

Carl Riff

NARROW GAUGE RAILWAYS OF ONTARIO (as redacted by Ralph Beaumont)

Toronto Globe

October 4, 1870

(First Test of a new Engine on the T&N)

Mr. William Gooderham, Vice-president of the Toronto and Nipissing Railway, and Mr. Wragge, Engineer, visited Scarboro Junction yesterday to see the working of the new narrow gauge engine, the *A.R. McMaster*.^{*} They rode out on the line of the Nipissing Railway a distance of four or five miles, as far as the track was laid, the engine working beautifully at a rate of ten miles an hour, although the road is very rough, being not yet ballasted. The laying of the track is proceeding steadily, though somewhat retarded by the unfavourable weather.

^{*} *Interestingly, the AR McMaster was a Toronto Grey & Bruce engine, here doing a test run on the T&N.*

Toronto Globe

October 12, 1870

(Connecting the T&N and TG&B)

THE NARROW GAUGE RAILWAYS

The third rail on the Grand Trunk connecting the Union Station with the Toronto and Nipissing Railway at Scarboro Junction has all been laid, and a great portion of the third rail connecting the Union Station with the Toronto Grey and Bruce Railway has been put down.

Toronto Globe

December 6, 1870

(First narrow gauge cars on the T&N)

NARROW GAUGE CARS

Several freight and passenger cars for the Toronto and Nipissing Railway are now lying in the workshop of Hamilton's foundry ready for use; others are in course of construction. The passenger cars are 35 ft in length, with a breadth of 10 1/2 ft - only one foot narrower than the ordinary broad gauge cars - and stand 2 1/2 ft from the rails.

Each car has 18 seats, nine on each side, 3 ft long, with a passageway of 9 1/2 in in breadth. The seats have cane bottoms and cane backs, with iron arms, and are as comfortable as cushioned seats (*editor - I doubt it!*), and will be much freer of dust. Each car has an elevated roof, with four ventilating windows. They are plainly but tastefully ornamented, the outside is painted a straw colour, and they look very much like the cars of the New York Central. Two of these first-class cars are ready for service: two others only require painting, and four more are in the course of construction.

Thirty five box cars and thirty platform cars are finished, and post-office and baggage cars will soon be ready to turn out. A track has been laid from the foundry to the railway, so that the cars can be moved down without difficulty.

Toronto Globe

May 24, 1871

(First T&N train to Uxbridge)

Yesterday the President and a number of the Directors of the Toronto & Nipissing Railway, and several other gentlemen, took a run over the line as far as Uxbridge, and back. (*then a very long list of names of who was on the train.....*)

The trip was made in one of the newly built passenger cars, the first one finished, which was drawn by the *Gooderham & Worts* engine "No 1". The passenger car is similar, in appearance, to those on the Grand Trunk, Great Western or Northern, but much smaller. There are only four wheels to each truck, and the seats, instead of being cushioned, have cane bottoms and backs.

The party left the Union Station at 8:15 am and in due time reached Scarboro Junction, where a brief stoppage was made. On the way down from the city to this point the car jilted very much, which was no doubt attributable to the roughness of the Grand Trunk rail forming one side of the track. Beyond the junction, after leaving the Grand Trunk track, the motion was much smoother than on this side, although the ballasting has not yet been completed.

The distance from Scarboro Junction to Unionville, about 13 miles, was made in about half an hour. At this station the party were greeted by...(*long list of names.....*)

Between Scarboro Junction and Stouffville, the road runs through one of the finest tracts of farming land in the Province, and is comparatively straight, and free from heavy grades, but beyond Stouffville the country is of a more undulating character, and consequently, there are some pretty sharp grades and sharp curves, yet the train, of a locomotive and a single car which went over.....(*article cut short.....*)

Toronto Globe

November 4, 1871

(Toronto Grey & Bruce Railway Formal Opening)

(*editor - I'm just putting in excerpts of this very long article.....*)

The formal opening of the Toronto, Grey & Bruce Railway took place yesterday, and favoured with exceptionally fine weather, was a marked success throughout. Special trains were run from Toronto and Arthur to Orangeville, conveying large numbers of invited guests, and a grand banquet and ball took place at the latter place. The cards of invitation stated that a special train would leave Union Station at nine o'clock, and at that time a large number of our influential citizens, who have shown and interest in the success of the narrow gauge roads, assembled at that place, prominent among them being...(*long list of names.....*)

The train consisted of eight first class cars - some of them lent for the occasion by the Toronto & Nipissing Railway; and their comfort and neatness elicited general remark. Starting from the Union Station, the train proceed with occasional bounds, till it reached Weston station, where leaving the rails of the Grand Trunk, it went on its own track. Speeding forward, the train making splendid time, reached Woodbridge within the hour, crossing the Humber and running

up a steep grade with ease, the two engines - the *Gordon* (Avonside 4-6-0) and the *Toronto* (Baldwin 2-6-0) - doing splendidly.

At Mono Road there was a triumphal arch erected across the line, and a good many villagers were present on the platform. Shortly after the ascension of the celebrated Caledon Mountain, and the passage around the well-known "Letter 8" curve began, and excited general attention, and the outside platforms of the cars were crowded with persons anxious to see this great engineering feat.

The train gradually wound its way around the hills, and it steadily gained a higher elevation, until the passengers had a fine view of the country lying at their feet. Approaching the top of the range, the engines made an extra effort, and very shortly afterwards the train drew up at the Charleston (Caledon) station. The heavy train ascended the steep grade of this part of the line at the speed of about twelve miles per hour. At Orangeville great preparations were made, the station being decorated with flags, arches, evergreens, &c.

Then lots of speeches. I know we shouldn't politically comment, but I love this one... "The Attorney General thanked God that Ontario was not in debt and had no bonds to pay" Geez.....)

Toronto Globe
January 5, 1872

(Letter to The Globe from a cattle dealer about the narrow gauge cattle cars)

Sirs - As I have made my first shipment of cattle over the narrow gauge from Orangeville, I wish to let the enemies and cavilers (*sic*) against the narrow gauge know how it works. A great many are afraid that it will not meet the wants of the country, but I am of a different opinion, in fact, I have good reason to believe that the community will be better satisfied with it than they would be with a wide gauge for local traffic. I shipped seven loads of cattle from Orangeville to Toronto last Saturday. There were ten head in each car. The capacity of the cars are 12,000 lbs and they are constructed on a very good principle, the doors opening out and not sliding apart as the GTR's and GWR's cattle cars.

I know every cattle dealer, especially in winter, will appreciate this arrangement, as it is most an hour's work to get the sliding doors open. I really was astonished with what facility the little engine could ascend some very steep grades with ten loaded cars. I would also say the rates of freight are about as cheap as on any other line, and I think a little more so, considering the accommodation and distance. I hope the cattle dealers will feel it is not only a duty, but a privilege to support and encourage this road as much as possible. The rates at present are \$7.(?)0 per car from Orangeville to Toronto, a distance of 50 miles.

ARCH. SPEERS,
Cattle Dealer, Norval

Toronto Globe
March 22, 1872

(Fairlie Removable Cow Ccatcher??? I don't think we should trust everything written in newspapers)

The Toronto Grey and Bruce and the Toronto and Nipissing Railway Companies each recently imported from England one of the Fairlie locomotives. This locomotive consists of two ordinary locomotives, minus the tenders, paired together at the... (*unreadable next line*) ...have the appearance of being only one. The cab is thus brought to the centre of the locomotive and is enclosed on all sides. The supply of water is kept in four tanks, one on each side of each end of the boilers, and on the top of the boiler, extending like the tanks from the cab to each end of it, is a gallery for the fuel. There is also a reservoir for water below the centre of the boiler and between the two pairs of driving wheels. (*editor - I didn't know this - correct or not?????*)

The engine driver occupies the same side of the cab no matter which end of the locomotive is ahead, and the stoker the other. The fuel is put into the furnace through doors in that side of the boiler on which the stoker's (*not readable - probably sits*). On each end of the locomotive is the ordinary cow catcher, and above each is a long connecting rod, which admits of the locomotive being attached to a train with the cow catcher, on that which, for the time, is the rear end of the locomotive BEING REMOVED. (*Is the writer saying the cowcatcher was removed for each change of direction? I think that's what he's saying, but that wasn't needed or what was done.....*)

The boiler, being of much more than ordinary length and the platform one piece from end to end, it might be supposed that the locomotive could not go around sharp curves; but this is not the fact; the two complete sets of wheels are so connected with the body of the locomotive that they work as independently of each other as though the engines were two entirely separate locomotives. The weight also is so disposed that there is no more pressure by any one of the wheels on the rail than there is by the corresponding wheel of the ordinary locomotive. These two locomotives are the first of the sort ever seen on the continent of America, and it is said that only about twenty of them have yet been manufactured. The distinguishing merits claimed for them are economy and much more than double the power of ordinary locomotives. The two are intended to be used for hauling freight trains. It is proposed to make a trial trip with the one belonging to the Toronto Grey and Bruce Company tomorrow,