

Toronto, Hamilton & Buffalo Railway



FOCUS



Volume 1, Number 1

October 1997

Welcome!

Nicholas Russon

Greetings to my fellow TH&B fans. This is my small contribution to the CN Lines convention, a one-time newsletter to accompany the TH&B meeting. I hope that it will turn out to be the first of many TH&B newsletters.

I'm modelling the TH&B in HO scale in my basement, and except for books by Norman Helm and John Spring, there has been very little material published about the TH&B. When I first got online (in 1984), I was delighted to find that there were many railfans and modellers also on the internet. Unfortunately, I was probably the very first TH&B fan to go online, so there was still very little specific TH&B information available.

I kept hoping that someone would start a TH&B special interest group, especially with the flurry of new SIGs in the early 1990s (CN Lines, CP Tracks, British Columbia Railway, Early Canadian Railways, Northern Alberta Railways, etc.). However, except for adding Keith Sirman to the CP SIG's masthead as TH&B editor, the situation didn't improve very much.

I had begun writing up what little I did know about the TH&B, and this material eventually became the core of the TH&B website. The TH&B email list was another attempt at defining the level of interest in "our" railway.

Several people have indicated an interest in belonging to a TH&B-specific Special Interest Group (SIG). This newsletter and the discussion time at the meeting will, I hope, provide us all with sufficient information to make a decision about officially founding our own SIG.

The lead article is written by Jim Moore, an early member of the TH&B email list and the founder of the British Columbia Railway Historical & Technical Society (BCRH&TS). I asked Jim to put together an article on the pros and cons of formal SIG/H&TS organizations and the experiences he has had with the BCRH&TS.

Some thoughts on Special Interest Groups

Jim Moore, Founder of the BCRH&TS

Some background: I founded/began the BCRH&TS in 1990. I was living in New York at the

time, and was building an HO scale layout based on the railway's operation between Squamish and Lillooet, a distance of approximately 120 miles.

Shortly after I began modelling the Pacific Great Eastern/British Columbia Railway (predecessor companies of today's BC Rail), MDC/Roundhouse released four (inaccurate, but colourful!) box-car kits. Up until that point, my fleet consisted of undecorated cars which a friend and I had completed using CDS dry transfers.

Why organize a SIG?

As has probably been the case in nearly every other SIG, I began the BCRH&TS in the hope of making contact with other people with a similar interest. Like the TH&B, the PGE/BCR is certainly not one of the more easily modeled railways. Ready-to-run equipment has been scarce, and for the most part, inaccurate.

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Volume 1, Number 1

Purpose: To provide information on the history, operations, and activities of the Toronto, Hamilton & Buffalo Railway (now part of the St. Lawrence & Hudson Railway). This publication is not affiliated with either Canadian Pacific or the St. Lawrence & Hudson.

The Unofficial TH&B Website is located at:

http://www.interlog.com/~nruson/thb/thb_home.html

The TH&B email mailing list is an unmoderated list for the discussion of anything related to the TH&B. To subscribe to the list, send the following message to "majordomo@samurai.com":

subscribe THBlist
end

You should receive an acknowledgement message, which includes information on posting and unsubscribing from the list.

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Until fairly recently, research material was hard to come by, an undertaking that became more difficult if you happened to reside away from the road's home territory.

How did the BCRH&TS start?

The Society's first "activity" was limited to personal correspondence exchange between three modellers with a common interest. One could not have imagined a more geographically diverse trio: New York, Illinois, and California!

From this informal exchange I decided to publish a one-time newsletter aimed at determining if there were any other like-minded enthusiasts out there.

The first issue of *The Cariboo* consisted of six single-sided photocopied pages. Talk about a humble beginning. The first issue had one article and a listing of available PGE/BCR decals/dry transfers.

I wrote to several of the better-known railroad enthusiast publications announcing the formation of the Society (which at that point had only three non-dues paying "members", no bylaws, and very cloudy future plans.) Within six months, our number had grown to 10, and a second issue was in the works.

From this experience, and from those that have followed over the next 8 years, I learned that the vast majority of our nearly 250 members consider the production of a quality, timely newsletter to be the most important function of our group.

How did the newsletter begin?

The BCRH&TS is an all volunteer organization. As with most volunteer groups,

the 90/10 rule applies. That is, 10% of the membership will end up doing 90% of the work. Therefore, my goal was to keep the workload manageable so as to minimize burnout.

To this end, I decided on a quarterly publication schedule which allows for the presentation of news in a timely manner, and also provides the editorial team adequate lead time to prepare quality articles.

Once I had published 2 or 3 issues, I was fortunate to enlist the assistance of three gentlemen who would form the basis of an editorial team. As luck would have it, each had their own individual area of interest: motive power, historical, and current day modeling. Between the four of us, we agreed that each would produce one article annually. And of equal importance, each would seek to obtain a similar contribution from someone outside the group. This accomplished three things: our membership would grow, a steady stream of material would become available, and the individual workload would remain manageable.

What about today's newsletter?

We've maintained the quarterly publication schedule, despite some requests to increase it to a bi-monthly one. *The Cariboo* now features 32 pages, and includes a generous amount of graphics (e.g., scale drawings, photographs, and maps). We introduced a magazine-like format about three years ago. That is, we print on 11 x 17 inch paper which is folded in the middle and saddle stitched.

Each issue includes 2-3 pages of railway news, as well as recurring features (new product news, product reviews, and an exchange column). Each issue also contains three feature articles, and we have

striven to maintain an editorial balance between prototype and modelling, historical and contemporary material.

How are articles developed for the newsletter?

It is important to understand that *The Cariboo* is truly a collaborative effort. While one person's name may appear on the byline, nearly every article is the result of co-operation between the editors, the author, and other members/readers.

We have been very successful in obtaining contributions from several first-time authors by teaming up a new author with one of the editors or one of the more seasoned contributors. I have also found it easier to get someone to write an article if you tell them what you want. Sounds too easy, doesn't it? When I first began soliciting contributions for the newsletter my approach was: "We need articles. Please write something." This strategy ended up being modestly successful at best.

Then I changed my tactics. Now it became: "We need articles for the newsletter. Since you know quite a bit about X, how about writing a few paragraphs?" Believe it or not, finding photos to illustrate an article is far easier than finding text to accompany a photo.

This practice has further evolved into: "We need articles for the newsletter. I've got a file full of clippings/notes/etc. about X, how about pulling all this together for us?" (Admittedly this strategy works best with more seasoned contributors.)

What about other SIG activities?

As I said earlier, through various surveys of our membership, the newsletter remains the most

important and most highly valued Society function.

Early on, there was discussion of hosting a convention. Well, it took us seven years to do so. And, frankly, I am glad that we waited. When we held our inaugural convention in August 1996, the attendance soared far beyond our expectations. During the planning stages, we projected having between 25 and 35 people attend. We ended up with nearly 80 registrants, and another 20-30 walk-ins. This robust turn-out allowed us to sign up volunteers to conduct clinics on a wide range of topics, hold contests featuring numerous entries, and provide the encouragement to conduct follow-up events. Based on spirited discussions at our first event, we are going to pursue a tri-annual schedule.

Any other activities?

Over the course of the last several years, we have discussed a number of other possibilities including annual calendars (as fund raisers), hats/t-shirts, and custom decal sets. Frankly, given our relatively small membership size (250) compared to some of the larger railway SIGs (e.g., Santa Fe, Pennsy, CN), the market is limited. The investment needed, both in terms of dollars and time, has thus far outweighed any possible benefit.

Recently we released the first three sets in our Society's much awaited custom decal line. And sales have been modest.

All this gets back to my philosophy that the newsletter is the key component (it is received by every member, and is as close as one's mailbox). Any ancillary activity, as exciting as the prospect may be, has the potential of detracting from the core product. Back to the old 90/10 rule.

What about websites?

In the spring of 1997, we were able to establish a website for the Society thanks to the efforts of one of our members. The website includes an online registration form which has resulted in several new members. We also have been fortunate in developing links to a select number of other railroad-oriented homepages.

While the website has certainly developed into a valuable marketing tool, the number of Society members with online access remains limited. Therefore, at least for the foreseeable future, the website remains a complementary activity. And certainly not a replacement to our quarterly newsletter.

The TH&B Website

Nicholas Russon

As Jim Moore mentions elsewhere in this issue, websites are useful supplements to printed newsletters, but they are still not able to completely replace printed documents.

The unofficial TH&B website (located at http://www.interlog.com/~nrusson/thb/thb_home.html) contains a superset of the material in this newsletter, including photographs of TH&B engines, rolling stock, and equipment.

The web page allows you to find information both on the site and through links to related web pages, but it automatically excludes the larger potential audience who either do not have computers or do not use them regularly.

Restoring TH&B Consolidation #103

Nicholas Russon

The folks at the Westfield Heritage Centre are beginning efforts to restore TH&B engine 103, a Consolidation (2-8-0 wheel arrangement) originally built in 1910 at the Montreal Locomotive Works (Builder's number 48837). The engine is now located in the village near Rockton, Ontario, beside the former TH&B Jerseyville station.

Charles Doubrough is looking for any engineering or other technical diagrams which may be helpful to the restoration effort. You can contact Charles (email address "chuckd@bigfoot.com") at (905) 389-8902.

Number 103, originally number 52 and later number 72, was selected from the TH&B steam engine roster for preservation in October 1956. The locomotive had been given an overhaul and a new paint job, recreating her original appearance (except for the road number). She was put on display in Gage Park in Hamilton and was later moved to Rockton.

John Spring reported that 103 was "in derelict condition" in 1993. Charles and his fellow restorers have quite a job ahead of them, based on John's comment...perhaps you can help? Please contact Chuck if you feel that you can contribute some time or some money to help the restoration go ahead.

Modelling the TH&B: Part 1

Nicholas Russon

When I first got interested in the TH&B, there was almost nothing available in the marketplace which was "off the shelf" accurate for TH&B prototypes. Aside from CDS dry transfers and Herald King decals, it was kitbash/scratchbuild or do without.

A person starting out today to model the TH&B is in a much different position. Especially in HO scale, there has never been so much available in kit or ready-to-run form. The biggest problem a new modeller is likely to encounter is finding appropriate steam locomotives.

This article is a summary of information available on the TH&B web page. I model in HO, so most of my personal interest is for items in that scale, but I'd be very happy for N, S, O, or G scalars to add any information to what I have listed here.

Diesels

The TH&B was, after dieselization, a pure EMD shop. The only models owned and operated by the railway were:

GP7 (numbers 71 through 77) . My personal roster includes a pair of Atlas (Kato-manufactured) GP7s, which have been produced in at least two runs in the past few years. My pair are decorated for a fictitious #70 and the real #71. Other HO choices include Athearn (I have one of these decorated as #72) GP9s, which are too wide in the hood, but are otherwise reasonable conversion candidates. Life-Like Proto-2000 GP18s would make reasonable kitbashing projects, although rumour indicates that the company will be producing a GP9 for the last quarter of 1997.

GP9 (numbers 401 through 403) . As mentioned above, the Athearn GP9 has a non-scale-width hood, but it is priced low enough to encourage you to turn a blind eye to the flaw (mine is numbered 403!). Proto-2000 GP18's are also reasonably priced HO alternatives.

Juneco Scale Models sells a conversion kit for updating Athearn non-dynamic-brake equipped GP7s to torpedo boat GP9s. Correct bells, horns, and winterization hatches are available from Miniatures by Eric and other detail part manufacturers.

NW2 (numbers 51 through 54) . Kato is currently producing an excellent NW2 which is probably your best choice for these engines. Note that the NW2 chassis does not have room for a DCC decoder, so that many modellers are using the smaller decoders and hiding them in the roof of the cab. I recently bought one at a train show in Toronto, numbered for #53. Southern Digital is producing customized NW2 frames which have the fuel tank hollowed out for a decoder which also weigh more than the stock Kato frame.

SW9 (numbers 55 through 58)

For those of us who have difficulty telling the NW2 and SW9 apart, the Athearn switcher which was marketed for years under the "wrong" designation is an adequate stand-in. I have a pair of these models, one masquerading as NW2 #51, and the other pretending to be SW9 #58. As they say, your mileage may vary.

Dry transfer lettering for TH&B diesels are available in set #413 from C.D.S. of Nepean, Ontario. Decals are available from Herald King (set L1850 for GP7 and GP9 models, set L1851 for NW2 and SW9 models).

Steam Engines

Up until June, 1997, there had never been a commercial TH&B steam locomotive produced. This month, IHC began advertising in *Model Railroader* for a "USRA" Pacific in TH&B markings. The problem being that the TH&B never owned any "true" United States Railway Administration (USRA) locomotives. All of the Pacific wheel-arrangement engines of the TH&B were built by the Montreal Locomotive Works to non-USRA designs. I don't have access to the specs for the USRA design, so I can't give an immediate comparison of the two different locomotives, but I assume that they are different in most essential dimensions.

That being said, I do welcome the appearance of a RTR steamer in TH&B markings (with a fictitious road number). I'm still hoping for a true prototypical TH&B steamer to appear on the shelves someday.

Aside from the new IHC Pacific, the situation for a pre-1956 version of the TH&B is not so simple. To my knowledge, there has never been any specific TH&B prototype steam locomotive commercially produced in any scale. The easiest to model would be the two J-1 class Hudsons bought second-hand from parent New York Central in 1948. These locomotives, 501 and 502, only served until 1956 before the arrival of the three GP9's forced their retirement.

Earlier locomotives may be kitbashed from models from IHC, Model Power, Mantua, MDC/Roundhouse, and others. Watch future issues of *Canadian Railway Modeller* for a possible TH&B kitbash article. For the brave amongst us, there may be brass locomotives which would serve as

appropriate starting points for 'bashing.

Dry transfers for TH&B steam locomotives are available in set #469 from C.D.S.

Passenger Cars. The Bethlehem Car Works is now (September 1997) advertising a kit for the 1924 Baggage Car series #50-55 built for the TH&B by Canadian Car & Foundry. The kit is priced at \$59.95 (U.S.) plus \$4.50 shipping per order. I have one on order, but it hasn't arrived yet, so I can't comment on the quality of the kit.

Rolling Stock. The rolling stock situation is fairly good, compared with just a few years ago. Many freight cars can be closely or reasonably closely modelled without resorting to Athearn or MDC stand-ins.

Covered Hoppers. The TH&B modeller has been blessed with several new car kits since 1994, including both the distinctive slab-sided covered hoppers and the cylindrical covered hoppers have been commonly available (from Sylvan and Intermountain, respectively). OMI produced the 2800-series slab-sided covered hoppers in brass back in 1990, these models are still offered for sale at train shows.

- Sylvan HO-132 TH&B Six-Hatch Slab Side Covered Hopper (round hatches)
- Sylvan HO-135 TH&B Eight-Hatch Slab Side Covered Hopper (rectangular hatches)
- Intermountain TH&B Cylindrical Covered Hopper
- Overland Models Inc. BR1067 TH&B Slab Side Covered Hopper (round hatches)
- Cooper & Oshtemo 1980/213 55' ACF Covered Hopper (at least two different roadnumbers of a prototype the TH&B never owned)

Vans. Sylvan has also produced a resin kit of the wide-vision brake van used in the final years by the TH&B.

- Sylvan HO-116 TH&B Wide Vision Van

In the June/July 1997 issue of *Canadian Railway Modeller* (Train 7, Track 2), IHC was listed as producing a styrene version of the wide-vision brake vans. I haven't seen them yet, but they're likely to be reasonable stand-ins straight out of the box.

Gondolas. Life-Like's Proto-2000 line includes a 52'6" mill gondola which is lettered for the TH&B:

- Life-Like Proto-2000 84485 TH&B 52'6" Drop End Mill Gondola #2354
- Life-Like Proto-2000 84489 TH&B 52'6" Drop End Mill Gondola 4-pack (four different road numbers)

These can be modified to fixed-end without needing to repaint the whole car. I have some photos of one of these cars in a yard in Winnipeg, but I haven't got them scanned yet.

Jim Moore reports that there is also a cast resin kit for a TH&B gondola available from Andy Carlson:

Andy Carlson
157 S. Pueblo Dr.
Ojai, California, 93023

To quote from Jim's email: "This is a TH&B version (2300-2549 series) of the 1746 cubic foot fixed-end gondola. Price with CDS dry transfers and Kato trucks is \$30 USD. The eleven-piece polyurethane casting kit includes brake detail parts in injection molded styrene, styrene strips of the crossbearers, straight and drop wire grab irons, and brass corner steps."

Boxcars. Westerfield produces at least two different versions of the

TH&B's double-sheathed boxcar fleet (either the 3000-3999 series, or the former NYC 4500-4799 series).

- Athearn/Bev-Bel 1713 TH&B 40' Boxcar
- English's Model Railroad Supply 3-1030 Toronto, Hamilton & Buffalo Reefer Yellow with Black Roof & Ends
- Front Range Products 4000 40' ACF Boxcar (six different road numbers) This manufacturer is no longer in business, but the kits are still sometimes available at flea markets.
- Walthers 932-xxxx 40' Double-Sheathed Boxcar (Yellow and Black scheme)
- Westerfield 3851 USRA DS Box Car TH&B Brown
- Westerfield 3852 USRA DS Box Car TH&B Yellow/Blk

Less prototypically accurate kits have been issued by various vendors, including H&D Hobbies and Cooper and Oshtemo Works, using standard Athearn and MDC undecorated cars with TH&B markings. These are certainly welcome, if only to avoid having to hand-decorate a large operating fleet, but they are no more prototypical than any other decorated Athearn kit--but who can argue with the price?

- Life-Like 8462D S/D Box Car TH&B

I've also seen an old Silver Streak kit from "Ye Olde Huff-N-Puff":

- Silver Streak no. 245 Boxcar 36' T.H. & B.

Decals and Dry Transfers. Dry transfer lettering sets for TH&B rolling stock include the following from C.D.S.:

Dry Transfer Lettering Sets

Set	Description
22	TH&B 40' steel box 3000-3599 (1950-60 boxcar red scheme)

Dry Transfer Lettering Sets

Set	Description
23	TH&B 40' steel box 3000-3599 (1954 yellow and black scheme)
54	TH&B 40' steel box 3000-3849 (1960 yellow and black scheme)
130	TH&B 52' flat 1800-1899 (1974 black scheme)
131	TH&B triple hopper 1200-1249 (1960 black scheme)
132	TH&B 52' steel gondola 2300-2549 and 2600-2699 (1976 black scheme)
199	TH&B steel caboose (1967 yellow scheme)
210	TH&B extended-vision caboose (1974 yellow scheme)
213	TH&B 4-bay cylindrical covered hopper 1500-1549 (1967 black scheme)
214	TH&B slab-sided covered hopper 2800-2889 (1956 black scheme)
592	TH&B 36' SS boxcar 4000-4299 (boxcar red scheme)
593	TH&B 40' DS boxcar 4500-4799 (boxcar red scheme)

Decals for TH&B locomotives and rolling stock are available from Herald King:

Decal sets

Set	Description
OB-301	TH&B Boxcar (Yellow and black scheme)
PH-107	TH&B Passenger Cars (Tuscan and Imitation Gold scheme)
HN-129	TH&B all kinds



Bibliography

Nicholas Russon

One of the toughest things for a non-historian to do is to gather information about a topic. An excellent aide to research is a good bibliography. This isn't one of those (yet), but with the help of

other TH&B railfans and modelers, I hope this will turn into a good bibliography.

I started my research with a lot of fairly random information gleaned from several different sources about the TH&B. It was intended for my own use, so there was little systematic order to the things that I stashed away into my manila file folders. The following books, magazine articles, and miscellaneous pieces of information are where I dug up most of what little I know about the railway:

Books

In the Shadow of Giants/2, Norman Helm, Preston House.

The only one-volume source of information about the history, motive power, rolling stock, and personnel of the railway. Some differences between the first and second editions may induce "completists" to have both editions in their libraries.

The Toronto, Hamilton and Buffalo Railway (Volume One), John Spring, BRMNA.

This is one of the familiar BRMNA photo-with-caption books dealing with so many aspects of the Canadian railway scene. Mr. Spring has gathered an excellent selection of photographs for this book. Volume 1 was published early in 1993, and every year from then, I've eagerly prowled the March Model Railway show in Toronto, hoping that Volume 2 will be there.

Canadian Pacific in Southern Ontario, Volume 3, W.H.N. Rositer, BRMNA.

This is another BRMNA photo book, with a page on TH&B Pacific number 15.

Railway Steamships of Ontario, Dana Ashdown, The Boston Mills Press.

This book has the only detailed information about the TH&B Navigation Company I'd found other than what Norman Helm included in *Shadow*. I found it an interesting book in its own right.

Engine Houses & Turntables on Canadian Railways 1850-1950, Edward Forbes Bush, The Boston Mills Press.

Includes information on the 1929 Hamilton roundhouse adjacent to Aberdeen Yard.

Rail Canada, Volume 2, Donald C. Lewis, Launch Pad Distributors, Ltd.

Paint schemes for TH&B diesels, pages 95-97.

The Great Lakes Car Ferries, George W. Hilton. Howell-North, Berkeley CA, 1962.

Out of print, but copies may be found on the second-hand book market. Widely recognized as the authoritative work on the subject. Contains a short discussion of the history and operations of the TH&B Navigation Company. Including black and white photos of S.S. Maitland No. 1 while in service, and from its second life as a pulpwood barge. Appendix includes vessel specifications. Recommended by Jim Moore.

Periodicals

Locomotive Quarterly, Volume III Number 2 (Winter 78/79)

TH&B steam pictorial, recommended by Dennis Rankin, owner of the Den of Trains, Crafts & Hobbies in Toronto.

Layout Design Journal, Number 4 (January 1985)

A very early issue of the LDJ, which is one of the publications of the NMRA Layout Design SIG. I haven't seen this particular issue, so I don't know whether it is prototypical or merely named for the TH&B.

"Memories of the T.H.&B., 1937-1954", Douglas M. Haddow, *Branchline*, April 1991, pp 10-13.

Personal recollections of the heyday of steam power on the TH&B.

Canadian Railway and Marine World, Various Volumes.

A voluminous collection of the periodical, which was published from the late 1800's until at least the mid-1940's.

"Canada's only 2-8-4's", Norman Helm, *Trains*, June 1985, pp 40-47.

A detailed look at the the TH&B's Berkshire engines, number 201 and 202.

"Toronto, Hamilton & Buffalo Gas Electric 301", Keith Sirman, *Trackside Detector*, pp 268-270.

A three-page extract from an unknown issue of *Trackside Detector* discussing the gas-electric "doodlebug" number 301.

"TH&B Geeps", Jim Hediger, *Model Railroader*, February 1980, p.126.

Paint Shop feature on painting TH&B GP7 and GP9 locomotives.

"Tie Loads", Pete Moffett, MMR, *NMRA Bulletin*, March 1989, p.18.

An article in the *Bulletin's* "Open Loads" series showing

photos of ties loaded on TH&B flatcars.

"Doug Koontz's Canada", Doug Koontz, *Trains Illustrated*, December 1989, pp 8-11.

A photo-essay on Mr. Koontz's first railfanning expedition to Canada, in and around Hamilton and Burlington.

"The common Canadian cylindrical: NSC 3800-cu. ft.", K. Goslett & M. Kindrachuk, *RailModel Journal*, November 1991, p. 22.

Feature on typical Canadian cylindrical covered hoppers, including photo of TH&B prototype.

"Toronto, Hamilton & Buffalo Railway's 71", Roger Letourneau, *Canadian Railway Modeller*, Train 1 Track 2, p. 27.

An overview of the first GP7 locomotive made by GMDD in London.

"TH&B 4000-series 70-ton Covered Gondolas", Lance Brown, *Canadian Railway Modeller*, Train 2 Track 3, p. 26.

"Toronto, Hamilton & Buffalo 2-8-4 Berkshire Type", Rod Roddick, *Canadian Railway Modeller*, Train 5 Track 3, p.40.

Plan number 108 from the O-SHO-ME collection, reprinted.

"Toronto, Hamilton & Buffalo 4-6-2 Pacific Type", Rod Roddick, *Canadian Railway Modeller*, Train 6 Track 3, p.38.

Plan number 39 from the O-SHO-ME collection, reprinted.

"A New Career for TH&B 51", Brian Darnbrough, *Canadian Railway Modeller*, Train 5 Track 4, pp 33-35.

A "biography" of NW2 #51, formerly of the TH&B, now of the Ontario Southland Railway.

"Build the Toronto, Hamilton & Buffalo Railway's Coal Tower", Dave Paterson, *Canadian Railway Modeller*, Train 6 Track 4 p. 28 and Train 6 Track 5 p 16.

A two-part article on scratch-building the coal tower which stood beside the Aberdeen Yard entrance to the Hamilton roundhouse.

"Fowler Stock Cars", John Riddell, *Railroad Model Craftsman*, November 1991.

"The TH&B purchased ten new Fowler stock cars from the National Steel Car Company in 1915. Additionally, it later rebuilt twelve boxcars. Two of the cars were converted to double deck for hog shipments. No lettering sets are currently available. Eight cars were still in revenue service in 1965."

Videotapes

The Toronto, Hamilton & Buffalo Railway, Canrail Video Productions.

A one-hour tape of the TH&B taken during the late 1980's just before the amalgamation into CP Rail. Video footage by Rob McCormack, detailed shot sheet by Keith Sirman.

The TH&B...the Last Quarter-Century

A new video from Hamilton's "Just Imagine", which is available as of August 1997. I've only watched the tape once so far, but there is a large chunk of the first part of the tape devoted to operations on the Canada Southern, another New York Central-owned railway in Ontario. Another section of the tape is night-time footage of the twin trains FT-1 and TF-2, between Frontier Yard in Buffalo and Toronto,

by way of the TH&B and CN's Oakville Sub (known unofficially as the "Starlight"). This is a professionally produced and narrated tape, which gives it a much more finished appearance than Canrail's TH&B videotape.

Other Media

"TH&B 201-202", *Upper Canada Railway Society Locomotive Data Sheet* no. 6703, James A. Brown.

A two-page summary of information about the TH&B's Berkshire engines, number 201 and 202.

1997 TH&B Stations Calendar by Preston House Publishers.

"Includes more than 75 historic dates in the life of the Toronto, Hamilton & Buffalo Railway". This calendar is still available from the publisher. Contact them at (416) 503-8814 or fax (416) 503-1884. Tell 'em you read about it on the web!

O-SHO-ME

Plan 21, TH&B Hudson #501

Plan 39, TH&B Pacific #15

Plan 50, TH&B 0-6-0 #42 (left side)

Plan 65, TH&B Consolidation #103

Plan 90, TH&B 4-4-0 #4

Plan 108, TH&B Berkshire #202

Plan 149, TH&B 0-6-0 #42 (right side)

Unknown plan, TH&B Ten-Wheeler #9 (I only have a partial photocopy of this one)

Sounds of the TH&B audiotape

Available from Roger Letourneau, also known as the principal of "Just Imagine".

TH&B Steam Locomotive Roster

Nicholas Russon

This listing was compiled for the web page, which allows hyper-linking text and graphics. Sadly, until very recently, I didn't get access to photographs to link to the entries, so the potential has not yet been implemented. This listing still has some open questions, but perhaps readers can contact me to add details or make corrections as may be required.

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 the roof colour was changed to match the rest of the engine.

One of those questions which occurred to me in compiling this list was just how much of the TH&B's operating practices were adopted from the New York Central? It was pointed out to me for example, that the TH&B's steam locomotive class designations are based on the NYC system.

TH&B Steam Locomotives (1894-1959)

Road Number	Class	Builder	Built Date	Disposal Date	Comments
1	C 4-4-0	Schenectady (4254)	1894 (acq. 1895)	Sold, 1917	Bought from Dominion Construction Company (DCC) for the Hamilton to Welland passenger service, which it pulled until 1909, when it was transferred to the Smithville to Dunnville run. Sold to Maple Leaf Milling, Port Colborne, where it served until 1927, when the stripped locomotive was dumped into a marsh. As of 1993, it was apparently still there! A photo of this engine appears in Spring, page 3.
2 (first) (nee BW&LE 318)	C 4-4-0	Grant Loco- motive Works	1876 (acq. 1894)	Scrapped, 1900	Ex-BW&LE Rwy #318 "Old Betsy", renumbered as TH&B #2, then #12 after purchase of DCC locomotive group.
2 (second)	C 4-4-0	Schenectady (4255)	1894 (acq. 1895)	Retired 1910 (scrapped 1912)	Also a DCC locomotive, the #2 worked on the Hamilton to Welland run until 1909. The engine was retired in 1910, and scrapped in 1912. The boiler was saved and sold for use as a stationary engine.
3	C-1 4-4-0	Baldwin (14515)	1895	Sold 1917	Another DCC engine. Sold to the Evansville & Indianapolis RR
4 (first)	C-1 4-4-0	Baldwin (14516)	1895	Sold 1917	Another DCC engine. Sold to the Evansville & Indianapolis RR
4 (second) (nee 14)	C 4-4-0	Baldwin (25666)	1905 (acq. 1917)	Scrapped 1934	Re-numbered from #14.
5 (first)	C-1 4-4-0	Baldwin (14517)	1895	Sold 1917	Another DCC engine. Sold to the Evansville & Indianapolis Railroad. Photo in Helm p. 54.
5 (second) (nee 15)	C 4-4-0	Baldwin (25685)	1905 (acq. 1917)	Scrapped 1934	Re-numbered from #15.
6 (nee 16)	C 4-4-0	Baldwin (25789)	1905 (acq. 1917)	Scrapped 1934	Re-numbered from #16.
8	Fs 4-6-0	M.L.W. (49650)	1911	Scrapped Dec. 1939	Passenger locomotive used on the Hamilton to Buffalo run.
9	F1s 4-6-0	M.L.W. (44269)	1908	Scrapped 1929	Passenger locomotive on the Hamilton to Buffalo run.
10	F1s 4-6-0	M.L.W. (40863)	1907	Scrapped 1949	Passenger locomotive on the Hamilton to Buffalo run. In 1944, #10 received the tender from #101 and its original tender was assigned to MOW service. Photo in Spring p.5.
11	Ks 4-6-2	M.L.W. (53287)	1913	Scrapped June 1950	Passenger locomotive on the Toronto to Buffalo run. Fitted with Automatic Train Control (ATC) in 1929 to allow continued use on the NYC Welland to Buffalo line.
12 (nee 2)	C 4-4-0	Grant Loco- motive Works	1876 (acq. 1894)	Scrapped 1900	Renumbered from #12.
14	C 4-4-0	Baldwin (25666)	1905 (acq. 1917)	Scrapped 1934	Bought from the Buffalo & Susquehanna RR and used on Hamilton to Waterford passenger service until mid-1930's. Renumbered to 4 in 1923. Illustrated in O-Sho-Me plan 90. Photo in Spring p. 4.
15 (first)	C 4-4-0	Baldwin (25685)	1905 (acq. 1917)	Scrapped 1934	Bought from the Buffalo & Susquehanna RR, used on Hamilton to Waterford passenger service until mid-1930's. Renumbered to 5 to make room for one of the MLW Pacifics in 1923. Illustrated in O-Sho-Me plan 90.
15 (second)	K-1 4-6-2	M.L.W. (65359)	Nov, 1923	Scrapped Dec. 1955	#15 and #16 were reputedly the largest hand-fired steamers allowed to run in the United States. The K1 class were the largest and last steam locomotives built to a TH&B design. ATC was added in 1929 to allow continued running on the NYC Welland to Buffalo run. 15 was the last passenger steam engine in service on the TH&B. Illustrated in O-Sho-Me plan 39.
16 (first)	C 4-4-0	Baldwin (25789)	1905 (acquired 1917)	Scrapped 1934	Bought used for Hamilton to Waterford passenger service. Renumbered to 6 to make room for one of the MLW Pacifics in 1923.
16 (second)	K-1s 4-6-2	M.L.W. (65360)	Nov, 1923	Scrapped July 1952	Illustrated in O-Sho-Me plan 39. See note for 15. See photo in Spring p.7.

TH&B Steam Locomotives (1894-1959)

Road Number	Class	Builder	Built Date	Disposal Date	Comments
17	C 4-4-0	Rhode Island Locomotive Works	1874 (acq. 1899)	Scrapped 1917	Bought from the Chicago & Eastern Transit Co. for use on the Hamilton to Waterford route.
18	C 4-4-0	Baldwin	1887 (acq. 1899)	Sold 1909	Bought from the Chicago Belt Railroad. Sold to a Quebec cement company.
19	C 4-4-0	Baldwin	1887 (acq. 1899)	Sold 1909	Bought from the Chicago Belt Railroad. Sold to the Atlantic, Quebec & Western Railway.
20	F-3 4-6-0	Schenectady (4252)	1894 (acq. 1895)	Sold 1919	Another DCC engine, used for general freight service. Sold to a sugar plantation in Cuba. Photo in Helm page 63.
21	F-3 4-6-0	Schenectady (4253)	1894 (acq. 1895)	1909	Another DCC engine, used for general freight service.
22	E 2-6-0	Baldwin (14057)	1894 (acq. 1895)	Sold 1918	Originally built for the ATSF. Sold to the St. Lawrence Railroad of New York.
23	E 2-6-0	Baldwin (14058)	1894	Sold 1917	Originally built for the ATSF. Sold to the Arcade & Attica Railroad.
24	E 2-6-0	Baldwin (14059)	1894	Sold 1917	Sold for use in Mexico.
25	F-2 4-6-0	M.L.W. (29876)	1904	Sold 1926	Sold to a paper mill in Kapuskasing, Ontario.
26	F-2 4-6-0	M.L.W. (29877)	1904	Sold 1922	Sold to the Temiskaming & Northern Ontario Railway.
27	F-2 4-6-0	M.L.W. (29878)	1904	Sold 1926	Sold to a paper mill in Kapuskasing, Ontario.
28 (first)	A 0-4-0	Schenectady	1893 (acq. 1899)	Sold 1918	Bought from the Union Stock Yards & Transit Co. of Chicago. Renumbered to 38 in 1904. Sold to the Minto Coal Company in New Brunswick and finally scrapped in 1935.
28 (second)	F-2a 4-6-0	Schenectady (29531)	1904	Sold 1922	General freight engine. Sold to the Temiskaming & Northern Ontario Railway.
29 (first)	A 0-4-0	Schenectady	1893 (acq. 1899)	Sold 1919	Bought from the Union Stock Yards & Transit Co. of Chicago. Renumbered to 39 in 1904. Sold to Dominion Foundries and Steel Co. (DOFASCO) as their #2 and eventually scrapped in 1937. Photos (as 39) in Spring page 9-10.
29 (second)	F-2a 4-6-0	Schenectady (44395)	1907	Sold Oct. 1925	Built originally for the Santa Fe, Raton & Des Moines Railroad as their #103, but refused. General freight engine. Sold to the Atlantic, Quebec & Western Railway, eventually became Canadian National 1178. Photo in Spring page 8.
30	F-2b 4-6-0	M.L.W. (44268)	1908	Scrapped Nov. 1934	General freight engine.
36	B-3 0-6-0	M.L.W. (53289)	1913	Sold Oct. 1935	Sold to Hamilton By-Products Coke Ovens. Photo in Spring page 12.
37	B-3 0-6-0	M.L.W. (53290)	1913	Sold 1935	Sold to Stelco as their #2, later renumbered to #12.
38	A 0-4-0	Schenectady	1893 (acq. 1899)	Sold 1918	Renumbered from #28 in 1904.
39	A 0-4-0	Schenectady	1893 (acq. 1899)	Sold 1919	Renumbered from #29 in 1904.
40 (first)	B 0-6-0	M.L.W. (29897)	1904	Sold 1936	Sold to Dofasco as their #3. Photo in Spring page 11.
40 (second) (nee 42)	B-2s 0-6-0	M.L.W. (51510)	1912	Sold Sep. 1959	Renumbered from #42 in October 1947.
41 (first)	B-1 0-6-0	M.L.W. (44267)	1908	Sold Nov. 1926	Sold to a railway in New Brunswick and scrapped in 1946.
41 (second) (nee 43)	B-2s 0-6-0	M.L.W. (51511)	1912	Sold 1955	Renumbered from #43 in October 1947.

TH&B Steam Locomotives (1894-1959)

Road Number	Class	Builder	Built Date	Disposal Date	Comments
42	B-2s 0-6-0	M.L.W. (51510)	1912	Sold 1955	Renumbered to #40 in 1947. The last 0-6-0 in active service on the TH&B, retired in April 1955. Now being prepared for display at Lindsay, Ont. (ex-National Museum of Science and Technology #40). Illustrated in O-Sho-Me plan 50. Photo in Spring page 14.
43 (first)	B-2s 0-6-0	M.L.W. (51511)	1912	Sold 1955	Renumbered to #41 in October, 1947. Sold to Stelco in Hamilton. Illustrated in O-Sho-Me plan 50 and 149.
43 (second) (nee 47)	B-2s 0-6-0	C.L.C. (1447)	1917	Sold 1950	Renumbered from 47 (originally 50).
44 (first)	B-2s 0-6-0	M.L.W. (51510)	1913	Sold Jun. 1953	Renumbered #42 in October, 1947. Sold to the Hamilton By-Product Coke Ovens. Illustrated in O-Sho-Me plan 50 and 149.
44 (second) (nee 48)	B-2s 0-6-0	C.L.C. (1448)	1917	Sold Jan. 1955	Renumbered from #48.
45	B-2s 0-6-0	C.L.C. (1445)	1917	Sold 1951	Sold to Stelco in Hamilton. Illustrated in O-Sho-Me plan 50 and 149.
46	B-2s 0-6-0	C.L.C. (1446)	1917	Sold 1951	Sold to National Steel Car in Hamilton and eventually scrapped in 1954. Illustrated in O-Sho-Me plan 50 and 149. Photo in Spring page 13.
47 (nee 50)	B-2s 0-6-0	C.L.C. (1447)	1917	Sold Jan. 1955	Renumbered from #50, later re-numbered to #43
48	B-2s 0-6-0	C.L.C. (1448)	1917	Sold Jan. 1955	Renumbered to #44 in October 1947. Sold to Stelco in Hamilton. Illustrated in O-Sho-Me plan 50 and 149.
49	B-2s 0-6-0	C.L.C. (1509)	1918	Sold 1951	Sold to Dofasco in Hamilton. Illustrated in O-Sho-Me plan 50 and 149.
50 (first)	Gs 2-8-0	M.L.W. (47665)	1910	Scrapped 1945	Renumbered to 70, finally became 101. Illustrated in O-Sho-Me plan 65.
50 (second)	B-2s 0-6-0	C.L.C. (1447)	1918	Sold 1950	Renumbered to #47 in October 1947. Sold to International Harvester in Hamilton. Illustrated in O-Sho-Me plan 50 and 149.
51 (first)	Gs 2-8-0	M.L.W. (48836)	1910	Sold 1959	Renumbered to 71, finally became 102. Sold to Stelco in Hamilton. Illustrated in O-Sho-Me plan 65.
51 (second)	B-2s 0-6-0	C.L.C. (1511)	1918	Sold Dec. 1950	Renumbered #48 in October 1947. Sold to the Steel Company of Canada (Stelco) in Hamilton. Illustrated in O-Sho-Me plan 50 and 149.
52 (first)	Gs 2-8-0	M.L.W. (48837)	1910	Preserved Oct. 1956	Renumbered to #103 from #72 (1919) (was displayed in Gage Park, Hamilton, now undergoing restoration at the Westfield Heritage Village in Rockton, Ontario)
52 (second)	B-2s 0-6-0	C.L.C. (1512)	1918	Requisitioned 1918	Commandeered by the Canadian Railway War Board and given to the Canadian Northern, then became Canadian National 7302. Scrapped in December 1956. Illustrated in O-Sho-Me plan 50 and 149.
53 (first)	Gs 2-8-0	M.L.W. (50741)	1912	Scrapped 1950	Renumbered 104. Illustrated in O-Sho-Me plan 65.
53 (second)	B-2s 0-6-0	C.L.C. (1513)	1918	Requisitioned 1918	Commandeered by the Canadian Railway War Board and given to the Canadian Northern, then became Canadian National 7303. Scrapped in December 1956. Illustrated in O-Sho-Me plan 50 and 149. Photo in Spring page 15.
54 (first)	Gs 2-8-0	M.L.W. (50742)	1912	Scrapped 1950	Renumbered 105. Illustrated in O-Sho-Me plan 65.
54 (second)	B-2s 0-6-0	C.L.C. (1514)	1918	Requisitioned 1918	Commandeered by the Canadian Railway War Board and given to the Canadian Northern, then became Canadian National 7304. Scrapped in April 1958. Illustrated in O-Sho-Me plan 50 and 149.
55	Gs 2-8-0	M.L.W. (51512)	1912	Scrapped 1950	Renumbered 106. Illustrated in O-Sho-Me plan 65.

TH&B Steam Locomotives (1894-1959)

Road Number	Class	Builder	Built Date	Disposal Date	Comments
56	Gs 2-8-0	M.L.W. (51513)	1912	Sold 1950	Renumbered 107. Sold to Western Mining Co. of Saskatchewan. Illustrated in O-Sho-Me plan 65.
60	G 2-8-0	Altoona (or Schenectady ?)	1905 (acquired 1917)	Sold Feb. 1920	An experimental locomotive bought used from the Pennsylvania Railroad (Class H-28, #2762), sold serviceable.
70 (nee 50)	Gs 2-8-0	M.L.W. (47665)	1910	Scrapped 1945	Originally 50, finally became 101. Illustrated in O-Sho-Me plan 65.
71 (nee 51)	Gs 2-8-0	M.L.W. (48836)	1910	Sold 1959	Originally 51, finally became 102. Sold to the Steel Company of Canada (Stelco) in Hamilton. Illustrated in O-Sho-Me plan 65.
72 (nee 52)	Gs 2-8-0	M.L.W. (48837)	1910	Preserved Oct. 1956	Originally 52, finally renumbered to #103 from #72 (1919) (was displayed in Gage Park, Hamilton, now undergoing restoration at the Westfield Heritage Village in Rockton, Ontario)
101 (nee 50, ex 70)	Gs 2-8-0	M.L.W. (47665)	1910	Boiler scrapped 1944	Originally numbered 50, renumbered to 70, finally became 101. Illustrated in O-Sho-Me plan 65. After the boiler was scrapped, the frame was re-used on #107 and the tender was re-assigned to #10.
102 (nee 51, ex 71)	Gs 2-8-0	M.L.W. (48836)	1910	Sold 1959	Originally numbered 51, renumbered to 71, finally became 102. Sold to Stelco in Hamilton. Illustrated in O-Sho-Me plan 65.
103 (nee 52, ex 72)	Gs 2-8-0	M.L.W. (48837)	1910	Preserved Oct. 1956	Originally numbered 52, renumbered to 72, finally became 103. Illustrated in O-Sho-Me plan 65. Had been on display in Gage Park, Hamilton, now undergoing restoration at the Westfield Heritage Village in Rockton, Ontario. Photo in Spring page 16.
104 (nee 53)	Gs 2-8-0	M.L.W. (50741)	1912	Scrapped 1950	Originally numbered 53, renumbered 104. Illustrated in O-Sho-Me plan 65.
105 (nee 54)	Gs 2-8-0	M.L.W. (50742)	1912	Scrapped 1950	Originally numbered 54, renumbered 105. Illustrated in O-Sho-Me plan 65.
106 (nee 55)	Gs 2-8-0	M.L.W. (51512)	1912	Scrapped 1950	Originally numbered 55, renumbered 106. Illustrated in O-Sho-Me plan 65. Spent nearly a year as an experimental 0-8-0 (May/37 to March/38). Photos in Spring on page 17 and as an 0-8-0 on page 18.
107 (nee 56)	Gs 2-8-0	M.L.W. (51513)	1912	Frame scrapped 1944	Renumbered from #56. Sold in 1950 to Western Mining Co. of Saskatchewan. Boiler re-used on frame of #101. Scrapped sometime after 1959.
201	As 2-8-4	M.L.W. (67573)	1928	Scrapped Nov. 1953	Only class of Berkshire locomotives to be owned by a Canadian railway and the last new steam power ever bought by the TH&B. Equipped with ATC in 1929 (with 202, only TH&B freight engines to be allowed to operate on NYC Welland-Buffalo line after 1929). Had a Coffin feed water heater and a duplex stoker. Withdrawn from service in June 1953. Photo in Spring on front and back cover.
202	As 2-8-4	M.L.W. (67574)	1928	Scrapped Nov. 1953	Photo in Spring on page 19.
501	J-1-d 4-6-4	Alco (68189)	1929 (acq. 1948)	Scrapped 1954	Ex-New York Central J-1-d class #5311. Had a coil-type feedwater heater on top of the smokebox (uncommon on NYC Hudsons). Photo in Spring on page 20.
502	J-1-d 4-6-4	Alco (68181)	1929 (acq. 1948)	Scrapped 1954	Ex-New York Central J-1-d class #5313. Had an Elesco feedwater heater.

Toronto Railway Museum, Toronto, ON. Built 1921, Builder?, to 70, as TH&B 70. 52. AC&F. End Cupola. Puddicombe Estate, Hamilton, ON. Built 1921, to 71, as TH&B 71 (Same as other 71). 58.Â Hamilton, ON. Built 1907, Builder?, as TH&B 59. 61. NSC. End Cupola. Waterloo Central Railway, St. Jacobs, ON. Built 1914, as Waterloo Central 61. 62. Infobox SG rail railroad_name=Toronto, Hamilton and Buffalo Railway logo_filename=Logo of the Toronto, Hamilton and Buffalo Railway.gif logo_size=100 marks=THB locale=Niagara Peninsula, Ontario start_year=1892 end_year=1987 old_gauge= hq_city=Hamilton, Ontario. The Toronto, Hamilton and Buffalo Railway (TH&B; AAR reporting mark THB) was a railway based in Hamilton that ran in Southern Ontario from 1894 to 1987.Â History. The railway was originally chartered in 1884 by the Ontario Legislative Assembly to run from Toronto to the International Railway Bridge, connecting with local lines to Buffalo. The original charter forbade the company any attempt to merge with, lease from, sell to, or pool with any other railway. The Toronto, Hamilton and Buffalo Railway (reporting mark THB) was a railway based in Hamilton that ran in Southern Ontario from 1892 to 1987. It never reached the other two cities in its name, although it did have branch lines extending to Dunnville and Port Maitland. The railway was originally chartered in 1884 by the Ontario Legislative Assembly to run from Toronto to the International Railway Bridge, connecting with local lines to Buffalo. The original charter forbade the company any attempt to

Infobox SG rail railroad_name=Toronto, Hamilton and Buffalo Railway logo_filename=Logo of the Toronto, Hamilton and Buffalo Railway.gif logo_size=100 marks=THB locale=Niagara Peninsula, Ontario start_year=1892 end_year=1987 old_gauge=hq_city=Hamilton, Ontario. The Toronto, Hamilton and Buffalo Railway (TH&B; AAR reporting mark THB) was a railway based in Hamilton that ran in Southern Ontario from 1894 to 1987.Â History. The railway was originally chartered in 1884 by the Ontario Legislative Assembly to run from Toronto to the International Railway Bridge, connecting with local lines to Buffalo. The original charter forbade the company any attempt to merge with, lease from, sell to, or pool with any other railway. To share ideas and information on the TH&B Railway for modeling and research.Â Working on the backshop for the TH&B Hamilton roundhouse. Dave Paterson built the shop structure for me. I have been working on interior details and lighting. +7. Lorne James shared a post. July 8 at 7:11 PM. Dain City lift bridge.

The cheapest way to get from Hamilton to Buffalo costs only \$10, and the quickest way takes just 1¼ hours. Find the travel option that best suits you. Take the bus from Niagara Falls, ON to Fort Erie, ON. Toronto / \$15 - \$30. Cheapest option. Hamilton to Buffalo bus services, operated by Hamilton Street Railway, depart from MAIN at WENTWORTH station. More details. Train or bus from Hamilton to Buffalo? Hamilton GO Centre is the main terminal for GO Transit train and bus services in the city of Hamilton, Ontario. It is located in the former railway station and head offices of the Toronto, Hamilton & Buffalo Railway (TH&B). Built in 1933, the TH&B station is a wonderful example of Art Moderne architecture. The designer of the TH&B station was the New York architectural firm of Fellheimer and Wagner. Just a few years earlier, the firm designed Buffalo's Central Terminal. In 1933, Fellheimer and Wagner's landmark Cincinnati Station opened and featured many similar streamlined, Art Deco style buildings. The Toronto, Hamilton and Buffalo Railway was created by an act of the Ontario Legislative Assembly when it was chartered in 1884. However, the stipulations of its incorporation required that it could not interchange, lease, or merge with any other railroad, which severely limited the line's viability as a for-profit company. Interestingly, the TH&B began actual operations by taking over the bankrupt Brantford, Waterloo & Lake Erie Railway in 1892, an 18-mile system that operated between Brantford and Waterford, Ontario located to the west of Hamilton. In October, 1894 newly