

Niagara Junction Railway Inspection

September 4, 1905

NIAGARA JUNCTION RAILWAY.

(Inspected September 4, 1905.)

On September 4, 1905, I made an inspection of the Niagara Junction railway, and respectfully submit the following report:

The Niagara Junction railway is a single track line, connecting 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 and extending to Port Day on the Niagara river, a short distance south of Niagara Falls. It crosses over the Buffalo and Niagara Falls branch of the New York Central and Hudson River railroad and of the Erie railroad south of Echota, at which place a connection is made with the Erie, and near Fort Day a connection is made with the New York Central and

Hudson River railroad. 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 the New York Central and Hudson River railroad near Echota. The road is constructed almost entirely upon embankment which is of proper width and slopes, and the few cuts are also wide, and well drained.

The steel and iron bridges are in good condition, fairly well painted and have good masonry, some of which has recently been repaired.

The ties and guard timbers are standard and well maintained. Inside guard rails are laid in all. Two short timber trestles yet remain in the roadway. They are of proper construction and the timber in them sound and sufficient.

The open culverts have good masonry, I-beam stringers, and standard ties and guard timbers well maintained.

The arch and box culverts and iron pipe drains are apparently in good condition. The cross-ties, nearly all oak, are 6x8 inches, 8 feet in length and laid at the rate of approximately 2,816 to the mile of track. They are evenly spaced, full spiked and in good condition, necessary renewals having been made. The track is laid with 80-pound steel rail, connected by angle plates 30 inches in length with six bolts. The rail is in good condition, all angle plates full bolted and bolts tight; main track switches are split point and have the stands automatic for the main track.

The frogs are rigid. The alignment and surfacing of the track is good and the outer rail on curves properly elevated. The track is lightly ballasted with broken stone. No railroad, steam or electric, crosses at grade. The maximum curve is 10 degrees and the maximum grade 2 per cent.

The right of way is free from trees, brush and rubbish. It is not fenced, as no grazing land adjoins the railroad.

The highway crossings are well graded, properly planked and protected by signs of the diamond form.

The track is maintained by a force consisting of a foreman and six laborers, who are furnished with the necessary appliances for protecting their work.

No passenger trains are operated, the road being used entirely for transferring freight between the lines of the Erie and the New York Central and Hudson River railroad and the various industries along its route.

The entire equipment owned by the company, consists of two locomotives and four flat cars. The locomotives have automatic couplers and air brakes and are in good condition. The flat cars have automatic couplers; two of them are equipped with air brakes and the remaining two with hand brakes. These cars are only used to remove refuse, etc., and upon the company's tracks. The road is in good condition for the purposes for which it is used; and no recommendations should be necessary.

A copy of this report was sent to the company. (No. 39—1905.)