

Welcome to CANRAIL VIDEO PRODUCTION's fourth presentation. This time will take a look at Southern Ontario's popular TH&B RWY, A Fallen Flag. With the take over of the TH&B by CP Rail in 1987, we decided it was time to take a look back at the sights and sounds that made the TH&B a popular railway among the railfanning community. Join along at the trackside as we watch a parade of trains traverse the mainline from Hamilton to Welland. Scenes of switchers in Aberdeen yard and even a quick look at the now abandoned Waterford Sub. So take a ride with the Tramp's Hobo's and Bum's To Hell and Back and see what made the the TH&B RWY a classic Southern Ontario railway.

In a series of opening sequences, we see the passing of a Welland to Hamilton caboose hop. Viewed from the CNR's south line, is TH&B 75, 51, 57, and 54 passing under the Victoria street overpass. We turn our attention next, to their arrival at Chatham St. TH&B 55 appears with two hoppers and three gondolas and proceeds to switch the engine house service tracks. In the meantime, 75, 51, 57, & 54 have set off the caboose in the yard and are seen leaving on the yard lead. They now have crossed over onto the engine house lead and are into the Chatham St. facility, while 55 completes her switching moves here and moves on to her next assignment.

The next group of scenes illustrates the movement of an unusual train, this train is actually two trains combined. It is a Hamilton to Port Maitland rock train as well as a Hamilton to Welland extra. Engines 73, 51, & 57 lead this train across Stoney Creek's Dewitt Rd. before we see them cresting the Niagara Escarpment at the west end of Vinemount. Moving to the Tenth Line crossing at the east end of the Vinemount siding the freight goes past an abandoned wye which served a stone quarry long since closed. Station St. is the crossing we see as the train arrives at Smithville. Normally the rock train would head south to Port Maitland here, but today it continues to Welland with the extra.

Having arrived at Welland yard, the train is separated; as are the engines; and more cars are added to the rock train which will shortly return to Smithville and then to Port Maitland. We also see the Welland switcher #75 in between assignments.

Locomotives 57 and 51 have finished making up their train and are now going back towards Smithville over the Welland River bridge. This new line was built several years ago and has never felt the drivers of any TH&B steam engine.

The rock train crosses over Regional Rd. 10 where GP-7 #71, the first locomotive out-shopped by General Motors of Canada, London, met a fiery end in a grade crossing collision with a fuel truck.

Finally the rock train approach's the west end of Smithville and the wye that will aim them to their destination of Port Maitland on Lake Erie.

Chatham St. bridge is once again our viewing location as we watch CP 4247, 4218, TH&B 75, 403, 57, & 51 depart Aberdeen yard with a Montrose yard (Niagara Falls) bound acid extra. The imposing white building to the left of Dundurn St. overpass was the old TH&B

interlocking tower for the wye located here, but now is an upholstery shop.

TH&B NW-2 numbered 53 is taking a cut of cars from Kinnear yard across Maplewood Ave. and down the belt-line to Hamilton, s industrial core.

On a wintry afternoon, at Wentworth St., a short six car rock train is being pulled by engines 73 and 403 and are heading into Kinnear yard before making their long ascent up the "mountain" headed for Port Maitland.

Aberdeen yard is the focus of our next few scenes. TH&B engines 51, 53, 56, and 57 as well as CP Rail M424's 4219 and 4250 are seen in everyday movements around this, the biggest of the TH&B yards. We see common switching moves along with the CP-TH&B "Starlight" freight departing on its way back to Toronto. Why not sit back and just enjoy these views of everyday railroading on the TH&B.

The rarest footage on this video shows 73 and a one car train crossing Hwy 52 near Copetown, Ontario at Summit. The train is traveling on the now abandoned Waterford Sub. heading for Brantford.

Again in Aberdeen yard we catch the reflection of engine 403 admiring herself on a sunny late winter afternoon.

Our attention is now focused trackside along Lawrence Rd. at the east end of Kinnear yard as TH&B 75, 73, and 403 lead CP helpers 4250, 4236, and 4216 on another acid extra. We watch as the train goes off the double track onto the single mainline in front of the Hamilton Brick Co. The train is next seen crossing Dewitt Rd. heading up the the mountain towards the helper cut-off siding at Vinemount. Finally arriving at the east end of the siding at the Tenth Line crossing, we see the three CP helpers being removed off the train and moved onto the passing track. This movement has been carried on since the 0-6-0's helped the famous Berkshire's up the escarpment decades ago.

The crossing at Rosedale Ave., in Hamilton was originally called Bartonville back in the early days of the TH&B's life. Road engine 403 is heading a fourteen car rock train on its way to the Erco plant in Port Maitland.

The east end of Kinnear yard, along Lawrence road., is once again the setting as 75 and 403 switch together on a freight extra out of Hamilton. Having completed their switching tasks, they are joined by 57 and 51 who will help to assist the extra up the mountain.

Watching from Charlton Ave., we see TH&B 55 struggle with a long train of gondolas loaded with scrap between Victoria and Wentworth St. on its way to the belt-line out of Kinnear yard and to the scrap of Dofasco, Stelco and Waxman's.

We pace along side of 73 and 403 on Lawrence Rd. as they depart Kinnear yard on a east bound freight extra. Had interurban cars survived into the diesel era, this is what might have been seen from a Hamilton, Grimsby and Beamsville car. The HG&B had tracks that paralleled the TH&B line on the opposite side of Lawrence Rd. to Bartonville (Rosedale Ave.) where the tracks starts to curve away from the road. If you look carefully, you will see 73 passing x-CPR 2-8-2 number 5361 stored on the Hamilton Brick Co. siding for many years.