

TH&B 73, 403, and 75 are at Welland yard, leaving with a small freight headed for Montrose yard. It takes several moves but the freight has switched from the Welland yard lead over to the Canada Southern main-line to get to Montrose yard.

On December 27, 1986 TH&B 75 and 403 sail past Burlington West station on what would be the last official TH&B extra to Toronto as the CP obtained 100% control of the TH&B on January 1, 1987.

In a scene similar to our opening location, 73 is approaching the Victoria St. overpass with a short freight bound for Aberdeen yard.

The industrial belt-line divides into two sections at Barton St. The first section is seen as 57 crosses Gage Ave. with a cut of cars from some of Hamilton's other major industries such as Dominion Glass and American Can. 57 is also seen heading back towards Kinnear yard at Barton St. after the switching chores have been done. TH&B 51 is switching on the second half of the belt-line across Burlington St. into Dofasco's railway yard. This line services Hamilton's major industries such as Dofasco, Stelco and National Steel Car. 51 heads back out of Dofasco and into Adams yard, 51 will proceed back to Fischer yard and up the belt-line to Kinnear yard.

Our video on the TH&B closes with some very rare footage. Algoma Central on the TH&B. Under CP Rail rules foreign or leased power must not lead any CP Rail train. But when a CP SD-40 developed mechanical problems and there was no CP or TH&B power available from the Chatham St facilities, it was decided not to waste more time turning the engines around as the train was already several hours late. So, ACR SD-40 number 188 and CP SD-40 number 5500 headed an acid extra out of Kinnear yard. Our first view is of the caboose hop through the Hunter St. station on their way down to Kinnear. We move to Lawrence Rd. and pace the extra for a short distance before heading to Dewitt Rd. The train's arrival at Vinemount starts a series of scenes which continues over to the Tenth Line end of Vinemount.

Because of the length and the weight of the train and only the ACR working properly, the acid train had to "double" the mountain. At Tenth Line we see the train being rejoined for the rest of the trip to Welland and Finally to Montrose yard in Niagara Falls.

As the caboose of the acid extra passes by, we hope you have enjoyed our forty five minutes on the Toronto Hamilton & Buffalo and trust that you will be along on our next CANRAIL VIDEO outing.

Happy Railroading

TORONTO HAMILTON & BUFFALO RAILWAY

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