

NIAGARA JUNCTION RAILWAY.

(Inspected Nov. 4, 1903.)

On November 4, 1903, I inspected the Niagara Junction Railway, and respectfully submit the following report:

The Niagara Junction Railway is a single track line, extending from a connection with the Rochester, Lockport and Niagara Falls branch of the New York Central and Hudson River Railroad at a point about two miles east of Suspension Bridge to Port Day, on the Niagara River, a short distance south of Niagara Falls, crossing over the Buffalo and Niagara Falls branch of the New York Central and Hudson River Railroad and

the Erie Railroad south of Echota, at which place a connection is made with the Erie, and near Port Day a connection is made with the New York Central and Hudson River. The length of the road is 5.34 miles, and it has approximately eight miles of sidings and tracks connecting with the various industries along the Niagara River and in the vicinity of the crossing of the Erie and New York Central near Echota.

The road is constructed entirely on embankment, which is of good width and proper slopes.

The bridges are steel or iron, in good condition and well painted, have good masonry and proper floor systems, well maintained; inside guard rails laid on all. Two small pieces of timber trestle yet remain; they are of proper construction and in good condition. The open culverts have good masonry and I-beam stringers. Arch and box culverts and pipe drains are in proper condition.

The cross-ties—approximately all oak—are 6x8 inches, eight feet in length, and from 15 to 17 are laid to each 30-foot rail. On the portion of the road east of the connection with the Erie some renewals are needed (this part of the road, however, is very little used, the principal operation being between this connection and Port Day); on the balance of the road the ties are in first-class condition; all are fairly well spaced and full spiked. The track is laid with a good class of 80-pound steel rail, connected by angle plates 30 inches in length with six bolts, and all connections are in proper condition. The switches are split point, and stands automatic for main track. The frogs are rigid. The track is lightly ballasted with broken stone. The alignment and surfacing of the track are fair, and curves are properly elevated; the maximum curve is 10 degrees, the maximum grade, 2 per cent.

The right of way is not fenced.

The highway crossings are in proper condition and protected by signs of the diamond or "X" form.

The section force consists of a foreman and six laborers, who are furnished with the necessary appliances.

This road is used in transferring freight between the lines of the Erie and New York Central and Hudson River railroads and the various industries in the vicinity of Niagara Falls. No passengers are carried and no regular trains run. The road is in fair condition for the purposes used, and no recommendations appear necessary.

A copy of this report was sent to the company. (No. 49—1903.)