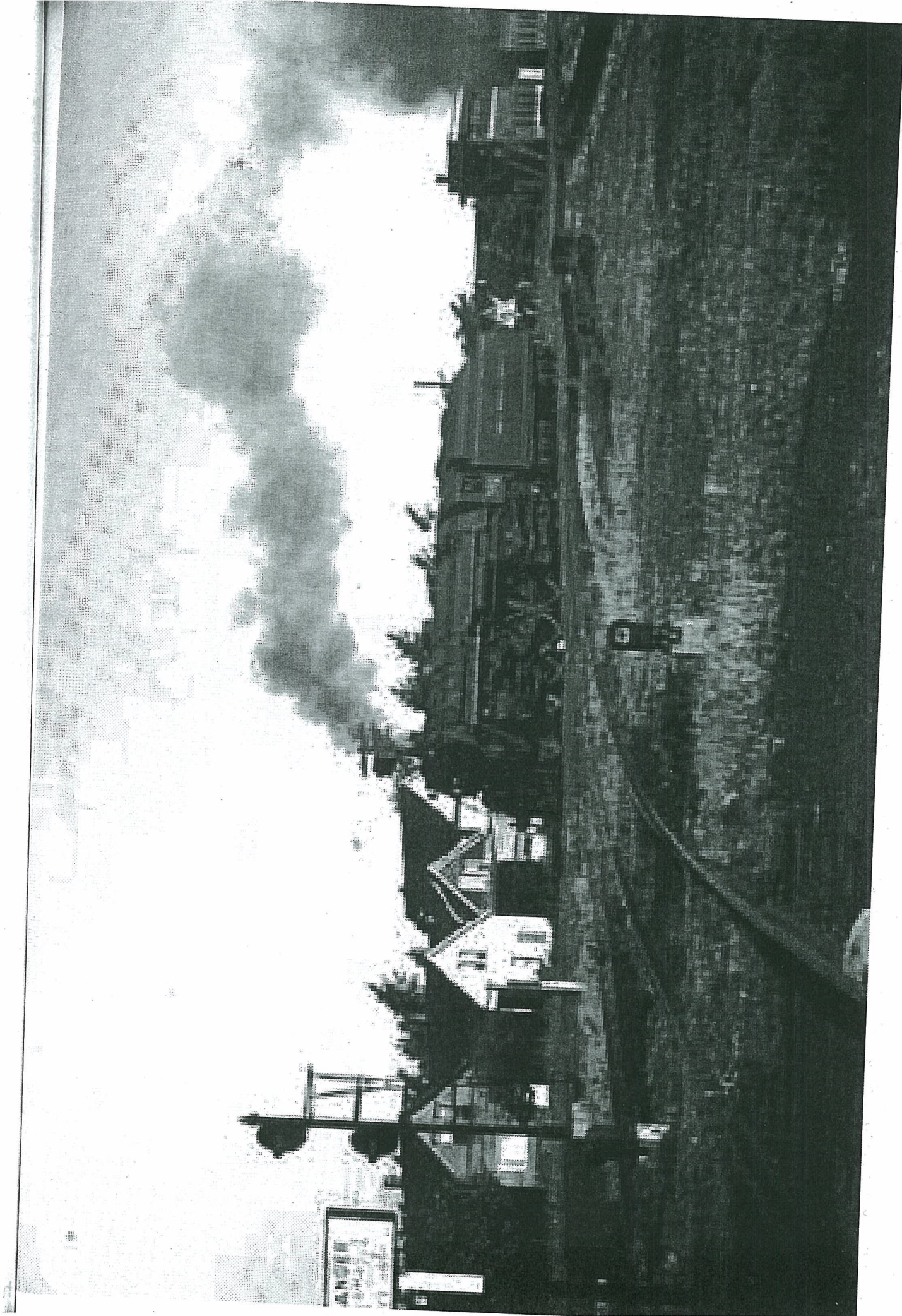
Saltfleet to Stoney Creek

(Museum) Home

Stoney Creek, Ontario



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



Google

To see all the details that are visible on the screen, use the "Print" link next to the map.



First THQ B station