

H&NW news clippings (sourced by Charles Cooper)

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Acton, The Acton Free Press - Thursday, July 2, 1891 - Georgetown - Our travelling public will do well to note the changes in the time tables brought about by the Northern trains now running into the union station. The new line was finished on Saturday (June 27, 1891), and the switches were turned connecting it with the main line on Sunday so that some important changes have occurred. Also note the changes in our mail service by the time table posted in the Post Office.

Acton, The Acton Free Press - Thursday, July 9, 1891 - Georgetown - The old H&NW station is being torn down.

(no date) 1892

(Georgetown) The station has been enlarged and repaired recently and is now the best station between Guelph and Toronto.

Alliston Herald Nov 5, 1931 (quoted in the Northern Advance)

Rationalization of service on the Creemore sub.

BOLTON ENTERPRISE - (PEEL COUNTY ARCHIVES)

Published weekly on Fridays.

Most entries are either one-liner news snippets or letters.

The TGB does not appear to have featured largely in the reporting by the paper.

25/1/1889

letter to editor advocating earlier and later train on the TGB.

Advises that 'down' train reaches Toronto at 11am "if on time" and leaves at 4.40 pm.

1/3/89

GWR accident at St. George. Nine killed and 30 injured.

1/3/89

Collision in Brampton between CPR and GTR - no one hurt.

5/4/89

editorial - disgraceful condition of Bolton freight yard.

3/5/89

Bad wreck at Hamilton on GTR - 20 killed nr Bayview Jct

24/5/89

smash on the Grand Junction Rly.

27/6/1890.3.2

In Canadian railway accidents for the year ending June 1889, there were 210 persons killed and 875 injured. Of these 24 were killed and 144 injured on the Government Railways, on the Canadian Pacific system 56

were killed and 252 injured, on the Grand Trunk system 104 were killed and 385 injured. The total number of passengers carried on the Government Railways was 1,289,052, on the CP 2,457,306 and on the GT 5,917,742.

Note - No other railway items for 1890.

9/10/1903

Opening of Caledon East station - see "Settling The Hills".

1909

CPR timetable at Bolton:

9.29am and 5.55 pm going north

10.40am and 7.07pm going south.

15/1/09

Runaway freight train down Caledon mountain - brought to a halt at Mono Road yards just short of stalled express.

30/4/09

Cardwell Jct - a broken wheel on a freight car caused the derailment of 8 cars of an extra CPR freight at Cardwell Jct at an early hour on Saturday morning. No one was injured but as there is an embankment at the point, considerable damage was done to the rolling stock. The auxiliary train from West Toronto cleared up the line. The morning train from Toronto was cancelled.

(Ed note: Saturday morning explains all the weekend spectators)

1/10/09

Owen Sound section of CPR downgraded to branch starting at Bolton and ending in Owen Sound.

(Coincident with the opening of the MacTier Sub?)

22/10/09

collision at Melville Jct

25/4/1919

Palgrave station burned - The GTR station at Palgrave was burned on Sunday morning about 5 o'clock [April 20, 1919]. The building had evidently been set on fire by a passing locomotive and the flames had made considerable progress before being noticed. It was a frame building and comprised the office, waiting rooms and freight shed. Business is temporarily being conducted by the agent, Mr. John Campbell, in a couple of cars.

BRAMPTON CONSERVATOR

9 Jan 1880.1.8

Tay Bridge disaster - detailed account

Mar 25, 1887

We forgot to state last week that it is solely through the influence of the Hon. Thomas White that we have lately secured a daily mail and a flag station at Centreville. (Lockton news)

Jul 11, 1907

While approaching the trestle bridge which spans the GTR at Cardwell Junction ... , two light freight cars of a CPR auxiliary train jumped the rails on Sunday, and after bumping along the ties until the centre of the bridge was reached, toppled over to the GTR track as distance of about 20 ft. The cars were smashed to pieces. In front was a crane car, and though wrenched off the track, it passed across the bridge, only to turn over on the embankment north of the bridge

Galt, The Reporter - July 19, 1872 - HAMILTON AS A RAILWAY CENTRE -Monetary Times - We are reminded by reading the annual report of the Board of Trade that that city is fast becoming well supplied with railways. Besides the Great Western proper, the Wellington, Grey and Bruce is open to Paisley, "and will be completed to Southampton by the 15th, of September next, with every probability

of the extension of the same to the Georgian Bay. — Twenty miles of the Southern Extension, a branch of the same line are ready for the rails, and it is hoped that Kincardine will be reached in a twelve month. The Hamilton and Lake Erie will be to Caledonia by the 15th of August; an expensive bridge is to be built over the Grand River at that point, and the line extended to Hagersville and Jarvis, the expectation being that the latter place will be reached in one year. The line will cross the Buffalo and Lake Huron section of the Grand Trunk and also the Canada Southern, giving connection with these lines. Respecting the proposed Hamilton and Northwestern line to Collingwood, or somewhere else, the gentlemen of the Board of Trade seem quite sanguine, notwithstanding the project seems surrounded with a good many difficulties. Altogether it is plain that the most praiseworthy efforts of the business men of Hamilton — powerfully aided as they have been by the Western — are meeting with deserved success.

Galt, Dumfries Reformer - Wednesday, November 24, 1875 - HAMILTON AND NORTH WESTERN RAILWAY - The amalgamation of the Hamilton and North Western Railway Companies was formally ratified at a special meeting of the shareholders of the former Company on Wednesday. The new road will consist of that now lying between Hamilton and Jarvis - to be extended to Lake Erie and that to be constructed within two years, between Hamilton, Barrie and Collingwood - also to be extended in due time to Hogg Bay. This fusion of the two companies will be legalised by an act of Parliament to be obtained shortly. The contract for the construction of the new road was let to Messrs. John Proctor & Company, on the express condition that the road should be opened by September 1, 1875 as far as Georgetown, and completed to Barrie and Collingwood by October 1, 1877. The construction of the road will be proceeded with at once.

The following were elected Directors of the amalgamated companies: - Messrs. John Stuart, James Turner, Edward Gurney, P. W. Dayfoot, W. Hendrie, W. J. Copp, P. M. Williams, M.P.P., John Field, M. Leggatt, Mayor of Hamilton and the Warden of the County of Simcoe.

Georgetown, The Herald - Thursday, October 18, 1877

- *THE H. & N. W. RAILWAY*

- The H. & N. W. Railway will soon issue freight trains north as far as Clarksville, but no passenger trains will run north of this place (Georgetown?) till the road is completed to Barrie.

Georgetown, The Herald - Thursday, May 8, 1879 - Three through tickets to Winnipeg, Manitoba, were issued by C. G. Cavanagh, our H&NW Railway agent, this week. This is certainly the best, cheapest and most popular route to the North West by rail.

Georgetown, The Herald - Thursday, May 8, 1879 - Messrs. Murray B. McCollum and Walter H. McKay, both much respected young men of our village, left by the H&NW Railway on Monday morning for Winnipeg. We wish them all success.

Grand River Sagem (GRS - note - publishes Wednesday)

GRS 16 December, 1856

"The B&LH Rly is now in full operation. It will shortly be opened to Stratford, which, it is thought, will materially increase the traffic."

GRS 24 Dec 1856

B&LH now open to Stratford. 4 trains daily each direction: morning express, accommodation, day express, evening express.

GRS 4 May 1857

work suspended [on the H&PD Railway]

GRS 27 June 1857

letter from Chicago correspondent encouraging completion of the line [H&PD].

GRS 25 Nov 1857

Caledonia reduced to a flag stop "on account of lack of business" but intended to pressure donation of land for enhanced station facilities.

"that the Managing Director of the Rly had probably been prompted to reduce the town to a flag station by the idea that the good people residing there, rather than see the trains pass by, would come forward and make the company a present of sufficient ground on which to erect the necessary station buildings - a hope we have no doubt (?) will be realized by him."

Note: By 1862 there are only two trains each way.

GRS 29 Dec 1858

T.C. Keefer's engineering report on the H&PD Rly

GRS 10 Aug 1864

a new and extensive freight house to be erected at the station

"On the first inst, the B&LH was amalgamated with the GTR, when the former road passed under the control of Brydges. A new and extensive freight house is to be erected at this station forthwith and the Caledonia and Hamilton branch will be prosecuted to completion as soon as it is possible to do so under present circumstances."

GRS 7 Sep 1864

"The GTR freight line - the business of the above line between Hamilton and Caledonia is rapidly increasing so that fresh teams have to be added almost daily. in fact, so rapidly is the business on this line developing itself, that the completion of the railway between the two places will shortly become a necessity. Goods are now teamed between the two places at 7 cents per 100 lbs, instead of 15 or 20 as heretofore."

GRS 7 Sep 1864

"The New Freight House - the new freight house at the Caledonia station is now finished and makes an excellent appearance. the building is 30x150 ft and is the largest of the kind on the line of the road."

GRS 12 Oct 1864

- up to 17 teams daily on the Caledonia - Hamilton route. GRS 3 Jan 1872

railway meetings held

GRS 4 Oct 1872

Council Minutes: the Reeve submitted to the Council a by-law to provide for the carrying of the H&LE along certain streets in the village of Caledonia and for other purposes connected therewith; also a by-law to alter the grade of Front Street in the village of Caledonia.

GRS 24 Sep 1873

Advertisement: "Commencing on Monday, September 22, 1873, a passenger train will be run between Jarvis and Hamilton." (Also includes editorial and description of the celebrations)

GRS 27 May 1874

REPORT BY THE DIRECTORS AND BY THE CHIEF ENGINEER OF THE H&LE TO THE SHAREHOLDERS (see print-outs)

Extracts from the directors' report:

"the business of the line commenced on 1st September 1873, a passenger car having from that date been attached to the construction train working between this city (Hamilton) and Caledonia. The first regular train commenced running between Hamilton and Jarvis, once each way daily".

GRS 27 May 1874

"Union passenger stations have been built at Caledonia and Hagersville", and the passenger accommodation at these places as well as the other stations on the line, is quite sufficient for present requirements."(See H&LE Chief Engineer's Report above.)

GRS 24 Jun 1874

"GTR to be assessed for 'Slater's lot' adjoining Caledonia station and 3 acres assessed to them adjoining Cook's station to be struck off, it being assessed to another party."

GRS 10 Sep 1879

Timetable Ad inserted by the "North Western and Northern Railways".

28 Apr 1880

The GTR wooden bridge at Cayuga is being removed to give place to a new iron structure.

GRS 2 Dec 1903

"Accident at station -

What might have proved a serious if not a fatal accident occurred in the station yard here on Monday morning about half past six. On account of the burning of the roundhouse at Port Dover the night preceding and the loss of the two passenger engines, two others were necessary at that point before the regular Hamilton and Brantford trains could be taken out. Two engines were accordingly sent out, one from each point, the arrangement being that they should meet here and proceed together to the scene of the fire. They met, but not according to schedule. The Brantford engine arriving first, was taking water at the tank when the locomotive from Hamilton came in under a full head of steam and not only disregarding the signals which were set against her, jumped the switch to the main line and smashed into the engine which was awaiting her arrival. Both machines had been running backwards and the tenders were consequently the points of contact, both being badly smashed up. The Brantford auxiliary cleared the road however by ten o'clock, both engines being sent for repairs."

GRS 2 Dec 1903

"Sometime during the night of Sunday last, the roundhouse of the GTR at Port Dover was totally destroyed by fire together with two railway engines which were standing in it at the time. The cause of the fire is unknown. As a consequence all the morning trains on the Port Dover branch were late on Monday morning, the smash of the two light engines at this point [Caledonia] also adding to the delay, the northbound passenger train not reaching Hamilton until noon."

GRS 1 Jun 1927 special edition

short history of H&LE by B.E. French

Extracts from the B.E. French history supplement

Grand River Sachem, 1 June 1927.

"I remember the first two engines on the Hamilton and Lake Erie Railroad. They were named John Scott and Lucy Turner."

"the companies were drawn up, headed by their respective officers, just within the enclosed grounds of the English Church, adjoining the station..."

"For almost twenty years the construction of the H&PD had been hanging fire, but after the reorganization of the Company with a new name, the H&LE, the road was completed. The bridge was finished early in 1873 and on June 30 of that year, the first express train from Hamilton went through to Jarvis. There was great celebration as the train, pulled by the locomotive the "John Scott" named in honour of one of Caledonia's illustrious citizens, pulled into the station and then proceeded across the railway bridge. Another well-remembered locomotive was the "Lucy Turner", both of these were old-type engines and wood burners."

"The Slater Hotel was destroyed by fire about this time [ca 1870] including the GT railway station which was located close to the main street."

[Note, this was likely the freight shed, since the Slater Hotel was on the north side of the track and there is no record of the B&BG station burning at that time.]

HAMILTON HERALD

7 Jun 1912

Local June Happenings in 1879.

Report of council meeting May 27, 1879 re HNW fusion with the NRC.

"As to the shops there would be an objection if it was found the company were not to build them here. But if the company had no money to build workshops, how could the council expect them to do it? He had studied the matter and he didn't think the pooling of the receipts would be against the city's interests.

(His worship the mayor.)

Note: the HS confirms this was mayor J.E. O'Reilly elected May 31, 1879.

HAMILTON SPECTATOR (HDS, HS)

Always a daily paper, started to drop "Daily" from the masthead after their fire in the mid-1870s.

HDS 23 Oct 1872

Inspection trip

"Yesterday, Mr. James Turner, president of the HLE, accompanied by Mr. J. Gillies, Warden of Bruce [and other dignitaries] inspected the work on the line. The party left the company's office on a special engine which carried them as far as the rails are laid, from which point they drove to near Mount Hope. Mr. Gillies was greatly interested...We are glad to learn that the ties are now laid upon the line from Caledonia to mount Hope, and that Mr. Hendrie has two hundred men at work between Caledonia and Jarvis.

HDS 9 Dec 1872

Narrow Escape

This morning, while the construction train on the H&LE was proceeding slowly down the Mountain, the engine got off the track and narrowly escaped going over the embankment. It was speedily placed on the rails again and the train is running alright. The accident occurred entirely through unforeseen circumstances.

HDS 12 May 1873

Arrival of Rolling Stock

"On Saturday evening a portion of the rolling stock of the H&LE arrived at the Great Western shops, consisting of two locomotives and two baggage, post office and express cars. The former are very powerful engines and substantially manufactured by Messrs Burnham, Parry, Williams and Co., Baldwin Locomotive Works, Philadelphia and named respectively "John Scott" and "Refluent Wave". They are constructed with 3 pairs of driving wheels and one pair of leading wheels so as to combine speed and strength. The weight of the locomotives is 36 tons, and calculated to carry 20 loaded cars up the steep grade leading to the Mountain. The bell is placed on top of the boiler, and not on the automatic principle the same as those in use on the Great Western Railway. The driver's cab is very handsomely finished and made of black walnut, relieved by portions of light coloured wood, and the steps leading up to it are covered with rubber to prevent the driver and fireman from slipping. The engine is of the Mogul pattern, class 27 1/2 D, cylinders 16" in diameter, length of stroke 24", driving wheels rear and front pairs with flanged tires 5 1/2 wide, main pair, with plain tires 6" wide, diameter of drivers 48 and 54 inches; the truck wheels, one pair 30 inches are fixed with swing bolster and radius bar, equalized with the front drivers; total wheel base 21'4"; rigid distance between centres of rear and front drivers 14 ft. Weight of engine in working order, as follows, on drivers, 57,000 lbs, on leading wheels, 9,000 lbs, total 66,000 lbs. Loaded in addition to tender and engine on a level: 1,400 gross tons; on a 20 ft grade, 655 gross tons; on

a 40 ft grade, 415 tons; on a 60 ft grade, 300 tons; on an 80 ft grade, 230 tons; on a 100 ft grade, 180 tons.

The post office cars were manufactured by Messrs W. Hamilton and Son, Toronto, are built of the very best material and are elegantly painted. The passenger coaches and cars are being manufactured by the Harlem and Hollingworth Company, Wilmington, Delaware, USA, and are daily expected to arrive, making in all 34 cars, being over one car to a mile of the road. Our citizens will be glad to learn that the road is expected to be opened for traffic very shortly.

Mr. Van Valkenberg, superintendent of the works, came along with the locomotives to superintend them being put into working order. He is very gentlemanly and obliging, and appears to be a thoroughly competent man for the position."

HDS 20 May 1873

H&LE locomotives had a trial trip today.

HDS (Mere mention) 1 Sep 1873

On and after Monday 1st, September next, a car for the accommodation of passengers will be attached to the construction train running between Hamilton and Caledonia. W. Wallace, General Sup't.

HDS 1 Sep 1873

Hamilton and Lake Erie Railway

One of the events of the day may be considered the arrival of the first passenger train on the H&LE from Caledonia. The opening of this road has been long looked for and the announcement a few days ago that after today a passenger car would be attached to the construction train between the city and Caledonia, inspired the hope that at last the reward of our patience was to come. This train is now, by an arrangement with the contractor, for the accommodation of the Caledonia people, the road not being sufficiently complete to admit of the opening of the regular traffic before the 15th inst. That the Caledonia people consider the arrangement favourably no other evidence is needed than the number who came into the city this morning by the first passenger train from the south that has ever been run on this road.

HDS 19 Sep 1873

OPENING OF THE HAMILTON AND LAKE ERIE RAILWAY (also see print-out)

"The train which started yesterday on the opening trip over the Hamilton and Lake Erie Railway consisted of five first class coaches, a smoking car and a baggage car. It was under the personal charge of Mr. W. Wallace, General Superintendent of the line... The train was drawn by the locomotive "John Scott", under the skilful hands of Mr. Wm Rodgers, Locomotive superintendent..."

11 Jun 1879

Ratifying meeting of the shareholders of the Northern Railway (re merger).

For: 3,148 Against: 423

13 Aug 1881.2.2

Burlington Harvest House

Our citizens may spend a pleasant day, and help a worthy object, by taking the 10 am Beach train for the Brant House, Burlington, on Tue next, the 15th inst.

13 Aug 81

N&NW Railways First Annual Picnic and Concert of the N&NW Railway,

BRAKESMEN BENEVOLENT ASSOCIATION, at the Brant House on Monday August 15th. Trains will leave King Street station at 2, 3:10, 6:10 and 8 pm.

22 Aug 81 (Traveller's Guide)

H&NW Railways

Hamilton dep	7.00	7.10	10.00	2.00	3.10	6.10	8.00
Beach	7.18	7.30	10.30	2.30	3.30	6.40	8.30
Burlington arr	7.23	7.40	10.40	2.40	3.36	6.50	8.40
Burlington dep	8.00	11.00	11.35	4.50	7.35	9.00	10.15
Beach		8.10	11.06	11.45	5.00	7.45	10.22
Hamilton arr		8.40	11.25	12.15	5.35	8.15	10.45

Sunday trains:

Hamilton dep	2.30	7.15		arr	6.15	9.40
Beach	3.05	7.50			5.40	9.10
Burlington arr	3.15	8.00		dep	5.30	9.00

25 Aug 1891.1.2

Railway Presidents in Town

"They were on their way back from visiting the tunnel at Sarnia, and were travelling in the comfortable official car of the road. On arrival here, the car was run out to the Beach and placed on a siding south of the ocean House, where the party slept by the sad sea waves."

31 Aug 1891.1.2

To The Bottom Of The Canal - coal train at the beach. Engineer jumped. Fireman and brakeman perished. Had trouble raising the engine, still not lifted by Sep 5.

See also Sep 1, 2 and 3. Photocopied.

3 Aug 1893

The Grand Trunk Railway will run a special train to the Beach at 1:30 on Saturday, returning immediately after the races.

3 Aug 93

(Advertisement)

Grand Trunk Railway

CAAO [Canadian Association of Amateur Oarsmen]

Special train will leave King Street station at 1:30 pm on Saturday next, 5th instant, returning immediately after the races.

7 Aug 93

"Between 5000 and 6000 people went to the beach on Saturday afternoon to witness the finals at the CAAO regatta."

14 Nov 1907

There was to be a public meeting held here (Caledonia correspondence) tonight to petition the GTR for a new station here, but the firefiend stepped in and burnt the old station down yesterday morning [Nov 13]; therefore there will be no need for the petition, as a new station will have to be built now. it is to be

hoped that the GTR will build a station in keeping with the importance of this junction, as it is one of the busiest stations on the line.

24 Jul 1908

Caledonia, July 23. Work on the new station for the GTR at this place was begun Monday. the work of grading and shifting the Port Dover track on to the main line will be the first work undertaken.

8 Aug 08.14

General article - Railroad Signals "How our steel monsters are controlled." (photocopied)

25 Aug 08

Railway's move causes alarm (photocopied)

18 Sep 08

Good progress is being made with the building of the new GTR station here [Caledonia]. it is expected to be ready for occupation by the end of the month.

28 Sep 08.1 and 3

Train plunged through bridge. Terrible accident on the TH&B near Sulphur Springs station.

5 Oct 08

Caledonia, Sept 30, 1908.

The new GTR station was opened to the public today and a beauty it is, especially the interior, which is quite up-to-date in every way. Both the platforms and the interior are well lighted.

11 Jun 09

The charge laid against Archie Wintermute by the GTR, charging him with tampering with the switch lights at the station here, was dismissed, there not being sufficient evidence to warrant a conviction.

4 Jul 09

Railway Fire at Allandale

The new freight sheds and weigh scales house of the Grand Trunk went up in smoke on Friday morning together with a dozen freight cars, a snow plough and much freight in the cars and sheds. All were a total loss as the sheds were far removed from the water system. The origin of the fire is not known. Owing to the destruction of freight bills and other records it is not possible to get an estimate of the loss, but it is a heavy one. The sheds were built only a year ago.

16 Aug 1909

INDIANS RAISED ROW ON TRAIN.

King Street station

"About 200 passengers take the 6 o'clock train from here at the King Street depot every evening."

30 Aug 09

(Port Dover) The GTR has built a new freight platform on the site of the old one which stood between Main and St. George Streets.

13 Sep 09

The granolithic walk is being extended to the GTR station.

8 Dec 09.1.4

New site suggested for GTR station, Ferguson Ave, north of King St. (ph)

"Mr. Mcallum thinks that the Ferguson Avenue site would be feasible for a station, because the limited express trains could be backed in from the main line with but little waste of time."

16 Dec 09

Shelter at Flag Stations - the Railway Commission has sent out a draft order requiring all railway companies to construct at all points known as "flag stations", shelters or waiting rooms for passengers or freight, the same to be done within six months.

31 Jan 1910

Wreck on the TH&B (near Hamilton, Stoney Creek trestle - three pics)

21 Jan 1913

Cars Leave Track

Rail Breaking Caused Accident on GTR.

At 4 o'clock yesterday afternoon a GTR freight train, when about two miles south of Glanford station, met disaster as the result of a rail becoming broken under the center of the train. A heavy New York Central engine was in the center of the line of cars. It is thought that the immense weight of the new engine caused the rail to break. The rear portion of the train ran off the track and the cars following piled up as high as the telegraph poles. The traffic was still tied up when the Spectator went to press, although a wrecking crew left the city for the scene of the accident early this morning. The regular trains are being sent via Brantford in the meantime. No one was hurt.

Jan 29, 1917

EIGHT INJURED WHEN ENGINE SMASHED STREET CAR

- Serious Accident at the Ferguson Avenue crossing
- Many passengers had narrow escape from death"

It went on to report that: "Streetcar #435, proceeding westward, was just nosing over the GTR tracks when it was run down by the double-header freight. 8 persons were injured."

GTR Mogul 2395 came to rest with the front of the engine in the King Street station waiting room and the shanty (in front of the tender), which normally housed the watchman responsible for the crossing (not on duty on Sundays), was destroyed.

Nov 5, 1953

Glanford: "End of an Era":

"The curtain fell on three generations of railroading yesterday, boyhood memories flared again and an old familiar chant was stilled when the CNR retired its fleet of little hand-fired Moguls from their tough haul up the escarpment. Fair-sized road engines in their day, they had fired the imagination of many a boy as they wheezed and snorted up Ferguson Ave. Dwarfed of late by modern steam giants, they were preserved for the run over a light-weight bridge at Caledonia. Now that the bridge will be strengthened, heavier diesels will take over and the little locomotives photographed here in the Glanford area made their last run this week."

Mar 5, 1991

- HAMILTON & LAKE ERIE STATION? -

By Paul Wilson -

Could T-bone temple be a train station in disguise? To believe or not to believe. That is the question we must ask of the T-bone temple.

Is the Shakespeare Steak House, corner of Ferguson and Main, just another high-protein eatery or is it the long-lost train station of an ill-fated line?

About a week ago, I took you along Ferguson Avenue, a beat-up street with rusty old tracks running down the middle. Now the politicians are poised to finally take those tracks out and make something of the street.

After I wrote the piece, Dan Nolan, our man in Caledonia, charged into the newsroom with a book from his considerable library on trains. He wanted me to know I had been walking through railway history.

I quote from Rails To The Lakes, by Charles Cooper, 1980: "Today, Ferguson Avenue is a modest city street just east of the city centre. One might suppose the rails in the pavement are those of some industrial spur, but not so. This rather unassuming right-of-way marks the birthplace of Hamilton's other railway."

"All the local histories make much of the coming of the Great Western Railway. But the arrival of the Hamilton & Lake Erie seems to have been somewhat like the second moonshot — a trifle old hat."

The Hamilton & Lake climbed the Mountain and carried on to Port Dover. The five mile trek up the escarpment (which one day is going to make a fine bicycle path) cost \$ 1 million, nearly crippling the little line.

But according to the book, the Hamilton & Lake Erie had a busy station on Ferguson: "Its stature was most definitely enhanced by becoming the terminus of the Hamilton & Dundas Street Railway which operated from Dundas past Ainslie's Wood, a most popular picnic spot and then along Aberdeen, Herkimer and Main Street to the railway station."

And finally, we get the point. The book says that "even though the Ferguson Avenue Station remained in use until 1930, well after the golden age of postcards, no pictures have surfaced.

So the structure vanished, lost in the sands of time. Or did it? Franco Putignano has apparently been telling people for decades that his steak house is that old train station.

"I'm telling you I've been told," says Franco, who started Shakespeare's 22 years ago. From the beginning, his more senior customers talked of using the old station.

It roughly the right location. And there are those thick stone walls. And the vault. The door has been opened since at least 1969 — Franco doesn't know the combination.

Trains used to rumble and send ripples through the red wine. It was part of the Shakespeare atmosphere.

Franco has no old train photos. He has turned up no old ticket stubs in the crevices. "But this is the station," he says. "I can feel it."

Mar 19, 1991

CURLY, CRAPS AND THE FERGUSON TRAIN STATION -

By Paul Wilson -

Let me tell you about Curly Burke, the crap game and the car wash.

"Curly was a character and a very good friend of mine," says Jack Richardson, 75, who used to have a dental lab in the Medical Arts building.

It was about halfway through the dirty Thirties when he met Curly. Short, wiry fellow, jack of all trades. Entertained the troops in the Second World War with a magic show. Parachute jumper in the same war, until they turfed him for flat feet.

Curly married a girl while over there, but found another when he came home early. Trouble is, on VJ day the Red Cross generously sent his British bride to Hamilton and Curly had to lose the other women in a hurry.

His wife didn't stay long, "You had to be a bit of a gypsy to survive with Curly," explains Jack. "He was always popping up, somewhere."

Curly drove a streetcar. He sold pies too. He was the love of many women on his wagon route and he would flip customers, double or nothing, for the pastry wares. He spent his final days in a crumbling little place on the Beach Strip and died some 15 or 20 years ago.

But what's important is that one night in the late 30's, before the war began. Curly loved craps and he won big. That night, says pal Jack, Curly won a car wash.

Not one of these marvels of high-tech with robot brushes coming at you from all directions. It was a drive-through all right, but inside it was three men of the street hosing and buffing your car. And all for two bits.

So suddenly, Curly was king of the carwash. A man of means.

Jack saw him on the street about a month later. "Hey Curly, aren't you supposed to be running your carwash?"

"Lost it." Craps again.

Jack told me all this after reading *Street Beat* of March 5, 1991. In that column we were trying to figure out if the Shakespeare Steak House, tucked in beside the old tracks at Main and Ferguson, used to be the train station.

Jack's theory is that the steak house used to be Curly's carwash.

"Your memory can play tricks on you after a while," says Jack, "but I think that restaurant is just a glorification of the car wash. They just started adding to it."

I heard from a lot of people on this matter. A couple of them offered the carwash theory.

Others advised that the Shakespeare building used to be where you bought motor vehicle licences and it was home of the Hamilton Auto Club.

Some readers were positive the steak house was the old train station. Other readers were positive it was not.

So let us turn to His Highness of Hamilton history — Brian Henley, Special Collections, central library. As it turns out, he has been doing some digging. His findings are that Shakespeare's probably was part of the Ferguson Avenue station — the baggage end of it.

It looks like the north end of the station, with ticket sales and waiting room, was demolished 50 years ago. Brian will have the full story, with a picture of a spectacular crash in front of the station in his *Spectator* history column, March 30, 1991.

Meanwhile, we wait for the rusty Ferguson Avenue tracks to be torn up. They now belong to us, but the politicians want a little more time to consider the options.

It was 28 years ago, May 24, 1963 that this paper ran a story headlined "*Ferguson Avenue CNR Tracks To Go.*"

The lead paragraph was triumphant: "A 50-year battle to rid downtown Hamilton of its most aggravating traffic bottleneck — the Ferguson Avenue railway line — has ended in success." Complete abandonment of the line was just around the corner, we reported then.

And that picture of the traffic jam at King and Ferguson ran with it. No sign of a train station.

While the tracks are still there, the trains are gone.

So why, oh why, asks one crosstown commuter, doesn't someone dismantle the railway crossing signals?

That way, points out our driver, he wouldn't keep getting caught behind HSR buses on King and Main. they still dutifully come to a full stop and look both ways for a train that's gone for good.

Mar 30, 1991

THE TRAIN TRACKS LED RIGHT TO THE HEART OF TOWN -

By Brian Henley -

On September 18, 1873, more than 300 people gathered in front of the new railway passenger and freight depot on Ferguson Avenue, between King and Main streets in downtown Hamilton.

They were present to take part in the official opening of the Hamilton and Lake Erie Railway line. After a few appropriate speeches a huge locomotive — the John Scott, gaily decorated with flowers for the occasion — pulled out of the station headed for the escarpment.

As described in the next day's Hamilton Times the sight of Hamilton from the train after it had left the Ferguson Avenue station was breathtaking. The scenery from the side of the mountain is perfectly. We hear of the beauty of Italian landscapes, Swiss scenery and lovely spots on the Rhine, but we doubt whether any of these compare with the views to be had of Canadian scenery in the vicinity of Hamilton.

Ten years later on September 29, 1883, the modest brick railway station on Ferguson Avenue was the sight of a royal reception as George, Prince of Wales (later King George V), boarded a special train for a pleasant excursion to Port Dover.

A Spectator reporter, especially invited to accompany the prince, noted that as the train left the depot, a faint cheer was heard on board it, a cheer that rose from the throats of the crowd assembled on the platform. The prince stepped to the rear of the car and acknowledged the salute by courteously doffing his hat.

When the Ferguson Avenue station was first opened there was relatively little conflict between the trains using it and the traffic along King Street East.

But after the turn of the century, the level crossing had become a real hazard as there were many more passenger and freight trains using the track, and there was much more street traffic, including automobiles and street cars.

Sunday, January 28, 1917, was one of the most memorable days in the history of the Ferguson Avenue station, by then a part of the Grand Trunk Railway system.

About two o'clock that afternoon a southbound freight train, pulled by two locomotives, reached the King Street crossing at the same time as a westbound Hamilton Street Railway trolley car.

As a result of the collision, the lead engine jumped the tracks, ploughed across the frozen ground out of control, and then smashed right into the brick wall of the Ferguson Avenue passenger depot. The front of the engine came to rest right in the ladies waiting room.

As noted in the Herald account of the accident, "the engine might have continued on its wild journey clear through the old depot were it not that its smoke stack got among the waiting room rafters, where it held fast."

On June 13, 1931, The Spectator reported that demolition of the squat brick building which has served many years as a depot, at the corner of King Street and Ferguson Avenue is soon to be effected.

The Hamilton Board of Control had written to the Canadian National Railway asking that the depot, long considered an eyesore in the centre of a busy commercial district be fixed up and maintained properly.

In reply, the railway company announced it would discontinue using the station and asked for a demolition permit to tear it down. The passenger station part of the depot would soon disappear. but the former baggage room at the Main and Ferguson corner, used in 1931 as an automobile accessory would remain.

Dec 28, 1991

Roundhouse timbers going to repair Mennonite barns -

Old Timbers from the historic TH&B Railway roundhouse came crashing to the ground yesterday, destined for Mennonite barns across the Elmira area.

It was a long day of gruelling physical labour for about 75 Mennonite farmers who heaved wood from the roof of the roundhouse to storage bins below.

"In will go a long way. Not for a complete barn but for repairs to 15 to 20 barns," said Nelson Martin.

The Chatham Street roundhouse was built in 1929 and some of the timbers are as old as the building.

While there are rotten spots here and there most of the wood is still in good condition, said Mr. Martin.

Paul Morley, a train buff who came down to watch the demolition, marvelled at the farmers' strength and dedication.

"You should have seen them early this morning," said Mr. Morley. There were 30 to 40 guys across the roof tearing boards up with the black soot falling all around. These guys are slaving."

The farmers, subcontractors for the wrecking company, were also tearing out old brick and steel.

David Rapson, president of Total Demolition Inc. of Brussels, said the bricks will be used to build new houses and scrap steel will be melted down and reused.

"We'll salvage recycle and reuse as much as possible out of the building," he said.

The job is likely to take another few weeks.

The city tried to stave off the demolition of the rundown, vandalized roundhouse, but CP Rail, which owns the property, received a demolition permit earlier this month.

CP Rail took over the Toronto, Hamilton and Buffalo Railway in 1977 and stopped parking trains there in the spring of 1990.

The company was worried the huge building posed a liability risk.

CP Rail also wants to sell the 6.5-hectare (16-acre) site.

(no date) Jan, 1992

- Tracking the mighty Mogul

- By Paul Wilson

- They blundered back then, the men of the Hamilton & Lake Erie Railway. But let us give thanks that, more than a century ago, they pressed ahead with their million-dollar mistake.

For today, we have a wilderness corridor cutting up the side of Hamilton Mountain.

Those rails are about to become ours - the region is getting the right-of-way for \$1. And when the tracks come out (no firm date yet, but it is not a job that would take long) you and I will have a path to cycle or hike the escarpment.

"I've been all over North America and I haven't seen a city anywhere east of the Rockies with something to match this," says Jake Isbister, 68.

Thursday afternoon, sun shining, Jake and I hiked the line, from the top at Mohawk Road and Mountain Brow Boulevard to ground level at the old Corktown Tavern on the edge of downtown.

Ferguson Avenue - I met Jake a while back, after writing about the station the ill-fated Hamilton & Lake Erie line used to have on Ferguson Avenue at King. He told me that's where he grew up.

He used to hang around the station. And watch the trains push up the Mountain, en route to Caledonia, Hagersville, Port Dover.

It was usually a Mogul-type steam locomotive, hauling a few freight cars and a single passenger car lit with coal oil lamps, pulling off into an early winter evening.

"It got so I could identify the number of the locomotive just by the sound of the bells," Jake had told me then.

I told him I wanted to walk the Mountain rail pass, abandoned years ago. "Me too," said Jake. "I've been saying for years I'd do that." We shook on it.

There's good background in a book called *Rails To The Lakes*, by **Charles Cooper**.

The line makes a rapid ascent of Hamilton Mountain, rising 330 feet in just over five miles, one of the steepest gradients in Canada. The ride is scenic and provides a breathtaking view of Hamilton below. This is the gradient that is reported to have cost a million dollars alone and Mabel Burkholder provides a contemporary view of the scene:

Hand tools - "Near the top of the grade up the mountain there is a long deep rock cut. This work, lasting almost three years, was done with hand tools by a large force of Irishmen who lived in a the group of shanties called the "Patch" close to the job. Their one recreation was on Saturday nights, when paid, then cheered by gallons of village whiskey, they held a Donnybrook Fair, fighting each other like a colony of Kilkenny cats."

The Hamilton & Erie was a loser, and in his book Cooper wonders why. "Did Hamilton look north instead of south? If all the money and energy spent on the Hamilton and Port Dover project, including the horrendous cost of scaling the Mountain, had been sunk into a northern project instead, would the map look different today?"

So armed with some history, peanuts and Diet Coke, Jake and I set off.

Real adventure - It took 3½ hours, but we did it. "Mark this one down as a real adventure," said Jake at the end, raising his aluminum cane to the sky. The arthritis is worse each day, but he got this dream done in time.

We saw the stone canyon scratched out by those Irishmen with pick axes and black powder. We saw toppled telegraph poles, from the days when an operator leaned out the station window with a long stick - messages for a passing train.

We saw wildflowers in white, yellow, purple. Garter snakes. Butterflies. Ladybugs zipping along rusty rails. Spring streams. And bird's-eye views of the city as we moved west - King's Forest Park, Rosedale, Kenilworth stretching down to the factories, Gage Park.

And all the way down this gentle path, Jake did his job. He talked.

He told me the small metal buttons stamped in the ties give the year they were installed - many on this line say '37'.

He told me how hard the steam locomotives were on the line: "Every time that piston came down, it was like a big sledgehammer hitting the rails."

And he told me what old trains meant to him.

Pro wrestler - Jake, who's six-foot-three and once did some pro wrestling, worked for Stelco nearly 40 years. If he could turn time back, he would choose the railroad instead.

"I would have worked for free. The luckiest man in the world was an engineer on a steam locomotive.

"The steam engine was alive. Even standing still the air pumps were working. It had a pulse, a heartbeat. There was the smell of coal. The sound.

"A living breathing monster is what it was to me. Of course, I was a kid then. But I never lost it."

Jake's snorting steamers are gone. But Hamilton's new Mountain trail is a very good trade.

Jan 16, 1992

- Despite vows, only echoes fill old station -

By Paul Wilson -

Today I'll tell you about a part time farmer named Ken Sheppard who has the solitary job of looking after the abandoned TH&B station in downtown Hamilton.

But first, we have a job to do. We have to figure out why that old station is in limbo.

You see, it's supposed to be the depot for our new GO train service. The people we elected at the city and the region decided years ago that the Toronto Hamilton & Buffalo terminal is where it should.

Expensive - It will be an expensive project, about \$120 million. Maybe more.

But that wasn't a problem for the NDP government. Public transit is something it stands for. Get people off the QE and into trains that are modern, fast and easy on the planet. Highways, on the other hand, aren't big in the NDP playbook. Remember Red Hill?

The GO project has already gone through an environmental assessment. And last spring they went to the citizenry, which brought six demands for a public hearing. Some people want GO at the old CN station on James North instead.

And ever since then, it's been the job of Environment Minister Ruth Grier to decide whether to hold more hearings or let the GO work begin as planned at the TH&B.

Now a new year ticks away. I checked with one of Grier's staffer the other day. The word is no word. No decision yet. No indication when there will one.

Maybe Ruth Grier is busy. But didn't she find time just last week to dash off a letter of approval to the TTC to extend the Spadina subway line: They say the \$150-million project was put on the fast track to create jobs and boost the economy.

Maybe it's just good old party politics at work.

But wait a minute. Didn't Hamilton-Wentworth turn over all six of its seats to the triumphant NDP: And aren't three of those half-dozen MPPs cabinet ministers? And isn't another one the parliamentary secretary to the man with the wallet, the treasurer of Ontario?

I'm stumped. Back to Ken Sheppard. At the moment he's juggling vintage metal wastebaskets in the baggage room, trying to catch the leaks.

The Art-Deco TH&B was completed in 1933, the heart of the Depression. Sheppard showed up some 30 years later, still a teen, to put his nose to the accounts receivable on the sixth floor.

The years passed. CP Rail swallowed Hamilton's little line, the TH&B, home of the cream and burgundy locomotive. And still, Sheppard crunched numbers.

But in the summer of 1987, CP started slashing. If you had less than 10 years, you got the door.

CP wanted to empty out the station. But it told Sheppard he could stay on, if he was willing to become a janitor.

He tossed his tie, shouldered shovel, broom, mop. He had a little company for a while - the super, the assistant, the dispatcher. But now he is alone.

Heyday - He lives on a farm out past Copetown. He has four kids, 25 acres, eight head of cattle.

And 50 pullets - a Christmas present from his wife. "I did the chores and had seven eggs this morning," says Sheppard. Then into the station.

When he arrived there in the early '60s, the automobile had already lured many away. But the TH&B still carried passengers. Sheppard says they really packed the place on Easter weekends, for high school trips to New York City.

It was the heyday of railways again last November, when a movie crew arrived at the station to shoot a picture called *Sex and the Locomotives*. That prompted advance word of Madonna doing something in a freight car.

But there was no blonde. And no steamy stuff, says Sheppard, who had the job of showing the crew around. Hamilton's TH&B was supposed to be Baltimore in the '30s.

Sheppard guesses he's given at least a hundred tours of the station so far. CP execs from Montreal, treading along dank corridors in \$500 suits and \$200 shoes. GO Transit officials. Consultants. Architects. There's the medical office, Dr. N. E. Price painted on the frosted glass door. The eye chart is still there. So is the sturdy steel examining table, with stirrups.

And in the Ladies lounge, the high-backed benches are intact, covered in thick leather.

But most everything else has been cleaned out - CP's orders. Telephone booths, filing cabinets, baggage carts, heavy tables - all of wood. Most ended up in antique shops.

Sheppard will probably have to leave his station when GO gets the key - but he still wants that day to come. He wants GO to make the place rumble again. He wants to see the trains, the people, the shops, the floors that gleam.

Ms Grier, our man Sheppard turns 48 tomorrow. How be we have it all fixed up for his 50th?

Jan 7, 1992

Help keep HRCA on track -

By Paul Wilson -

I admit it. I sailed right past the honour box at Confederation Park.

It was this past Sunday. The agenda - park at the far east end of the paved waterfront path. From there the kids would ride their bikes, we would walk and Willie the wonder dog would sniff every tree and bush in sight. There was gold at the end of the trail - a couple of big plates of fries at Hutch's.

It hadn't occurred to me there would be a fee to get into Confederation Park in January. After all, nothing's open.

Money in the box - But the sign said it was \$1.75. You were supposed to put the money in the box and make sure you got out by 4 p.m. sharp.

I drove through. My conscience didn't let me get far. I backed up, reached out the car window and shoved a \$2 bill into the box.

By this time, a guy in a white car had pulled up behind me. He leaned on the horn. When I pulled ahead, he sped on through. He had me pegged for a sucker, to be sure.

But putting a deuce in the hands of the Hamilton Region Conservation Authority makes good sense to me.

The HRCA has made some mistakes - like trying to tear down every house on the Beach Strip. That trail by the lake, however, is great. There were many out using it Sunday.

But it is another trail that's important today, far from the fries, the beach, the go-carts.

The HRCA has finally worked out a deal with the rail barons for an 18-kilometre stretch of abandoned line between Hamilton and Jerseyville. The authority isn't saying much about the price it paid CP Rail, for fear that will affect the cost of other acquisitions.

But a staffer had told me last year the price would be something in excess of \$500,000.

And now it could cost that much or more to turn the line into a recreation trail. It's worth it.

In the summer of 1990 I wrote of biking the corridor, just after CP had pulled up the tracks from West Hamilton on. That chunky gravel, the bed for the ties, was like riding on marbles. But it was a wonderful trek, from the city to deep into the quiet country, past forests, sumach, raspberry bushes and the snack bar at the beautiful Sulphur Springs train station.

Now, deed in hand, the authority starts work. To assemble a master plan, staff members are talking to hikers, bikers, naturalists, adjacent landowners.

Write - And you too can be heard. You can write to Scott Konkle, HRCA Director of Planning and Engineering, P. O. Box 7099, Ancaster L9G 3L3. Or you can just call Konkle at 525-2181.

I did that. Told him the trail's a great idea. Asked him when it's going to have a smooth, hard surface, ready for biking and hiking by all. He says a fall-colours tour this year is not out of the question.

Konkle thinks it might be good to break up the trail's straight lines here and there. Because the right-of-way is quite wide in places, it will be possible to build some twists and turns and plant some trees along them.

Maybe, says Konkle, we should even build a few gentle hills for fun. Right now, it's a relaxed 3 per cent grade to the top - all the old steam engines could muster.

A train buff in this newsroom has another idea. Somewhere along that nature path there should be plaque or display that gives the history of the rails. He's right.

The line was the Toronto, Hamilton and Buffalo Railway's first. A Chicago businessman named J. M. Young started laying the rails from Brantford in 1892.

The route was to wind down the escarpment and into Hamilton. But Young ran out of money and the new TH&B finished the job.

Konkle says fund raising to cover part of the cost of building the trail will be underway by June. The authority will try to enlist service groups, cycling clubs, schools.

One family of horseback riders has already kicked in \$1,000. Konkle told them there's no guarantee yet that horses will be allowed on the trail. Doesn't matter, they said.

There's the example of the \$1.2 million Georgian Trail, which opened last summer on a 32 kilometre stretch of abandoned CN line out of Collingwood.

There they came up with a scheme that let families sponsor one kilometre of the trail for \$15,000. In return, that family got a small plaque imbedded in the path. In the first 2½ weeks, 20 sponsors stepped forward.

Maybe you and I don't have that kind of spare change. But next time out, we can drop a couple of bucks in the honour box. No plaque, but it feels good.

Feb 16, 1995.A6

HAMILTON'S FUTURE WATERFRONT; IT'S OUR HARBOR -

Preserve the natural scenery around the bay. Keep the parkland green, relatively clear of concrete and large buildings. Plan waterfront park development to serve the people of Hamilton as opposed to outside interests. Avoid user fees.

Those themes were among the key messages delivered to planners this week by citizens at a public meeting on the future of Hamilton's west harborfront. There was good support for the prudent approach that parks officials have adopted in transforming the western shoreline of the bay from an industrial eyesore into an oasis appealing to all ages.

It's a balancing act to create a waterfront that retains its natural appeal while at the same time tapping the potential to become a showcase for residents and visitors alike. Pier 4 park, a neighborhood jewel on the water's edge, and the much larger Harborfront park being studied for long-term development, are capturing that balance in most impressive fashion.

Bob Chrystian, Hamilton parks manager and co-ordinator of the west harborfront development study, put it well. As he said, a lot of Hamiltonians like what they see at Harborfront park now. He suggested that a

popular name for the park, which the city plans to rename to reflect a more distinctive image for Hamilton, would be some variation on the theme, "Don't mess with me."

That's not to downplay the obvious benefits which Harborfront offers as a dynamic site of major events from time to time. The park includes a natural grass amphitheatre where crowds of 15,000 to 25,000 could be accommodated to watch concerts staged on a floating barge. Smaller concerts, festivals and displays could be held on the site, harbor tours revived, and an entrance house developed to welcome visitors at a park rating among the finest on the Great Lakes.

Mr. Chrystian noted that in an era of increased sensitivity to the environment, intensive waterfront developments such as concrete-laden theme parks and large commercial/residential complexes are falling out of favor. With the allure that Harborfront offers to potential private developers, however, it's essential that Hamiltonians develop a plan for the park based on what they want. Otherwise, the city will run the risk of well-heeled outside interests coming in with proposals that could be inappropriate for our waterfront.

Nov, 1996.A7

FUND-RAISING -

FATE OF 1906 (Burlington) RAIL STATION UP TO PUBLIC -

Piece of History Worth Saving (via Doug Page) -

[By Carmela Fragomeni, The Spectator, Burlington]

Burlington council says it's done what it can to move and restore the historic Freeman railway station for future generations: now it's up to the citizens to make it happen.

Community fund-raising has to top \$112,000 before the city dishes out any part of its loan to a group dedicated to saving the station, built in 1906 just off Brant Street.

Despite some eyebrow-raising over the loan of up to \$224,000, council has approved both the loan and the move to Spencer Smith Park on the waterfront.

The Save Our Station group is confident it can raise the funds without problem.

But Alderman Ralph Scholtens balked at the interest free loan, saying the project doesn't make economic sense. He suggested emotions were taking over logic.

And Alderman Jack Dennison called the \$336,000 to move and restore the station a "horrendous" cost. Both men said a replica would be much cheaper.

However, Mr. Dennison said he could support the project if the cost wasn't putting the taxpayer at risk if the loan defaults, and if the station was being moved to a different location.

He is concerned that putting the station at the popular waterfront park limits the potential for commercial redevelopment of the vacant land called the Brant Inn node.

"The concept is good. The location is bad, and the costs are bad."

But Mr. Dennison and Mr. Scholtens had little support in opposing the loan.

"When you talk of our heritage, our history, you are talking about emotions," said Alderman Denis Lee.

"As we did with Ireland House (museum), we're doing here. We're asking the community, how important is this to you? If it goes well, we'll have the station."

Alderman John Taylor called it a prudent plan, provided there's community support. "If there isn't, it doesn't go."

Mayor Walter Mulkeewich acknowledged that there are risks tied to the loan, but added "I am prepared to take that risk because I feel it will be a good thing for the community as a whole."

Alderman Joan Lougheed said council has to have respect for past decisions.

"We felt the building was worth saving and the community came forward, and it really bothers me that we sit here and abuse the people who have come forward to serve (the community)", she said.

"The railway station has always been discussed as a component of the Brant node redevelopment," she said.

Alderman Rob MacIsaac, although supportive, warned council not to expect too much of community fund-raising because of various projects under way in the city.

Mr. MacIsaac is involved in fund-raising for a second time for the LaSalle Park Pavilion that burned down shortly after it was restored - the city is building a replica. Fund-raising in the community is not as easy today as it was three years ago, he said.

"We are starting to push the envelope and we need to get a greater sense of what we're doing. Otherwise, none of us will succeed."

JARVIS RECORD - Jarvis Public Library

Weekly paper

JR Apr 11, 1888

"the train on the Northern road on Friday morning, going north, was delayed a couple of hours on account of the flood on Thursday night making a washout on the track, where the line runs under the Grand Trunk."

JR Mar 21, 1888 - N&NW timetable

Departures to PD 8.50 am (mail), 4.00 pm (express) 8.35 pm. (Note: by 1889, the N&NW timetables in the Jarvis Record have disappeared.)

JR 1889 various - GTR timetable

Air Line

going west	going east
Express 11.17 am	9.32 am express
Mixed 12.45 pm	2.25 pm mixed
accmd 8.30 pm	5.40 pm accmd

NNW division

Going north	Going south
Mixed 6.35 am	Mail 8.05 am
mail 10.15 am	Mixed 4.50 pm
express 6.10 pm	accn 8.25 pm

South Norfolk branch:

Trains leave Jarvis for Port Rowan as follows:

9.32 am and 8.30 pm.

Trains arrive from Port Rowan at 8.40 am and 5.40 pm.

[It is not clear from this information whether the Port Rowan connections terminate at Jarvis.]

JR Wed Apr 10, 1889

"The Grand Trunk Railway moved the old Northern station over to this side of the track and intend making it into a baggage room."

This confirms that there was originally a separate station building and that it was located on the south side of the line as it approached Hwy 6 from the north.

From the Air Line station photos, the baggage shed at the east end is clearly a Class 2 HNW silhouette.

JR May 1, 1889

"a coat of paint has improved the looks of the GTR station".

JR 1901 various - GTR timetable

(also 1902 with minor variations)

Air Line

	west	east
exp	11.15a	8.20a exp
mxd	11.55a	2.05p mxd

acc 7.45p 5.55p acc
 NNW Division

	north	south
mail	8.27a	11.15a
exp	5.45p	7.45p

South Norfolk branch

leave 9.20a and 8.05p for Port Rowan

Arrive 8.05a and 5.30p from Port Rowan.

JR Oct 7, 1891

"an accident occurred at the H&NWR'y crossing on Talbot Street on Thursday morning last, while Mr. and Mrs. George Parmer of Townsend were crossing into town with a load of roots and vegetables etc to exhibit at the fair here. it appears that the train going to Dover did not sound the whistle and they did not notice it approaching until almost on the track, when they tried to cross but the engine struck the rig, upsetting it and tearing one wheel off. Mr. and Mrs. Parmer were both thrown out, the former escaping with a few light bruises but the latter was severely injured. The rig was completely demolished."

JR 1909 various GTR timetable

Air Line

	west	east
exp	10.30a	8.16a
pass	8.00p	5.59p

NNW division

	north	south
exp	8.20a	10.30a
pass	5.55p	8.00p

Note: Both morning and evening trains are designed to exchange passengers at Jarvis south to westbound to Simcoe and north to eastbound to Buffalo.

JR Oct 1, 1913

No 63 to Hamilton	7.40a
No 21 to Hamilton	8.25a
No 23 to Hamilton	5.25p
No 21 to St. Thomas	10.30a
No 23 to St. Thomas	8.43p
No 42 to Canfield J	8.23a
No 44 to Canfield J	5.59p
No 42 to Pt Dover	10.30a
No 44 to Pt Dover	8.42p
No 62 to Pt Rowan	7.10p

Note: it would appear from this timetable that Hamilton operated via Jarvis to St. Thomas and Port Dover via Jarvis to Canfield Junction. it also appears that there was a Hamilton-Port Rowan train (62 and 63).

JR Feb 3, 1915 (re Wm Gordon Photo - Marburg)

"No mails were delivered at the Jarvis post office for two days.

All side roads in the district are in a very bad state, owing to the snow blockade. The snow storm in the early part of the week put many telephones out of business. The GTR were offering work to all men capable of using a snow shovel to clear the yards.

Three cars were derailed two miles west of Jarvis on Tuesday. No employees were hurt.

Wrecks of every description were reported from various points all over the various railway lines.

Snow plows were almost powerless on the railway lines, the ice and snow playing great havoc with the traffic.

Traffic was fairly normal east and west on Tue night or Wednesday morning, but were running off schedule time.

Mr. John Crawford, the man at the helm for the operation of the Jarvis gates at the railway crossing, had a strenuous day on Tuesday. Owing to the ice storm the gates were put out of business and the old style of using the flag had to be resorted to. General railway traffic was suspended, but on account of the wreck east of the village there was considerable shunting all day long."

JR Feb 3, 1915

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Milton Champion

25 June 1903

"The GTR intend erecting a new station in Milton. Operations will commence about the first of next month. The old station will be moved back and turned into a freight shed and grain elevator."

Oct 10, 1979

Changes at the Diamond by Mel Robinson (Milton Then and Now).

Moncton Daily times

Moncton, NB - The Daily Times, Page 2 - Saturday, April 27, 1946 -

GEORGETOWN FIRE - The CNR Freight Shed and coal yard in this Ontario community were razed by fire with damage estimated at \$100,000. Firemen and volunteers were able to save 4 cars. Three freight cars and a house were destroyed.

NORTHERN ADVANCE (Barrie)

The Northern Advance was originally the Magnet.

Became NA in 1852.

NA ceased in 1940-41,

acquired by the Barrie Examiner which was started in 1864.

The SCA has an index for the Northern Advance but not the Barrie Examiner. However, the Examiner is on microfilm.

Notes: The index portion of this summary has been compiled from the index cards at the Simcoe County Archives (identified as CARD #) and supplemented by additional research at the Ontario Archives.

The references behind the year, e.g. .2.2 is to page 2 column 2 etc.

The dates are day/month/year

Published on Thursday

NORTHERN ADVANCE

1865-1885

31/5/65.2.5 Completions at the Barrie Station house

"The Switch:

The station house platform here may now be said to be completed." (at Barrie)

21/6/65.2.5 "New Epoch" with new Barrie Station

28/6/65.1.5-7 Synopsis opening Barrie branch

Opening of the Barrie Switch of the Northern Railway

19/7/65.2.5 New RR arrangements in Barrie

18/6/68.2.3

Allandale passenger station house constructed

"Very near the spot where the Prince of Wales stood when he visited this country, now stands the new station at Allandale. Eight years since or thereabouts we heard the Duke of Newcastle characterize the view of Barrie from Allandale as one of the pleasantest sights he had seen. If the Duke was to revisit us he would say there was now there also one of the prettiest little railway stations in the world."

11/1/72

- THE HAMILTON AND GEORGIAN BAY RAILWAY PROJECT

- The people of the "ambitious little City" of Hamilton seem determined to keep pace with the present progressive times, especially in railway matters.

Their last scheme is to run a line to Lake Huron, touching at or near Hogg Bay (Victoria Harbour) in the township of Tay. A glance at the map of the province will show that an air line from Hamilton to Victoria Harbour would pass through a fine section of country, touching Barrie as being in the direct route. The projectors of this road propose to connect with the intended Pacific Railway, and if they adopt the Great Western gauge, they can, of course, run in a connection with the American lines without breaking bulk.

We notice that a meeting was held in the Township of Flos lately, when it was decided that a bonus of \$20,000.00 would be given to any railway running through that municipality; but we are not aware whether or not it was the Hamilton project that elicited this expression of the feeling of the Flos people.

22/2/72

COLLINGWOOD - Hamilton and Hog Bay Railway

(Collingwood, Feb 17)

- A large and influential meeting was held in the town hall last night in connection with the Hamilton and Hog Bay railway scheme. It was unanimously resolved to ask the projectors of that railway to fix their northern terminus at Collingwood instead of Hog Bay. It was believed that this arrangement would not only be a benefit to this town but would also promise advantageously to the people of Hamilton. It is intended to ask the co-operation of the Northern Railway as it is probable that the road would gain a largely increased traffic by having the Hamilton Railway terminate here. A committee was appointed as follows to carry out the views of the meeting: — Messrs. N. H. Hibborn, Thomas Long, J. Hogg, D. Gamon, C. Macdonell. T. W. Fair, D. Dobson, J. Lindsay, H. Robertson, B. F. Lewis, G. Watson, C. Cameron, A. Melville, W. B. Hamilton, James Harry, D. W. Port, and C. Wiggins.

The committee met to-day and appointed a delegation to wait upon the projectors of the railway next week. There is a feeling here in favour of the railway.

29/2/72

COLLINGWOOD AND THE RAILWAY

(The Spectator)

Reference has been made in these columns a few days ago to the fact that the people of Collingwood were desirous of securing direct railway communications with Hamilton. Having tried Toronto as a market, they have found it wanting in the qualities so desirable in a place making the pretensions it does, and are desirous of making other and better connections. Some days ago they held a public meeting to discuss the matter, and a large number of the leading men were present. After a thorough discussion of the Hamilton and Northwestern railway scheme, which is proposed shall be rebuilt from this city to Hogg or Matchedash Bay, the following resolutions were adopted:

"That as it appears from the public prints and other information that a company has been formed in Hamilton and has applied for a charter to build a railway from that city to the Georgian Bay, it is the opinion of this meeting that no more direct or feasible route could be obtained than a straight line from Hamilton to Collingwood."

"That this meeting pledge itself to support the proposition for granting a bonus to the projected railway, should the proprietors consent to make Collingwood the terminus."

"That the following gentlemen be appointed to carry out the views of this meeting: N. B. Hilborn, Thomas Long, John Hogg, C. Gamon, Charles Macdonell, T. W. Fair, D. Robson, James Lindsay, Henry Robertson, B. F. Lewis, C. Cameron, George Watson, A. Mcville, and the mover."

"That the council of Nottawasaga be requested to assist us in the movement, and to appoint one or more members to the executive committee."

— Carried.

The main object seems to be to make Collingwood the terminus of the proposed line, about the wisdom of which the Directors will, we presume, be the best judges. No doubt they will carefully investigate the respective merits of the different places before finally determining which will be chosen.

It cannot be otherwise than flattering to the people of Hamilton to see places that have so long had direct railway communications with the "centre of civilisation" as Collingwood and Barrie, so anxious to secure connection with here somewhat smaller, but not enterprising sister. It seems to us the energy and spirit with which Hamilton has carried out here W. G. & B. scheme, as well as the natural advantages of here position, has had a good deal to do with bringing about this sentiment in those places.

28/3/72.2.4

Approach to new station to be improved frost out

25/4/72

(Clarksville, April 23, 1872)

An influential meeting of the Provisional Directors of the South Simcoe Junction Railway Company, and a number of the Reeves and Councillors of the Townships interested in the projected Railway from King Station, on the Northern Railway, to the neighbourhood of Alliston, was held today in Baxter's Hall, in this place. The proposition of the Company to construct the line for a bonus of \$100,000 was considered and accepted; and the meeting apportioned that amount among the municipalities interested, so that the townships of King, Tecumseth, Adjala, Tossoronto, Essa and Mulmur might have an opportunity of voting upon the bylaw at an early day. There seemed to be a very general feeling that the bylaw would be by large majorities.

2/5/72.1

SOUTH SIMCOE JUNCTION RAILWAY (Clarksville, April 23)

The project of extending a branch line from the neighbourhood of King station, on the line of the Northern Railway, to a point at or near Alliston, has assumed a practical shape. The construction of this line was urged upon men who had already identified with Toronto Railway enterprise, by representatives of the locality, and a charter was obtained at the last session of the Ontario Legislature for this Company. The meeting held to-day, in Baxter's Hall at this place, was attended by leading men from all the interested localities.

The chair was taken by Mr. P. D. Kelly, of Alliston, Vice-President of the Provisional Board, and Mr. George McGirr acted as Secretary.

The Chairman explained that he had been requested to call the meeting in order that consideration might be given to the division and apportionment among the different townships interested, of the necessary bonus. This Company would not undertake the work without municipal aid to the extent of \$100,000.

A resolution was then unanimously carried appointing the following gentlemen among those present to represent their respective localities on a Committee to consider what would be a fair, proportion for each township to bear of the proposed \$100,000 bonus: — Tecumseh - George Nolan, Reeve, and Thomas Fisher, Deputy Reeve. Adjala - John Gamble, John Alexander Irwin; Essa - George Fletcher, E. J. Ritchey; King - Thomas W. Tyson, George Hughes; Tossoronto - John Fisher, Reeve, John Reid.

The meeting adjourned for an hour to allow the committee to consider the matter, and at the end of that time, they brought in the following report: - The Committee appointed to equalize the proposed bonus of \$100,000 to the South Simcoe Junction Railway, beg to report as follows, that is to say — The apportionment between the several townships interested, should, in their opinion, be as follows: -

For the Township of King	\$20,000	
For the Township of Tecumseh.	30,000	
For the Township of Adjala.	10,000	
For the Township of Tossoronto.	15,000	
For the Township of Essa.	15,000	
For the Township of Mulmur.	10,000	\$100,000

John Fisher, Chairman.

George Hughes, Secretary.

After a short discussion, in which Messrs. Thomas Kidd, George Fletcher, T. M. Tyson, George Nolan, Thomas Fisher and others took part, and after explanations of the financial basis by Alderman Manning and Mr. Edgar of Toronto, the report was adopted. The only individual who expressed any hostility to the scheme was Mr. Thomas Kidd, of Seaforth, in the County of Huron, who is connected with the Hamilton and Hog Bay railway project. His remarks were not received with the highest evidences of respect, and had no effect whatever upon the meeting.

The prospect for this line being built at an early day seems excellent, if any opinion can be formed from the warm interest which the people of that part of the country take in it. The bonuses are moderate, and the farmers now see their way to a market at their own doors, and direct connection with Toronto.

2/5/72.1

PACIFIC JUNCTION RAILWAY COMPANY

It will be a long time before Canada can complain of an excess of railways, but the proposed route of the Pacific Junction Railway will tend to do more for the extension of our Dominion towards the great north-west, than any smaller schemes combined. We have the prospectus of this Company before us, and the names attached thereto insure the practical character of the undertaking, and many of them are those of men who have already carried similar enterprises to a successful issue. From a study of the map, we see that this line will be in no way antagonistic to the projected Interoceanic line along the north shore of Lake Superior, but will rather open up a district of country equally important to Canada, certainly more important to Ontario, than that other great undertaking. Starting from a point common to the existing and projected lines leading to Lake Ontario and the St. Lawrence, it is proposed to run it along the north shore of Lake Huron and Sault Ste. Marie, which will be at once the *entrepot* for the American Northern Pacific, the proposed Canadian Inter-Oceanic line *via* Pembina, and the railway under consideration. We believe that the proposed line, if carried out, will be one of the greater achievements of our railway men, and that it is safe in the hands of those who have taken it up, is only to be inferred from their character, position and enterprise.

23/5/72

SOUTH SIMCOE JUNCTION vs HAMILTON RAILWAY

The Alliston *Star* shows up the operations of the projectors of this scheme. The Mayor of Hamilton it says is busy canvassing and circulating hand bills around those parts, and promising railway accommodation where ever a bonus can be obtained; but the *Star* remarks the bait does not seem to take with the intelligent farmers of South Simcoe, who it claims are too well informed not to know the difference between a bogus, impracticable, "Will o' the wisp" Railway scheme, the provisional directory of which do not seem to know their own minds many hours together, and another which will give them "the shortest, safest, and best road to the political and commercial capital of Ontario, a City which was, is, and will be, the best market in the Province."

The "South Simcoe Junction" scheme now before the people of the South, our contemporary also claims, will if carried out provide the South will a railroad which will afford the people just such carrying accommodation as they need.

With regard to the vacillating character of the company we are told that; "before obtaining their Charter, and for quite a length of time afterwards, Hog Bay, or some adjacent point was set down as the Northern terminus, but as soon as the provisional Directory was interviewed by the Collingwood deputation, the route was changed; Tottenham, Clarksville, Cookstown and other places, to which inducements were held out were cast in the shade, and positive promises made that the road would be built on a direct line from Hamilton to Alliston, and thence to Collingwood. These were the calculations some ten days ago, since which time they have again changed their base. As they cannot get a cent of municipal aid in Halton, they, now propose using the Great Western as far east as Oakville, or Port Credit; and building the road from either of these places to Brampton, and from there through or by way of any Township or Village, where the needful can be raised, to some yet unknown terminus."

Not being posted as the respective merits of the projected lines of road, and their capacities of serving the greatest number to the greatest advantage, we make no comment. The advocates of both schemes are actively at work; and each of course are seeking for as much in the way of bonuses as they can get.

29/8/72

THE HAMILTON RAILWAY PROJECT

Is to be ventilated with a view to a bonus of course, in Barrie on September 3, 1872 in the Town Hall, at 7 o'clock; at Thornton on Wednesday at two; at Cookstown the same evening at 7:00 p.m. Newtown Robinson and Bond Head on Thursday, at two and 7:00 p.m. Tottenham and Penville on Friday, at the same times. With regard to a bonus from Barrie, the matter is doubtful, as we have so nearly approached the limit allowed by law, that neither people nor council will, we imagine, be willing to involve the town further in debt. This is the only objection we can see that can be raised against a liberal bonus - but it is a strong one.

12/9/72

NORTHERN RAILROAD

The Semi Annual meeting of the above company took place at the offices on Brock Street on Wednesday afternoon. The Honourable J. B. Robinson, M.P., President of the Road, in the chair.

Mr. Cumberland, managing director, read the half yearly report, showing an increase of gross earnings of nearly twenty-six thousand dollars over the same period of last year.

In the Northern Extensions the opening of the Muskoka Branch to Atherley is promised about the 15th of this month. Westward from Collingwood the North Grey has been opened to Thornbury — somewhat over twelve miles. The carrying through of the road to the Muskoka country will be a work of , but will, no doubt, be energetically pushed forwarded, as when complete it will be a vast feeder to the main line. That portion of the Branch already built has resulted very satisfactorily the earnings as stated by the report, being sufficient to meet all interest account.

An addition to the rolling stock is pointed to by the report as an immediate necessity, to relieve the line of the freight constantly awaiting shipment. An organisation to place the lake transport service on an efficient footing is also considered a necessary adjunct to the working of the road up to its full capacity.

The carrying power of the Northern has not as yet been half developed, owing to the deficiency of rolling stock, and business men meeting with delays in the carriage of their freight have naturally felt aggrieved, and have roundly abused the management for neglect in the matter, when the simple fact is, it was not possible to accommodate all, consequently some must suffer. This defect is, we believe, felt as much by Mr. Cumberland as by any one; hence in his reports he strongly urges upon the proprietary the necessity of a more complete equipment in the matter of moving freight. This is a pressing requirement now, but will soon become an absolute necessity if the road is ever to realise the great idea of its first projectors, as we have no doubt it will, and be the main route between the upper lakes and the St. Lawrence; and for that matter more than that, inasmuch as by the Northern Extension it will take the traffic of the North East of us and probably form the first connection, in this part of Ontario, with the Pacific Railway.

23/1/73

HAMILTON AND NORTH-WESTERN RAILWAY

The promoters of this railway have been spending the past few days in the Township of Innisfil, holding public meetings and advocating the project. We understand they have met with great success, and that there is no doubt but the By-Law granting a bonus of \$20,000 from the Township of Innisfil, will be carried at the Polls tomorrow. We have only been able to have our reporter at one of these meetings, that at Allandale, and judging from the feeling there, the majority in favour of the bonus will be large. At this meeting Messrs. Ting and Saunders from Hamilton, delivered able addresses, proving, beyond all doubt, that Innisfil will stand in its own light if it does not do all in its power to further the interest of the new Railway. The other speakers at the meeting were W. C. Little, Esq., M.P., Deputy-Reeve, William Hunter, Esq., Deputy-Reeve William H. Hewson, Esq., F. Barclay, Esq. -- Lennox, Esq., of Innisfil; and William Boys, Esq., Mayor, and R. Nelson, Esq., Merchant of Barrie, delivered good addresses, and all declared themselves in favour of the road except Mr. Barclay. At the close of the meeting, the Chairman, David Comiskey, Esq., called for a show of hands, and out of the large number of ratepayers present, only three held up their hands against the bonus. The meeting terminated with a vote of thanks to the Chairman and three cheers for the Queen, amidst much enthusiasm.

From later information, for which we have held our paper back, we are pleased to add to the above, that Innisfil has from the telegraphic reports from the Montreal Office, done well in the matter, and has cast a large majority in favour of the bonus.

	<u>YEAS</u>	<u>NAYS</u>
Thornton	60	1
Hindles	75	0
Churchill	Majority	20
Allandale	75	3

The vote against, Mr. Cumberland's scheme in his pet place, Allandale, shows the estimation in which he is held there as well as here, where all men united to stay his attempt to override the town of Barrie in the matter of the water frontage.

15/5/73

Facts for the ratepayers of Simcoe.

Favourable editorial HNWR

4/2/75

John Stuart letter 29 Jan 1875 to the County of Simcoe

20/5/75.2

Cumberland and the railway

9/8/77.2

Petition not to use Anne Street [(goes NW from Tiffin) to bring HNW into city centre.]

Barrie Town Council

A petition was received from Judge Ardagh and about 150 other ratepayers, praying that leave not be granted to the H&NW Rly to run their line along Ann Street, for the reasons that it is the dividing line between the Town of Barrie and the Twp of Vespra, and an important highway; that a better location might be had through private unoccupied property, and the township council are making efforts to open out their portion throughout the length of the township in order to make it a leading thoroughfare for Essa, Vespra, Allandale and Barrie, thus showing how important it is to keep it free of obstructions.

9/8/77

H&NW Railway affairs in this neighbourhood are apparently at a standstill.

16/8/77.2.1 Editorial

The Railway and Street Question

In summary, criticises the NIMBY attitude.

"We should certainly prefer to see the streets used as little as possible for railway purposes and no doubt so would the Railway Company, but if we want the road we must be content to submit to some little drawbacks for the sake of its benefits, but above all our good faith as a corporation must be maintained."

Note: Committee of council was supportive of the route along Ann Street.

30/8/77

Report of Government Engineer and Inspector of Railways

"With all these railways it is destined to make important connections for interchange of traffic, the transfer of passengers and freight with the Grand Trunk and Canada Southern Railways especially being now considerable."

56 lb rail, some steel, some iron, depending on traffic load.

30/8/77.2.3

Stayner ratepayers ask the H&NW Rly how much they want to run the line to the village.

20/9/77.2.3

Tossorontio people look for the H&NW by January next.

20/9/77.2.3

The rails have been laid on the H&NW railway as far as Cookstown.

27/9/77.2.2

Editorial: The H&NW Railway

"Operations are in progress which indicate that the H&NW will be built and the cars running to Barrie within a very few weeks. The location of the road into town is given in detail in our local columns, and from what we can learn general satisfaction exists with reference to it. The fine Driving Park will be more or less cut up; yet we believe it is the intention of Mr. Moberly to alter the shape of the course and not to do away with it entirely. The Town Park, too, will have a considerable slice taken off it, which may perhaps oblige the people to look out for another public pleasure ground. But a railway is an institution which plays "Hob" with property generally, while at the same time it confers inestimable benefits on a community."

27/9/77.3.1

Hail to the H&NW Railway.

27/9/77.3.3

Route located to Queen's Park on Sophia. Allandale (HNW ed.) Stn extends from William to Baldwin Sts on the farm of Messrs Burton Bros.

Ties laid between Allandale and Barrie.

"the line definitely located to Barrie - it crosses the NR on the property of T. Seymour, crosses through the race course and also the Town Park, where it brings up for the present. One station on the Burton property near Allandale and another likely to be built in the park.

...owing to some difficulty with the NRC as to a crossing at the switch, the progress of the work was checked. This difficulty has now been effectively disposed of, the line having been run in a direction which keeps it clear of the switch. Following is the course of the line from the Station at Allandale which is situated on the farm of Messrs Burton Bros, a quarter of a mile from the Northern station and extends from William to Baldwin Streets, occupying about four acres of ground. Across the gore between Baldwin St. and Essa Rd., thence across lots 2,3 and 4 between the Essa Road and Centre Street, thence across lots 37,8,9 between Centre Street and Main Street, thence across lots 4, 56, 22, 23, 24, 34, 35, 36, 49 and 50 between Marcus and Alfred Streets to the Northern track. Here it crosses the track on the property of W. T. Seymour, the town line between Innisfil and Vespra and entering the race course nearly halfway across the lot. A considerable portion of this property may be utilized by the Company as a lumber yard etc. Running north across the course it goes through the corner of a lot and thence through the McAdie property, cutting across a corner between Henry and Ann Streets, proceeding further, again takes a curve and runs through more properties to Sophia Street, along which it runs to the Town Park at which we will leave it for the present."

4/10/77.2.3

The frame of the H&NW station at Allandale is up and work is proceeding at a rapid rate.

25/10/77

Allandale brieflets: "The diamond crossing is finished"

25/10/77.3

Opening ceremony at Hamilton. HNW completed.

25/10/77

Nottawasaga farmers are cautioned not to bonus the H&NW Railway unless the line runs to the village.

25/10/77

Goods arriving by rail at Tottenham are left out in the open all night, the station not being completed. And singular to say, no-one around ever thinks of carrying any off.

25/10/77

Report on construction.

25/10/77

Excursion to Hamilton for directors and officials

"started about four miles out of town" - speeches - banquet.

25/10/77

The navvies were creating a terrible disturbance in and around Allandale on Saturday night. Some protection in the shape of special constables should be afforded the peaceful denizens of that locality.

1/11/77.2.4

The Hamilton and Northwestern Railway to Barrie is at last an accomplished fact, as the whistle of the locomotive on Friday [sic - signified?], as it steamed up on the last rail that brought the road into the corporation. Let us hope that the shrill scream of the iron horse heard last week marks the dawn of a period during which Barrie is to make "a big push" in the move city-ward as will finally result in placing her among the ranks of her sister towns that have gained civic distinction.

1/11/77

The merchants of Cookstown are importing coal per H&NW for winter use.

1/11/77

Cookstown is building up at a great rate.

1/11/77.4

The locomotive 'Ontario' with the first passenger train on the H&NW arrived in Barrie at half past four on Tuesday [Oct 30, 1877.] with dignitaries on board.

1/11/77.4

Report on construction published

1/11/77.3.1

Mr. M. Maloney, late of the Northern Railway at Allandale, is an applicant for the position of Station Master at Barrie, of the H&NW Railway.

1/11/77.3.3

The Town Council held a special meeting on Tue night to confer with the directors of the H&NW with reference to the location of the line beyond the point now reached.

-Opposition re town park, company ready to build temporary terminus if not resolved.

"Mr. Stuart stated that it was intended to build a temporary station at the present terminus [the Town Park] on account of the opposition manifested against the road going through the town park, though it was the determination eventually to run through this property, no other course being practicable. The opinion of members of council seemed to be that if such was the intention of the Company, it would be as well to have the line continued at once and obviate the necessity of the proposed temporary station."

8/11/77.2.3

Town Council

Railway Terminus

Permission given the Company to run through the Park. The station, which will be built at once, to be located on the gore at the junction of Toronto and Ross Streets. [Note: the station - this did not happen - see below.]

8/11/77.2.3

Grading on the H&NW Branch to Glencairn is finished.

15/11/77

Alliston is rejoicing over the possession of the H&NW.

15/11/77

"If Essa claims \$20,000 from the railway company because the road deviated a trifle from the original survey, the [Cardwell] Sentinel wants to know what ought Adjala to get when the road doesn't come into it at all?"

15/11/77.2.1

The Hamilton and NW extension [to Collingwood]

Editorial:

The Collingwood Bulletin lays the matter of the extension to Collingwood of the H&NW rly before the people at once very lucidly and forcibly. The proposition of the directors is, it says, that for a small additional bonus (say \$13,000) they guarantee to begin the construction of the road from Glencairn to Collingwood by May 1, 1878 and have it finished by August 1, the road to run through the centre of Nottawasaga as originally proposed via Creemore, Duntroon and Nottawa and the additional bonus to be paid when the road is completed and in actual operation."

Refers to the rivalry at Stayner and declines to take sides.

22/11/77.3.1

The H&NW Co have commenced the erection of workshops and roundhouses at Hamilton.

22/11/77.3

Town Council

Objection to running line through town park - but inevitable. Allowed to go through Town Park.

After a short discussion, a resolution was passed leasing to the Railway company the right-of-way through the Park for 99 years at a nominal rent Of \$5 per year, on condition that the ground occupied by the track

shall not exceed a width of 12 ft, a clause providing that the tracking, where it rises above the present level of the Park be graded so as to prevent as far as possible any conspicuous rise or embankment.

6/12/77.3.2

The rails have been laid on the HNW up as far as the terminus of the line in Barrie. Anyone wanting to see the progress of the work in the vicinity of the station can do so by a trip up to the head of Toronto Street or a walk along Ross Street west of the foundry. The property on the corner of Bayfield and Sophia Sts, owned and occupied as a store and dwelling by Mr. W. P. Jaynes, has been purchased by the railway company for station premises.

13/12/77

County Notes

Grain storehouses are being built at the several villages along the line of the H&NW.

13/12/77

There will be a flag station at the point where the H&NW intersects the 7th line Tecumseth.

13/12/77

Nottawasaga people will soon be called upon to decide the question of an extra bonus to the H&NW Rly.

13/12/77

A Stayner man is reported to be engaged in the work of teaming from Glencairn, the present terminus of the H&NW, coal oil bought at Hamilton, which he calculates will be a saving to him of 2 or 3 cents a gallon as compared with the NRC tariff.

7/2/78.2.5

The Collingwood Messenger has news from Hamilton to the effect that the H&NW have completed their financial arrangements and the extension of the railway from Glencairn to Collingwood will be commenced at a very early day.

21/2/78

The H&NW Rly Co applied to the Local legislature [Ontario] for an extension of time in which to complete the branch to Collingwood. Mr. [Thomas] Long, [MPP, Collingwood] however was successful in defeating the object of the company and the work will have to be done within the specified time.

14/3/78

The engineers are engaged locating the H&NW between Glencairn and Collingwood and tenders are being prepared by the contractor for the immediate prosecution of the work. The Enterprise hopes to see the cars running to Collingwood by the latter part of July.

28/3/78

The H&NW railway it is the impression among Stayner people will touch at that village.

4/4/78

Work on the H&NW at Collingwood will be commenced immediately.

11/4/78

Alliston people complain that they cannot get the railway company to pay them for wood delivered.

25/4/78

Alliston urges the carrying of the mails by the H&NW.

25/4/78

The H&NW have settled up at last with the parties who supplied wood at several points along the road (the power of the press?)

2/5/78

The H&NW railway co want \$45,000 more to enable them to go on with the branch. This amount they will distribute as follows:

Collingwood	\$10,000
Nottawasaga	\$20,000
Collingwood Twp	\$ 5,000

Osprey \$ 7,500
 Mulmur \$ 2,500

The Enterprise comments that this has "shaken our faith in the men but not the road" and comments "It is a last effort and a desperate struggle to be made to squeeze a few more thousands out of the ratepayers, and as we believe, unjustly, we shall endeavour to prevent it to the fullest extent of our ability."

9/5/78

Corporation Council

A copy of a letter was read, written by the Mayor to the secretary of the H&NW RR Co, asking for an explanation with regard to the erection of workshops, engine houses and other buildings, within the corporation. The letter pointed out that the agreement with the company and with the town did not limit the company to workshops but covered all buildings within certain points, especially engine houses. By the track on Sophia Street and through the Park private and public property had been injured and the council felt that they should insist on the Company fulfilling their agreement.

[Should have been erected within the municipality - Perhaps referring to the race course which was outside the original perimeter defined by Barrie]

16/5/78

A flag station is wanted on the H&NW at Bennett's crossing, Tecumseth [7th line?]

16/5/78

The Secretary of the H&NW has signified his intention of withdrawing his intended application for an additional bonus from Collingwood and instead thereof will ask the Council to consent to the Company running their main track down Birch Street, a course which the Enterprise can see no reasonable objection to. The several by-laws will be submitted to the ratepayers on June 6.

6/6/78

The H&NW will soon carry certain of the mails.

27/6/78

Contractors for the North Simcoe Rly named. Chief contractor W. Hendrie.

27/6/78 and 4/7/78

Advertisements for H&NW Excursions

Railway still terminates at Glencairn.

Cheap excursions to Barrie - return at single fare, good for return on any regular train Monday following:

6.00am	2.10pm	Glencairn	12.45am	8.40pm
		Airlie		
		Tioga		
		Everett		
		Alliston		
		Thompsonville		
7.30	3.40	Beeton	11.15	7.15
7.55	4.05	Beeton	11.00	7.03
		Cookstown		
		Thornton		
		Victoria		
9.07	5.12	Allandale	9.53	5.58
9.15	5.20	Barrie	9.45	5.50

Note: Not all station times entered - no reference to either Innisfil or Randall

18/7/78

The contract for building the branch of the H&NW Railway to Collingwood has been let to Mr. S.D. McDonald.

1/8/78

Work on some of the sections of the branchline to Collingwood of the H&NW has already begun and the whole line to Collingwood will be under way in a short time. the contractor expects to have the road ready for traffic about the 15th December.

26/9/78

The H&NW will carry the mail on after Tue Oct 1st.

3/10/78.3.1

H&NW mail regulations

3/10/78

The H&NW have got an extension of time to complete the grading of their road through Nottawasaga, grading to be finished by November 29th.

17/10/78

The Saturday special train running between Glencairn and Barrie has been discontinued.

17/10/78

Round Town Dashes

The siding at the H&NW station here (Barrie) was taken up and removed to the opposite side of the building. The change had become necessary to accommodate the large and increasing freight business being done by this road.

31/10/78.2.1

NRC stock held by Simcoe practically worthless (\$200,000) wiping it out would relieve the NRC of a debt and enable it to make changes include the necessary change of gauge.

31/10/78

The rails are being laid on the Collingwood branch of the H&NW.

Note: Reference in another report to navvies joining gang working near Duntroon, presumably grading.)

7/11/78.2.3

The County's Northern Railway stock

The NA is in favour of relinquishing the stock - ranks low in the list of liabilities of the Northern.

7/11/78

The new year will open before the HNW branch to Collingwood is built.

12/12/78

The first train on the H&NW is expected to reach Collingwood next week.

12/12/78

On Mr. Armstrong's farm, 6th concession Nottawasaga [Websterville], a large area of land on which the H&NW track was located, sank completely out of sight, giving place to a small lake. it is impossible to fill up the hole, thus created and which is apparently bottomless, and the route of the railway will have to be changed.

Note: The eventual route of the line through Websterville is on a slightly more southerly alignment than that shown on the contemporary Nottawasaga map.

9/1/79.2.4

Conversation with Maitland Young, Sec HNW

"It is the intention, we also learned, to apply to Parliament at the next session, for a charter to build a branch around the lakeshore to Toronto, a line which would be of greater utility, not only to the H&NW but also to the Grand Trunk and CSR who need just such a means of communication with the Queen City."

9/1/79

The H&NW has reached Collingwood. We congratulate the people of that staid old burgh on the increase in railway facilities they will now enjoy, and we would also add our praise to that which is being bestowed on the company for the energetic manner in which they have carried out the work of the extension.

16/1/79

On Monday there passed along the line of the H&NW to Collingwood on an official tour of inspection several dignitaries of the road. Satisfaction was expressed with the condition of the line.

16/1/79

Proposal for a line from Whitby to Angus.

27/2/79

The H&NW have put on a night operator at Beeton at which station the traffic is rapidly increasing.

13/3/79

A despatch from Duntroon states that the floods have caused about 200 yards of the H&NW near the fork of the [Batteau] river to fall through and the banks on both sides have caved in.

20/3/79.1.6

A new railway project from Palgrave to Orangeville.

Nov 13, 1879.2.2

"The H&NW roundhouse has been removed from Collingwood to Allandale."

Only 12 miles - easy grade via Ballycroy and Mono Mills.

10/4/79

"An executive committee has been appointed to take steps for securing a preliminary survey of the proposed extension of the H&NW Rly to Orangeville."

17/4/79

"A survey is being made of the proposed Orangeville, Hockley and Beeton Railway."

"HNW President interviewed. HNW would provide rollingstock if municipalities paid for the line (\$80,000).

24/4/79

the work of ballasting the Collingwood section of the H&NW, the [Collingwood] Messenger says, will commence this week, and will be energetically prosecuted and completed. it is the intention to have the passenger trains running to Collingwood by 24th May.

1/5/79

"The H&NW Rly have been fulfilling the promise made to "fill up" about their track in the neighbourhood of the park."

"A platform has been erected at the HNW station for reshipping timber from the Northern to Caledon East for the Credit Valley Railway." (From the location of the article this appears to refer to the Barrie station, although Allandale would seem to have been a more logical transfer point.)

8/5/79

Palgrave to Orangeville

Exploratory survey - no engineering difficulties - cost of construction comparatively low.

22/5/79

It is said that part of the H&NW, about 2 to 3 miles south of Duntroon, which has caused so much trouble and expense on account of sinking, has again disappeared. Quite a number of men were engaged drawing clay last week for the purpose of filling up the gap. it is said that over 200 car loads, together ties and rails, have entirely disappeared, and only a few stumps on the edge remain to mark the place where the railway was built.

29/5/79

FIRST MENTION

Proposed amalgamation of the H&NW with the Northern Railway.

5/6/79.2

Amalgamation - Editorial

5/6/79.2.5

The County Clerk has notified the reeves of the grouped municipalities interested in the H&NW, of a meeting to be held in the council chamber, Barrie, tomorrow at noon, to consider the amalgamation question. the Northern and the H&NW each has a meeting on Thu next to arrange for formal ratification of the agreement entered into between the two companies.

5/6/79

The crops in and around Thompsonville are excellent. Near the railroad switch, Mr. Train has a grand field of fall wheat of about 8 acres.

12/6/79.3.4

The Railway Pool

Meeting of the Simcoe townships in the Simcoe County Council Chamber.

"Mr. Switzer [the county rep on the H&NW board] stated that the matter was all cut and dried, and that he had practically no voice in disposing of it, though he had protested against what was being done. The H&NW was seeking aid in England, was unsuccessful and to prevent suspending operations altogether, was obliged to go in with the other road. The terms of the union were drawn up in England and were passed at the late meeting in Hamilton without any opportunity for discussion."

Cumberland was present at that meeting and in summary, cited four reasons for the merger:

1. decline in weekly receipts
2. cost of changing the gauge
3. credit exhausted in England
4. the prior refusal of the Simcoe County Council to surrender the Northern stock.

"the union was nothing in the way of amalgamation. it was an economical, temporary understanding between the two companies which had concluded to combine for their joint interests and put shoulder to shoulder together to overcome pressing difficulties, combine credit, and await a more prosperous future."

Mr Ross (Barrie):

"And was it in contemplation to do away with the Hamilton line into Barrie, and make the junction at Allandale?"

Reported reply from Cumberland:

As to the question about the junction at Allandale, Mr. Cumberland said he could not answer it. He would not be surprised if the track into Barrie was taken up and a common station made at Allandale.

Reported statement by Mr. Cumberland:

He hoped the public would disabuse their minds of the impression that the railway union has a conspiracy to defraud or oppress the people. The object in view was economy and the general reduction in expenses in running the roads.

Moved by Dr. Kirkland (Nottawasaga) and seconded by Mr. Harrison (Barrie) that the Warden be advised not to concur in the proposed agreement between the Northern and the H&NW companies. Carried.

12/6/79.2.2

The Railway Fusion reported

Cumberland before the County Council

Mr. Cumberland tells us that the origin of the union between the rival roads was mutual financial embarrassment. He goes on to state that the union will yield extra and necessary traffic facilities to both roads while admitting of an appreciable reduction in gross working expenses. And further, he gives us assurances that the public will not be victimized as a result of the arrangements.

There is no reason to think that Mr. Cumberland exaggerates when he refers to the late condition of the two roads as verging on bankruptcy. everyone at all acquainted with their respective resources and

situations knows that both have been labouring under the most trying disadvantages. Inefficient equipment, combined with increasing expenses and decreasing traffic receipts has been telling on the Northern, while the other road, just struggling into existence, can scarcely be said to have been making money in the face of keen competition existing between it and its older and more established rival. Both going down and each able to extend to the other a helping hand were their interests identical rather than antagonistic, it was the most natural thing in the world that they should come to an undertaking with each other whereby they could pull together.

(since the above was put in type the Northern and the H&NW have each held a meeting, at which the agreement entered into was ratified and confirmed. The vote of the Northern shareholders stood for the agreement 3,148; against 423. At the H&NW meeting the vote was unanimous.)

12/6/79.2.4

Sir Henry Tyler, late chief Inspector of Railways for the British Government, has, at the request of the English bondholders of the TG&B Rly, made an inspection of that road physically and financially. We learn that he will report that the condition of the railway is such that, unless outside aid, beyond what the Company is able to provide, is forthcoming, all traffic will shortly have to be suspended.

19/6/79.2.1

An English opinion (in favour of fusion).

19/6/79.2.2

Hamilton and the Railway Fusion

Favourable opinion by Hamilton City Solicitors on the benefits of fusion for Hamilton.

"In view of a possible alliance between the GW and the GT Railways, an arrangement with the latter road might have resulted in making the H&NW a mere adjunct of the GW, and all the efforts made to secure a competing line would have been rendered fruitless. They think in conclusion that the City as well as the promoters of the H&NW Company are to be congratulated on the effecting of so favourable an agreement with the NRC at a time when the financial prospects of the former company gave so much uneasiness to those who desired to use [sic, see?] the Northwestern Road maintained."

19/6/79

Editorial

"The unholy alliance is what the Collingwood Enterprise calls the new railway pool."

26/6/79.2.3

The Railway fusion considered

The special committee appointed to confer with the County solicitors - written opinion by Mr. McCarthy, QC, county Solicitor

"while gross discourtesy in view of large amount of aid"

"while looked upon with grave suspicion by the people of the county generally"

"the strongest possible assurances from Mr. Cumberland that the management of the companies would not attempt to impose increased, excessive or unfair rates. Therefore your committee recommend that we calmly await the development of events, and if grievances found to exist, redress can be obtained from the courts at law.

26/6/79.2.2

Innisfil Council Proceedings:

H&NW had not performed its agreement in not erecting passenger and freight stations at the 10th line.

3/7/79

Report re the Deputation re the railway tariff:

Mr. Cumberland also stated that a junction of the two roads would be made near Allandale and the track from the race course taken up. Of course the connection south of Allandale renders the laying of a third rail as far as Barrie necessary and Mr. Cumberland informed the deputation that were the Company in a financial position to do so, they would at once put down a double track between Allandale and Barrie.

The present Northern station is intended to answer for all purposes, the trains running into Barrie as formerly.

10/7/79.2.1

The Part of the H&NW in the Railway Fusion

The Laidlaw criticism of the merger was rebutted by the NA.

"The desire to have a second city which they could resort to for trading purposes was an important factor in the discussion. More important still was the desire to reach the through lines of railway, without having to pay tribute to Toronto for the privilege.

(The reference is to access to the GW, GT and the CSR. NB smaller companies such as the CVR, TGB not cited.)

The editorial defended the H&NW and slammed the CVR but stopped short of agreeing with "Honourable dealing" (with Simcoe) on the part of the H&NW:

"Honourable dealing implies rather more than the H&NW can lay claim to in the matter of the railway fusion."

31/7/79.3.1

"The rails of the H&NW into Barrie are being taken up. Yesterday passengers by that road for town were transferred at Allandale to the Northern."

7/8/79.2.2

Glen Huron has a telegraph office.

7/8/79.3.3

Barrie Town Council

"Whereas it appears from a timetable of the Northern and H&NW Railways just published, that the passenger trains from and to Hamilton will not run into any station in this municipality, and whereas this arrangement is contrary to the agreement under which a bonus was given to the H&NW Railway, and is calculated to do an injury to this Municipality if carried out or continued,

now therefore be it resolved that the Clerk be instructed to communicate with Mr. Cumberland, Managing Director of said roads, and ascertain how long the present arrangement of passenger trains to and from Hamilton as shown in said timetable, is intended to continue and if only temporary, to ascertain what future train service in connection with Hamilton this town is to have."

7/8/79

"The H&NW to Collingwood has been formally opened."

14/8/79.2.3 County Notes

Collingwood enjoys railway service to the extent of fourteen arriving and departing passenger trains daily. You can walk along the street now and greet most every man you meet with:

'Good day, conductor'.

14/8/79.3.1

Those ties left where the railway crossing was at Toronto Street [at Queen's Park] ought to be removed.

14/8/79

"it is an ill wind that blows nobody good. Sophia Street residents breathe freely now that the railway track is removed.

14/8/79

"Mr. Cumberland offers to build a band stand near the station for the Collingwood band. Perhaps he might be induced to create one for the Barrie band."

28/8/79

Baggage master McIvar, N&NW Railway, the other day met with an accident while coupling cars at Tioga Station, his arm being caught between the sides of the couplers and severely bruised.

4/9/79.3.4

Barrie Town Council

H&NW trains into Barrie
Cumberland

"If you insist upon the H&NW Rly trains being run in, I fear we should have no recourse but to transfer passengers from other trains to them at Allandale."

Council

"great inconvenience to the inhabitants of Barrie and the travelling public has been and is daily being occasioned by the changes and delays at Allandale necessitated by the existing arrangements."

4/9/79

The Beeton-King loop line is being agitated. The proposed line is to connect the former village on the H&NW with the latter village on the Northern. On Saturday a large meeting to discuss the matter was held at Schomberg, at which a resolution favouring the project was unanimously passed.

11/9/79

Railway fusion is getting more and more popular in Canada. Now it is the Grand Trunk and the Great Western Road which propose to pool.

11/9/79

Barrie's trouble with railway companies seems to have no end. The latest difficulty has arisen through the withdrawal of the H&NW train service from the town since the track into the corporation was taken up. The Hamilton passenger trains now go no further than Allandale, at which station passengers for Barrie are transferred to Northern cars, while passengers from Barrie have to reach Allandale before being able to board a Hamilton train.....It is quite probable that Mr. Cumberland will give the town the train service it requires, which can be done by laying another track into this station."

2/10/79.2.1

The Railway question

Will the courts uphold fusion?

2/10/79 CN

The H&NW branch to Collingwood has a mail clerk.

9/10/79

They are constructing a big tank for fire purposes near the old site of the H&NW freight sheds.

16/10/79

Barrie Town Council

No progress re Barrie connection

"Not possible to run all of the trains into Barrie."

13/11/79.2.2

"The H&NW roundhouse has been removed from Collingwood to Allandale."

13/11/79.2 and 20/11/79.2

The railway fusion

8/1/80.2.4

Serious smash at Caledon East. Freight train smashed into accommodation train preparing to go into siding.

12/2/80

"Fatal accident on the H&NW railway between Lisle and Glencairn on last Tue evening. A wheel on the engine of the freight train broke, killing the fireman."

19/2/80

NORTHERN AND H.& N.W. RAILWAYS -

Protest Against The Amalgamation -

Wednesday of last week a deputation of representatives from the county of Simcoe waited on Attorney-General Mowat to protest against the amalgamation of the Hamilton & Northwestern Railway with the Northern Railway. Mr. Cook, M.P.P., introduced the deputation, which was composed of the following

gentlemen:— Adam Dudgeon, Mayor of Collingwood; John Hogg, Reeve of Collingwood; M. H. Harrison, First Deputy Reeve of Barrie; Dr. Kirkland, Reeve of Nottawasaga; C. Graham, Reeve of Mulmur; Dr. Robinson, M.P.P., Cardwell; Thomas Long, M.P.P., Collingwood; Mr. Parkhill, M.P.P., and F. C. Capreol.

Mr. Hogg was the first speaker. He said that the bonuses given to the Hamilton & Northwestern Railway by the different townships in the county of Simcoe were given with the express understanding that it would be competing with the Northern Railway. But instead of carrying out their agreement, the former line had amalgamated with the latter, thus causing a great monopoly. The object of the deputation was to induce the Government to annul that amalgamation, and compel the Hamilton & Northwestern to carry out the promises made to the different municipalities before the bonus By-Laws were carried.

Mr. Dudgeon said that the Hamilton and Northwestern Railway Company had not carried out their promises in reference to the town of Collingwood. They had granted a bonus on the understanding that it would be a competing line with the Northern Railway, and also that they would build their station and storehouses in the western portion of the town. but, on account of the amalgamation, they had not carried out the promises they had made. Neither had they built the dock and elevators they had promised. Altogether the Company had acted in a manner that was an injury and an injustice to the people of Collingwood. The object of the deputation was to see if the Government could not afford them redress in some way.

Mr. Mowat asked if the by-law stipulated that the Hamilton and Northwestern Railway should carry out these promises.

Mr. Dudgeon said that he did not think it was expressly stated in the by-law, but the Company had represented that they would do those things, and it was on that understanding that the by-law was carried.

Several other members of the deputation having spoken, Mr. Mowat said that he would consult with his colleagues and see what redress could be given. As a general rule these smaller competing lines do generally amalgamate, notwithstanding what promises the promoters make to the contrary. Men go around making long speeches and all sort of promises, and in this way they get people to vote bonuses to assist their railways, but they very seldom come up to all their promises. He had no powers to control the rates of railways. If he had, and reduced the rates accordingly, it would be rather an injustice to the bondholders, although it is also an injustice to the people to be compelled to pay high rates. He promised to try and find a remedy to get over the difficulty.

The deputation then withdrew.

19/2/80

The Beeton Railway Scheme has fallen through. [Schomberg?]

18/3/80

NA defends the H&NW directors against Collingwood Messenger's "rogues, thieves and swindlers".

25/3/80

Mr. Maitland Young, Secretary HNW was in town effecting a settlement with parties through whose lands the Barrie Switch ran.

25/3/80

A Frisky engine

A H&NW locomotive on Sunday, at Allandale, by some means not ascertained, moved from the roundhouse, bursting open the door on the way, and the turntable not being in a position to receive it, it ran off the track, without however sustaining any damage of consequence.

1/4/80

The train dispatching for the Northern and Northwestern Railways is managed from Allandale instead of as formerly Toronto and Hamilton, this plan being the most central point of the combined systems. There are now upwards of 100 men employed in Allandale and vicinity in the above-mentioned railroads."

1/4/80.2.2

Nottawasaga council has decided to file a bill in chancery to compel the H&NW to open and maintain stations at Nottawa and Glen Huron."

15/4/80

"H&NW track at Creemore in a bad state by reason of recent rains."

29/4/80.2.1

"The H&NW Depot Allandale has been transformed into a church for the use of members of the Episcopal denomination in that vicinity."

3/6/80

Nottawasaga v HNW

Nottawasaga won the suit to keep open the Glen Huron and Nottawa stations

1/7/80

The Flos Lumber Company's tramway cars are now being run by a locomotive bought from the CC [Canada Central] Railway Co. The length of the tramway from the farthest mill on Orr's Lake to almost Elmvalle Stn on the North Simcoe Railway is about 5 miles.

29/7/80.2.2

Dealing with Railway companies (Editorial re Collingwood abuse)

12/8/80

Beeton may have a new railway station.

Card 349/9/80.3.2

Bad smash at Beeton Junction - see Beeton-Allimil.

From the Northern Advance dated 9 Sep 1880:

"BAD SMASH AT BEETON

There was a bad smash at Beeton which demolished the station. It involved two mixed freights, one going to Collingwood and the other coming from Barrie.

Miss Whitesides was waiting in the junction station for the Barrie train to take her to Beeton and Kennedy (the agent) ran in to help her out when one of the cars ran over the station, smashing it to splinters. About 13

cars loaded with freight were completely smashed and one engine (sic). The other was slightly damaged."

16/9/80

Editorial on a reception for Mr. Cumberland in Collingwood. Well received.

16/9/80

Engine driver R.W. Meadcalfe having been arrested for culpable neglect of regulations in connection with the recent collision on the N&NW railway was brought before Mr. Phillips.

Mr. G.D. Boulton appeared for the railway company and Mr. Hall for the defendant. (Smash at Beeton Junction?)

Card 284/11/80.218/11/80.2

gauge of NRC track

3/2/81.2.3

Petition demands change of rail gauge

Cumberland before Simcoe County Council.

3/3/81

"Tenders will be received by the N&NW Ry Co up to the 10th March for the grading and other works to the subgrade required in the construction of a junction between the Northern Railway and NW Ry at Allandale."

Note: It is not clear whether this was the main connection itself or part of some additional switching to be installed. Since the solution to the "two gauge" problem appears to have been the installation of a second track from Allandale to Barrie, it is not clear whether the standard gauge was kept entirely separate from the provincial gauge or whether some exchange tracks were installed, necessitating a third rail. In view of the necessity to share facilities, a combination of the two approaches seems likely. In any event, the conversion of the Provincial gauge later in 1881 would resolve the problem.

Card 29

14/4/81.2.1-5

Railway collision between Allandale and Barrie

"One, the regular Hamilton train, was backing into Barrie, it was made up of three lumber cars, a baggage and a passenger car. The other, a "wild" freight train that had gone from Allandale to Barrie to take on some flat cars to leave at Bayview mill switch (known as Perkins' switch) with reversed engine was making for that point on the line."

Note: this report covers four columns and describes the accident in detail. It is apparent since this involved "the regular Hamilton train" and the downtown Barrie station, that the second "H&NW" track into Barrie had to be in place.

It is also apparent from the evidence being given that the Allandale - Barrie stretch was considered as part of the yard and therefore not subject to orders.

2/6/81

"The Northern and Northwestern Rly companies assume control of the Toronto, Grey and Bruce."

"The Northern Railway company (says the Mail) expect to have the change of gauge effected by Dominion Day."

16/6/81

The Mail announces that on Saturday next [18 June], the change of gauge on the NRC from Meaford to Allandale Junction and from Allandale to Penetanguishene will be effected The straight line from Toronto to Gravenhurst will also be changed as soon as possible."

14/7/81.2.4

Change of gauge completed and early history of NRC.

"Passengers for Toronto entered a special train of the Hamilton and Northwestern at Allandale at 6.30 pm and were conveyed by that line to Riverdale Jct, where the train was run on the CVR line to the city, at which place it arrived about midnight."

"The last trains crossed at Richmond Hill [Maple] and the change was commenced."

Card 30

11/8/81.1.8

Cumberland Obituary

Col. Cumberland fought them [the Hamilton promoters] inch by inch; but finally when the Hamilton men won the day, and succeeded in constructing their line into Barrie, he accepted the situation, and showed his wisdom by inducing his former opponents to allow him to become managing director and to work the road, as the next best thing to be done when he could not prevent its construction.

25/8/81.2

Future of Northern Railway

8/12/81.2

Cumberland statue unveiled - see separate doc.

8/12/81

Notice is hereby given that the HNW will apply to the legislative assembly of Ontario at the next session thereof, for an Act authorizing the said company to construct a line of railway from some point at or near Burlington on the line of railway of the said company to some point on the line of railway of the Northern Railway, at or near the city of Toronto.

Maitland Young Secretary, Hamilton 25 November 1881.

Walter Townsend has been appointed General Manager of the NNW.

The last of the wide gauge Northern engines has been demolished

Card 31

4/5/82

supported the Northern to make the connection with the CPR.

Proposed Sault road (to the western states) is controlled by the Midland which is controlled by the GTR.

9/11/82

The Northern Railway

Likely to fall into the hands of the Grand Trunk. A question of vital importance to Barrie is whether the CP or GT is to get control of the Northern Railway.

Northern, HNW, TGB bound to fall in hands of GT 'within a few weeks'.

effect of merger of GT with GW. Hendrie holding out for the best possible price.

Sales of shares by English shareholders are the controlling factor.

24/5/83

Northern Railway name changed

1886-1901

20/5/86.1

Pacific Junction Railway

13/1/87.4

Fire (at Allandale yard)

About half-past one o'clock on Wednesday morning the fire bell roused our citizens from their slumber. It was soon seen that the fire was at Allandale and proved to be the roundhouse of the Northern Railway which was totally destroyed with three locomotives and a quantity of wood. Our fire brigade were made ready for work in the shortest possible time, having been telephoned to go. The engine acted well on the new runners, and on arriving at the fire good service was done in saving a large quantity of wood and the neighbouring buildings. On the return a slight accident to the engine occurred.

The fire broke out about 1.15 a.m. but the cause unknown [sic]. One man looks after the two engine houses and he was at the house south of the track when the fire broke out. The locomotives destroyed are No. 20, lately from the repair shops, Toronto, where it had been thoroughly refitted. Its value \$8,000, and driven by W. Beattie. No. 29 had been use some years, but was in fair condition and was worth about \$6,000. Driver, Mr. Hawker.

No. 39 was a yard engine of light construction and nearly worn out. It originally belonged to the Flos Tramway Company. Value \$1,000 and was driven by Robert Jack.

Engine No. 20 can be repaired but the other two are a total loss. The roundhouse was on the north side of the main track and worth \$1,000. Seven carloads of wood were in the building and caused intense heat and prolonged the fire. The timely arrival of the Barrie fire brigade saved a number of dwellings occupied by employees of the Company.

11/8/87.4

A terrible crash on the H&NW

At the CP crossing at Milton

For details see clipping in Milton folder

27/10/1887

The Beeton station roundhouse caught fire a few days ago, but the fire was promptly put out. Damage about \$50.

2/2/88.4

Railway discrimination

9/2/88.5

The N&NW Railway Transfer

Editorial:

"The transfer of the N&NW Railway to the Grand Trunk is of more importance than may at first sight appear."

Samuel Barker, General Manager, NNW

"there is no doubt but the amalgamation will be completed, and what remains to be done is merely formal"

5/4/88

The Government has introduced a bill for the regulation of railway companies. some of its provisions are good.

"The bill practically constitutes the Railway Committee of the Privy Council a Railway Commission, with power to determine all questions of right-of-way, location, tolls and rates, unjust preferences, discrimination or extortion on any matter, which by the Act is sanctioned or prohibited."

12/4/88

Two new switches are to be laid at Beeton this summer.

10/5/88

Old Northern cars are being repainted. It will not be long before every vestige of the "Old Northern" will have disappeared.

17/5/88

"the new freight shed at Collingwood is finished and was opened for business a few days ago."

24/5/88

The population of Beeton is 706 and of Tottenham 698.

31/5/88

Rumoured track northeast of Allandale to head of bay to facilitate Collingwood to Orillia traffic.

7/6/88

Palgrave is now a flag station for two trains a day.

1/11/88

Report by Sir Henry Tyler

"It was intended to further concentrate the work, having repairing stations only where absolutely necessary."

11/4/89.4

Railway discrimination

6/3/90.4

GTR needs to fulfil demands of Simcoe County

19/3/91.1

Attempt to amend the Act incorporating the Collingwood to Bay of Quinte Railway

21/4/92.1

Barrie man invents railway car coupler

5/5/92.8 and 2/6/92.1

Successfully tested

16/3/93

reference to "engine driver"

4/5/93.3

Mr. Jas Hamilton

Previous to residing in Glen Huron he lived in Singhampton, engaged as a general storekeeper. Mr. Hamilton was too largeminded and energetic to be content with the easygoing life of a village storekeeper. He saw the natural advantages of the place in the way of waterpower and erected a grist mill. This proving a success he has since built a saw and shingle mill, then a stave factory and a cheese factory. Besides which the village has two blacksmith shops, a carriage factory and all the other general make-ups of a Canadian village.

6/7/93

"Beeton World" office burned down.

24/8/93

23 passenger trains arrive and depart from our station (Allandale) daily.

24/8/93

It is rumoured that Sir. H. T. [Henry Tyler, Pres of the GTR] will arrive shortly from the Old country with a well-sharpened broad axe. Look out for a big hewing down of agents and clerks.

30/11/93

The GTR pay \$200 a year for water in Collingwood, while with many less boilers to fill they pay \$525 at Beeton. The *Bulletin* thinks the GT has a soft snap in Collingwood.

12/4/94 (Barrie Examiner - publishes Thursday)

Allandale Station fire

The burning of the Allandale station has again revived the question of combining the two stations, Barrie and Allandale and running a wye switch to Barrie. Hitherto both stations have been fully equipped and as they are only a mile apart, they could be combined with the saving to the company every year of a considerable sum in the outlay for maintenance.

A LARGE FIRE - ALLANDALE STATION BURNED DOWN ON TUESDAY MORNING

(10 April)

It is supposed that a cigar stub, thrown on the platform was fanned into a flam by a high wind.

The brigade soon had two streams playing on the surrounding buildings, their efforts being directed towards saving the Superintendent's brick office.

A long train of coal and boxcars standing on the west side of the station now began to smoke and were quickly moved out.

The fire burned fiercely for about an hour and a half and as the building was frame it was not until it was in total ruin and the platform thoroughly soaked with water, that the surrounding buildings were safe.

Traffic was not much set back, the Toronto train being the only one delayed. it waited for about an hour before attempting to pass the burning building and in the meantime made two trips to Barrie.

13/9/94 (Barrie Examiner)

It is probable that a restaurant, 74x58 ft will be built on the site of the old GTR station by the Toronto News Co.

10/1/95 (Barrie Examiner)

On the 4th inst. Bruce O'Brien, bar tender at the Allandale Station, was fined \$50 and \$8.20 costs for violation of the Liquor Licence Act.

[searched Barrie Examiner to 6/95, no further entries]

9/1/96.4

Barrie Railway Guide

20/8/96

Part of the general waiting room at the station here (Allandale) has been turned into an office for Assistant Engineer Chapman.

20/8/96.1.4

Another Deluge in Barrie

A terrific thunderstorm and general destruction

(previous storm 5 June 1890)

Allandale and neighbourhood which escaped with little or no injury in the great flood of 1890, is the greatest sufferer by the one of Saturday (15 Aug 1896). The yard of the Grand Trunk Rly looks as though it had been visited by an earthquake. The water rushing down from the gills became a destructive deluge when it reached the railway track, washing it away to the bay and causing the weigh house to topple over at an angle of about 60 degrees. Cars sank down into the chasms made by the flood and now stand in all sorts of positions in apparently inextricable confusion and had the storm continued but a little longer, this and the station building must have gone.

20/8/96

Barrie Railway Guide

4/11/97.6

Danger of long freight trains

28/7/98.1

GTR freight sheds in Barrie burned

Upon arrival of the brigade, the grain, implement and freight sheds were a mass of flames. The firemen therefore confined their efforts to the GTR station which it was thought at one time would also be burned. However the flames that already had possession of the western part of the building and the roof were soon under control and ere long extinguished. The GTR had the station roof rebuilt and the end of the station is now being rebuilt and will be finished in the same way as the east end, hence the station will be surrounded by a plank walk and a platform.

2/2/99.8

Trains collide at Allandale Stn

3/8/99.1

Meaford-Owen Sound railway planned

2/11/99.4

GTR station will not leave Barrie

In the interview with Mr. C.M. Hays, General Manager of GTR, Mayor Wells asked if the GTR has any intention of moving the Allandale shops and despatch office to some other centre. To this question, Mr. Hays gave an emphatic "no".

17/4/02.8.3

Allandale yards inspected

12/3/03

New elevator at Creemore - detailed description

9/4/03

There was a bad wreck down at Palgrave on Tue evening at about 5.45 o'clock, and eleven cars of coke were ditched and smashed to kindling wood. A loose wheel is supposed to have been the cause. The track was blocked all day, passengers being transferred across the wreck. Fortunately no one was hurt. The track was cleared Tue night.

7/5/03

D'Alton McCarthy - appreciation.

7/5/03

Mr. and Mrs. A. Fleetham have been in Caledon East attending the funeral of the former's father.

14/5/03

How the Mad River received its name.
(Also reference to Arlington, near Alliston.)

21/5/03.8.3

GTR may build a roundhouse in Allandale

21/5/03

On Sunday morning last the station at Maple was entirely consumed by fire. No cause is assigned.

21/5/03

Orr Lake. Fire on the Flos Tramway. Damage about \$10,000.

21/5/03

Update on air brake in use by GTR.

11/6/03

Robert Thom [Sr] moved to be agent at Stayner.

20/8/03

Now at Allandale; instruction car on the air brake. Required to pass or lose their positions.

10/9/03

Reference to Lovers' Creek

1/10/03

Freight Accident at Uxbridge station.

8/10/03.1.3

Town of Innisfil v GTR - washout damage

15/10/03.8.3

Ground broken for the new GTR roundhouse and machine shop at Allandale.

[detailed description, to be built of blocks of concrete. 25 stalls. 70 ft turntable.

22/10/03

Mr. A. Fleetham is moving from Essa Street to the house which Mr. Armstrong vacated.

29/10/03

Language of the rail. Signals used by the railroads. White aspect is still the 'clear' signal.

7/12/03

Charles Catcher recovering from the flu. (See Dartnall diary [went to work for Mr. Catcher].)

10/12/03

Quoting the Alliston Herald:

The new station built by the GTR is now complete and is quite an imposing structure. It is heated by steam throughout and is comfortably furnished.

10/12/03

There was a bad smashup at Tottenham on Monday morning, when driver Broad on a down freight crashed into a doubleheader which was waiting at the station. The three engines were piled up in a heap, but the crews were able to jump and save themselves. Conductor George Clark and driver Jack Webb were on the double-header.

17/12/03

inquest into the death of Edgar Allen Lyon, brakeman.

17/12/03

Quoting the Beeton World:

A message has been received from the head office of the GTR system to the effect that the agreement between the corporation of Beeton and the GTR system for supply of water to trains taking supply at Beeton and for the water requirements at the station for the sum of \$725 per year has been accepted. This is welcome news.

24/12/03

Inquest verdict re E.A. Lyon.

Caused by negligence of the engineer and fireman on yard engine No. 627 in failing to observe the signals displayed for the protection of the train on this siding.

31/12/03

Wreck at Sunnidale crossing, switchstand smashed by flanger on plough - derailed locomotive and caboose, scalding the engineer John Glanford and the fireman James Paton to death.

7/1/04

Mrs. Fleetham is entertaining her brother from Caledon East.

9/6/04.2.4

History of Northern Railway - not entirely accurate as to dates.

18/8/04.3.5

New GTR engines

19/5/04.4.4

New Allandale station under construction

"Although the GT yards in the 6th ward are, as a rule, about as busy a spot as can be found in Ontario, the bustle has been increased during the past few days by the advent of a swarm of workmen who be engaged in jacking up the building used as a restaurant, preparatory to moving it over to a spot in the rear of the offices and thus clearing the way for the erection of the new waiting rooms, ticket office and refreshment rooms. The building which is used as a station and for the accommodation of Superintendent Tiffin and his staff will be reserved entirely for the latter who are badly crowded for office room. An umbrella roof will connect it with the new station which in turn will be connected by another umbrella roof with the new refreshment rooms. The three buildings which are connected in this manner with one another will present quite an ornamental appearance, besides affording greater facilities for handling the large amount of traffic which converges at this point."

19/1/05.4.3

New station at Allandale

The new railway station and restaurant is proceeding very slowly.

19/1/05

"There is talk of a YMCA being instituted at Allandale. The GTR officials will look into the matter. other divisional points have facilities of this kind, and it is felt that we should not be behind them.

19/1/05

Some new conductors have been classed in the persons of N. Smith, W. Scott and A. Fleetham."

11/5/05.8.4

"In the course of the next few days, the new GTR depot and dining hall at Allandale will be ready for business."

New GTR depot, Allandale

25/5/05.8.1

Waiting room of the old station is being overhauled

"A start has been made in overhauling the general waiting room of the old station to make space for the divisional officers. Tickets are now being sold from the wicket of the ladies' room."

The GTR track between Allandale and Barrie is being raised considerably to improve the grade. The company will expropriate a strip of land 30 ft wide in order to ease the curve."

22/6/05.8.1

New Allandale Depot and dining hall formally opened Monday morning (19 June).

29/6/05.5.6

Innisfil Twp gets injunction against GTR

6/7/05.3.2

GTR will build new sheds at Collingwood

1/6/05.1.6

Court case Innisfil v GTR

19/11/05.1.3

GTR may build a depot in Barrie

"It is stated that the GTR will erect a handsome new depot here, building operations to commence in the Spring."

11/1/1906

the GTR has decided to expend more than a million dollars by placing the following exceptionally large orders for motive power. 20 Tenwheelers. 61 Consolidations.

11/1/06

The GTR has laid about fifteen miles of track at the Mimico yards. the new engine house will accommodate about thirty locomotives.

25/1/06

ALLISTON - the new CPR bridge over the Boyne River, Alliston, was erected last week. The bridge, most of which will be filled in, is built entirely of timber and will be replaced later by a permanent structure. The ties and rails will shortly be laid and construction trains, it is reported, will be running over the road in the course of a few weeks. The winter has been most favourable for railway construction. Alliston Herald

8/2/06

The GTR passenger and freight depot at New Hamburg caught fire on Saturday and was totally consumed. The station was built only a year ago, being of the latest design.

15/2/06

A rumour is current that the GTR will build a new line from Allandale to Cookstown. The new line will be built east of the present one and will be devoid of grades, besides being shorter. The line now in use is handicapped by heavy grades, but will be used for passenger and way freight trains, while the proposed new line will be utilized for heavy freight trains. The two lines will connect at Cookstown, and will mean considerable to the town. Cookstown Advocate.

22/2/06

The GTR is building a 95,000 gallon water tank at Milton.

22/2/06

GTR coal chute burned at Allandale.

1/3/06

The CPR tracklaying gang is building the road through the town [Alliston] this week. The diamond, where the line crosses the Grand Trunk south of the Driving Park, was constructed on Tuesday. The road is being pushed through rapidly and it will not be many months before the line is in full operation. Alliston Herald.

1/3/06

New swing-bridge over the Narrows, Orillia.

1/3/06

The GTR has been laying heavier rails on the Hamilton line south of Beeton, 70 lb rails replacing the 56 pounders.

1/3/06

Word was received here on Monday of the death of R.W. Thom, Sr., GTR agent at Stayner for several years. A son, Mr. R.W. Thom, Jr., is wharf clerk at Collingwood.

8/3/06

The wreckage train is back from Bracebridge with the remains of three engines. On Thursday afternoon a double-headed freighter collided with the Huntsville way freight at Bracebridge station and a general smash resulted. So violent was the impact that part of a flat car was driven into the baggage room of the depot. Conductor Mallory had charge of the double-header, while the way freight was in command of Conductor Riddell. It is said that the accident had its origin in a defective air brake.

5/4/06

The old rails on the Northern Division are being gradually replaced by heavier ones, 80 lbs to the yard. All the bridges are being strengthened for the purpose of sustaining the weightier engines which it is contemplated putting in commission to handle the increasing traffic.

26/4/06

The GTR coal chutes are being rebuilt.

26/4/06

The triangular sward at the side of the GTR divisional offices is being resodded. The Cumberland statue has been removed to the back.

3/5/06.3.2

The Battle between Electricity and Steam. General article.

3/5/06.6.3

Some causes of railway wrecks (state of mind following involvement in an accident).

17/5/06

CPR in town [Collingwood] gathering information for proposed extension. Collingwood Enterprise.

(The CPR has a general charter for the construction of branch lines and it will therefore be in a position to commence construction as soon as the right-of-way is secured.)

14/6/06.8.2

CPR's motor car in service between Montreal and Vaudreuil.

26/7/06

As of July 22, all Northern division trains and engines on double tracks now run on the right hand track instead of on the left track as heretofore. Similar regulations are in effect on the Eastern and Middle divisions.

3/8/06

Improvements on the Northern line. New bridges, new rails.

13/9/06

The completion of the CPR line to Sudbury means a big loss to the GTR.

20/9/06

Brechin: The first passenger train on the James Bay Railway went north over the line last Friday. Station houses are being built at Gamebridge, Brechin, Udney, Monk Road and Washago.

27/9/06

In consequence of a collision in the yard here on Saturday night, locomotive number 572 is a total wreck.

27/9/06

No. 467 badly wrecked at Scotia Jct.

25/10/06

Mr. Albert Fleetham is moving from Bradford Street to his newly purchased house on Cumberland Street.

Mr. Albert Riddell is taking over Mr. Fleetham's house.

10/1/07

THORNTON - George Simpson, GTR agent, Thornton, deceased Dec 29, 1906.

24/1/07

THORNTON - new GTR agent R.J. Dunn

24/1/07

52 new compound locomotives to be delivered to the GTR.

7/2/07

THORNTON - We are fortunate in securing an A1 GTR agent here. Our new agent, Mr. Allen is a genial fellow.

7/2/07.6.3

Hours of labour on railways. US senate has passed a bill that no railway employee shall be allowed to work more than 16 hours at a stretch.

28/2/07

80 lb track between Toronto and Hamilton replaced by 100 lb - 35 passenger trains daily, besides freight trains. CPR also uses the line for Buffalo connection.

2/5/07.8.2

History of St. George's Church, Allandale.

2/5/07.3.6

CPR may take over Owen Sound - Meaford line

1/8/07.8.2

Anecdote of newly married employee going on his honeymoon - flustered on train - hands old-time conductor his marriage certificate instead of his ticket:

"Eh mon, ye hav got a ticket for a lang, weary journey, but no' on the Grand Trunk line!"

26/9/07

THORNTON We are pleased to see our station agent, Mr. Wilson, back at his duties safe and sound.

17/10/07.4.5

The GTR is laying its track from Thornton to Allandale with a much heavier rail than formerly.

31/10/07.8.2

Twenty workmen killed and 31 injured in the Canadian railway service was the record for September 1907. Breakdown of fatalities.

7/11/07.2.2

The season's work on the GTP.

14/11/07 .8.2

Alarming increase in accidents to passengers and employees in North America.

21/11/07.3.4

The modern locomotive. Duties of an engineer. - General article

5/12/07.8.1

The GTR are erecting a large frame building in connection with the shops.

12/7/07.2.1

The Level Crossing (Editorial)

Lancaster bill to keep speed to 10 mph on all unprotected crossings defeated by the senate.

19/12/07.8.2

Commentary on railway accidents and negligent employees.

26/12/07.8.4

Supt Tiffin has received an extended leave of absence. The duties of the position will be discharged by Asst. Supt. Lynch.

2/1/1908.5.1

Trainmen and accidents - presumption of guilt.

9/1/08.2.3

Over the embankment. Miraculous escape. Penetang branch. Coming south near Colwell.

16/1/08.2.4

Collingwood shipbuilding Company temporarily closed down: British imports and US wages.

23/1/08.8

Mrs. Fleetham suffering from severe attack of rheumatism.

30/1/08.8.2

30/1/08.8.2

Rearend collision of two freights at Utterson.

26/3/08.8.2

Traits of locomotives - general article

21/5/08.4.4

THORNTON - a large number of railroad men are at work on the station here.

4/6/08

THORNTON - the gang of GTR labourers who have recently been working here, left last week.

6/8/08.4.3

The steam locomotive is doomed - general article.

3/9/08.8.1

Cement ties - experiment

5/11/08

THORNTON Mr. Wm Wilson, GTR agent, was recently transferred to Powassan station, but not liking the place, he returned. Mr. Barlow, of Powassan, is now the agent here, and he is a married man.

3/12/08.8.3

The latest addition to the GTR equipment here is a big shunting engine No. 93. This was rendered necessary by the heavy train loads carried by the liners.

17/12/08.3.4

GTR pension scheme - first year.

17/12/08.5.3

Cement ties on the Italian railway.

21/1/1909

Barrie Railway Guide

To Hamilton	54 7.30 am	56 5.25 pm	
From Hamilton	53 10.38 am	55 8.05 pm	
To Collwood/Mford	53 10.25 am	43 3.35 pm	67 8.00 pm
From Collwood/Mford	62 7.55 am	42 1.57 pm	56 5.25 pm

21/1/09.8.2

Railway construction in 1908.

11/2/09

THORNTON Mr. and Mrs. T. Barlow settled into their new home here.

20/5/09.3.4

Protection at railway crossings. Speech by Mr. Houghton Lennox MP South Simcoe.

17/6/09.5.3

Anecdote attributed to Supt Tiffin and the grade. When we reach the pine tree we are at the top of the grade. Well, we'll move the pine tree a little nearer.

7/10/09.2.3

Owen Sound-Meaford line profitable investment?

16/12/09.4.3

The Grand Trunk station at Parkdale was partly destroyed by fire.

16/12/09.5.3

Railway construction in Canada.

23/12/09.5.3

Shelters at flag stations if the Railway Commission forces the erection of a shelter at all stations.

23/12/09

Brakemen riding on top of cars.

24/2/1910.1.5

Collingwood-Barrie line to be revived (??)

9/6/10.5.4

possibility of Meaford-Owen sound railway.

1/12/10

D A Jones of Beeton dies at 73. 50 years postmaster.

12/10/11

Mr. and Mrs. Albert Fleetham visited relatives in Caledon East.

26/10/11.6.2

Station at Bradford

The Ontario Railway Commission has granted the Grand Trunk's request for power to build a station at the foot of Holland Street and to carry out an agreement made some 40 years ago between Bradford and the old Northern Railway.

2/11/11.5.2

\$100,000 for new mail catcher. Mr. Michael Maloney invented new mail catcher and lock drop box for flag stations. First tried out at LeFaive's crossing, near Penetang.

9/11/11.1.2

Level crossing claims yet another victim. Tecumseth 10 SR north of Bailey's Creek. Farm wagon hit by southbound train.

16/11/11.3.5

Collingwood wants more railways

30/11/11.5.3

Collingwood bids for a CPR connection

7/12/11.5.2

This year's record in construction work:

New stations - Cobourg, Guelph, Manilla Jct, Brule Lake, Thorndale, Wyebridge, Hepworth, Maxville, Dublin (Ontario stations).

(Note - checked other years, no similar reports!)

Additional mileage: cut-off between Tay and Birch.

4/1/1912.6.5

Will Collingwood get the CPR. Collingwood is excited over the prospect of getting the CPR this year ... This is not the Baxter extension which has been urged but an extension of the Lake Erie and Pacific Division which now has its southern terminus at Port Burwell and its northern at Ingersoll.

11/1/12

Mr. W. Tooth has accepted a position at the carriage works, and started to work last week.

18/1/12.8.2

CPR surveyors at work on Baxter-Collingwood line.

15/2/12

CPR will spend much at Collingwood.

(Details of entry and facilities) Parallel along Walnut Street, cross at Lake Junction, etc.

15/2/12

Wm Tooth's left hand painfully injured.

15/2/12

GTR surveyors have staked out the ground for the new station at Bradford.

22/2/12

There is a possibility that in the near future Beeton will be served by two direct lines of railway to Toronto, says the Beeton World. The GTR have made a survey north from Weston, and indications point to their running a line from that place to connect at Palgrave or some other point with the Hamilton and Allandale line.

14/3/12

The GTR will build a new station at Wyebridge. The material is now on the ground.

14/3/12

Shelburne is slated for a new CPR station.

18/4/12

A new station is to be built at Tay Jct during the summer [near Midland].

9/5/12

The GTR are completing the new station at Wyebridge.

9/5/12

Two new freight engines commonly known as "hogs" on account of their immense size arrived on Sunday for use between here and Toronto.

9/5/12

John Sidey of Creemore had a valuable cow killed by a GTR train last week.

9/5/1912

No. 5280, a brilliantly painted and highly polished Mogul, remodelled for use as a yard engine, arrived last week from Stratford shops.

16/5/12

Hugh J. Tobin, GTR agent at Everett, died Tue of last week.

23/5/12

J. N. Marshall of Creemore has been appointed GTR agent at Everett.

6/6/12.6.1

The new roundhouse at Tiffin has almost been completed.

4/7/12

Markdale is to have a new railway station.

29/8/12

It is rumoured in Hamilton that the Baldwin Locomotive Works have under consideration the establishing of an immense branch Canadian plant at the Ambitious City. A number of other new industries are to be started in Hamilton soon.

19/9/12

The GTR has started on the erection of a \$1,500 chimney in connection with the roundhouse.

10/10/12

The York Radial Railway Co. have experimented with the new gas electric car on their Schomberg branch, and were so well pleased with it that it is aid they will adopt this form of power to supplant the locomotive now in use.

10/10/12.6.3

New gasoline electric car. CNoR Toronto to Gamebridge trial.

31/10/12

Mr. and Mrs. Albert Fleetham returned on Saturday after an extended visit in Toronto.

31/10/12

Construction of passing siding at Batteau. It is a good many years since the old siding was torn up.

7/11/12.6.3

The Bradford station about to be completed.

22/2/12.5.1

Allandale station redecorated

15/2/12.3.2

CPR construction plans at Collingwood

15/8/12.3.3

Meaford-Owen Sound line contemplated

9/1/1913.5.1

With a view to preventing a repetition of accidents which have frequently occurred as a result of engines being run tender first at excessive rates of speed, the Board of Railway Commissioners at Ottawa has issued a circular directing that engines running tender first, except suburban tank engines equipped with pilot on tender, shall not exceed a speed of twenty miles an hour.

23/1/13.1.4

Allandale will remain railway centre despite changes.

GTR changes:

P.J. Lynch Supt Barrie Division, 11th, 12th, 14th districts.

J.H. Gordon Supt Hamilton Division. 13th, 16th, 17th, 19th districts.

F. Forrester - Stratford

W.R. Davidson - London

Superintendent Lynch's official car #2905.

30/1/13.6.2

Thornton a police village.

30/1/13

Team of horses spooked at Cookstown, ran all the way on track to Thornton where they were stopped by Mr. Barlow.

30/1/13.5.2

New Spadina roundhouse.

30/1/13

Thornbury Herald reports on caved in bank and need for bridge to be replaced.

6/2/13.2.1

"Better Railway Facilities". Need for CPR

24/4/13.5.2

The GTR are to spend over \$2,000,000 in the construction of 75 locomotives of the most modern type. Orders have been placed with MLW and Baldwin.

24/4/13.5.1

Owing to the shortage of motive power on this division, the GTR is now using a construction engine formerly used on the GTP on the way freight between here and Orillia. The engine which is of the small type, commonly known as "the dinky", is No. 31 and looks very diminutive beside the modern engine of today.

24/4/13.6.1

"Cookstown will have a new \$5,000 GTR station this summer."

1/5/13.1.6

New Lowell Station burned. The GTR station house and freight sheds at New Lowell were burned to the ground on Friday afternoon last [April 25]. It is thought the fire started from sparks from a passing engine.

12/6/13

Beeton has advanced the price of town water supplied to the GTR at their station to six cents per thousand gallons, or a flat rate of \$1,000 per year.

17/7/13.6.3

On Wed morning of last week fire destroyed the grain elevator at Meaford, together with its contents of 100,000 bushels of wheat and oats. The elevator was built about 13 years ago at a cost of about \$155,000.

24/7/13.5.1

GTR orders 75 Mikados.

31/7/13.1.6

Wreck at Maple. Through freight crashed into standing way freight.

7/8/13.1.1

More re wreck at Maple

14/8/13.5.2

Beeton World - The GTR are replacing the steel bridges on the Hamilton-Allandale division by more substantial structures, the intention of the company being to run heavier locomotives on their road. The first is over the river a short distance from the 9th line [Beeton Creek], the second over the Bailey stream at Beeton Junction, and the third crosses the Nottawasaga near Mr. W. J. McCormack's.

28/8/13.8.4

A Railway "Safety Movement".

Comparisons with USA and Europe.

11/9/13.2.1

Centenary of the Locomotive (editorial)

23/10/13.5.3

Pay car a thing of the past.

27/11/13.5.2

Early Tuesday morning the Hamilton freight, No. 83, struck a CPR freight at Milton diamond, causing considerable damage. No person was hurt. The auxiliary from Allandale was called and hastened to the scene, but while en route left the rails at Terra Cotta. The whole auxiliary train went into the ditch, including the large wrecking crane. Mr. Harry Peters of Allandale who was in charge of the crane received some nasty bruises about the head but the rest of the crew got off with a bad shaking up. The Hamilton and Stratford auxiliaries are clearing the Milton wreck, and the wreck at Terra Cotta cannot be cleared up until the arrival of another steam crane from Hamilton, which is at present at Milton.

27/11/13.5.3

Water at Beeton settled at \$850 per annum over 5 years.

29/1/1914

First train from Toronto to Aurora - 60 years ago. (Column and a half of general history of the OSHURR)

5/2/14.7.5

Parcel Post starts Feb 10. negotiation with the railways, loss of express business - railways get \$2MM for carriage of ordinary mails - expect to go close to \$3MM.

5/3/14.4.3

Safety on the Railways. Examination of types of accidents: coupling, switching, coming in contact with structures, falling off or being struck by cars or engines, also "taking a chance".

5/3/14.5.1

New mail catcher invented by M. Maloney to be tested - between Perkinsfield and Penetang - will pick up fragile package at 60 mph [on the Penetang branch, you have to be kidding!!].

5/3/14.6.3

Will the GTR build missing link Meaford to Owen Sound?

2/4/14.5.2

It was finally decided to move the station [Penetang?] from where it now stands on the wharf, where the Northern Navigation boats dock.

The station will be much larger and will, it is understood, be quite modern with every convenience for the tourist trade. Work commenced on Monday morning.

23/4/14.1.3

John Harvey "took first train into Collingwood" on Jan 1, 1855. 85 years old April 12. old friends T.R. Carpenter and George Henderson.

30/4/14.2.2

An old stage line quits. Kincardine to Walkerton stage is discontinued after 50 years - used to stop at 13 taverns on the way. Good history of evolution of rural economics.

30/4/14.5.1

Mr. Albert Fleetham has purchased Mr. Whitebread's Grocery and takes possession on May 1st.

7/5/14.2.2

OSHRR recollections - accurate in dating Barrie Switch to 1865.

29/8/29

Toronto couple killed at Thornton crossing - Allandale-Hamilton train caught sedan.

Barrie Northern Advance April 15, 1880

"H&NW track at Creemore in a bad state by reason of recent rains."

27/3/30

"Creemore hard hit." (re railway service)

27/3/30.4.5

According to unconfirmed rumours, on which railroad officials are particularly silent, Creemore will experience the most severe setback in history on April 28 when the morning and night trains are to be discontinued. For some weeks efficiency experts have been working at the Allandale office of the CNR on a solution of the problem. Lack of business is of course the primary reason for the company's determination to curtail expenditures. The motor truck and the automobile have so cut into the railroad earnings that some great change of policy they assert is necessary.

Those who have some information on the inside assert that it is not for want of business on the branch but rather on the Hamilton-Allandale line. Two trains will be removed here and there will be no connection from the branch, so accordingly the branch will suffer likewise.

It is stated that the new train will start from Meaford each morning and proceed to Allandale, Beeton and up through Creemore to Collingwood where it reverse and will come down the branch in the afternoon and back to Allandale to Meaford.

19/3/31.1.5

CNR plans better branch line service.

It has been learned from dependable sources that tentative plans have been approved by the traffic department of the CNR which will put Creemore back on the map with a better railroad service than that town has had heretofore.

The new service it is understood will be effected by the installation of an electric-gasoline car fitted with a diesel engine, which will leave Collingwood every morning about 7.30, proceeding via Beeton and Georgetown, stopping only at the principal stations, except when flagged, arriving in Toronto around 11 am.

On the return trip the coach would leave Toronto at 4 pm reaching Collingwood by 7.30, carrying closed mail bags for all large centres en route, express and passengers. By such a service passengers would have about 5 hours to do business in Toronto and return home in time for evening dinner the same day. Beside accommodation for 50 passengers, the coaches would have express accommodation and carry closed mail.

It is also learned that the present service would remain as it is excepting that the train will run out of Allandale each morning via Beeton, giving a connection at Beeton with the fast train to Toronto for Cookstown and Thornton passengers and a return connection around 6 in the evening. Definite announcement will not be made until after the 20th inst.

28/5/31.1.4

Atherley CN station robbed and burned.

Alliston Herald Nov 5, 1931 (quoted in the NA)

Rationalization of service on the Creemore Sub.

Northern Advance clippings re Beeton-Collingwood line

30/8/77.2.3

Stayner ratepayers ask the H&NW Rly how much they want to run the line to the village.

25/10/77

Nottawasaga farmers are cautioned not to bonus the H&NW Railway unless the line runs to the village.

8/11/77.2.3

Grading on the H&NW Branch to Glencairn is finished.

13/12/77

Nottawasaga people will soon be called upon to decide the question of an extra bonus to the H&NW Rly.

13/12/77

A Stayner man is reported to be engaged in the work of teaming from Glencairn, the present terminus of the H&NW, coal oil bought at Hamilton, which he calculates will be a saving to him of 2 or 3 cents a gallon as compared with the NRC tariff.

7/2/78.2.5

The Collingwood Messenger has news from Hamilton to the effect that the H&NW have completed their financial arrangements and the extension of the railway from Glencairn to Collingwood will be commenced at a very early day.

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21/2/78

The H&NW Rly Co applied to the Local legislature [Ontario] for an extension of time in which to complete the branch to Collingwood. Mr. Long [??] however was successful in defeating the object of the company and the work will have to be done within the specified time.

14/3/78

The engineers are engaged locating the H&NW between Glencairn and Collingwood and tenders are being prepared by the contractor for the immediate prosecution of the work. The Enterprise hopes to see the cars running to Collingwood by the latter part of July.

28/3/78

The H&NW railway. It is the impression among Stayner people will touch at that village.

4/4/78

Work on the H&NW at Collingwood will be commenced immediately.

11/4/78

Alliston people complain that they cannot get the railway company to pay them for wood delivered.

25/4/78

Alliston urges the carrying of the mails by the H&NW.

25/4/78

The H&NW have settled up at last with the parties who supplied wood at several points along the road (the power of the press?)

2/5/78

The H&NW Railway Co want \$45,000 more to enable them to go on with the branch. This amount they will distribute as follows:

Collingwood	\$10,000
Nottawasaga	\$20,000
Collingwood Twp	\$ 5,000
Osprey	\$ 7,500
Mulmur	\$ 2,500

The Enterprise comments that this has "shaken our faith in the men but not the road" and comments: "It is a last effort and a desperate struggle to be made to squeeze a few more thousands out of the ratepayers, and as we believe, unjustly, we shall endeavour to prevent it to the fullest extent of our ability."

3/10/78

The H&NW have got an extension of time to complete the grading of their road through Nottawasaga, grading to be finished by November 29th.

17/10/78

The Saturday special train running between Glencairn and Barrie has been discontinued.

31/10/78

The rails are being laid on the Collingwood branch of the H&NW.

Note: Reference in another report to navvies joining gang working near Duntroon, presumably grading.)

7/11/78

The new year will open before the H&NW branch to Collingwood is built.

12/12/78

The first train on the H&NW is expected to reach Collingwood next week.

12/12/78

On Mr. Armstrong's farm, 6th concession Nottawasaga [Websterville], a large area of land on which the H&NW track was located, sank completely out of sight, giving place to a small lake. It is impossible to fill up the hole, thus created and which is apparently bottomless, and the route of the railway will have to be changed.

Note: The eventual route of the line through Websterville is on a slightly more southerly alignment than that shown on the contemporary Nottawasaga map.

9/1/79

The H&NW has reached Collingwood. We congratulate the people of that staid old burgh on the increase in railway facilities they will now enjoy, and we would also add our praise to that which is being bestowed on the company for the energetic manner in which they have carried out the work of the extension.

16/1/79

On Monday there passed along the line of the H&NW to Collingwood on an official tour of inspection several dignitaries of the road. Satisfaction was expressed with the condition of the line.

13/3/79

A despatch from Duntroon states that the floods have caused about 200 yards of the H&NW near the fork of the [Batteau] river to fall through and the banks on both sides have caved in.

Nov 13, 1879.2.2

"The H&NW roundhouse has been removed from Collingwood to Allandale."

24/4/79

The work of ballasting the Collingwood section of the H&NW, the [Collingwood] Messenger says, will commence this week, and will be energetically prosecuted and completed. It is the intention to have the passenger trains running to Collingwood by 24th May.

22/5/79

It is said that part of the H&NW, about 2 to 3 miles south of Duntroon, which has caused so much trouble and expense on account of sinking, has again disappeared. Quite a number of men were engaged drawing clay last week for the purpose of filling up the gap. It is said that over 200 car loads, together ties and rails, have entirely disappeared, and only a few stumps on the edge remain to mark the place where the railway was built.

29/5/79

FIRST MENTION

Proposed amalgamation of the H&NW with the Northern Railway.

5/6/79.2

Amalgamation - Editorial

5/6/79.2.5

The County Clerk has notified the Reeves of the grouped municipalities interested in the H&NW, of a meeting to be held in the council chamber, Barrie, tomorrow at noon, to consider the amalgamation question. The Northern and the H&NW each has a meeting on Thu next to arrange for formal ratification of the agreement entered into between the two companies.

12/6/79.3.4

The Railway Pool

Meeting of the Simcoe townships in the Simcoe County Council Chamber.

"Mr. Switzer [the county rep on the H&NW board] stated that the matter was all cut and dried, and that he had practically no voice in disposing of it, though he had protested against what was being done. The H&NW was seeking aid in England, was unsuccessful and to prevent suspending operations altogether, was obliged to go in with the other road. The terms of the union were drawn up in England and were passed at the late meeting in Hamilton without any opportunity for discussion."

Cumberland was present at that meeting and in summary, cited four reasons for the merger:

1. decline in weekly receipts
2. cost of changing the gauge
3. credit exhausted in England
4. the prior refusal of the Simcoe County Council to surrender the Northern stock.

"the union was nothing in the way of amalgamation. it was an economical, temporary understanding between the two companies which had concluded to combine for their joint interests and put shoulder to shoulder together to overcome pressing difficulties, combine credit, and await a more prosperous future."

Mr Ross (Barrie):

"And was it in contemplation to do away with the Hamilton line into Barrie, and make the junction at Allandale?"

Reported reply from Cumberland:

As to the question about the junction at Allandale, Mr. Cumberland said he could not answer it. He would not be surprised if the track into Barrie was taken up and a common station made at Allandale.

Reported statement by Mr. Cumberland:

He hoped the public would disabuse their minds of the impression that the railway union has a conspiracy to defraud or oppress the people. The object in view was economy and the general reduction in expenses in running the roads.

Moved by Dr. Kirkland (Nottawasaga) and seconded by Mr. Harrison (Barrie) that the Warden be advised not to concur in the proposed agreement between the Northern and the H&NW companies. Carried.

12/6/79.2.2

The Railway Fusion reported

Cumberland before the County Council

Mr. Cumberland tells us that the origin of the union between the rival roads was mutual financial embarrassment. He goes on to state that the union will yield extra and necessary traffic facilities to both roads while admitting of an appreciable reduction in gross working expenses. And further, he gives us assurances that the public will not be victimized as a result of the arrangements.

There is no reason to think that Mr. Cumberland exaggerates when he refers to the late condition of the two roads as verging on bankruptcy. everyone at all acquainted with their respective resources and situations knows that both have been labouring under the most trying disadvantages. Inefficient equipment, combined with increasing expenses and decreasing traffic receipts has been telling on the Northern, while the other road, just struggling into existence, can scarcely be said to have been making money in the face of keen competition existing between it and its older and more established rival. Both going down and each able to extend to the other a helping hand were their interests identical rather than

antagonistic, it was the most natural thing in the world that they should come to an undertaking with each other whereby they could pull together.

(since that above was put in type the Northern and the H&NW have each held a meeting, at which the agreement entered into was ratified and confirmed. The vote of the Northern shareholders stood for the agreement 3,148; against 423. At the H&NW meeting the vote was unanimous.)

19/6/79

Editorial

"The unholy alliance is what the Collingwood Enterprise calls the new railway pool."

7/8/79.2.2

Glen Huron has a telegraph office.

7/8/79

"The H&NW to Collingwood has been formally opened."

14/8/79.2.3 County Notes

Collingwood enjoys railway service to the extent of fourteen arriving and departing passenger trains daily. You can walk along the street now and greet most every man you meet with: 'Good day, conductor'.

14/8/79

"Mr. Cumberland offers to build a band stand near the station for the Collingwood band. Perhaps he might be induced to create one for the Barrie band."

28/8/79

Baggage master McIvar, N&NW Railway, the other day met with an accident while coupling cars at Tioga Station, his arm being caught between the sides of the couplers and severely bruised.

2/10/79 CN

The H&NW branch to Collingwood has a mail clerk.

13/11/79.2.2

"The H&NW roundhouse has been removed from Collingwood to Allandale."

13/11/79.2 and 20/11/79.2

The railway fusion

12/2/80

"Fatal accident on the H&NW railway between Lisle and Glencairn on last Tue evening. A wheel on the engine of the freight train broke, killing the fireman."

19/2/80

NORTHERN AND H. & N.W. RAILWAYS -

Protest Against The Amalgamation -

Wednesday of last week a deputation of representatives from the county of Simcoe waited on Attorney-General Mowatt to protest against the amalgamation of the Hamilton & Northwestern Railway with the Northern Railway. Mr. Cook, M.P.P., introduced the deputation, which was composed of the following gentlemen:— Adam Dudgeon, Mayor of Collingwood; John Hogg, Reeve of Collingwood; M. H. Harrison, First Deputy Reeve of Barrie; Dr. Kirkland, Reeve of Nottawasaga; C. Graham, Reeve of Mulmur; Dr. Robinson, M.P.P., Cardwell; Thomas Long, M.P.P., Collingwood; Mr. Parkhill, M.P.P., and F. C. Capreol.

Mr. Hogg was the first speaker. He said that the bonuses given to the Hamilton & Northwestern Railway by the different townships in the county of Simcoe were given with the express understanding that it would be competing with the Northern Railway. But instead of carrying out their agreement, the former line had amalgamated with the latter, thus causing a great monopoly. The object of the deputation was to induce the Government to annul that amalgamation, and compel the Hamilton & Northwestern to carry out the promises made to the different municipalities before the bonus By-Laws were carried.

Mr. Dudgeon said that the Hamilton and Northwestern Railway Company had not carried out their promises in reference to the town of Collingwood. They had granted a bonus on the understanding that it would be a competing line with the Northern Railway, and also that they would build their station and storehouses in

the western portion of the town. but, on account of the amalgamation, they had not carried out the promises they had made. Neither had they built the dock and elevators they had promised. Altogether the Company had acted in a manner that was an injury and an injustice to the people of Collingwood. The object of the deputation was to see if the Government could not afford them redress in some way.

Mr. Mowat asked if the by-law stipulated that the Hamilton and Northwestern Railway should carry out these promises.

Mr. Dudgeon said that he did not think it was expressly stated in the by-law, but the Company had represented that they would do those things, and it was on that understanding that the by-law was carried. Several other members of the deputation having spoken, Mr. Mowatt said that he would consult with his colleagues and see what redress could be given. As a general rule these smaller competing lines do generally amalgamate, notwithstanding what promises the promoters make to the contrary. Men go around making long speeches and all sort of promises, and in this way they get people to vote bonuses to assist their railways, but they very seldom come up to all their promises. He had no powers to control the rates of railways. If he had, and reduced the rates accordingly, it would be rather an injustice to the bondholders, although it is also an injustice to the people to be compelled to pay high rates. He promised to try and find a remedy to get over the difficulty.

The deputation then withdrew.

8/3/80

NA defends the H&NW directors against Collingwood Messenger's "rogues, thieves and swindlers".

1/4/80.2.2

Nottawasaga council has decided to file a bill in chancery to compel the H&NW to open and maintain stations at Nottawa and Glen Huron."

15/4/80

"H&NW track at Creemore in a bad state by reason of recent rains."

3/6/80

Nottawasaga v HNW

Nottawasaga won the suit to keep open the Glen Huron and Nottawa stations

29/7/80.2.2

Dealing with Railway companies (Editorial re Collingwood abuse)

16/9/80

Editorial on a reception for Mr. Cumberland in Collingwood. Well received.

6/7/05.3.2

GTR will build new sheds at Collingwood

NORTHERN ADVANCE CLIPPINGS - ALLANDALE and BARRIE only

18/6/68.2.3

Allandale passenger station house constructed

"Very near the spot where the Prince of Wales stood when he visited this country, now stands the new station at Allandale. Eight years since or thereabouts we heard the Duke of Newcastle characterize the view of Barrie from Allandale as one of the pleasantest sights he had seen. If the Duke was to revisit us he would say there was now there also one of the prettiest little railway stations in the world."

9/8/77.2

Petition not to use Anne Street [(goes NW from Tiffin) to bring HNW into city centre.]

Barrie Town Council

A petition was received from Judge Ardagh and about 150 other ratepayers, praying that leave not be granted to the H&NW Ry to run their line along Ann Street, for the reasons that it is the dividing line between the Town of Barrie and the Twp of Vespra, and an important highway; that a better location

might be had through private unoccupied property, and the township council are making efforts to open out their portion throughout the length of the township in order to make it a leading thoroughfare for Essa, Vespra, Allandale and Barrie, thus showing how important it is to keep it free of obstructions.

9/8/77

H&NW Railway affairs in this neighbourhood are apparently at a standstill.

16/8/77.2.1 Editorial

The Railway and Street Question

In summary, criticizes the NIMBY attitude.

"We should certainly prefer to see the streets used as little as possible for railway purposes and no doubt so would the Railway Company, but if we want the road we must be content to submit to some little drawbacks for the sake of its benefits, but above all our good faith as a corporation must be maintained."

Note: Committee of council was supportive of the route along Ann Street.

20/9/77.2.3

The rails have been laid on the H&NW railway as far as Cookstown.

27/9/77.2.2

Editorial: The H&NW Railway

"Operations are in progress which indicate that the H&NW will be built and the cars running to Barrie within a very few weeks. The location of the road into town is given in detail in our local columns, and from what we can learn general satisfaction exists with reference to it. The fine Driving Park will be more or less cut up; yet we believe it is the intention of Mr. Moberly to alter the shape of the course and not to do away with it entirely. The Town Park, too, will have a considerable slice taken off it, which may perhaps oblige the people to look out for another public pleasure ground. But a railway is an institution which plays "Hob" with property generally, while at the same time it confers inestimable benefits on a community."

27/9/77.3.1

Hail to the H&NW Railway.

27/9/77.3.3

Route located to Queen's Park on Sophia. Allandale (HNW ed.) Stn extends from William to Baldwin Sts on the farm of Messrs Burton Bros.

Ties laid between Allandale and Barrie.

"the line definitely located to Barrie - it crosses the NR on the property of T. Seymour, crosses through the race course and also the Town Park, where it brings up for the present. One station on the Burton property near Allandale and another likely to be built in the park.

...owing to some difficulty with the NRC as to a crossing at the switch, the progress of the work was checked. This difficulty has now been effectively disposed of, the line having been run in a direction which keeps it clear of the switch. Following is the course of the line from the Station at Allandale which is situated on the farm of Messrs Burton Bros, a quarter of a mile from the Northern station and extends from William to Baldwin Streets, occupying about four acres of ground. Across the gore between Baldwin St. and Essa Rd., thence across lots 2,3 and 4 between the Essa Road and Centre Street, thence across lots 37,8,9 between Centre Street and Main Street, thence across lots 4, 56, 22, 23, 24, 34, 35, 36, 49 and 50 between Marcus and Alfred Streets to the Northern track. Here it crosses the track on the property of W. T. Seymour, the town line between Innisfil and Vespra and entering the race course nearly halfway across the lot. A considerable portion of this property may be utilized by the Company as a lumber yard etc. Running north across the course it goes through the corner of a lot and thence through the McAdie property, cutting across a corner between Henry and Ann Streets, proceeding further, again takes a curve and runs through more properties to Sophia Street, along which it runs to the Town Park at which we will leave it for the present."

4/10/77.2.3

The frame of the H&NW station at Allandale is up and work is proceeding at a rapid rate.

25/10/77

Allandale brieflets: "The diamond crossing is finished"

25/10/77.3

Opening ceremony at Hamilton. HNW completed.

1/11/77.2.4

The Hamilton and Northwestern Railway to Barrie is at last an accomplished fact, as the whistle of the locomotive on Friday [sic - signified?], as it steamed up on the last rail that brought the road into the corporation. Let us hope that the shrill scream of the iron horse heard last week marks the dawn of a period during which Barrie is to make "a big push" in the move city-ward as will finally result in placing her among the ranks of her sister towns that have gained civic distinction.

1/11/77.4

The locomotive 'Ontario' with the first passenger train on the HNW arrived in Barrie at half past four on Tuesday [Oct 30, 1877.] with dignitaries on board.

1/11/77.3.3

The Town Council held a special meeting on Tue night to confer with the directors of the H&NW with reference to the location of the line beyond the point now reached.

-Opposition re town park, company ready to build temporary terminus if not resolved.

"Mr. Stuart stated that it was intended to build a temporary station at the present terminus [the Town Park] on account of the opposition manifested against the road going through the town park, though it was the determination eventually to run through this property, no other course being practicable. The opinion of members of council seemed to be that if such was the intention of the Company, it would be as well to have the line continued at once and obviate the necessity of the proposed temporary station."

8/11/77.2.3

Town Council

Railway Terminus

Permission given the Company to run through the Park. The station, which will be built at once, to be located on the gore at the junction of Toronto and Ross Streets. [Note: the station - this did not happen - see below.]

22/11/77.3

Town Council

Objection to running line through Town Park - but inevitable. Allowed to go through Town Park.

After a short discussion, a resolution was passed leasing to the Railway company the right-of-way through the Park for 99 years at a nominal rent Of \$5 per year, on condition that the ground occupied by the track shall not exceed a width of 12 ft, a clause providing that the tracking, where it rises above the present level of the Park be graded so as to prevent as far as possible any conspicuous rise or embankment.

Card 25

6/12/77.3.2

The rails have been laid on the HNW up as far as the terminus of the line in Barrie. Anyone wanting to see the progress of the work in the vicinity of the station can do so by a trip up to the head of Toronto Street or a walk along Ross Street west of the foundry. The property on the corner of Bayfield and Sophia Sts, owned and occupied as a store and dwelling by Mr. W. P. Jaynes, has been purchased by the railway company for station premises.

9/5/78

Corporation Council

A copy of a letter was read, written by the Mayor to the secretary of the H&NW RR Co, asking for an explanation with regard to the erection of workshops, engine houses and other buildings, within the corporation. The letter pointed out that the agreement with the company and with the town did not limit the company to workshops but covered all buildings within certain points, especially engine houses. By the

track on Sophia Street and through the Park private and public property had been injured and the council felt that they should insist on the Company fulfilling their agreement.

[Should have been erected within the municipality - Perhaps referring to the race course which was outside the original perimeter defined by Barrie]

17/10/78

Round Town Dashes

The siding at the H&NW station here (Barrie) was taken up and removed to the opposite side of the building. The change had become necessary to accommodate the large and increasing freight business being done by this road.

1/5/79

"The H&NW Rly have been fulfilling the promise made to "fill up" about their track in the neighbourhood of the park."

"A platform has been erected at the HNW station for reshipping timber from the Northern to Caledon East for the Credit Valley Railway." (From the location of the article this appears to refer to the Barrie station, although Allandale would seem to have been a more logical transfer point.)

12/6/79.3.4

The Railway Pool

Meeting of the Simcoe townships in the Simcoe County Council Chamber.

Mr Ross (Barrie):

"And was it in contemplation to do away with the Hamilton line into Barrie, and make the junction at Allandale?"

Reported reply from Cumberland:

As to the question about the junction at Allandale, Mr. Cumberland said he could not answer it. He would not be surprised if the track into Barrie was taken up and a common station made at Allandale.

3/7/79

Report re the Deputation re the railway tariff:

Mr. Cumberland also stated that a junction of the two roads would be made near Allandale and the track from the race course taken up. Of course the connection south of Allandale renders the laying of a third rail as far as Barrie necessary and Mr. Cumberland informed the deputation that were the Company in a financial position to do so, they would at once put down a double track between Allandale and Barrie. The present Northern station is intended to answer for all purposes, the trains running into Barrie as formerly.

31/7/79.3.1

"The rails of the H&NW into Barrie are being taken up. Yesterday passengers by that road for town were transferred at Allandale to the Northern."

7/8/79.3.3

Barrie Town Council

"Whereas it appears from a timetable of the Northern and H&NW Railways just published, that the passenger trains from and to Hamilton will not run into any station in this municipality, and whereas this arrangement is contrary to the agreement under which a bonus was given to the H&NW Railway, and is calculated to do an injury to this Municipality if carried out or continued,

now therefore be it resolved that the Clerk be instructed to communicate with Mr. Cumberland, Managing Director of said roads, and ascertain how long the present arrangement of passenger trains to and from Hamilton as shown in said timetable, is intended to continue and if only temporary, to ascertain what future train service in connection with Hamilton this town is to have."

14/8/79.3.1

Those ties left where the railway crossing was at Toronto Street [at Queen's Park] ought to be removed.

14/8/79

"it is an ill wind that blows nobody good. Sophia Street residents breathe freely now that the railway track is removed.

14/8/79

"Mr. Cumberland offers to build a bandstand near the station for the Collingwood band. Perhaps he might be induced to create one for the Barrie band."

4/9/79.3.4

Barrie Town Council

H&NW trains into Barrie

Cumberland

"If you insist upon the H&NW Rly trains being run in, I fear we should have no recourse but to transfer passengers from other trains to them at Allandale."

Council

"great inconvenience to the inhabitants of Barrie and the travelling public has been and is daily being occasioned by the changes and delays at Allandale necessitated by the existing arrangements."

11/9/79

Barrie's trouble with railway companies seems to have no end. The latest difficulty has arisen through the withdrawal of the H&NW train service from the town since the track into the corporation was taken up. The Hamilton passenger trains now go no further than Allandale, at which station passengers for Barrie are transferred to Northern cars, while passengers from Barrie have to reach Allandale before being able to board a Hamilton train.....It is quite probable that Mr. Cumberland will give the town the train service it requires, which can be done by laying another track into this station."

9/10/79

They are constructing a big tank for fire purposes near the old site of the H&NW freight sheds.

16/10/79

Barrie Town Council

No progress re Barrie connection

"Not possible to run all of the trains into Barrie."

13/11/79.2.2

"The H&NW roundhouse has been removed from Collingwood to Allandale."

25/3/80

Mr. Maitland Young, Secretary HNW was in town effecting a settlement with parties through whose lands the Barrie Switch ran.

25/3/80

A Frisky engine

A H&NW locomotive on Sunday, at Allandale, by some means not ascertained, moved from the roundhouse, bursting open the door on the way, and the turntable not being in a position to receive it, it ran off the track, without however sustaining any damage of consequence.

1/4/80

The train dispatching for the Northern and Northwestern Railways is managed from Allandale instead of as formerly Toronto and Hamilton, this plan being the most central point of the combined systems. There are now upwards of 100 men employed in Allandale and vicinity in the above-mentioned railroads."

29/4/80.2.1

"The H&NW Depot Allandale has been transformed into a church for the use of members of the Episcopal denomination in that vicinity."

3/3/81

"Tenders will be received by the N&NW Ry Co up to the 10th March for the grading and other works to the subgrade required in the construction of a junction between the Northern Railway and NW Ry at Allandale."

Note: It is not clear whether this was the main connection itself or part of some additional switching to be installed. Since the solution to the "two gauge" problem appears to have been the installation of a second track from Allandale to Barrie, it is not clear whether the standard gauge was kept entirely separate from the provincial gauge or whether some exchange tracks were installed, necessitating a third rail. In view of the necessity to share facilities, a combination of the two approaches seems likely. In any event, the conversion of the Provincial gauge later in 1881 would resolve the problem.

Card 29

14/4/81.2.1-5

Railway collision between Allandale and Barrie

"One, the regular Hamilton train, was backing into Barrie, it was made up of three lumber cars, a baggage and a passenger car. The other, a "wild" freight train that had gone from Allandale to Barrie to take on some flat cars to leave at Bayview mill switch (known as Perkins' switch) with reversed engine was making for that point on the line."

Note: this report covers four columns and describes the accident in detail. It is apparent since this involved "the regular Hamilton train" and the downtown Barrie station, that the second "H&NW" track into Barrie had to be in place.

It is also apparent from the evidence being given that the Allandale - Barrie stretch was considered as part of the yard and therefore not subject to orders.

16/6/81

The Mail announces that on Saturday next [18 June], the change of gauge on the NRC from Meaford to Allandale Junction and from Allandale to Penetanguishene will be effected The straight line from Toronto to Gravenhurst will also be changed as soon as possible."

14/7/81.2.4

Change of gauge completed and early history of NRC.

"Passengers for Toronto entered a special train of the Hamilton and Northwestern at Allandale at 6.30 pm and were conveyed by that line to Riverdale Jct, where the train was run on the CVR line to the city, at which place it arrived about midnight."

"The last trains crossed at Richmond Hill [Maple] and the change was commenced."

13/1/87.4

Fire at Allandale yard

The fire proved to be the roundhouse of the Northern Railway which was totally destroyed by fire with three locomotives and a quantity of wood.

One man looks after the two engine houses and he was at the house south of the track when the fire broke out.

The locomotives destroyed are No. 20, lately from the repair shops, Toronto, where it had been thoroughly refitted.

No. 29 had been use some years.

No. 39 [could be 89, hard to read] was a yard engine of light construction and nearly worn out. It originally belonged to the Flos Tramway company.

Engine No. 20 can be repaired but the other two are a total loss. The roundhouse was on the north side of the main track.

10/5/88

Old Northern cars are being repainted. It will not be long before every vestige of the "Old Northern" will have disappeared.

12/4/94 (Barrie Examiner - publishes Thursday)

Allandale Station fire

The burning of the Allandale station has again revived the question of combining the two stations, Barrie and Allandale and running a wye switch to Barrie. Hitherto both stations have been fully equipped and as they are only a mile apart, they could be combined with the saving to the company every year of a considerable sum in the outlay for maintenance.

A LARGE FIRE - ALLANDALE STATION BURNED DOWN ON TUESDAY MORNING

(10 April)

It is supposed that a cigar stub, thrown on the platform was fanned into a flame by a high wind.

The brigade soon had two streams playing on the surrounding buildings, their efforts being directed towards saving the Superintendent's brick office.

A long train of coal and boxcars standing on the west side of the station now began to smoke and were quickly moved out.

The fire burned fiercely for about an hour and a half and as the building was frame it was not until it was in total ruin and the platform thoroughly soaked with water, that the surrounding buildings were safe.

Traffic was not much set back, the Toronto train being the only one delayed. It waited for about an hour before attempting to pass the burning building and in the meantime made two trips to Barrie.

13/9/94 (Barrie Examiner)

It is probable that a restaurant, 74x58 ft will be built on the site of the old GTR station by the Toronto News Co.

10/1/95 (Barrie Examiner)

On the 4th inst. Bruce O'Brien, bar tender at the Allandale Station, was fined \$50 and \$8.20 costs for violation of the Liquor Licence Act.

[searched Barrie Examiner to 6/95, no further entries]

20/8/96

Part of the general waiting room at the station here (Allandale) has been turned into an office for Assistant Engineer Chapman.

20/8/96.1.4

Another Deluge in Barrie

A terrific thunderstorm and general destruction
(previous storm 5 June 1890)

Allandale and neighbourhood which escaped with little or no injury in the great flood of 1890, is the greatest sufferer by the one of Saturday (15 Aug 1896). The yard of the Grand Trunk Railway looks as though it had been visited by an earthquake. The water rushing down from the hills became a destructive deluge when it reached the railway track, washing it away to the bay and causing the weighhouse to topple over at an angle of about 60 degrees. Cars sank down into the chasms made by the flood and now stand in all sorts of positions in apparently inextricable confusion and had the storm continued but a little longer, this and the station building must have gone.

28/7/98.1

GTR freight sheds in Barrie burned

Upon arrival of the brigade, the grain, implement and freight sheds were a mass of flames. The firemen therefore confined their efforts to the GTR station which it was thought at one time would also be burned. However the flames that already had possession of the western part of the building and the roof were soon under control and ere long extinguished. The GTR had the station roof rebuilt and the end of the station is now being rebuilt and will be finished in the same way as the east end, hence the station will be surrounded by a plank walk and a platform.

21/5/03.8.3

GTR may build a roundhouse in Allandale

15/10/03.8.3

New GTR roundhouse

19/5/04.4.4

New Allandale station under construction

"Although the GT yards in the 6th ward are, as a rule, about as busy a spot as can be found in Ontario, the bustle has been increased during the past few days by the advent of a swarm of workmen who be engaged in jacking up the building used as a restaurant, preparatory to moving it over to a spot in the rear of the offices and thus clearing the way for the erection of the new waiting rooms, ticket office and refreshment rooms. The building which is used as a station and for the accommodation of Superintendent Tiffin and his staff will be reserved entirely for the latter who are badly crowded for office room. An umbrella roof will connect it with the new station which in turn will be connected by another umbrella roof with the new refreshment rooms. The three buildings which are connected in this manner with one another will present quite an ornamental appearance, besides affording greater facilities for handling the large amount of traffic which converges at this point."

19/1/05.4.3

New station at Allandale

The new railway station and restaurant is proceeding very slowly.

19/1/05

"There is talk of a YMCA being instituted at Allandale. The GTR officials will look into the matter. Other divisional points have facilities of this kind, and it is felt that we should not be behind them.

11/5/05.8.4

"In the course of the next few days, the new GTR depot and dining hall at Allandale will be ready for business."

New GTR depot, Allandale

25/5/05.8.1

Waiting room of the old station is being overhauled

"A start has been made in overhauling the general waiting room of the old station to make space for the divisional officers. Tickets are now being sold from the wicket of the ladies' room."

The GTR track between Allandale and Barrie is being raised considerably to improve the grade. The company will expropriate a strip of land 30 ft wide in order to ease the curve."

22/6/05.8.1

New Allandale Depot and dining hall formally opened Monday morning (19 June).

22/2/12.5.1

Allandale station redecorated

ORANGEVILLE SUN N258

Publishes Thursday

15 Jul 1909.1.5

Another Caledon wreck (at Alton).

19 Aug 1909.2.3

Vineland is to have a GTR station.

23 Sep 1909.8.2

On a Branchline

Owen Sound line demoted to branch line.

21 Oct 1909.1.4

Trains crash together at Melville Jct.

21 Apr 1910.1.2

New station for Shelburne being surveyed.

4 Aug 1910.4.3

Board of Commissioners inspected Palgrave for the possibility of a subway under the GTR tracks.

18 Aug 1910.1.6

Car turns over at hoodoo Horseshoe.

3 Nov 1910.1.1

"Trains crash head on" one mile south of Orangeville. Error in despatching.

26 Jan 1911.1.4

Whole train ran over section man (Hiley)

26 Jan 1911.2.3

Fires caused by railways - general article

26 Jan 1911.2.1

Two killed in train wreck at Collins Bay.

2 Feb 1911.2.3

Terrible railway wreck, Buffalo and Goderich line midway between Paris and Drumbo. Terrible devastating fire. Old coach oil lamps.

16 Feb 1911.1.4

Job of putting a guard rail on the Horse shoe curve 1850 ft long has been completed.

2 Mar 1911.2.3

GTR freight train wrecked. Embankment west of Humber River near Humber river bridge. 17 freight cars loaded with grain.

2 Mar 1911.8.1

Horseshoe Curve guard rail is 80 lb steel, 3.5" flange space.

18 May 1911.3.5

GTR station at Richmond Quebec burns.

1 Jun 1911.2.1

50 years on GTR, Mr. Michael Fennell died at 79 at Point St. Charles on 25 May 1911

1 Jun 1911.3.4

Locomotive works (CLC) sold out to "English syndicate".

29 Jun 1911.1.3

GTR train strikes loaded street car in London, Ontario but passengers escape serious injury.

10 Aug 1911.1.6

A CPR engineer took a chance at Alliston that he will not take again for some time. He was in charge of a work engine that was going south soon after 8 am, and approached the diamond crossing at the time as the Grand Trunk mixed train. The Grand Trunk had the right of way and switchman O'Donnell gave it a clear track and set the stop signal against the engine. The engineer on the engine either did not see the stop signal or thought he could beat out the oncoming Grand Trunk train, for he approached the diamond at a speed of about 35 miles an hour. The mechanism that clears the course for one train automatically opens the switch for the other, and the CPR engine was derailed before it reached the diamond. An extra safety rail saved it from leaving the roadbed, but the engine was pretty badly damaged and the roadbed was torn up for some distance.

5 Oct 1911.1.6

Old engineer dies at Toronto. Billy Childs, TGB.

12 Oct 1911.4.3

Guelph - new GTR and CPR stations.

16 Nov 1911.1.6

FORTY YEARS AGO

Opening of the narrow gauge railway - banquet in the old drill shed (TGB)

16 Nov 1911.1.3

It is the intention of the CP to build automatic coal chutes here [Orangeville] to facilitate the coaling up of locomotives.

30 Nov 1911.1.3

Freight cars pile up - wreck near Kleinburg blocks traffic for several hours. Suspected flat wheel.

14 Dec 1911.1.3

Owen Sound CPR elevators go up in smoke Dec 11.

28 Dec 1911.1.2

CPR Ontario Program - report - 450 miles of new lines including proposed lines Hamilton - St. Caths - Port Colborne Ingersoll - Embro - Tavistock - Shakespeare - Linwood - Arthur Also lines from St. Mary's.

12 Jan 1912.5.1

CPR station horticultural award. Markdale. Station agent John Caesar.

22 Feb 1912.1.7

Owen Sound train derailed at graveyard curve - run-off near Chatsworth - cars rolled down bank - 4 miles south of Chatsworth - spreading rail.

29 Feb 1912.5.2

There is a possibility that in the near future Beeton will be served by two direct lines of railway to Toronto. The GTR have made a survey north from Weston, and indications point to their running a line from that place to connect at Palgrave or some other point with the Hamilton and Allandale line. This will give a direct route to Toronto from other points on this division between Palgrave and Allandale. Beeton World.

7 Mar 1912.1.1

Wreck at Crombies. Way freight crashed into heavy freight stalled at Crombies. No lives lost.

7 Mar 1912.5.1

The CPR engineer says the railway will likely commence operations to Collingwood about May 1st, and the line may be in operation before the close of 1912.

14 Mar 1912.1.5

Wreck at Varney between Durham and Palmerston. Coach of mixed train jumped the rails. Broken rail.

4 Jul 1912.5.1

the CPR is putting a 50 ft extension to the station at Brampton.

11 Jul 1912.1.1

He bossed the old narrow gauge.

Edmund Wragge a passenger on the Orangeville train. TGB Chief Engineer 1860-1883.

Now 75 years of age.

11 Jul 1912.4.2

A gang of men are now busy moving the old CPR station at Shelburne in order to start the work of building the new one.

8 Aug 1912.1.4

Pullman ablaze in Union Station [Toronto]. Trainman's lamp ignited leaky gas pipe of CPR sleeper Eyoshina attached to the rear of CPR #34 for Ottawa.

8 Aug 1912.5.2

Railroad rails creep. (General article. Attributed to heat and traffic in one direction on double track sections.)

29 Aug 1912.1.5

New passenger station at CPR [Shelburne].

The old station building has been "rolled" out of the way northwards, and it is to be assumed that the work of erecting a new station will be ready for occupancy by the time the gentle blasts of winter strike this way. - Economist.

5 Sep 1912.1.6

The CPR station at Cartier, Ontario was burned.

31 Oct 1912.1.4

William Gray, former Orangeville station agent for the TGB retires. (The article lists the engineers and conductors on the TGB.)

ORANGEVILLE BANNER (name change to be confirmed)

10 Apr 1913.5.4

Road to new CPR station at Bolton causes trouble.

17 Apr 1913.1.3

the CPR has started a way freight on the branch between Cataract Junction and Elora.

17 Apr 1913.1.4

Intended CPR connection Guelph-Bolton (via Inglewood).

24 Apr 1913.1.3

The GTR will build a new \$5,000 Station at Cookstown this summer.

1 May 1913.1.3

Cookstown will have a new \$5,000 GTR station this summer.

8 May 1913.1.4

J.A. Bell's grain elevator and the GTR depot and freight sheds in New Lowell were destroyed by fire a week ago Friday. [May 2]. the blaze was caused by a spark from a passing engine.

15 May 1913.1.3

The CPR will build a \$9,000 station at Milton.

15 May 1913.8.4

Railway signals (general article - hand and lantern signals)

29 May 1913.2.2

Spreading rails on the CPR 4 m west of Grand valley.

5 Jun 1913.1.3

Markdale's new CPR station was formally opened last week.

5 Jun 1913.1.4

Milton is being favoured with a new \$9,000 CPR station. Workmen have already commenced operations.

The company is also double-tracking its road through the county town.

10 Jul 1913.1.4

Double-tracking is going on at Cooksville on the CPR. The railway expects to get the track doubled from Islington to Guelph Jct this year and to St. Thomas next year.

24 Jul 1913.3.6

The Trial Trip. First Passenger train was run over the TG&B in 1873 (detailed account). The article refers to the Toronto Globe account of June 13, 1873.

The article also notes that the train was pulled by the engine "Owen Sound" and that the party was photographed at Orangeville.

7 Aug 1913.6.7

Letter from reader Wm. Hawkins Sr. of Alton taking issue with the dates - states the first train was run in 1871 and cites the engines of the TG&B:

The Gordon

The Kincardine

The Robert Walker

The Rice Lewis

the Toronto (Baldwin engine)

The Amaranth (Baldwin engine)

The Mono

The Caledon (double-header)

Note: This account coincides with the McIlwraith roster up to engine #10, except that A.R. McMaster and Albion, both 1870 Avonside engines have not been included.

"Owen Sound" shows in the McIlwraith roster as #14 built by Avonside in 1871 or 72, thus tending to confirm the correctness of the reader's letter.

25 Sep 1913.1.6

At last after years of waiting and working for a station more centrally located, we are to have our wishes satisfied or nearly so. It would have been more convenient to have the station placed above Pearl Street but this was impossible on account of the heavy grade - Streetsville Review

16 Oct 1913.1.4

Joseph Spragge Ran First Locomotive on the old Credit Valley. Passed away.

6 Nov 1913.3.3

St. Catharine's freight sheds burned.

11 Dec 1913.8.2

Couple of cars derailed at the Horseshoe Curve. No injuries.

1 Jan 1914.1.6

CPR wreck - Cedar Mills

15 Jan 1914.1.5

The GTR will build a new station at Owen Sound.

12 Feb 1914.1.3

Owen Sound is to have a new GTR station of pressed brick.

12 Mar 1914.1.4

Ontario and West Shore Railway (OWSR) charter to be renewed for another four years.

25 Jun 1914.1.3

CPR steel viaduct spanning the Nottawasaga River at Baxter partially collapsed, was reopened.

2 Jul 1914.1.4

The Ontario and West Shore Railway will be at once advertised for sale by the four municipalities interested who also urged that the Attorney-General's Department make more effort to locate J. W. Moyes.

16 Jul 1914.1.4

Radial railway to Guelph under construction.

23 Jul 1914.6.1

Engine left rails at Markdale. Fireman injured.

13 Aug 1914.1.3

The Inter Provincial Brick Company of Cheltenham burned their first kiln of 300,000 bricks last week.

Orillia, The Times - Thursday, June 15, 1882 - RAILWAY EXTENSION - A party of surveyors, under charge of Mr. Gamsby, have been employed by the Northern, Northwestern, and Sault railway company, and are now engaged in definitely locating the line from Gravenhurst to Huntsville, so it will then be ready for the letting of contracts and proceeding with the construction of the road. The party commenced at Gravenhurst station on Tuesday morning, and are working their way northward.

Orillia, The Times - Thursday, April 13, 1882 - NORTHERN & N.W.R. EXTENSION - The first money for the right-of-way north of Gravenhurst, was paid out this week by Mr. C. Corbould, solicitor of the Road, who

is completing the purchase of right-of-way from here to Bracebridge, and it is expected that the work of construction will begin next month.

PORT DOVER MAPLE LEAF

N555 - publishes Friday

11 Jan 1889

The Storm's Damage - the doors of the H&NW Rly engine house were blown in.

11 Jan 1889

The South Norfolk Railway has been taken off the hands of the contractors and the bonds handed over by the trustees.

18 Jan 1889

The morning express started to run through from Hamilton to Port Rowan on Monday last. Instead of coming through from Jarvis to port dover, as formerly, it comes here now via Simcoe.

18 Jan 1889

There are several rumours afloat, and gathering strength for some time back, regarding what the GTR intend doing with the railroad between here and Jarvis and what new arrangements will be made.

25 Jan 1889

The Port Rowan Railway is doing a splendid business both in passengers and freight.

22 Mar 1889

At the meeting of the shareholders of the South Norfolk Railway and Georgian Bay Division of the GTR, it was resolved unanimously to incorporate the SN extension into the Georgian Bay Division.

29 Mar 1889

Considerable repairs are being made to the railway between Hamilton and Jarvis.

29 Mar 1889

The Erie House is being thoroughly renovated and repainted.

5 Apr 1889

Col. Collier is still on the war path against the GTR. He was up here in the early part of the week looking for witnesses in his suit brought against the Co. for alleged services in the building of the **Scarboro Junction road**. We are credibly informed that he has abandoned his suit against the south Norfolk Railway for \$50,000.

(Adv Tisdale and Robb, B&S, Simcoe - D. Tisdale QC and James Robb.)

12 Apr 1889

The old H&NWR station at Jarvis was moved over the track last Friday and turned into a baggage room.

3 May 1889

Accident at Hamilton Junction - "mangled and burned"

26 Jul 1889

Seats at the lighthouse on the pier

"the GTR does not own that part of the pier".

9 Aug 1889

the weigh scales at the Norfolk House put up some years ago by Colonel Collier have been purchased by Mr. R. Y. Maybee who has had them removed to Vittoria.

20 Sep 1889.1.4

A Probably Fatal Fight - drunken roughs attack the trainmen on the special from Hamilton Friday evening last.

20 Sep 1889.4.2

Editorial - Agitation for a larger station because of number of excursionists "or at least a platform four or five times as large as the present one".

11 Oct 1889

It is said on good authority that Mr. Hale of Woodstock has purchased the handsome residence of Col. Collier.

1894 - various re Shenango ferries

During 1894 a number of discussions took place between the GTR and the Pittsburg, Shenango and Lake Erie Railway Company with the purpose of inaugurating a coal ferry service between Conneaut, Ohio and Port Dover, provided the GTR could guarantee a 14 ft draft in Port Dover harbour.

23 Feb 1894

"Last Saturday Judge Wood of Stratford and Messrs McFarlane and Bailey, GTR officials of that city, were in town. it seems that they came here at the instigation of Judge Wood who represents an American Coal Syndicate who propose to do a large coal business at this port provided the GTR will guarantee them 14 ft of water in the harbour."

2 Mar 1894

"The proposal to make St. Williams a flag station has brought out a vigorous protest quite naturally from the people of that village and neighbourhood. "

30 Mar 1894

the steamer "Columbia" that was here several times last summer with excursions from Erie is desirous of making a couple of trips each week between this port and Erie in connection with the GTR and requests the influence of our citizens in bringing about that result. The manager of the boat thinks arrangements could be made to run trains from Toronto and Hamilton to this place and thence by boat to connect with the leading lines from Erie and Cleveland etc. and that this route being short and pleasant would soon build up a trade between the two places.

13 Apr 1894

"The four sections on the H&NW between this place (Port Dover) and Caledonia have been reduced to three and some of the section hands dismissed."

13 Apr 1894

survey of harbour

4 May 1894

another visit from the Conneaut Coal company

11 May 1894

another survey of the harbour (final)

25 May 1894

Coal strike in the States. The GTR has cut down on the number of freight trains and type of freight carried.

8 Jun 1894

Pittsburgh, Shenandoah & Lake Erie Railway Co.

Mr. E.P. Hannaford Jr of the Engineering Dept of the GTR has been here this week with two assistants surveying the tracks of the railway in and about the town.

14 Sep 1894 (editorial)

"There are many rumours afloat as the filling in of the marsh, making a network of switches, building a bridge across the river, straightening the curves in the road etc." The same editorial hoped that Port Dover would become "the great coal depot of Ontario."

28 Sep 1894

description of the Shenango ferry design.

14 Dec 1894

the contract for the ferries has been let and that they were to be ready April 1895 (later June 1895).

On August 17, 1895 the (railway) car ferry steamer service was inaugurated between Conneaut, Ohio and Port Dover (23 Aug 1895 PDML). There were two ferries, the Shenango 1 and Shenango 2, to connect the railway systems of Pennsylvania, Ohio and Ontario. The immediate link was with the Pittsburgh, Shenango and Lake Erie Railway. The staple cargo was coal, but the steamers also carried many passengers. The first consignment was 10 car loads of coal, 4 for the GTR and 6 in bond but each steamer had a capacity of 26 loaded cars. The ferries were 300' long, 54' wide with a draft of 20'. On approaching, the ferry would swing round and back in up to an "apron" which was a floating portion of the pier at the end of the dock so it could be adjusted to the height of the steamer deck. During this time there were five tracks to service the arriving cars and the location was a slip immediately to the west of the west pier. Although these ferries also ran in winter, the service only lasted for a few years. The main reason was the apparent lack of sufficient water depth, but it also seemed that the GTR was taking most of the coal for its own use with the consequent lack of commercial benefit or competitive bidding for the commodity.

9 Aug 1895

arrangements are being made to have a suitable day appointed to duly celebrate what will doubtless prove the brightest day for the future of Port Dover it has ever seen.(arrival of the Shenangoes)

20 Sep 1895

Records a meeting by the president of the GTR Sir Charles Rivers-Wilson with Col. Dick, President of the P,S and LE Railway Co:

"One of the points discussed here was the necessity of building a bridge across the river, so that freight could be shipped directly along the H&NWR and all points east...

We understand that Sir Charles agreed to build the bridge as soon as possible. It is estimated to cost about \$11,000 provided it is built to permit vessels to pass up and down the river, or \$8,000 if not so built. The completion of the work however would obviate the present necessity of having two stations, freight sheds etc and would lessen the expenses of the company considerably."

11 Oct 1895

low lake level - rock blasting needed to deepen approaches to the dock."

8 Nov 1895

The GTR have now a considerable force of men and trains at work on the H&NW Railway between here and Jarvis, putting the track in thorough repair for the new coal route. This portion of the route has been in a neglected state for a long time, so much so, that fast or heavy trains could not be run over it, but the company are now putting in new rails and ties, and ballasting with gravel and sand.

1 May 1896

sudden fall in water level - needs another \$25,000

8 May 1896

"the men at work building the new railway bridge across the river while locating a place for a foundation struck an old wreck, which it was necessary to remove."

29 May 1896

The approaches to the new railway bridge are about completed.

29 May 1896

Report of an accident on the Ferguson Ave curve at the Hamilton Mountain. Six well-filled coaches, the last two jumped the rails. Passengers shaken up, no one injured.

24 Jul 1896

Expected to be ready for trains end of July.

31 Jul 1896

On Tuesday a construction train went over it for the first time. This (bridge) will be a great convenience to the travelling public who will find themselves landed at the nearest and most convenient station in town.

7 Aug 1896

The new railway bridge is now being used for passenger trains and all trains arrive and depart from the Main St. station, which is a great convenience to passengers. All coal trains from the East pass over the H&NW now, instead of going round by Simcoe.

21 Aug 1896

the number of engines taking water at the H&NW tank since the completion of the link has necessitated the employment of an extra pumper.

28 Aug 1896

GTR insist on using light engines in the Shenango sidings - it needs a heavy shunting engine

"seem content to let their light engines pound away to the detriment of their rolling stock and road bed."

26 Mar 1897

it is said the GTR will build a new station here this coming season to replace the one now so inadequate to accommodate the Company's business at this point. Where it will be placed or what it will cost is not yet known here.

10 Sep 1897

THE GTR STATION GOES UP IN SMOKE.

About 2 o'clock on Monday morning last [paper published on Friday, so that would be 6 Sep] a passer-by discovered the GTR station at the foot of Main Street in flames and promptly gave the alarm. the cause of the fire is unknown but it looks as if an incendiary had been about.

Everybody hopes that the GTR will promptly proceed to build a station worthy of themselves and suitable to the trade of the place. if they would also but see their way clear to fill up the old marsh and build the station where it now is it would more than delight everybody.

1 Oct 1897

THE GTR WILL BUILD A NEW STATION

"Superintendent Fitzhugh was shown over the locality and our wants clearly stated to him. He promised to do all he could in the interest of our town and push it to the front as a summer resort. He also stated that the company would proceed to build a neat, handsome and convenient station suitable to the wants and business interests of the town. The structure will be placed between Main and St. Andrew Streets on a portion of ground now covered by the marsh which will be partially filled in. The company would not fill it all in but would do enough to place the station buildings upon...."

22 Oct 1897

There are no signs yet of the resurrection of the GTR station here and the people are getting restive about it.

5 Nov 1897 (unconfirmed):

A few charred planks are all that remains of the station, that having been destroyed by fire.

5 Nov 1897

Some of the GTR officials were here on Tue last with reference to the building of a new station, but they were very reticent as to what they intended to do. So we were unable to learn just what their intentions are and when they will be executed.

12 Nov 1897 (Of local Interest)

General Supt McGuigar, supt Fitzhugh, engineer Crowley and district Passenger Agent Dickson of the GTR were in PD last Wed inspecting the station recently destroyed by fire, and considering the advisability of erecting a new and improved building. It is probable that this will be done shortly.

12 Nov 1897 (Editorial)

"Some of our local merchants declared that if the GTR does not immediately proceed to erect a new station and get some place to put freight besides in the marsh or in an old ash heap where the station once stood, they will team their freight to Waterford to the TH&B road. The present method of procedure on the part of the GTR will help make many friends for the TH&B when they are ready to run their road through to Dover and that might not be very far off either. Then we would have some

competition in freight rates and not be at the mercy of the Grand Trunk both "by land and sea". This road will likely be pushed through to Dover from Waterford some day and the sooner the better. The temper of the people is in anything but an amiable condition at present over the total lack of accommodation of every description now found at our station. There is sometimes even no cars to put freight in when it arrives at the station and "the powers that be" apparently are doing nothing to remedy the difficulty. The economy that declines to build a station is certainly of the most drastic description and we are paying a bonus of a dollar a day for it too!"

3 Dec 1897 (Of local Interest)

The GTR have several teams this week hauling sand from the lakeshore, filling in the marsh where the new station is to be built. The section men are being employed on the work. The Co. are also preparing to build a new watertank and an addition to the engine house."

3 Dec 1897

The GTR will discharge employees whose wages are garnisheed for debt.

10 Dec 1897 (Editorial Page)

"The GTR have at length started to work in a vigorous manner to make the necessary improvements here. A force of 15 men are now at work putting up a new station which promises to be a handsome structure, suitable to the business of the town. A portion of the marsh at the foot of Main Street has been filled in with sand from the lakeshore and on it the building is being erected. It is 81 ft long and 24ft wide and will be a substantial neat wooden structure with a bow window in the centre. A spacious platform will run the whole length of the building, which is expected to be finished in about three weeks at a cost of probably \$1,800.00.

An addition is being made to the engine house on the old HN&W Rly which hereafter will be the only one used, the other one will be taken down.

A new watertank will also be created."

No 1898 papers

6 Apr 1900

There are forty cars of steel rails on the GTR side tracks here awaiting the arrival of the "Shenango". they will be taken to Pittsburgh and "refaced", where it is stated they will be as good as new.

20 Apr 1900

The GTR is hot after the loafer around the station houses and is making it very unpleasant for them.

27 Apr 1900

It is reported [that the Shenango] will bring over for the Toronto Gas Consumers Co. 52,000 tons of coal this season and 60,000 for another Toronto company.

1 Jun 1900

GTR order to look out for tramps.

8 Jun 1900

The "Shenango" brought over 26 car loads of steel rails on Tuesday last. Special trains hauled them away immediately.

6 Jul 1900

The GTR painting crew have been here and put their premises in order again. They are about to put in a new "turn-table".

27 Jul 1900.1.4

New GTR gravel pit 3 miles east of Simcoe. it is expected that the track from the air Line to the pit, which will be about a mile long, will be commenced this week.

27 Jul 1900

High GTR excursion rates

3 Aug 1900 editorial

"of course the railway co. knows their business but it seems to the general public that it would be better to carry people at a reduced rate than not at all."

17 Aug 00.1.4

Track to gravel pit east of Simcoe being constructed.

28 Dec 1900.4.1

The automobile - The Coming Carriage

Note: Searched 1901

17 May 1901

derailment at Vittoria (open switch)

31 Jan 1902

On Wednesday last as the noon train from Hamilton was approaching the yard, the switch leading to the turntable was turned the wrong way and the engine ran into the roundhouse, bursting open the doors and came out at the back. No one was injured and the damage was slight ...

20 Jun 1902

Better train service - Toronto to Port Dover in 3 and one quarter hours.

15 Aug 1902

Excursion to Erie PA on "Shenango" [1 or 2 not specified].

15 Aug 1902

Hamilton & Caledonia Electric Railway projected to Nanticoke.

14 Nov 1902

Extension of lake Erie and Detroit River Railway from St. Thomas to Buffalo.

21 Nov 1902

The Grand Trunk is building a new bridge at Jarvis where the Air Line crosses the Hamilton and Port Dover road.

No 1903 - 1905 papers

16 Mar 1906

At the last regular meeting of the Simcoe Town council, the Mayor and council were authorized to sign the petition from the PD Board of Trade asking the Government to take over the harbour in Port Dover.

27 Apr 1906

The Dominion Gov't will grant a further appropriation of \$4,400 for the improvement of our harbour...everyone hopes the Government will go a step further and take over the whole harbour and thus let vessels come in here without paying the prohibitive dues.

25 May 1906

"Fell Asleep At the Key"

Wearied train dispatchers the cause of many railway wrecks (general article)

13 Jul 1906

Shenango slip silted up.

Shenango 1 and 2 are gone

great injustice done to Port Dover

20 Jul 1906

FILLING IN THE MARSH

GTR had offered to provide the earth - not accepted - GTR being asked to repeat the offer - steam shovels not available - perhaps next year.

Anyway, marsh not that big a deal, with proper drainage, it could simply be dried out.

10 Aug 1906

What we need in Port Dover is an electric road and a good harbour (a good swipe at the GTR)

17 Aug 1906

A BRICK YARD

Our town has had no brick yard for some time back and the want has been severely felt by those desirous of building.

Mr. C. Mason, Simcoe, has leased a piece of land from Wm Franks with first class clay on it that it is said will make good facing brick and he has also leased from the GTR a piece of ground formerly used for the station of the old H&NW rly. S.R. Maneer will have charge of the yard here we believe and operations are to commence at once.

7 Sep 1906

The Grand Trunk station has had a coat of paint which improves its appearance very much.

16 Apr 1909

Reference to the Port Dover and Canfield run.

Letter on the PD bridge - re "swing" bridge, gives history of construction of bridge and the schooner Barcelona obstruction

14 May 1909:

(147) train crossing the Lynn River.

The railway bridge was on the site of a sunken schooner, the "Barcelona" from the 1850s. It could not be dislodged by dynamite. They then tried a cable which snapped. Finally the bridge was made to swing to allow a dredge through and this brought up the remains of the hull piecemeal. The railway bridge was built 1896.

"The public interest is still very much centred on the swing bridge...[i.e. the old road bridge] and quoted the Dominion Government engineer who opined that " before the GTR could be required to make their bridge a swing bridge, it would be necessary to show some cause for it...."

15 Oct 1909

Towns of Cayuga, Simcoe, Port Rowan, Jarvis, Canfield Jcn and Port dover complained of poor service to the Railway Commission.

26 Nov 1909

Editorial:

Port Dover Brick and Tile Company

"Railroad transportation is by a spur from the GTR."

Commenced operations July 1908.

16 Jun 1921

The opening of new road lift bridge.

22 Jul 1921:

"Official opening of new [road] bascule bridge Thursday. According to the County Clerk, the Grand Trunk have been approached with regard to the building of a swing bridge and the matter had been taken up with the Railway Board. The Board had ruled that the GTR bridge was in a good state of repair and that should it be replaced at any future time, the Board would insist on the erection of a swing bridge."

(undated) January 1931

Drastic reduction in CNR schedule (morning Dover-Simcoe train taken off)

Clearly the LE&N is the mainstay passenger connection with 8 trains weekdays and 2 trains Sundays.

(Coincidentally, the Port Dover-Jarvis Road was to be paved May 31.)

19 Jun 1931

CNR SERVICE TO BE CUT ONCE MORE

"Train service over the CNR, as far as Port Dover is concerned, will soon be so near the total extinction mark as to be almost negligible. In place of the "noon" train now arriving here about 11am and then proceeding on to Simcoe and Port Rowan and back to Port Dover about 4pm, we are going to have but one train a day, arriving here at about 3.15 and leaving Port Dover again after about half-hour's stop-over.

26 Jun 1931

CNR SERVICE TO REMAIN THE SAME.

25 Sep 1931

LE&N schedule cut to 4 trains daily, one on Sundays.

2 Oct 1931

"The change in the local timetable will affect Port Dover more than any change since the advent of the Old Granny into Port Dover many years ago. By the new order of things, the Port Dover to Jarvis road is practically abandoned, except in cases of emergency, which do not happen frequently on these branch lines."

2 Oct 1931

"Retirement of Jos Smith 42 years railroading.

For many years he was on the Dover-Canfield run, but when this service was dropped he was put back on his old and familiar Port Rowan run."

30 Oct 31

LE&N STATION AT PORT DOVER WILL BE CLOSED UP AT ONCE.

Caretaker put in charge of station. Tickets to be sold on the train by the conductor.

1 Feb 1935

CNR ASKS PERMISSION TO ABANDON PORT-DOVER JARVIS LINE

Council will endeavour to force CNR to remove bridge across River Lynn.

(Port Dover Reeve J.H. Misner)

Insofar as the branch line from Jarvis to Port Dover is concerned, it is of little concern to the citizens of the village, and for the past two or three years freight and passenger traffic has been routed through Simcoe instead of making use of the direct Port Dover to Jarvis route. With the fine service being given by the LE&N, this part of the CNR's system is not of as much importance to Port Dover as was the case before the advent of the radial in 1914.

For years Port Dover, Norfolk County, aided by Brantford and other Grand River valley boards of trade and municipal councils have put forth concerted efforts to force the CNR to provide a swingbridge across the creek in place of the present stationary structure owned by the railway. Such a move would have opened up considerable valuable property which at present lies dormant owing to its inaccessibility because of the railway company's bridge. The railway company does not overlook this fact in its presentation to the Railway Board, and would abandon that part of the Dover-Jarvis branchline starting at a point beyond the old bridge. It seeks to leave the bridge exactly as is and will thus be able to block development of the property beyond that point.

The leaving of the old bridge across the creek means greatly increased revenue to the company through the rentals paid by various fish companies in the present congested area opposite the CNR depot.

The same article reports on the condition of the branch line:

Rails; light, poor

Bridges: poor

Culverts: bad

Ballast: bad

Ties: bad

Maximum grades: nbound 0.75%

sbound 0.66%

Curvature: 8 degrees max

Drainage: poor

15 Mar 1935

COUNCIL, CNR, COAL AND SUPPLY AGREE TO TEAR OUT OLD BRIDGE

"a satisfactory agreement has been reached between the Municipal Council of the village of PD, the CNR and the PD Coal & Supply Company."

(to be ratified by the BRC)

22 Mar 1935

Deputation to Ottawa was promised dredging at PD harbour.

10 May 1935

CNR bridge will be removed... Jarvis line to be abandoned - no details.

12 Jul 1935

Gang of 36 men start next week on tearing up Dover-Jarvis line.

25c an hour.

"PD had to bonus the railway when it first came to PD...vast revenue, particularly from the local fishing industry, all of whose buildings are located on railway company lands."

"The advent of the LE&N played havoc with GTR passenger service, and of later years the bus service has been the means of depleting still further these dwindling railway revenues."

"With the abandonment of the PD-J branch line, a renewed effort has been made to have the bridge torn out, and this work, approved recently by the Board of Railway Commissioners for Canada, is about to be implemented by the tearing up of the tracks along the entire length of the branch line, as well as tearing out of all bridges, etc.

The CNR will continue to operate the branch line from Simcoe to PD, giving a one-train a day service.

COAL AND SUPPLY CO. BUILDINGS BEEN MOVED TO NEW SITE

"the abandonment of the PD-J line and the removal of the stationary bridge over the river Lynn is the cause of the removal of the buildings of the Port dover Coal and supply company to a new location on Harbour Street, the buildings still being located on railway company property. the removal of the buildings which are used to store cement, lime, coal, etc was actually completed yesterday afternoon. New cement buttments and floors will now be laid and when completed, the buildings will be more easy of access than in the old location."

2 Aug 1935

"As soon as the word reached Hamilton [about the work gang], former CNR employees of that city who had been off work owing to hard times, made a big kick against PD labour being employed on a railway job." [and won, most of the PD men being displaced.]

9 Aug 1935

CNR BRIDGE TORN OUT YESTERDAY

"Company officials endeavour to sell to the farmers the strip of land adjoining their farm and where the farmer will not pay more for it, the sum of \$1 is accepted - any price at all to make a deal so that as far as the CNR is concerned, they will have no further interest or liability in this section."

9 Aug 1935

CNR BRIDGE TORN OUT YESTERDAY

"The bridge across the creek was torn out yesterday, this being the cause of much unsuccessful effort by citizens of the town in years gone by."

THE SIMCOE BRITISH-CANADIAN

N186, weekly, publishes Wednesday

6 Nov 78

quoting "the Spirit of the age" [Port Rowan paper]

PORT ROWAN RAILROAD

We hope there is a probability off some company undertaking the construction of a railroad along the front of our county and would be pleased to have the work undertaken by the PD&LH company which is so successful at pushing its extension northward.

12 Mar 79

Railway Trouble (quoting the Woodstock Times)

CVR car - William Collier -

"and he thinking that no further sum was forthcoming...Mr. Collier who was waiting with an engine of his own...sharp piece of practice..." (photocopied)

6 Aug 79

Mr. William Collier has established a coal depot at Port Dover. Mr. C. Morgan has charge of the business.

10 Sep 79

Special general meeting of the PD&LH

7 Apr 80

A general meeting of the stockholders of the **Port Rowan and Lake Shore Railway** will be held in the townhall, Port Dover, on Monday 26 April, for the purpose of electing a president and directors.

29 Nov 80.2.3

Report of accident at Beeton with the engine J.M. Williams

22 Dec 80

Terms of agreement with the CPR syndicate.

19 Jan 81

Stratford and Huron Railway to go into GTR.

23 Feb 87

Col. Collyer [sic] got badly left at Tisdale's meeting on Wed night last.

13 Apr 87

Port Rowan news

Mr. W. E. Soare, CE presented a new scheme, by which it is probable we will secure the long-wished for railway.

13 Apr 87

The suit of P.T. Barnum vs the GTR Co for \$100,000 on account of Jumbo's death, is going on in New York this week.

27 Apr 87

Jumbo lawsuit withdrawn, each party to pay its own costs.

4 May 87

Delegation to go to Ottawa to watch interests of the municipalities of Simcoe, Charlotteville and Walsingham in getting a charter for a proposed railway running through or near Simcoe to Port Rowan, left on the 3pm train.

11 May 87

Deputation "well pleased". Dr. Stewart, Isaac Foster, Wm Dawson, Mayor Hayes, Reeve Luscombe, Alex McCall and Geo W.Wells and Col. Tisdale.

18 May 87

The bill to incorporate the South Norfolk Railway, introduced by Col. Tisdale MP was read a second time.

1 Jun 87

Editorial - better to have one good railway than two inefficient ones.

8 Jun 87

SNR bill read a third time.

22 Jun 87

Editorial: Col. Tisdale obtained the charter and subsidy of \$3,200 a mile for the SNR.

29 Jun 87

SNR Act received Royal Assent last Thursday.

6 Jul 87

Editorial

SNR provisional directors:

Pres.: Alex McCall, Sec.: Geo W. Wells, Dr. Jas Hayes, Geo Werrett, Esq., Fred. Cope, Wm Dawson, D.A. McCall, B. Killmaster, Isaac Foster, Massey Barrett.

It was resolved to request the GTR to send an engineer for the purpose of surveying the road from Simcoe to Port Rowan and making an estimate of the cost of construction. An engineer will commence operations in a few days. As soon as the route has been surveyed and an estimate has been made of the cost of construction, the South Norfolk Railway will be able to lay their scheme before the public.

13 Jul 87.1.2

Some of the directors of the SNR, accompanied by an engineer of the GTR, were in Port Rowan last Thursday.

Port Dover News: the early train on the H&NW will now leave here at 5:20 every morning. This is to make connection at Hamilton with the early train for Toronto. Parties can now leave here at 5:20 and be in Toronto at 9 o'clock. The evening train will also be two hours late in returning.

10 Aug 87

The engineers and staff commenced surveying the route from Port Rowan to Simcoe last Thursday, for the South Norfolk Railway.

17 Aug 87

Appalling calamity

Toledo, Peoria and Western RR.

near Chatsworth, Illinois - bridge deliberately set on fire to plunder the dead. (full account)

28 Sep 87

Editorial - South Norfolk Railway

Meetings are to be held shortly for the purpose of laying the scheme before the people of Charlotteville, Walsingham and Houghton.

12 Oct 87

South Norfolk Railway Meetings. GTR offer to build [to Port Rowan] accepted.

7 Dec 87

Application will be made to parliament next session for a bill to enable the Grand Trunk, Georgian bay and Lake Erie Railway to purchase, acquire, or amalgamate with the South North Norfolk Railway.

14 Dec 87

Walsingham voted for the bonus.

Stratford, The Stratford Beacon - Friday, September 3, 1875 - THE HAMILTON & NORTH WESTERN - The fortunes of this prospective line and the Hamilton & Dover are now to be united. The president of this line, Mr. John Stuart and Mr. W. Hendrie, leading contractor and capitalist, have been in England seeking, but without any success, a sale of their bonds. Mr. Hendrie and other heavy capitalists have offered, conditional on the additional Hamilton bonus of \$100,000 being granted, to build the line and find nearly \$2,000,000 in addition to the bonus subsidy of \$800,000 required for the work. Of course they expect after the line is finished, and the money market mends, to sell their bonds; in this expectation all who desire the prosperity of the country will unite. But the risk is heavy. Are the promoters of the Stratford & Huron road prepared to assume in principle, if not to the same extent, a similar responsibility? If prepared are they *able* to carry it through? And if willing and able, is the line in

prospect as likely to meet its obligations looking at its connection and sources of trade, as the Hamilton lines?

Toronto, The Toronto Sun, Page G19 - Sunday October 14, 1984 - OLD FREIGHT SHED NOW A UNIQUE CIDER MILL - Special to the Sun - COLLINGWOOD, Ontario - Said to be the first railway freight depot west of Montreal, the 1857 freight shed in Collingwood has been restored and converted into a cider mill and craft gallery.

The early settlers saw Collingwood becoming the Chicago of the north. Its prime location on Georgian Bay made it a logical centre for trade. Goods were transported from Toronto to Collingwood via the Great Northern Railway Line then conveyed by vessels plying the Great Lakes to ports serving Western Canada.

The building's link to the past can be enjoyed by visitors to the Apple Valley Cider Mill and Craft Gallery. They can thumb through an early freight register, left on the premises, in which goods important to settlement, such as bales of binder twine and barrels of salt, were recorded.

For several years after the CN railway discontinued regular freight service to Collingwood, the shed stood empty and was abused by vandals. A year ago, the 130 foot building was converted into a cider mill which today presses as much as 2,000 gallons daily.

The exterior of the building and loading platforms have been preserved, but inside, cider pressing, bottling and cold-storage rooms have been installed all lined with special materials to ensure maximum hygienic conditions.

While the processing equipment is mostly gleaming stainless steel, and is said to be the most advanced available, the cider is still made in the old fashioned way, without additives. A pure natural product results which is now available throughout the province.

Tourists can visit and watch as the cider is made and taste it as it flows from the press. On cold days, hot mulled cider samples are served and enjoyed by visitors as they browse about the gallery of Canadian crafts - many made in the area. Unique pottery, woven and quilted goods, hand painted jewellery plates and baskets, and special jams and jellies are some of the extensive collection attractively displayed on antique tables and fixtures. There is no charge to viewers.

The Apple Valley Cider Mill is located opposite the Collingwood Shipyard and close to the old railroad station which now serves as a Marine Museum.

Toronto World 3/8/93

A Pitch-In near Cookstown

Cookstown, Aug 2.

This morning a pitch-in occurred near here on the Hamilton & Northwestern Railroad. Two freight trains collided, piling 25 cars in a heap and damaging both locomotives. The train hands foresaw the crash in time to jump, and no one was injured. A wrecking gang from Allandale has been at work all day, but the line is not yet clear.

Notes:

1. The *Hamilton Spectator* carried an identical report.
2. I seem to recall that this accident was a dispatcher's error at Allandale, who was let go, which gave Mr. Robert Thom, the later Collingwood agent his chance at a railway job.
3. The *Northern Advance* did not report this incident. The NA publishes on Thursday (Aug 3) and the paper had likely been locked in. By August 10 it was stale news since everyone in Allandale would know about it!