

Carl Riff's diary on the TG&B and CVR as reported in various newspapers (as edited by Ralph Beaumont) – still in progress

For Carl Riff's complete diary on the CPR Bruce Division, consult:

<http://www.railwaypages.com/carl-riff-s-railway-history-diaries>

***Toronto Globe* September 29, 1870**

“TORONTO, GREY AND BRUCE RAILWAY MATTERS —

The engine of the Toronto, Grey and Bruce Railway, the “A.R. McMaster” - which has since its arrival here been painted and put into running order in the Grand Trunk fitting shop at the Queen's wharf, was yesterday morning **taken on flat car** on the Grand Trunk Railway down to Scarboro' Junction — the directors of the Toronto and Nipissing Railway having **borrowed it**, for a short time to draw the cars used on the latter road in ballasting and track-laying.

About four miles of the track has been laid outwards from the Junction, and a large portion of the third rail on the Grand Trunk has been put down. The first of the Toronto and Nipissing Railway Company's engines — the ‘Gooderham and Worts’ — arrived at the Junction from England on Tuesday last [9-27-1870] and a second is expected in a few days from Kingston where five others are being constructed.

A temporary engine-house and tank have been erected near the Junction, and the former will shortly be connected with the office of the Company by means of a telegraph wire which will run on the poles of the Montreal Telegraph Company.”

***Toronto Globe:* September 13, 1870**

Copy of the 1870 Annual Shareholders Meeting dated September 12, 1870.

(With an erroneous report, or a contract that failed to materialize, for five locomotives with the Kingston Engine Company.

***Toronto Globe:* September 30, 1870**

News report about station contracts let and the arrival of the ‘Kincardine’.

***Toronto Globe:* September 14, 1871**

Copy of the 1872 Annual General meeting and Chief Engineer's Report dated September 13, 1872.

***Orangeville Sun* November 4, 1871 (exact date of newspaper is in question - possibly should be Oct 31) TG&B Opening to Arthur**

The line is now nearly completed to Arthur, a distance of 73 miles, and will be finished to Mt. Forest early in December. The forward state of the works has induced the directors to make arrangements to have a formal opening of the line, and we understand Friday, the 3rd of November, has been fixed for the celebration. (*editor - this is before the date Carl had for this*

paper, so I believe the paper was probably earlier.) Trains will be run on that day from both Arthur and Toronto to Orangeville, where a ???? will be served by the company to invited guests. The people of Orangeville, as might be supposed, are determined to make the day one of rejoicing in the village, and are making great preparations to give the directors and the large number of guests who are to accompany them, a hearty welcome.

From our exchanges we notice that there is now every likelihood of the line being at once extended into the Bruce. Bonuses are about to be asked from all the townships interested, and already by-laws for a fair proportion of the amount wanted have been submitted by the councils of the townships of Culross, Minto and Howick, and there seems every reason to believe they will be carried.

Orangeville Sun

November 4, 1871

TG&B Opening in Orangeville (super long article - excerpt only)

(first part is a long description of the trip along the line from Toronto, then with many pages about the ceremonies and speeches - very very hard to read - Locomotives were a double header with the "Gordon" (Avonside 4-6-0) and "Toronto" (Baldwin 2-6-0). Boy I would love to have seen that !)

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

The train gradually wound its way around the hills, and it steadily gained a higher elevation, until the passengers had a fine view of the country lying at their feet. Approaching the top of the grade, the engines made an extra effort, and very shortly afterwards the train drew up at the Charleston station (*editor - now Caledon*). The heavy train ascended the steep grade on this part of the line at the speed of about 12 miles per hour. At Orangeville, great preparations were made, the station being decorated with flags, arches, evergreens & etc. The destination of the Toronto party was reached around 12 o'clock.

The Arthur party, after a pleasant run of 28 miles, reached Orangeville about an hour after the Toronto party. They numbered about 200, including deputations from Arthur, Harriston, Mount Forest, Wroxeter and other points. The length of line traversed today and now opened to traffic is 74 miles - from Arthur to Toronto.

Orangeville Sun

February 22, 1872

Engine "Mono" Pulls 21 cars of grain

On Friday last there was a good demonstration of the power of the "Mono" (*a narrow gauge TG&B Avonside tenwheeler*), when she started from our station with 21 cars loaded with grain,

and two with dressed hogs and general produce. On Monday morning she arrived here with 16 grain cars and before, 1 o'clock she steamed away with 15 cars of grain, 1 car of general produce and 7 cars of cordwood. The passenger business, we believe, has been at the same time good, more than coming up to the expectations of the railway company. (*editor - back in the days when even the consist of a freight train made the papers. Altho these would have been a very large trains for the day.*)

That the company is alive to its own interests, and those of the public, is shown by their having ordered a number of engines of the pattern of the "Gordon" and "Mono" (*both Avonside larger 4-6-0s*) and their having started to build more cars themselves in addition to those contracted for in Owen Sound and Toronto. (*editor - who was the Owen Sound car builder? And, the loco order ended up being placed with Baldwin for the larger 2-8-0s, which were quite similar to the D&RG narrow gauge Consolidations of the era.*)

Toronto Globe:

Sep 12, 1872

Copy of the 1872 Annual Report dated September 11, 1872.

Orangeville Sun

August 14, 1873

Little Toronto (aka Grand Valley !!!)

Among the many villages that have sprung up along the line of the TG&B, Little Toronto, or Luther as it is more commonly called, is perhaps the most progressive. (goes on to list stores, mills, etc in the town). Altogether the village has grown rapidly, but its progress has been somewhat retarded in consequence of the of the difficulty in purchasing building lots, and the imperfect transit facilities afforded by the TG&B. This hindrance to its growth however will soon be removed, as Mr. M. Leeson has just placed a number of building lots in market at prices that cannot fail to satisfy intending purchasers (*editor - a blatant ad!*), while the TG&B on account of the rapidly increasing business of the place has decided to erect commodious buildings at the station. Located midway between Orangeville and Arthur, in the centre of a fine agricultural district, rapidly increasing in wealth and population, Little Toronto cannot fail to become a place of considerable importance.

Owen Sound Paper

August 14, 1873

Chatsworth - From Our Own Correspondent

When the historian - who is probably yet unborn - goes to write the history of Chatsworth, he will write down Saturday, August 9th as one of its great days.

The people of Chatsworth have been familiar all this summer with the whistle of the locomotive, but they felt especially interested in that harsh music as heard last Saturday, the day on which the first regular train was run on the TG&B, thereby connecting Chatsworth with Toronto.

A large number of people assemble long before the arrival of the train, and while they are waiting we take a walk around the station to see what we can see.

The buildings are situated near the river which the people have become accustomed to calling the Spey, and not far off is a fine poplar grove in which is a clear cool spring.

The buildings are, first the Station House, which is neat and of moderate size, situated on the west side of the track, and containing a ladies waiting room where tickets can be got without entering the general waiting room and which is a great improvement, the station master's home. *(editor - strange wording?)*

Then the grain warehouse a few yards south of the station, is a large building and is capable of containing a large quantity of grain.

But while we are viewing this point we hear the whistle of the approaching train, and in a few moments it glides into the station. The passengers then step out to smell the fresh air, and to exercise themselves. After an interval of about a quarter of an hour, the cry of "all aboard" is heard, they resume their places, and are on their way again.

Chatsworth has not grown much of late, and we see no new buildings going on, but it is expected that matters will take a turn for the better now, as a grain merchant has commenced buying and talks of building.

Owen Sound Paper

October 9, 1873

The TG&B Opens to Owen Sound

Yesterday was a great day in Owen Sound, the County Show for one thing, and the opening of the TG&B for another, culminating in a grand banquet in the town hall.....

About 2 o'clock the various omnibuses belonging to the hotels were driven down to the temporary station at the Superior Wharf, and the side-walks of Bay St were crowded with foot-passengers, while numerous buggies and other vehicles conveyed people who preferred to ride to that location.

All around the station at every vantage ground, sight-seers were swarming and straining their eyes most earnestly along the line in expectation of the coming train, which was expected at half-past-two. It did not come at that hour however, nor for a long time afterwards. At 20 minutes to 4 o'clock the whistle was heard at the curve near the French Village, and the train steamed slowly up to the station, the Band playing a lively welcome. Soon the omnibuses and other vehicles were crowded with the new arrivals, and those who could not fit, and could not wait the return, footed it up to town.

The excursionists had brought the Band of the Grand Trunk Brigade along with them.. (details of the celebrations continue).....

Toronto Globe
Woodbridge, Dec 11, 1878
TG&B Train Off the Track

The mixed train going south, due here at 7:55, left last night ten minutes late, and when about half a mile from the station, going down the Humber grade, came to a sudden stop. A car containing livestock left the rails and got across the track.

Toronto Globe
Dec 14, 1878
"Pitch In" Near Weston

On Thursday evening, between 7 and 8 o'clock, an accident occurred at the junction of the GTR and TG&B Rlys, about a mile east of Weston.

In yesterday's issue a short account of the accident was given, but since then fuller particulars have been learned. It will first be necessary to state that the GTR bridge crossing Black Creek, about a mile and a quarter this side of Weston, was materially damaged by the September freshets, and during its reconstruction an agreement was made with the TG&B which provided for a loop line from the GTR being formed along their track for about a mile. A temporary flag station was erected at the western junction of the railroads, and a telegraph operator placed in charge, whose duties it was to receive orders from the dispatcher and give the driver clearances before they passed the junction.

The GTR had a right of way, altho they were encroaching on the other Company's property, and while the TG&B trains had to come to a complete stop, the GTR trains were only obliged to slacken up to receive a signal before passing on.

On Thursday evening at 7:15, TG&B freight #15 left the Weston Station bound for Toronto, and about 5 minutes later heavily laden GTR freight #31 started from Weston in the same direction.

At the west junction flag station, the TG&B train stopped and got orders to go through. In the meantime the GTR train came thundering along and the operator displayed a red light as a signal of danger, then he signaled the T&B train to move off. Doubtless the driver of the GTR engine thought the white light meant a clearance for him, and his train kept moving forward. (white lights, not green lights, meant proceed at that time)

The TG&B engineer started off and entered the loop line, but when his train had half crossed the junction, the other came along and went crashing through it. Two TG&B cars loaded with wood were sent a distance of 15 feet and their undergearing completely shattered. The GTR engine and three cars, laden with corn, were damaged considerably, having their trucks knocked from under them and being otherwise injured.

Peel Region Archives 1879

29th Nov 1879

J.C. Bailey, Esq
C. Valley Ry.
Toronto

Dear Sir,

Yours of the 26th instant. Enclosed please find a copy of the instructions which I have issued to Signalman in charge of Melville Crossing. I have appointed him at \$1.00 per day house rent free, his hours to be from 7 a.m. to 8 p.m.

If your regular trains due to pass about that time should be late I have instructed him to wait for them, we will of course charge for the extra time. If you have any trains timed to run after these hours please advise me and I will arrange for a night man as well as a day man. I have given instructions for the necessary shares to be ordered on a/c for which will be rendered you monthly.

Please advise your trainmen as to crossing signals.

Please acknowledge receipt.

Yours truly,
(Sd) Edmund Wragge

Note: That the location was called Melville Cross or Crossing at that time - not Junction. At this date the lines didn't actually connect as they were two different gauges. It's interesting that some of the much later "Carl's Clippings" newspaper articles still refer to this as Melville Cross, even though it was officially Junction by the CPR era.

Orangeville Sun
October 2, 1879
New TG&B Refreshment Building Almost Completed

We are glad to see that the new station and refreshment rooms of the TG&B are nearly finished, and in a few days will be in full running order. It was something that was sadly needed for some time past, as parties who had intended travelling had to stand out in the rain or shine, waiting for the train. (*editor - what? are they saying O'ville had no station until then??? - somehow I don't think so*)

Orangeville Sun
October, 1879
Credit Valley Railway - at Elora & Orangeville

The CVR Company is advertising for tenders for the erection of stations, warehouses, etc on the Elora Branch of this road, work on which is rapidly being pushed forward. Large gangs of men are at work on the road in various places between Cataract and this town, and today a number of

men arrived here and are working east from the station grounds. The whole road is expected to be in running order before the end of this year.

The CVR Co is pushing work along the Orangeville Branch of this road at a rapid rate. The graders are now at work inside the Corporation (*editor - the Town of O'ville*), and will finish their part in two weeks, while the pile driver is at work along the Credit River, and will get through in about eight days. (*editor - we saw these piles on the old CVR grade still in the river on one of our abandoned line hikes a few years ago.*) The Company deserve credit for the rapidity with which they are pushing the work.

Orangeville Sun

November 6, 1879

Credit Valley Railway Orangeville Station

Mr. H. Haley of this town has received the contract for the erection of the station and freight shed of the CV Railway, for the sum of \$2,000. The station house is 21 x 70, and 16 feet high; freight shed 26 x 60, and 20 feet high, and are to be completed by the 1st December. Mr. Haley has a large number of men employed at the buildings and will have them completed in time.

Orangeville Sun

December 4, 1879

The Credit Valley Railway Completed

The Credit Valley Rly has been completed to Orangeville. The first engine crossed Broadway on Monday evening at 5 o'clock. The men on the main line had been hard at work almost day and night for some time previously. By four o'clock on the Monday evening, the rails were laid as far as the station, and soon after the iron horse came steaming along, with several flat cars loaded with rails attached.

Quite a crowd of citizens were present on this certainly auspicious occasion. A temporary platform was erected below the station, where the hard-worked and exhausted men were treated to refreshments. The CVR employees' thanks for the kindly manner in which they were treated at the conclusion of the road were due, not we are ashamed to confess, not to Orangeville, but to an individual citizen, Mr. H. Haley.

Orangeville Sun

January 22, 1880

Credit Valley Railway

On Saturday, a party of gentlemen, numbering about 250, accepted invitations extended to them by the directors of the Credit Valley Railway, to inspect the work of construction on the Orangeville branch.

The train, consisting of four or five cars gaily decorated with evergreens and bunting, left the Parkdale station shortly before noon on Saturday. At Streetsville the cars were shunted into the Orangeville branch, and a pleasant run was accomplished through the fruitful valley of the credit.

A short halt was made at the stirring little town of Brampton, and a number of its prominent residents were taken on board. Till the Caledon mountain were reached, the scenery was of the usual rural character - fine farms and comfortable farm houses. The road at this point is constructed at the base of the mountainous range (*editor - "mountainous range", really...*) and the scenery to be viewed is without doubt the grandest and most romantic in Canada.

Seated in the car, the passenger cannot help but be filled with admiration as he looks on either side of the road. To the left as far as the eye can see, rise the free stone hills of Caledon; to his right, in the valley below, flows the winding Credit, which acts as a motive power to many mills lining its banks, and passengers who have viewed the celebrated scenery of the Rocky Mountains, say that in many respects the view to be obtained from this section of the Credit Valley, if not equal to, will bear favourable comparison with the former.

The valley is bridged near where it forks out into a double stream. The bridge, which is built of wood, with stone abutments, is 1,248 feet long, containing half a million feet of lumber; the cars cross 90 feet above the river bed. A halt was made at this point, and a majority of the passengers made the journey across the bridge on foot.

A thorough inspect of the road was made from the bridge to within a short distance of...
(*editor - article cut off :(*)

Orangeville Sun (from the Galt Reporter)

January 1880

Testing of the Credit Valley Railway Bridge at Galt

editor - OK, this is the main line - so sue me :) - it's a great description of how they tested new bridges

This bridge was put to a very severe test Thursday afternoon, in the presence of Mr. Bailey, Chief Engineer, and a number of Directors of the company. For the purpose of the test, three locomotives had been brought up and coupled together, and were run over the bridge, at first slowly, to allow any deflection being carefully noted. The three locomotives rested their weight on each span as they passed over the bridge, and we believe no deflection whatever was noticed.

It is impossible to put a heavier testing weight than this on each span, as locomotives combine the greatest weight in the smallest compass. Cars, freight or passengers, would be nothing compared to this test. The result must be very satisfactory to the railway and bridge companies. This test established the connecting link between Toronto and Ingersoll.

Orangeville Sun

February 19, 1880

TG&B - Broke a Wheel

The passenger train from Owen Sound, due in Orangeville at 5:40 pm. was delayed all night by the breaking of one of the wheels of the tender, near Crombies' Crossing, Amaranth. The passengers, of whom there were about 20 on the train, had to remain all night, The train arrived in Orangeville about 4 o'clock Saturday morning.

Orangeville Sun

April 1, 1880

Credit Valley new cars

The CVR Co have placed on their line magnificent coaches and some very fine freight cars. Though not long opened, the CVR is doing a large and profitable business, notwithstanding that through the opposition of the Northern and Grand Trunk Railways, the road has been stopped at the limits of the city of Toronto. This obstacle however, must, and shall, soon be removed

Orangeville Sun***May 13, 1880******Credit Valley enters Toronto***

The CVR has, notwithstanding the opposition of the Northern and Grand Trunk railways, forced its way into the heart of the city. Trains, which formerly could go no farther than Parkdale, now arrive at and depart from the Union Station.....The usefulness of the railway, extending over so large and populous a country as the Credit Valley does, would be greatly impaired if compelled to stop outside the city limits.

Orangeville Sun***May 20, 1880******TG&B - First talks about change of gauge***

Although a feeling exists among the municipalities served by the TG&B that it should receive no further aid for the improvement of the road and the widening of the gage, yet the thinking and influential portion of the community, considering the great advantages which the road, in its imperfect condition and with poor equipment, has conferred to the country traversed by it, induces them now to come to the assistance of the undertaking.....

An idea has got abroad that in the event of the closing of the road, either the Grand Trunk or some other company will purchase and run it, but what insurance would we have that such would be the case?....

During the past six years, what great changes have taken place in the country traversed by, and tributary to, the TG&B railway? Along the main line and its branches, commercial stations, villages and towns have sprung up as if by the call of a wizard's magic rod, and land within any reasonable distance of the railway has been increased more than three times its former value.

Markdale Standard***Feb 25, 1881******An Accident on the TG&B***

As the afternoon train was coming from Mount Forest last Thursday crossing Cameron's Bridge, the engine jumped the track taking four cars with it and leaving the coach almost over. The engineer and fireman jumped and saved their lives.

Markdale Standard***August 19, 1881***

The work of reconstructing the TG&B is going forward steadily though hindered somewhat by the difficulty in procuring labourers. About half the steel rails needed to relay the track have

already been distributed along the line. As soon as the new bridges are completed....the steel rails will be lain which will be the beginning of October. The new Grain elevator in Toronto is nearly finished and it is expected that the work will soon commence on one in Owen Sound.

Markdale Standard
September 2, 1881

Alex Essan was killed on the TG&B near Williamsford Station when he fell between two cars on a stone train. He was the son of the stone contractor.

Markdale Standard
September 30, 1881

A trip from Markdale to Toronto by the Narrow Gauge

Left the station at seven, but before reaching Shelburne the engine gave out, having taken a rest and a drink in the big swamp. A delay of an hour for repairs. The train arrived at Orangeville at 10:05 and had to wait for repairs and for the train from the west. At Woodbridge the car coupling broke and the engine and one car proceeded on its own. Later it backed up to pick up the piece that had been left behind.

Markdale Standard
October 21, 1881

Steel Rails Are Now Laid To Markdale

The old wooden bridges are being replaced by stone and iron, the road has been straightened at the Humber River. Station houses along the line are being repainted. It is expected that Nov 12th is the day of the change of Gauge.

Markdale Standard
November 4, 1881

Four passenger coaches for the TG&B arrived Tuesday last.

The gauge of the TG&B is being changed on Saturday the 12th, and regular trains of the new gauge are to commence running Monday the 14th. We learn from "The Mail" that there has been constructed for the TG&B ten locomotives, three vans, 45 box cars and three first class coaches (8 GTR engines were actually requisitioned, not newly built)

Markdale Standard
November 11, 1881

A number of old engines belonging to the TG&B are being reconstructed to suit the standard gauge at the Works in Parkdale. Owing to unfavourable weather and other delays the widening of the gauge has been postponed for two weeks. Three iron bridges completed, each 50' long, in the Twp of Arthur over Four Mile Creek, the Sable River at Williamsford, and the Spey River at Chatsworth. (take these river names with a grain of salt?)

Markdale Standard
December 2, 1881

The last engine for the TG&B of the compliment of eight to be supplied by the Grand Trunk arrived in Toronto from Montreal last Monday. Two new baggage and mail cars arrived in Toronto from the London Car Works on Friday last.

Markdale Standard
December 6, 1881

There is good time being made on the TG&B since the change of gauge which took place last week. On Saturday night the first train on the standard gauge passed up on its way to Owen Sound and not with-standing the lateness of the hour of 9:30 pm, the larger portion of Markdale was at the station to witness its arrival.

The TG&B is now Standard Gauge, under control of the Grand Trunk

January 27, 1882

Yesterday afternoon at 3 o'clock, the TG&B train bound for Toronto ran off the track at a point a mile south of Owen Sound. The passenger car, postal car and two freight cars were precipitated into the ditch. The accident happened through the spreading of the rails.

April 14, 1882

The TG&B intend to put on a fast train between Teeswater and Toronto, to run the trip in two hours.

May 11, 1882

Ratepayers voted a bonus for a siding midway between Shelburne and Dundalk. The TG&B refuses to build it.

August 23, 1883

The TG&B Rly to the CPR

At a meeting of the TG&B Directors at Toronto last Thursday, signed a lease of the road to the Ontario & Quebec Railway (the CPR) for 999 years for \$140,000 per year.

Orangeville Sun various articles - Nov 1883 through March 1884

The duplicate lines of the CVR and TG&B between Melville Jct and Orangeville were to be rationalized. Since the CVR line dead-ended at its station and yards on Broadway St., and its

line twice bridged the Credit River (we hiked to see one of these sites), the CPR decided to keep the TG&B line and station. The town was much aggrieved at losing its CVR station, primarily because it was nearer the downtown.

Globe

October 12, 1883

RAILWAY CHANGES

Among other announcements - Edmund Wragge appointed local manager for the district in and around Toronto, with his headquarters at the Union Station. We will have charge of the whole of the company's affairs, and the supervision of the staff between Queen St. Jct and York, including these placed and the Queen's Wharf Station and sidings on the Great Western Division. (So Wragge, Chief Engineer of the TG&B in its narrow gauge years, stayed with the Grand Trunk instead of going to O&Q)

Globe

October 15, 1883

RAILWAY CHANGES

In a release dated October 10th, TG&B to be leased to the O&Q effective 1:00 am on Oct 13th, with Wm Whyte, General Supt of the Credit Valley Rly, also appointed General Supt of the TG&B and O&Q

Globe

October 18, 1883

RAILWAY INSPECTION

A party consisting of Mr. Van Horne GM, Wm Whyte General Supt, Sutherland Taylor Secretary, and James Wilson Transportation Supt of the TG&B will inspect the road. The party will leave here this morning and go to Owen Sound first, and afterwards inspect the western division to Teeswater.

Globe

November 1, 1883

The offices of the Credit Valley Rly have been removed to the TG&B offices, corner of Bay and Front streets. The CVR ticket office will remain at the old stand on King St until the U.E. Club building is ready to be occupied.

Globe

December 19, 1883

BRIEFS

The CVR trains will run to the TG&B stations after January 7th. This action is taken for economical reasons and is the result of the absorption of the two roads by the O&Q.

Globe
April 16, 1884

BRIEFS

The O&Q Rly has begun painting their rolling stock with the words "Canadian Pacific Railway, Ont Div" on the cars. The engines will simply have the initials "CPR" and new numbers (will) be assigned to them.

Globe
June 27, 1884

JUNCTION OF THE LINE WITH THE CREDIT VALLEY

Less than five miles from Toronto and close to the point where the tracks of the Grand Trunk, TG&B and CVR, which run alongside from Parkdale begin to diverge, the new O&Q railway makes its junction with the Credit Valley division of the CPR.

At the point of junction a new and handsome passenger station is being erected for the accommodation of the travelling public. The main part of the building consists of a dining room 36 x 60 feet and 16 feet high, capable of seating 100 people at the tables at once. The walls are being panelled and wainscotted and the ceilings handsomely frescoed.

(West Toronto station? The article then goes on with three pages of detail of the building.)

Globe
July 24, 1884

QUEEN'S WHARF YARD IMPROVEMENTS

With the lease of the TG&B, the Credit Valley, now a section of the CPR, acquired some very valuable rights and franchises in the city of Toronto. Besides this they also acquire some exceedingly valuable property in this city. Among the most important was the large piece of land at the Queen's Wharf on part of which had been erected the engine house and machine shops of the road, and the remainder of which was used for freight sheds and yard.

.....The engine house and machine shops at Queen's Wharf were removed to Parkdale, and their place is now being occupied for one of the most extensive freight warehouses in Canada. The old building used as an engine house and machine hop has undergone considerable alterations, and is now being fitted up for a fire-proof freight house and offices. The original building, which was substantially built of brick, was 190 feet long and 60 feet wide.

(I'm gathering that this was the old TG&B narrow gauge engine facilities by Fort York? Now the site of the new "Library" development?" I wonder what treasures they found during excavation.)

Markdale Standard
May 15, 1884

By a general order of CPR General Manager William Van Horne on the 1st instant, the Ontario & Quebec Rly, the TG&B and CVR Rlys will be managed as part of the CPR. The old names will disappear, to be known as the Ontario Division. The last rail of the O&Q (between Smiths Falls & Toronto) was laid on Monday

(Despite this edict, you will note in future articles that for many years to come the newspapers continued to call the lines by their former TG&B and CVR names. This was to distinguish between the Horseshoe Curve and Forks of Credit routes to Toronto.)

August 1884

Railway Weather Probabilities

The morning train on the TG&B now carries weather signals for the benefit of the farming community. The signals consist of discs arranged to display a sun, moon or star. The sun is to indicate fine weather, the moon to indicate local showers, and the star wet. They will be carried on all morning mail trains leaving Toronto, so that all those who see the morning express trains will have the forecast so far as rain is concerned. The signals are hung outside the mail car.

Orangeville Sun

The CPR station at Flesherton was destroyed by fire on Thursday night. Nothing was saved, the station agent and family, who lived in a part of the building, had a narrow escape from being burned to death.

(So... the preserved Flesherton station isn't the TG&B original ...)

Orangeville Sun

May 24, 1888

One More Unfortunate

A man named Richard Patterson, a quarryman, was killed on Wednesday evening at Credit Forks by a special freight on the CPR. He was lying on the track apparently asleep. The engineer made every effort to stop the train, but could not on account of the heavy grade. Patterson lived only two hours after the accident. He was under the influence of liquor. (Note the papers of the day were brave enough to actually say such things)

Hamilton Spectator

February 28, 1889

A Smash at Brampton

A CPR train goes clean through a Grand Trunk Freight - No One Hurt

Last night at 9 o'clock as a Grand Trunk train was crossing the CPR a freight train of the latter road rushed through it, cutting its way through and never stopping, not a wheel of the CPR train leaving the track....A car of coffins and one of sugar were literally smashed into matchwood.

Brampton Daily Times?
February 28, 1889

Thursday, February 28, 1889

A Smash at Brampton

A CPR Train Goes Clean Through a Grand Trunk Freight - No One Hurt

Brampton, Ont. Feb 27 - Last night at 9 o'clock as a Grand Trunk freight train was crossing the Canadian Pacific railway track a freight train of the latter road rushed through it, cutting its way through, never stopping, not a wheel of the Canadian Pacific train leaving the track. The engineer and fireman jumped and saved their lives. A brakeman ran forward, setting the brakes and, reaching the engine, brought the train to a stand after running tow and a half miles past the scene of the accident. No one was hurt, but a great deal of damage to the property of the Grand Trunk railway was done. A car of coffins and one of sugar were literally smashed into matchwood.

No Paper Name
August 11, 1892

Two Trains Collide

A Canadian Pacific Freight Crashes into a Grand Trunk Freight near Brampton

Disobedience of running orders caused a serious railway accident at the diamond crossing, about 200 yards east of the CPR railway station at Brampton at 7:45 o'clock Saturday.

The GTR express from Sarnia in charge of Conductor James T. Bridge of 5 Wilton crescent, Toronto, was approaching the station, which is situated about 200 yards east of the CPR tracks, which cross those of the GTR at right angles. From the south came the CPR way freight, No 57, which left Toronto yards at 5:30 in charge of Engineer Mahoney and Conductor Grimes.

Directly on the crossing the two trains met, the CPR engine tearing into one of the passenger cars with tremendous force. That particular coach happened to have only a few passengers, and these were enabled to escape by the open doors without sustaining any serious injury, but all (were) pretty badly frightened. Before the train could be brought to a standstill two passenger cars had been detailed. The persons occupying the other cars sought the readiest avenues of escape. The violence of the collision turned the CPR engine half round. The engine hands jumped.

Wrecking trains were at once telegraphed for from Toronto and Toronto Junction and the wreck had been sufficiently cleared to allow the resumption of traffic by 3 o'clock.

Conductor Bridge of the express had one of his little fingers crushed off.

Passengers who were spoken to say that the Grand Trunk express from Stratford had the right (of) way. The CPR freight, which was proceeding along the Orangeville branch, had been signalled to stop. The engineer did his best, but could not stop his locomotive.

(the details don't match the heading, which says it was to freight trains, while the text says it was a CPR freight and GTR express.)

Orangeville Sun
December 6, 1900

Frightful accident on the GTR between Cheltenham and Inglewood. In heavy fog, a northbound freight ran into a group of 5 men on a hand car and all were killed.

Orangeville Sun
March 7, 1901

A Railway Kid!

Baby Born On a Train Between Woodbridge and Weston

Conductor Campbell Had a Passenger Without a Ticket - Mother and Child Taken to the Hospital and are Doing Well

Many strange things have occurred on the TG&B branch of the CPR, but probably last week is the first time that a birth has taken place on a train on the run between Owen Sound and Toronto.

On Thursday night the train that passes through Orangeville at 6:20 was filled with passengers. One little passenger, however, was landed in Toronto without presenting a ticket.

Mrs. Hill, a lady who lives in Elora, boarded the train at Shelburne and her proposed destination was Detroit. But when the train was between Woodbridge and Weston she gave birth to a little girl. Fortunately Dr. Elliott was on the train and he attended the lady at Union station and ordered her removal to the emergency hospital in police ambulance. Mother and child are doing splendidly.

Hamilton Spectator
March 22, 1901

The Snow Plow Left The Rails (GTR & CPR)

The storm of Monday night and Tuesday has so completely blocked the railroad traffic that we have not had a train since Tuesday morning, one of which (the CPR) is blocked in Kenilworth and the other unable to leave Palmerston (GTR). The cuts are filled in some places to a depth of 20' with snow, which has become so hard that it has to be removed with picks.

Yesterday a snow plow, with three locomotives, in charge of Conductor Lavelle, left Palmerston to clear the road to Durham and succeeded in reaching within a mile of here (Mt. Forest), when in a deep cut, with snow 19 feet deep, the plow left the rails. The front engine ran up on it and perched her front trucks on top of the plow. The men in the plow were not hurt. All three locomotives are derailed and are slowly being dug out by a large force with shovels.

Orangeville Sun
March 28, 1901
DEPOT DOTS

The snow blockade on the Teeswater branch was raised on Sunday morning and a train arrived at that place for the first time since Tuesday. It took a big rotary snowplow about a day to open up the line. The heaviest blockade was north of Mt. Forest.

Orangeville Sun
March 28, 1901
Express Wrecked Near Alton

On Friday afternoon the steamboat express from Toronto was wrecked at the gravel pit between Alton and Charleston, but fortunately no lives were lost. Engineer Boskill, a very careful man, was at the throttle and Conductor Jerry Alton, one of the most obliging ticket-lifers on the road, was in charge of the train.

The train was running at a very rapid rate of speed when the accident occurred. Owing to some mistake the gravel pit switch was left open and the engineer did not notice it until he was too close to bring the train to a standstill. The locomotive left the rails and was followed by the baggage car and three coaches. The engine did not turn over, but the tender and four cars went over on their sides.

(Wonder which gravel pit this was. There was one immediately north of Charleston (Caledon), and one immediately south of Alton TGB station where the line crosses the road. I'm sure there were other small pits over the years as well.)

Orangeville Sun
March 28, 1901
DEPOT DOTS

We understand that Frank Harrison, who has had charge of the CPR passenger trains plying between Cataract and Elora for the past fourteen years, is to be transferred to the Teeswater branch. This will be a well deserved promotion and we wish him continued success, but he will be much missed by the people of that vicinity, for by his genial disposition and obliging manner he made many friends.

Orangeville Sun
July 24, 1902
Four Figures Now

Those who remember the little narrow gauge wood burning engines, Amaranth and Kincardine, which did service on the CPR, or rather upon the original TG&B narrow gauge railway, cannot but contrast them with the 90 ton freighters which come up over the widened gauge today.

Each engine is now known by its number, instead of a name, and the growth of the rolling stock is indicated by the arrival here last week of a new locomotive, whose number had reached the four figure mark.

They are magnificent machines, built on the most modern principles, and tho too heavy for the steel on this division, bring in enormously more tonnage at a train load than the little fellows could haul in a week.

It is a remarkable fact however, that the record run between Owen Sound and Toronto was made on the narrow gauge and by one of the little old locomotives. It has long since doubtless been consigned to the scrap heap, together with the freak double header which had a stack at each end and the cab and coal and water capacity in the centre.

Few of the present railway men remember this freak double header. Its life was short, and the junk man fished it out of the pile at the old Queen's wharf, Toronto (courtesy Owen Sound Times)

(comment - does this mean that "Caledon" was left for a while after standard gauging I wonder. Too bad it wasn't preserved, wouldn't that have been something spectacular)

Orangeville Sun
February 6, 1902
DEPOT DOTS

The up train on the Bruce on Thursday night was delayed for a couple of hours at Cardwell Junction owing to the tire of a freight engine coming off. The locomotive was considerably damaged but no person was injured.

Considering everything, the railway officials handled everything pretty well during the big storm on Sunday and Monday. The Owen Sound trains were kept going a little behind time, but Monday morning's Teeswater train did not get down until yesterday afternoon.

Orangeville Sun
April 3, 1902

Tuesday's up CPR passenger train was wreck a mile south of Felsherton about noon. The cause of the mishap was the spreading of the rails, which allowed the express mil and baggage cars immediately in rear of the tender, to leave the tracks.

Orangeville Sun
October 2, 1902
DEPOT DOTS

The crew of the freight train from Teesawter were laid up here over Saturday night for rest. The cargo was principally butter and the run from Teeswater to Orangeville occupied fourteen hours.

Orangeville Sun
October 2, 1902
DEPOT DOTS

A private car passed through here yesterday morning. It contained about 70 shareholders of the Durham cement factory who were on their way to that place to look over the plant, which is about ready to commence work. The party came from Ottawa.

The CPR fast freight had an adventure at Brampton the other morning. The caboose jumped the rails and ran over the ties for forty yards, and then jumped on the rails again.

Orangeville Sun
January 19, 1903
Horses Killed at Shelburne

Shortly after 9 o'clock Saturday evening Samuel Keyes of Amaranth, who is reported to have figured in numerous adventures while "under the influence," was driving down Victoria St in the direction of his home when he came into collision with the north-bound passenger train. The night was dark and stormy and by some means he got his horses turned off the beaten road and headed down the railway track... He then made an effort to get out of his difficulty as he was distinctly heard by neighbors shouting "back, back up" and applying unmentionable epithets to his horses.....Keyes jumped out of the way and escaped injury.

Orangeville Sun
February 9, 1903
DEPOT DOTS

It is announced that the terminal of the CPR boats will be changed from Owen Sound to Windsor this year. This will mean that the steamboat express will not run any more. It was a great convenience to the people of Orangeville in the good old summer time and we'll all be sorry if it does not run again. (*this didn't happen*)

Orangeville Sun
February 9, 1903
DEPOT DOTS

The trucks of a box car on the CPR passenger train ran off the track between Ingersoll and the Credit Forks on Tuesday morning (*apparently they meant Inglewood*). None of the passenger were injured..the train was over an hour late arriving in Orangeville.

On Monday, Roadmaster Tansley stated a staff of men to work relaying steel between Owen Sound and Chatsworth. The old 56 and 60 lb steel is being replaced by the 72 lb rails. Sixty nine miles of the 72 lb steel is now available for the Owen Sound division, and it will thus be seen

that the work of replacing the steel is quite an extensive undertaking. The new steel will be laid on the section where it is most necessary... and next year, according to Roadmaster Tansley, the 80 lb steel will be laid over the whole division. (from the Owen Sound Times)

Orangeville Sun
June 4, 1903
Orangeville Junction

In spring the CPR is going to increase the sidings at this place. A new one will be built at the Teeswater side and the Owen Sound will be lengthened half a mile. There'll be plenty of room to store cars then. The Junction is becoming quite a shipping point and Agent Brawley is always obliging and attentive.

Orangeville Sun
December 17, 1903

Freight traffic on Owen Sound division of the CPR is very heavy at present, owing to the large shipment of grain from the Northwest being received at Owen Sound. The local superintendent received advices yesterday that the steamers Turret Crown and Tadousac had just arrived at that port with combined cargoes of 220,000 bushels of wheat, and that the CPR steamer Athabasca had brought in 13,000 barrels of flower. This is a special rush jut now to get as much grain as possible shipped before the close of navigation. The tramp steamer will continue to ply the lakes till about Christmas.

Orangeville Sun
January 21, 1904
DEPOT DOTS

Section Foreman William Roy of Owen Sound is again in charge of the snowplow between Orangeville and Owen Sound, and the trains on this branch have been making pretty good time. The plow is making almost daily trips and the line is being kept well opened. Billy Austin, an Orangeville boy, is engineer of the locomotive that pushes the plow and he is one of the youngest engineers on the division. Mr. Roy has had a great deal of experience in the snow plow business, and in pushing through snow he is the right man in the right place.

Orangeville Sun
February 6, 1904

On Tuesday a snowplow on the CPR branch jumped the track between Dundalk and Proton. William Roy of Owen Sound was in charge of the plow...left the rails and rolled over and the engine also got off the track....fortunately no person was seriously hurt.

Orangeville Sun
February 11, 1904
(Oops, then five days later)
BATTLING WITH SNOW

Thursday's big storm completely tied up the Owen Sound, Teeswater and Elora branches of the CPR for a few days. Trains had just begun to run fairly well, when the blizzard of Thursday came along and put on the finishing touches. North of Orangeville was the worst and a couple of trains got stuck in the snow near Dundalk. No trains got through on Friday. The mild weather on Saturday relieved the situation and the lines were quickly opened by numerous snow plows and a big rotary. Railwaymen ...all agree that this is the worst winter in their experience.

Orangeville Sun
February 18, 1904

The Rotary plow was sent out over the Teeswater branch on Sunday.

Orangeville Sun
May 10, 1904
DEPOT DOTS

Gen Supt Timmerman and Supt Murphy of the CPR were in town yesterday and remained all afternoon

The flower department of the CPR has sent out to agents at various stations, packages of flower seeds, which are to be sown on the company's grounds and thus beautify the place.

The CPR will at once commence the construction of their line to Sudbury. There is some differences of opinion as to whether it will branch from this division at Woodbridge or Kleinbury. Material has been sent to the latter place. *(note the name should be Kleinburg, and the line ended up branching off at Bolton)*

Yardman Charles Bagnell has been notified of his appointment to the Owen Sound yard and will go there shortly. Mr & Mrs Bagnell have made many Orangeville friends and their removal will be very much regretted.

Orangeville Sun
June 16, 1904
DEPOT DOTS

Last Wednesday morning's Teeswater passenger train ran off the track a mile east of Fordwich, but fortunately nobody was hurt. It was midnight before this train got down.

Saturday morning Charles Bagnell and family left for Owen Sound....Friday a farewell party was held and a large number attended, enjoying themselves until the small hours.

Orangeville Sun
Sept 14, 1904
DEPOT DOTS

Over 700 tickets were sold at the Orangeville station for Toronto during the Exhibition.

Thomas Scotland has been promoted in the foremanship of the Caledon section and commenced his new duties this week. The family will shortly remove to Charleston. Wm Hagan who was at Charleston for several years, has been removed to Woodbridge.

Orangeville Sun
Dec 8, 1904
DEPOT DOTS

One of the oldest conductors on this division of the CPR is Joseph J Walker and his good natured countenance is a familiar and pleasing sight to travelers on the Bruce.

Joe has been on this run for nearly 10 years, but his connection to the CPR dates back to 20 years ago. He has had many peculiar experience since he became a knight of the punch, but last winter capped the climax.

On the 1st of March he left Owen Sound with four engines and a snowplow, but it was twelve days later when the train arrived at the Orangeville station.

Orangeville Sun
February 2, 1905
DEPOT DOTS

A snowplow was sent down from Owen Sound on Sunday, but the trains had not much trouble until last week.

The southward way freight on the Teeswater branch of the CPR was derailed just west of Kenilworth, near Mount Forest, at 3 o'clock Monday afternoon. Only two cars left the rails, but the line was completely closed. The auxiliary ran out from Toronto to clear the line.

A number of the CPR agents and operators along the line are all smiles these days. The recent schedule agreed to by the CPR and the Order of Railroad Telegraphers has raised the salary of many of the boys. J Howard, the Orangeville agent, will receive nearly \$7.50 per month more and W.E. Brawley of Orangeville Junction will get almost as much. *(so much for rights of privacy in those days)*

Orangeville Sun
February 15, 1905
DEPOT DOTS

The pit in the engine house collapsed on Thursday night and let the tender of the yard engine down, but it was pulled out with little difficulty.

The down CPR train met with an accident near Inglewood yesterday morning. The baggage and passenger cars jumped the track and turned over on their sides. Fortunately only a couple of passengers were slightly injured.

Orangeville Sun

February 18, 1905

Grand Mix-Up of Mogul Engineer on the TG&B at Shelburne

Smash on the CPR between Crombies and Shelburne at 9:30 on Friday morning. Six engines were plowing snow, and three ran to Crombies for water at the tank there. They took a long time, and the other three went to see if they were stuck, but they met in a cut. Frank Hartley, an employee at the grain elevator in Shelburne, had jumped on for a ride and was the only person killed.

Orangeville Sun

June 22, 1905

DEPOT DOTS

Some aristocratic travellers passed through here on Thursday's steamboat express en route to Toronto. The Duke of Sutherland, Mr. Ernest Chaplin (brother-in-law of His Grace); Mr. Alex Simpson secretary, Mr. L Laferme courier, and Mr. G.C. Irving of Bradstreets, Toronto. The party were the guests of the CPR and had come through from the coast and were on their way to New York, where they will sail for England.

Just after the CPR conductors' excursion train left Orangeville on Saturday, a pleasant event occurred. Chairman AT Swinerton, on behalf of Division 345, Order of Railway Conductors, presented Albert E Campbell, now proprietor of the Grosvenor House, Toronto, with a handsome gold-headed cane, beautifully inscribed. (Campbell) entered the employ of the CPR March 4, 1884, and resigned March 23, 1905. Mr. Campbell spoke briefly and with feeling in reply.

Orangeville Sun

June 29, 1905

DEPOT DOTS

Many excursion are being run of both divisions this month and the train crews are kept busy.

Arthur Newman who was hurt in a wreck on the Teeswater branch last summer, is now firing the yard engine here for his father.

The Superior Portland Cement Co is rushing work along on their plant and the big storehouse is nearing completion. Very few people have any idea of the vast amount of work that is entailed in a project of this kind.

Orangeville Sun

July 27, 1905

DEPOT DOTS

The CPR is building a new station in Grand Valley.

Orangeville Sun

May 3, 1906

FIRE FIXES IT

CPR Station Destroyed Early This Morning

This Town Will Surely Get That Much Needed New Depot Now

At 12:30 o'clock this morning the CPR station caught fire and two hours later it was a complete wreck. Night Operator Ben Tansley Jr discovered the roof of the building to be flames and he first carried out the books and then gave the alarm. A spark from a passing train is thought to have been the cause of the fire.

IT BURNED FIERCELY

The building was frame and as there was a strong wind blowing it did not take the fire long to spread. In the meantime a number of employees had arrived and they fought the fire with pails until the firemen reached the scene. The latter did excellent work and succeeded in saving the freight shed and baggage-room a few feet away, but the station building was almost burned down with nearly all the contents.

NEW STATION SURE

For a number of years the CPR authorities have always been going to build a new station here, but it always shoved over until next year. Plans have prepared for the erection of a new depot this summer, but we understand the same policy of "let it stand" was to be again pursued. The fire, however, has solved the problem. It is admitted by the CPR people that Orangeville should have a fine station. This is the most important and best paying point on the two lines and we thrust the CPR will now make good.

(This was the original TG&B station. The new station of course became the turreted one we all know, now moved as a restaurant but still intact in town - we'll see if there's more about building it in future clippings)

London Free Press & Walkerton Standard

Combined Reports - May 23, 1906

Double Wreck on Teeswater Line

On Tuesday afternoon...the freight engine was doing some shunting in the yard at Teeswater, and was on the main track when the afternoon train came in and the two engines came together with great force, and were badly damaged. No one was injured.

The wrecking train was sent from Toronto to clean up, and in going to the scene of the wreck at Teeswater it jumped the rails about two miles west of Grand Valley.

The two passenger trains met at the scene of the wreck, where passengers and baggage were transhipped, the afternoon train east returning to Wingham and Teeswater. Fortunately no one was hurt in either accident and the condition of affairs at midnight left the track blocked in two places. It was expected to be cleared by tonight.

Unknown Paper

July, 1906

Walkerton and Lucknow Rly

A contract has been let to McDonald and Stephen for construction of the Proton-Walkerton xxxx?.....37 miles of this projected railway will start from the TG&B Rly about two miles north of Proton station. It is expected that the line will be extended from Walkerton to Lucknow, 17 miles. J.W. Leonard, Assistant General Manager CPR Eastern lines, is president, and Geo Walker is Secretary of the W&L Ry Co.

(Leonard later had the O&Q junction east of Toronto named Dranoel after him - backwards of course)

Orangeville Sun

July 16, 1906

Brakeman W.D. Lowe Killed

Fell between cars while shunting in Orangeville yard. Was only 22 years of age and had just been braking a month. He lived near Credit Forks and was formerly employed by the Cataract Electric Co. His parents reside there and it is likely the remains will be interred there tomorrow. The town Crown Attorney and Dr. Henry attended and ascertained all the facts, the former deciding that the young man's death was purely the result of an accident and considered that it was unnecessary to hold an inquest.

Orangeville Sun

August 2, 1906

New Station

Work on the improvements to be made to the CPR yards started on Monday. All the lower part is being filled in and new sidings will be built and the old ones lengthened. The new station will also be commenced shortly and it will cost \$7,000.

Orangeville Sun

September 2, 1906

Dominion Express Car Touched for Sixteen Hundred

Shortly after leaving Cardwell Junction on Wednesday night, Express Messenger CA Girvin of Toronto, in charge of the Dominion Express Co's car of the CPR train from Owen Sound, discovered that his car had been robbed of several packages of money. Pulling the alarm cord he stopped the train and reported the loss to the conductor, but no trace of the money could be found.

Express packages containing \$1650 being the receipts of the railway stations on the Owen Sound branch of the CPR and consigned to the Bank of Montreal at Montreal are what were taken

Orangeville Sun
November 19, 1906
Depot Dots

The new depot is progressing towards completion, but it will be some time before Agent Howard will take possession. The other improvements in the yard are well advances and it is hoped to have everything done and in good shape before the snow flies.

(unfortunately, Carl Riff says the paper's December 1906 issues are missing - so the story of the opening may not be there as well.

Hamilton Spectator & I think Globe Combined Articles
January 3, 1907
Owen Sound Express in Trouble With a Switch Engine

Toronto, Jan 3 (Special) - The CPR train from Owen Sound, due here at 11:30, crashed into a shunting engine at the Central prison crossing in the yard this morning (*note: Strachan Ave*).

The majority of the passengers were putting on their coats preparatory to quitting the train, and were thrown over seats and to the floor as a result of the collision. Several were slightly hurt but none seriously. Both engines were put out of business. The CPR train from Teeswater came along in a few minutes and shunted the Owen Sound train to the Union Station.

Orangeville Sun
April 4, 1907
CPR Wants Some Street Privileges

CPR wanted to change the position of the track crossing between Town Line street and the CPR station. The council were unwilling to consent but decided to allow the matter to rest in the hands of the Board of Railway Commissioners, and at the same time that an electric bell be placed at the John Street crossing, for the purpose of protecting traffic in that locality. And if proper gates were placed across the Town Line street, that in all probability no opposition would be given by the council. The company consented to the placing of the bell at John Street, but would not undertake the erection of the gates suggested by the council.

Orangeville Sun
May 16, 1907
Siderod Broke and Demolished Cab of the Locomotive.

Fireman Ruel Baker was very badly injured, about 1.5 miles south from Orangeville. Engine and a van left this town for Toronto Junction....and was running about 15 mph.....

Orangeville Sun***June 27, 1907******Accident at Cataract Junction Yesterday***

Toronto, June 27: The ditching of some cars on the CPR north of the city tied up the service yesterday afternoon and evening.....The blockade at Cataract Junction kept the Muskoka train about six hours late, and it was about 10:30 when it finally pulled in at the Union Station.

(question - why would an accident at Cataract affect the train from Muskoka - presumably on the new line from Toronto recently opened to Bala????? - Is this a case of newspaper reporters not understanding geography?????)

Orangeville Sun***July 7, 1907******Accident on the CPR a Mile West of Cardwell Junction***

A bad wreck occurred on the Owen Sound branch Thursday afternoon, by which the train was blocked for over 12 hours....A mixed freight and passenger train of 30 cars left Owen Sound for Toronto, the freight cars being loaded with live stock, grain and flour, destined to Montreal for export. When near Cardwell Junction something broke on the 17th car and 8 cars went rolling down a steep embankment...scattering grain and flour in every direction. Asst Supt Williams, with a wrecking train, came from Toronto to the scene and the track was cleared early Friday morning. None of the passengers or the train hands were injured. The passengers were transferred to the Orangeville train and brought to Toronto by way of Streetsville Junction on a special train.

(on future hikes, with landowner permission, we should maybe see if there's any souvenirs in the weeds from these old accidents.)

- AND JUST FOUR DAYS LATER -***Orangeville Sun******July 11, 1907******Auxilliary Train Meets with a Mishap Near Cardwell Junction***

While approaching the trestle bridge which spans the GTR at Cardwell Jct on the Owen Sound branch of the CPR, two light freight cars of a CPR auxiliary train jumped the rails on Sunday.

After bumping along the ties until the centre of the bridge was reached, toppled over to the GTR track, a distance of about 20 feet. 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..... The train which came to grief had been sent to pick up the cars that were derailed north of the bridge a few days ago.

(this was the wreck that has 3 photographs from Peter Elms in Steam Trains To The Bruce pg 27 - they might be in our Bruce Rys photo Album already, but I'll try attaching them again here)

Orangeville Sun
August 3, 1907
A Genuine Joke

The restaurant building at the CPR station has been moved from the side of the new station building to the other and a few days ago a merchant sent a boy down to the restaurant with a parcel. Soon the boy and parcel returned and the astonished merchant asked him if no person was at home. "No" replied the boy, "the thing isn't there at all, there's only a big hole where it was" and the merchant admitted that the joke was on him.

Orangeville Sun
October 17, 1907
Wreck Near Chatsworth

On Saturday a serious accident occurred on the CPR near Chatsworth. A special freight train was proceeding to Owen Sound with boat freight and when a mile from Chatsworth, while descending the steep grade a rail broke and ditched the train. The engine and two cars got over safely, the the seventeen following were all piled up in a heap.

Orangeville Sun
November 7, 1907
Old Neil Was Knocked Out

Riot Broke Out in the CPR Station at Brampton between farmers and horse dealers and ended almost fatally.

Orangeville Sun
December ?, 1907
Walkerton & Lucknow Rly

Good progress is being made with the construction of this line. The contractors received a bit of a check Oct 23 when several rods of the completed track in the vicinity of Proton sank. As the construction train was on the far side of the break, work was delayed for some days while repairs were made. An indenture of lease, dated Nov 12, 1906 between the W&L Rly Co and the CPR has been deposited with the Secretary of State at Ottawa, under the provisions of SEC 361 of the Railway Act.

Durham Review
December 5, 1907, 1907
First CPR Train in Durham

Thursday last, Nov 28, 1907, the first CPR engine entered the Corporation, on Friday it crept down to their bridge over the Saugeen *, and on Saturday morning crossed Garafraxa St and reached the Station a few hours later (pic from article attached)Now Durham is to have the experience of a way station on the long-desired cross-country line, built without a bonus, and first dreamed of in 1866 when a line was actually surveyed from a point on the Northern Rly to

Durham. Crossing as it does through the busy part of town, this line seems almost a new experience, the GTR off to one side being heard but not widely seen from the main thoroughfare.

A large number of citizens viewed the construction through town and the feeling of a cheer was present, if it wasn't given.....It is rumored that a CPR service is to be inaugurated about the 15th inst, from Durham eastward, meantime we lift our eyes to the hills whereon dwelleth our new front door neighbors, Priceville, Ceylon, Proton, Dundalk & etc, and extend our hand for a shake of congratulation over the new connection.

Orangeville Sun

January 9, 1908

Cutting Down Expenses

The CPR is cutting down expenses at an enormous rate. In Orangeville the yard engine has been sent to Toronto Jct and Yardsman Alf Brawley has been laid off. Up and down both lines operators have been withdrawn and Melville Jct and Meadowvale station have been closed. The reason given for the retrenchment is that business has fallen off and expenditure must be curtailed. No doubt when normal conditions again prevail the old order of things will be reestablished.

Walkerton (paper name? Herald or Times or Herald Times?)

January 16, 1908

Railway Situation

The report which was current here, the latter part of the week, that the CPR engine had reached Hanover, does not appear to be correct, but it will only be a few days at the most until that point has been reached. The bridge at Hanover * is the great stumbling block, but work on it is progressing and will soon be completed. The gang at Walkerton are making rapid progress and the bed will be ready for the track layers before they get this far. All doubts as to the location of the station have at last been set at rest. The chief engineer was here on Saturday and finally fixed the site. It will be located at the bend, midway between Jackson and Colborne streets, and will be surrounded with a platform reaching from one street to the other.

** (note: we'll be seeing the Hanover bridge site on our October 10th hike)*

Walkerton (paper name? Herald or Times or Herald Times?)

January 23, 1908

Saugeen Junction

One of the Durham papers says that the point where the Walkerton & Lucknow railway joins the TG&B, between Flesherton and Proton, has been christened "Saugeen Junction". The name seems very appropriate.

Durham Chronicle
January 30, 1908
Railway News

....difficulties with snow...for some days connection with the main line was cut off, one engine on this side plying between the drifts beyond Priceville and Hanover. A snow plough sent to the rescue was derailed causing more delay, but by Tuesday the line was cleared right up to the unfinished bridge at Hanover, where the steel at present terminates. Our own station yard is bristling with business, one gang laying the pipe to the big tank under the frost line, other construction gangs of dagos were here for a while and on Friday a company of 18 telegraph men came and are likely to be here for a week or two. We had the pleasure of meeting with these intelligent young fellows in their boarding cars, which are models of convenience if not of the highest comfort their dining car being attractive and scrupulously clean. We hope these young men will enjoy their temporary stat here.

(note: there was no concern about political correctness in newspapers back then.)

Hanover Post
February 6, 1908
Old Luck of Railroading

Our attention has been called this early in the history of the new CPR road, to the weary tale of accident. The construction train under command of engineer Gunning was taking water on Saturday morning at Allan Park. In a mysterious manner he lost control of his steam, either by the jamming of the exhaust or blowing off the piston head. Hence there was no alternative but to let her run. She came up the road at a terrific pace until practically at our station yard when "her breath went out". The engineer who was a hero to the heels suffered terribly by the escape of steam and when found had his clothes frozen to his woods. Meanwhile the fireman who had been stranded at the water tank hustled to Durham where another engine and physician hurried to the rescue. Thus things might have been worse. There remains the fact that both men "showed up well" in the time of trial and are worthy of high praise.

Orangeville Sun
February 6, 1908
Tied Up Again

Last Wednesday's storm tied up the CPR again for a couple of days north and west of this place but both lines south were kept pretty well open. On Friday five big engines behind a plow opened the line to Owen Sound. It was a sight to see the monsters leave the depot here.

Hamilton Spectator
February 10, 1908
CPR Plow with Three Engines Opens Road to Owen Sound

After being closed since Tuesday night the CPR was opened tonight at 6 o'clock when a snowplow pushed by three powerful engines broke a way through from Orangeville and was

followed by the train which left Toronto on Wednesday morning. The greatest obstruction was encountered between Orangeville and Shelburne where the plow was stalled yesterday.

Unknown Paper

March, 1908

Walkerton & Lucknow Progress

Track was laid to Dec 31, 1907 from mileage 0 to 24 and construction trains have been running into Hanover since Christmas. A big pile bridge has to be erected at this point before tracklaying can be resumed toward Walkerton and it was expected that this would be completed by the end of Feb.

Orangeville Sun

March 26, 1908

Ideal snowplow

The Ideal snowplow, which is a cross between the rotary and the old wedge plow, was tried out on the new Proton branch last week and it did not prove a howling success.

Kincardine Reporter

No Date

New Snow Plough

On Monday morning last the big Ideal Snow Plough, which has been under course of construction at the Hunter Bridge & Boiler Co's works here for several weeks past was taken to Orangeville. The plough completed weighs about 50 tons and it is expected that it will open up any kind of a road after a snow storm. Mr. W. Law, the engineer for the Ideal Co, was here during a part of the construction and he was greatly pleased with the manner in which the company did the work.

The boiler in the plough will generate 200 horse power, while there are two engines 250 horse power each. This machinery is for the purpose of driving the large expellers in the front of the plough, which are supposed to make 200 revolution a minute, throwing the snow from 50' to 60' away on each side of the track. The result of this is that the plough never pushes its load ahead and gets stuck. The first trial the plough will have will be a very severe one. It will be taken to the Proton branch of the CPR which has been closed since January. Here the cuts are deep and well filled and if it accomplishes the task of opening up this piece of road then the inventors will have more orders than they can fill. Hundreds of people here viewed it during construction and the general opinion is that it is the goods and will do the work expected.

Owen Sound Sun

April 2, 1908

Testing New Plough

The result of tests Saturday and yesterday indicate that the Ideal Cylinder Snow Plough is destined to make a great change in winter railroading. The Ideal plow is a new departure, the

invention of Mr. E. Bowman of Elmwood, and consists essentially of a horizontal cylinder, with flanges placed to throw the snow outward and upwards..... Saturday morning in the presence of a number of representatives of the railroads, the plow started to open the line. Driven by two locomotives, it went into a ten foot bank and steadily ate its way in until the engines skidded on the icy rails, and had to back out for a new start. Again it went at the bank and was doing good work when a slight accident, due to a dry bearing brought the test to an end for the time. Repairs being made they went at it again yesterday.....Photographs show that the snow was thrown 40 or 50 feet from the track, as one camera (man) found to his sorrow on Saturday. One of the big rotary plows was put at the bank for purposes of comparison. The results were much to the advantage of the new plow.

Walkerton Telescope

April 2, 1908

Plough Got Stuck

A new snow plough was built at Kincardine this winter. Great things were expected of it and it was taken round by Orangeville, to Proton station and then headed for the deep cuts between there and Priceville. It got through one or two short cuts all right but a little further on struck one that put it out of business. There are now two snow ploughs stalled on this branch. If they could get the road opened up to Hanover, the work of laying the rails between Hanover and Walkerton would be proceeded with at once.

Owen Sound Sun Times

April 9, 1908

Snow Plough a Success

The big rotary snow plow, in which a considerable amount of local capital has been invested, arrived in town on Friday night from doing service on the Proton-Walkerton branch line, which has been clocked all winter. The plow did excellent service, notwithstanding the extraordinary conditions which existed on the branch, and demonstrated that when it came up against the ordinary snow blockade it would prove the correctness of the principles of its construction. An unfortunate break in the frame of one of the big engines which operates the mechanism put it out of business, though its services will not be required again this season. During the summer the repairs will be made and such changes as the operation which the initial experiences have demonstrated carried out. Mr. James M/ Wilson of the Owen Sound Iron Works, was recently appointed vice-president of the company which owns the patents and the machine, and there is a possibility that future construction may be carried on here.

Walkerton (Newspaper)

April 1908

Walkerton & Lucknow Rly

The trestle bridge across the river at Walkerton has been completed, but it is alleged that its construction is not in accordance with the plans agreed upon between the company and the town council.....ascertain if the bridge as erected was likely to cause an obstruction in the river. The

grading of the entire line has been completed, with the exception of some small fills near the station. It is expected that the steel will be laid and the ballasting completed during April.

Walkerton (Newspaper)

April 16, 1908

Track Laying Progress

Chief Engineer Waas was in Walkerton on Monday and made the statement that the rails would be laid to Walkerton by the 10th of May. Already about 2 miles of the track between Hanover and Walkerton has been completed. There are about 20 men at work now, but the force will be increased to 60 in the course of a few days.

Walkerton (Newspaper)

April 30, 1908

Railway Doings

The track laying gang are making satisfactory progress, and with even fair to middling weather they will be here this week. On Saturday night they were about half way through Standish farm.

Their rate of progress is a little better than have a mile a day providing the weather is favorable, but a wet day knocks them out. The rails are big and heavy, but have evidently been used before.

It is said that a ballasting gang is at work between Durham and Hanover, and it begins to look now that the line will be ready for operation by July or at the furthest August. The contract for building the station has been let, and the contractor was here last week. he made arrangements with Reinholdt Weise for a supply of gravel for the foundation, and most of the other material will be shipped in by train.

Walkerton (Newspaper)

May 7, 1908

Terminal Plans

We have seen the CPR plans for the terminal equipment at Walkerton, consisting of the station, freight shed, water tank and turning table. The plan shows the exact spot at which each of these will be located. The station will be located opposite Jackson St., and will extend a few feet to the west. The freight shed is near by, on the north side of the tracks. The water tank will be located on the east side of the river, and not far from the hill. It will be supplied with water from the river, which will be pumped into it, by means of a steam pump. The turning table will be on the east side of the river and close to the foot of the hill. To get all these buildings and equipment erected will mean some labor and will take a good deal of time.

Walkerton (Newspaper)

no date - probably May 14, 1908

Railway Notes

The railway situation at present seems to be about as follows: The grading has all been completed and the road from one end to the other is ready for the rails. The bridge at Hanover is likewise completed. This is an immense wooden structure and is 600 feet long and 47 feet high.

It crosses the dam a short distance east of the cement factory. The cost is said to have been \$50,000/ It cost \$2500 to fill the piers with stone. There is an ugly curve in the bridge, but whether that is a fault or not, we are not in a position to say. At present a gang of men are at work lifting the rails between Hanover and Durham. After the rails had all been put down, the discovery was made that they were not heavy enough to stand the strain of hauling the cement trains over them. This cement will be taken from the little chain of lakes in Brant to Durham.

There is said to be enough of it to keep the factory going night and day for 25 years. Then it is understood that the rails which they are now lifting between Hanover and Durham will be used between Hanover and Walkerton. It is not likely that anything more of importance will be done until the spring opens up.

Walkerton (Newspaper)

May 21, 1908

Building Water Tank

All work on the railway seems to have ceased, except what is being done around the water tank. a gang of about 15 or 20 men are engaged in building a cement foundation for the tank, and when that is completed they will tackle the foundation of the pumping house. The pumping house will be a frame structure. We understand that one man will look after both the pumping house here, and the one in Durham, making daily trips between the two places.

Walkerton (Newspaper)

May 28, 1908

The New Station

The contractor started work on the new CPR station on Tuesday. The size is 21 1/2 x 66, with a couple of small projections. The foundation will be of cement and superstructure of wood. It is located close up to the track and extends about 30 feet across Jackson St.

Walkerton (Newspaper)

no date - late May, 1908

The Walkerton & Lucknow Ry.

....which has been under construction for a couple of years from Proton, on the Toronto-Owen Sound line, to Walkerton, is reported to be practically completed. A spur line has been graded from Hanover to Brant, for the convenience of the Durham Cement Co. Surveyors have been looking over the ground recently with a view, it is said, of locating a line from Hanover to Southampton, via Elmwood, Chesley, Paisley and Port Elgin.

Walkerton (Newspaper)

no date - early June, 1908

The Walkerton & Lucknow Ry.

Tracklaying on this line between Proton and Walkerton, about 37 miles, which has been under construction since Aug 1906, is practically completed, ballasting is in progress and it is understood that the line will be opened for traffic early in July.

*Walkerton (Newspaper)**June 4, 1908**Quit Work*

The track-laying gang left here on Tuesday forenoon and will not be back for two weeks. There is a lot of work to be done in removing clay around the Bend before the rails can be laid. In the meantime the work is being pushed on the water tank and station but it will be many a day before the road is ready for business.

*Walkerton (Newspaper)**June 18, 1908**The CPR*

The other day a CPR engine with 5 or 6 cars attached came slowly steaming down the track and came to a standstill almost opposite the dam. There it stayed all day in plain view of the town. It strikes one as odd to see a railway train standing out by itself in an open field, but it will not have to do that for long as work on the new station is progressing rapidly. The Sudbury branch was opened on the 15th and now that this line is off their hands, it is anticipated that things will begin to move here in earnest.

*Walkerton (Newspaper)**June 25, 1908**Railway Doings*

Rapid progress was made on the CPR station last week, but on Monday word came to the men to pack their tools and go over to Durham. The gang accordingly quit work here, and will not likely be back for a week or more. It appears that the contractors are straining every nerve to get the line finished as far as Hanover by the first of July. There is a celebration in Hanover on the first, and the new railway will run an excursion between Flesherton and Hanover. After the first the whole gang will be put on between here and Hanover, and a month or two ought to be sufficient time in which to put the finishing touches on this end.

*Walkerton (Newspaper?)**July 9, 1908**CPR Open To Hanover*

The CPR is now open to Hanover and a regular service, both passenger and freight, has been established. Two regular passenger trains run every day from Hanover to Proton, one leaving Hanover about 7 o'clock in the morning and the other about the same hour in the evening. As there is no turning table at Hanover the engine has to back in. There will be a regular train service from this (day) out. It will not be long before regular trains are running into Walkerton.

Already the rails have all been laid, and all that is now to be done is the ballasting, which will only take a few days.

*Durham Chronicle**August 13, 1908*

New CPR Line

The new CPR line is already in the enjoyment of quite a share of the business. Passengers to and from Toronto are generally patronizing the new road, although it is not yet fully completed. An hour and a half longer time in the city is an inducement to business men to go by the CPR, when it is important to go and transact business and return in the same day. The distance by the CPR is about 17 miles shorter than by the Grand Trunk, which gives them the advantage of reaching the city earlier and returning later than by the other road. Trains on both roads are now running pretty well on time, but we do not know how the CPR will fare in the deep snow season.

Walkerton (Newspaper?)

August 13, 1908

THE FIRST TRAIN OUT

Big Crowd Gathers at the Station to Witness the Novel Sight

Mike Schefter Buys the First Ticket

Bouquets for the Train Crew

Walkerton is not as enthusiastic a town as it ought to be. The opening up of the new line ought to have been made the occasion of a demonstration. The mayor and alderman should all have been on hand and the mayor ought to have made a speech. Instead of that we have not much doubt, but that about the time the conductor was shouting "All Aboard" the mayor and his aldermen were all sound asleep. It wouldn't have cost anything to have marked the event by ringing the bell on the town hall and to have got the factories to toot their whistles, and so on and so forth. But in the long run of course, it won't make any difference.

The Train Crew

The coming of the CPR to Walkerton will mean quite a permanent addition to our population.

The line will no doubt ultimately be continued on to Inverhuron, or some point on Lake Huron but that will not be for many years to come. For the present and immediate future Walkerton will be the terminus and the whole line will be operated from this end. All the train hands will reside here and such being the case the sooner we get acquainted with them the better. The outfit for the present is as follows:

STATION AGENT - Jas Williams. Comes here from Alliston, about 40 years of age, and has been in the railway business all his life. Married and affable manner. Has a wife and two daughters

ENGINEER - R. Flint. Family now residing at West Toronto. Will move here as soon as possible. Mr. Flint is a big, husky looking chap, and if he had to work 20 hours out of 24 it wouldn't bother him much.

BAGGAGEMAN - C. J. Robertson. Comparatively a young man, but married and has a family. He is the man who will look after the express and other parcels. Has a bright air about him and seems to know his business.

The other members of the crew are both young men. They are W. Urquhart brakeman and John Logan, fireman.

But although the trains are now running regularly, the work around the station and yards is by no means completed. A large gang of men are still engaged on the station itself. The turn table has not yet been placed, the pumping apparatus is not yet completed, there is a freight shed to be built, and then there is the space between the street corner at Dr. Fortune's and the station to fill up with clay. Where this clay is to come from has not yet been decided upon, but it will likely be brought in from some distance. A steam shovel will be utilized in this work.

Walkerton (Newspaper?)
xxx August, 1908
Walkerton & Lucknow Ry

The second section of this line from Hanover to Walkerton, 18 miles, was opened for traffic August 10. The station building at Walkerton is nearly completed.

Bolton
June 1908

The CPR has transferred its passenger business to a box car near the site of the proposed new station. It is therefore necessary if you wish to catch train to start a little earlier than usual.

Walkerton
July 2, 1908
Drawing Cement

The CPR trains have started to draw cement from the Brant Lakes to the Durham Cement Factory. So far it has been all outlay on this line, but now the revenue will be coming in.....If it had not been for the Brant Lakes and the CPR the factory at Durham would...have been forced to go out of business.

Walkerton
July 9, 1908
Open to Hanover

The CPR is now open to Hanover and a regular services, both passenger and freight, has been established. Two regular passenger trains run every day from Hanover to Proton, one leaving Hanover about 7 o'clock in the morning and the other about the same hour in the evening. As there is no turning table at Hanover the engine has to back in.

Durham Chronicle
August 13, 1908
New Railroad Opened

The new railroad was opened to Walkerton on Monday morning last and trains now run regular from there to Saugeen Junction and back twice a day. The electric bell installed at the foot of Garafraxa Street Hill is likely the full measure of protection to be given us by the Commission.

Though perhaps not so safe as a gate and watchman, it gives sufficient warning for people who have their wits about them, and it is certainly not so unsightly as a gate could be. Citizens of Durham have been treated generously by the CPR in the prices they paid for lands along the right of way, and this treatment has a tendency to make us feel kindly disposed towards them.

Orangeville Sun
August 27, 1908

Ideal Snow Plow Was Wrecked
Jumped the Track at the Caledon Horseshoe and Completed Tied Up traffic - It Had Just Been Rebuilt

on Tuesday afternoon a way freight on the CPR picked up the Ideal Snow Plow that had been in the yard here for several days with the intention of taking it to Toronto. It was hitched on to the rear of the train and everything went well until the Caledon Horseshoe was reached, when the plow jumped the track and tore it up for a distance of about 75 feet, causing a complete blockade of traffic.

The Ideal snow plow is a new invention. It was built at Kincardine last year and was tried out on the branches here during the winter and worked fairly well, but several improvements were suggested and the plow was taken to Owen Sound and was completely rebuilt this summer.

It was all in readiness for business during the coming winter. The plow was very badly wrecked and will have to be entirely reconstructed, which will cost a great deal of money. The company which manufactures the machine is made up chiefly of railway men and the loss to them will be consideration.

The passengers of both evening trains had to be transferred at the scene of the wreck and the trains were about four hours late in arriving. Fortunately no person was injured.

(So this is what happened to the Ideal Snow Plow.....)

Orangeville Sun
August 27, 1908

Will Make It Hot For Depot Bums
Boys and Girls Who Hang Around the CPR Will Be Forced To Move On

If the parents of a number of boys between the ages of 7 and 14 are called upon to defend their sons in the police court some of these fine days, do not be surprised. It is strictly against the law for children not accompanied by a proper guardian to visit the railway station. Out of 20 boys at

the CPR depot Monday night, who were questioned as to their business there, only 6 admitted being on the premises for the sole purpose of delivering the evening papers. To meet the trains and get their supply of evening papers is a necessity, but when the other 14 mentioned above are rip-tearing around the station, through the cars, in front of moving trains and into other mischief, such as cutting their initial on the station house, we do not wonder at the officials sending a detective to make trouble for the parents who allow their youngsters to run at large.

After this only newsboys will be allowed to visit the station without a guardian and then they will be required to furnish proof that they are there for that purpose only. Others caught there out of idle curiosity or mischief making will be forced to give their names and the parents will be called upon.

(So much for young railfans - I'd probably have been one of the ones hanging around.....no mischief tho...)

Girls Are In It Too

For quite a while a number of girls have been meeting the trains every night and making nuisances of themselves and they too will be asked to vacate the premises. The girls ages range from 13 to 17 and some of them have already started on the downward path. They have become such a nuisance at the depot that the railway authorities have determined to prohibit them hanging around the station, where they chatter to freight train hands and generally make fools and nuisance of themselves.

Patrons of the CPR will be glad to hear that measures are being taken to rid the station premises of the youthful male and female bums who have infested the place so long.

(I guess this is what girls did before there were shopping malls and cell phones)

Walkerton September 1908

The Station at Walkerton is nearly Completed

Toronto Globe September 28, 1908 CPR Roundhouse Burned

Teeswater, Sept 27: The CPR roundhouse and the WR Thompson sawmill, the one at the southern extremity, and the other near the north end of the town, were burned to the ground on Saturday night. About 10:55 the roundhouse, a frame structure, was discovered to be on fire.

An alarm was turned in and there was a quick response of the fire brigade but in a few minutes the whole building was wrapped in flames....A freight engine that had come in a few hours before was destroyed, and a snowplough standing on the track was scorched. This is the third roundhouse to be burned on this site. It was a substantial building, erected to years ago to replace the one destroyed by lightning.

Orangeville Sun
October 1, 1908
Children On Cowcatcher

After all has been said and done, children of tender years still find their way to the CPR depot. On Friday night last while the northbound Owen Sound passenger train was waiting to the Teeswater (which was very late), two of AW Bradley's children, ages 3 and 4 years, had successfully seated themselves upon the cowcatcher. FL White, staff reporter of the Sun, was just leaving the north end of the platform to go up town, when to his horror and amazement he noticed the tiny tots in their dangerous position, apparently enjoying themselves. He at once rescued them and asked them what they were doing there. They answered, "Just goin for wide."

It was only a minute after they were taken off the cowcatcher that the big mogul was on her way to the Sound. Only a few minutes elapsed when their father and sister appeared, having looked in vain for the youngsters. This all happened at 15 minutes to 8 when everything was in complete darkness.

Wingham Times
October 8, 1908
Why Not In Wingham

The CPR roundhouse at Teeswater was destroyed by fire a few days ago and it will be necessary for the company to rebuild. Would it not be a good idea to make a move to have the roundhouse built in Wingham. This town would be as convenient a terminal point as Teeswater and if an effort were made the company may be induced to come to Wingham. If this town were made the terminal point it would mean several new residents for this town and a large amount of money to be spent with our merchants.

(The Wingham roundhouse/engine shed of 1898, pictured in Heckman's Canadian Pacific, page 220, must have been torn down by that time.)

Orangeville Sun
November 19, 1908

WJ Lewis, One of the Narrow Gauge's First Officials, Dies Very Suddenly At Owen Sound

One of the old residents of Owen Sound, and a veteran railroader, dies very suddenly yesterday at his residence, Boyd St.

When the building of the TG&B was commenced, Mr. Lewis, who had for some years owned and operated a stage line between Orangeville, Brampton and Toronto, entered the service of the railway company. He assisted in building the road and was one of its first conductors. He had the unique distinction of bringing into Owen Sound the first passenger train and taking out the last passenger train over the narrow gauge, and bringing in the first passenger train over the present broad (*standard*) gauge line.

He left the road about 13 years ago, and for 6 years was with the Owen Sound Portland Cement Co., holding a responsible position at Shallow Lake. At the end of that time he returned to Owen Sound.....He was a member of North Star Lodge, AF&AM.....

Orangeville Sun
January 14, 1909

Freight Runs Wild Down Caledon Grade

With a heavy freight train of 46 cars running wild down the grade of the dangerous Caledon Horseshoe Curve, only a kindly Providence on Saturday night staved off a disaster that seem inevitable.

The train was made up of 46 cars of freight and live stock, being two trains, one from Teeswater and another from Owen Sound, that were linked together at Orangeville. From there they were sent away with only one engine.

When the Caledon grade was reached - the scene of the dreadful wreck of 18 months ago - the icy rails and the great weight of the train were too much for the single locomotive to combat. In spite of the efforts to "down brakes", the train momentarily gained momentum and was beyond control.

The train went down that grade at anywhere from 60 to 90 miles an hour and the flight was marked by a streak of blue fire from the rails. It rushed past Mono Road station at full speed and it was fully a mile and a half on the level before the train could be stopped.

Orangeville Sun (presumably - town and paper not stated)
March 11, 1909

Grain Elevator Fall Prey To Flames
Pioneer Structure Belonging to Clarke & Hannah Burns Down

Between 2 and 3 Friday afternoon the big grain elevator of Clarke & Hannah at the CPR Depot caught fire and was almost totally destroyed. The first started in the top of the building, probably from an overheated box. They had been elevating grain all day and it is supposed one of the boxes through which the shafting runs became heated and started the fire.

.....The elevator was filled to the top with grain, mostly oats, rye, wheat and barley, valued at \$12,300 on which there was an insurance of \$10,000. The building was valued at about \$3,000 and was insured for \$2000. Clarke & Hannah estimated their net loss at about \$3,500.

The elevator was erected about 35 years ago when there was any amount of timber in the country and was built for the old firm of Gilchrist & Kent. Great beams were used in its construction and they were reinforced by hundreds of iron rods. It stood the times well and made a picturesque scene as the leaping flames licked it up.

Scores of farmers are drawing away the damaged grain for feed. Clarke & Hannah state that they will rebuild in the spring.

Orangeville Sun
April 29, 1909
Wreck At Cardwell

A broken wheel on a freight caused the derailment of either cars of an extra CPR freight at the tank at Cardwell Junction at an early hour on Saturday morning. No one was injured, but as there is an embankment at that point, considerable damage was done to the rolling stock.

Shelburne
July 7, 1909

The tender and baggage car of the Steamboat Toronto-Owen Sound Express jumped the tracks today about 2 miles south of Shelburne. Smashing about 200' of ties and adjacent cattle guards.

Orangeville Sun
October 21, 1909
Trains Crash Together...At Melville Last Night

(a very condensed version of a very long article - wonder if there's any artefacts of this in the ground)

At three minutes to 7 o'clock last night a head-on collision took place between two CPR passenger trains a little this side of Melville Jct and three miles below Orangeville. Fortunately no person was seriously hurt.

The "Credit Valley" from Teeswater was late in leaving the station here (*Orangeville*). It was in charge of Conductor Joseph Lapping and engine No. 85 was manned by Engineer William Stewart and Fireman John Henry. The up TG&B train from Toronto, in charge of Conductor William Wilson, Engineer George Johnston and Fireman George Barker (with engine 826), had arrived at Melville Jct and should have waited until the Credit train had arrived..... Conductor Wilson evidently understood that the other train had already passed, as it would have had it been on time, and he gave the signal to Engineer Johnston to pull ahead.

...The engines came together with a bang....but the speed had been so greatly reduced by the emergency brakes that the engines did not mount each other. The Bruce engine is a big heavy one and the train was also much heavier than the other. The Credit engine, being much lighter, got a good deal the worst of the argument.....It is expected the auxiliary will have the track cleared this morning.

...Mrs. John Scott of Teeswater and her little baby girl were passengers on the down train and when the engines came together the baby was flung up the car, but it didn't even cry and when The Sun reporter saw the kid she was busily engaged in getting outside of a bottle of milk.
(how's that for descriptive reporting!)

Orangeville Banner
August 15, 1910

Pitch-In In The Orangeville Yard Yesterday Morning

Engine 1760 attached to a heavy southbound freight ran into a northbound freight drawn by engine 1755 in the north end of the Orangeville station yard about four o'clock yesterday morning. The engineers and firemen on the two trains jumped just before the crash and had the good fortune to escape unhurt. The southbound engine was badly smashed, her tender was turned crossways on the track and torn from its trucks.

(both of these were M-4 Class 2-8-0s built at Angus in 1909. The former was scrapped in Sept 1955 and the latter Nov 1947)

Orangeville Sun
June, 1911

CPR Employees Honor Mr. John Howard

On Friday evening, June 30th, a number of railwaymen assembled in the CPR station in Orangeville and surprised the retiring CPR agent, Mr. John Howard, by presenting him with a purse and the following address.....

.....served for 1/3 of a Century...as the trusted representative in our midst of one of Canada's greatest enterprises (CPR) we have long noted and admired the loyalty and devotion with which you exerted your talents and energies to the weal of your employers....

Mr. Howard, who has been CPR agent in Orangeville for 15 years, retired from the Company's service on June 30th. He had reached the age limit two years ago, but he was such a satisfactory employee that his service was retained.

Owen Sound
December 1, 1911

Million Dollar Fire Wipes Out Elevators (very long detailed article)

Both CPR Elevators in Ruins - 887,000 Bushels of Grain Destroyed - Steamers Saved by Quick Work

Thousands of citizens view most spectacular and destructive fire in history of Owen Sound. Fire gains great headway before discovered - Supposed to have started from cigar or cigarette stub thrown carelessly on Wharf.

The rescue of the Steamer Athabasca was one of the most exciting incidents of the fire. The big steamer was moored with her stern close to the Elevator "A", within a few feet of the point where the fire started. On the Athabasca the fires were low and there was no steam to move the

engines. With no tug in sight the citizens early on the scene took hold of the lines and crowded along the side of the vessel and shoved and pulled the steamer a short distance along the wharf out of the immediate danger. She was moved in the nick of time for in a few minutes she would have been doomed. The tug Hammil got on the scene in a few minutes later and took the Athabasca further down the harbor to a place of safety.

The Str Keewatin also had a very narrow escape. She was lying on the north side of the Elevator "A" and opposite Elevator "B" with her bow close to the place where the fire started.

Orangeville Sun
December 7, 1911

The CPR will install automatic coal chutes at Orangeville terminal to lessen the time taken in coaling locomotives

Owen Sound Sun
February 20, 1912

Passenger Train Rolls Down Embankment Near Chatsworth

A spread rail four miles south of Chatsworth caused four cars of the Friday afternoon CPR express, southbound, to leave the track and pile up at the foot on a twenty foot embankment.....

Owen Sound Sun
February 23, 1912

Worst Storm In Years Ties Up Railway Lines

Three Passenger Trains Storm-Stayed on CPR

No Trains Arrive on Either Railway for Two Days

The storm which swept this section of the Province from Wednesday afternoon until last night has paralysed traffic of all kinds. Both lines of railway are out of business with train loads of passengers stormbound along the line in spite of the efforts of the railway men to keep the lines open.....

Conditions on the CPR branch are still serious. Wednesday afternoon's southbound train is still at Shelburne and the northbound train of the same day is at Laurel, about 15 miles south. Last evening another passenger train was started out from Toronto and this forenoon this train was still stuck in a snow drift on the Caledon Mountain. The company has been making a strenuous effort to clear the track, but the storm kept up, and as quickly as the track was cleared it would be drifted in again as bad as ever.

Last night at 10:35 four powerful locomotives brought a snow plow in from Orangeville, but no attempt could be made to get the passenger trains through. This morning a plow and three

engines were sent out over the line from Owen Sound and at 8:30 the first passenger train was sent out.

At Shelburne there are between 75 and 100 passengers stalled, many of whom are Owen Sounders. They are boarding at the local hotels at the expense of the CPR.

Orangeville Sun
March 7, 1912

Wreck At Crombies - Pitched Into Caboose

A heavy freight got stalled at Crombies and had to double into Fraxa Junction. Before the last half could be moved the southbound way freight came along and dashed into the rear of the first train, smashing the caboose and several over cars.

Orangeville Sun
March 23, 1912

CPR Improvements

The old Bruce is not being entirely neglected by the powers that be. The other day a party of engineers were up here locating a site for an addition to the roundhouse and a new and larger coal chute is also to be put in. These are the first extensive improvements that have been proposed for some time.

Orangeville Sun
April 8, 1912

Many Bridges Destroyed and Others Damaged

(Ed: general article on major Upper Grand River flooding).....Perhaps the greatest inconvenience will be felt for a while by the undermining of two stone piers on the railway bridge at Waldemar allowing the tracks to drop over a foot out of line. All passengers, baggage etc, have to be transferred. It is expected that three weeks will elapse before traffic will be resumed in the regular way, and in the meantime freight trains will not run. About as frightened a lot of men as ever stepped off a train, were a freight crew whose train crossed the bridge after the piers had settled but before the rails got much out of line. (Ed: there was similar damage throughout the Grand River watershed that spring, as the bad snows of 1912 melted all at once. And perhaps this was when the Waldemar bridge got its newer concrete piers????)

Orangeville Sun
April 25, 1912

James Irvin and Harry Barber Have Close Call at Grand Valley Railway Crossing

James Irvin, who runs the Royal hotel at the CPR station Orangeville, and Henry Barber also of this town, drove up to Grand Valley Saturday morning and remained in the village all afternoon.....

The men, who appeared to be in a somewhat muddled condition, crossed the CPR crossing just outside the village as the train was leaving the station. The engineer whistled and threw on the emergency brake and the speed of the train was greatly lessened when it pitched into the carriage.....A large quantity of liquor, which was in the buggy, was shattered and the precious contents were lost. (*hmmmm - "muddled condition" after an afternoon in the village.....a 1912 version of being politically correct*)

Orangeville Sun
May 3, 1912

Will Wash Out Here

Hereafter all the CPR engines on the local branches will be washed out here (Orangeville) instead of at West Toronto. A large main has been laid from the tank main to the round house and a steam pump is being installed. The new arrangement will save a lot of time.

Orangeville Sun
July 11, 1912

Railwayman Still In Harness After 40 Years Strenuous Work

Edmund Wragge Almost Sole Survivor of TG&B Pioneers

Conductor Joe Walker had quite a distinguished passenger up on the morning train from Toronto on Monday. Mr. Edmund Wragge, chief engineer and general manager of the old TG&B is the passenger referred to. The editor of THE SUN had a pleasant chat with the xxxx railway builder, who still has a striking resemblance to our county judge.....Mr. Wragge is 75 years of age, but doesn't look it. He is much smarter (???? *that's what it says*) than many men who are 25 years younger.....

Orangeville Sun
March 6, 1913

50 Years In The Engine Cab - Never In A Wreck

The life of a railroad engineer, who has the safety of many in the hand which grasps the throttle, may be a dangerous one with its risks and responsibilities, but if it is James Hyland, the well-known veteran CPR engineer must have been born under a lucky star. After 50 years of service he has climbed down from the cab for the last time....at 66 years of age. This man has worked faithfully for his employers has a remarkable record that many engineers cannot boast of. He has never been in a wreck, never wore a pair of glasses in or out of the engine cab while on duty, never was "up on the carpet" for disobeying the rules.

Orangeville Sun
March 13, 1913

A Popular Conductor

Mr. Billy Wilson, who has been running on CPR Toronto-Owen Sound train for a number of years, is one of the most popular and obliging conductors on the road and his many friends are pleased to see him looking so well. His son, Fred, is night operator at Fraxa Junction and, under the tuition of Agent WE Brawley, has developed into a lightning telegrapher. It is said, and we have never seen it contradicted, that Mr. Brawley is one of the best all-round station men on the whole CPR system.....He left the Grand Trunk in 1973 and entered the service of the old TG&B which company he remained with till it was taken over by the CPR. He has been on the Toronto-Teeswater run for 28 years.

Orangeville Sun
May 28, 1913

A New Sleuth

The CPR has stationed a special constable at Orangeville. He has been here for several weeks, but on Monday night he blossomed forth in a new uniform that beats anything we ever saw on the back of a constable. Walking on the railway has been a favorite recreation for Orangeville people ever since the iron horse made its advent in this town forty some odd years ago, but the new sleuth has stopped all that and hereafter if you are caught trespassing on CPR property you will probably find yourself up in the police court. The sleuth is also driving off the male and female bums who infest the station premises about the time the evening trains arrive. The constable will have a steady job here for an indefinite period.

Orangeville Sun
October 19, 1913

Veteran Engineer Passes Away

Joseph Spragge Ran first Locomotive On The Old Credit Valley

.....Mr. Spragge had been connected with railway work for over 40 years. He began with the old Northern, went with the Credit Valley into CPR employment when the CV became consolidated with the transcontinental. (Ed: Possibly a relation??? but not the Edmund Wragge mention in the first article.)

Orangeville Sun
December 11, 1913

Train Late

No evening papers and very little mail came from the south Saturday night. A couple of cars of the Weston wayfreight got off the track near the Caledon horseshoe and tied up traffic for several hours. The evening trains transferred passengers at the point of the runoff and returned to Toronto and Owen Sound.

Toronto Daily Star:

Mar 28, 1914

Speed record of the TG&B 4-6-0 MONO (8-1876) recalled (with photo).

Carl has taken away his stack of photocopied Orangeville Sun newspaper clippings. They'll be gone a couple weeks while he digitizes them and gives them back to me on a disc. I ended my last posting at 1909, but Carl did leave me his more recent dated clippings, so I'll jump "Back To The Future" and give you a couple news articles from the 1950s. Orangeville Sun newspaper owner/editor Murray McKittrick was quite a railfan at heart, and articles like this show his enthusiasm. He's the one who authored the Boston Mills book "Steam Trains Through Orangeville" more than 30 years ago.

Orangeville Sun

April 25, 1914

LEAVING TOWN

Mr. and Mrs. John Pinkney have removed to Toronto, where they will reside. Mr. Pinkney has been engineer of the CPR yard engine here for a couple of years, but he has been transferred to the Muskoka division. Mr. and Mrs. Pinkney are very highly esteemed by the people of Orangeville and their removal from town is very much regretted.

Orangeville Sun

June 15, 1914

REPAIRING THE ROAD

The CPR ballasting train started operations on the Owen Sound line at Corbetton last week. A big steam shovel is at work in a gravel pit on the Walkerton branch and the gang of Bulgarians, who have been at Dundalk for a couple of weeks, are now busy under foreman Lackie, in improving the condition of the track as each train load of gravel is dumped. When completed the road bed will be in good shape.

Shelburne Free Press

July 23, 1914

The CPR was rather unfortunate last Thursday on the Owen Sound branch. Early in the morning a freight train was ditched between Crombies station, south of Shelburne, and Laurel. This necessitated a transfer of baggage and passengers from the two passenger trains, one at each side of the wreck. the mail arrived here about two hours late.

The train that left here for Owen Sound did not reach there until Friday morning. The engine and tender were derailed about 1.5 miles north of Markdale.....none of the passengers or crew were injured except fireman William Jones, who sustained some minor injuries. The auxiliary from Owen Sound was sent down upon receipt of a message announcing the wreck and another one was sent up from Toronto. The engine and tender were both overturned and the two crews worked until late last night before the track was cleared up. the cause of the accident is not know. the mails were delayed considerably by the wreck but the morning train went out on time.

Orangeville Sun
October 22, 1914

NEW IMPERIAL OIL TANK

The Imperial Oil Co has erected a big gasoline tank on their property at the CPR depot. The tank, which has been nicely painted, adds greatly to the appearance of the corner.

Orangeville Sun
November 26, 1914

TRAIN DERAILED

On Saturday afternoon the down train from Teeswater was derailed at the Wingham and a special was made up at Orangeville and went up and transferred the passengers and it was after 2 o'clock Sunday morning before the train reached Toronto.

Orangeville Sun
February 4, 1915

TRAFFIC TIED UP - STORM DID IT

Traffic of all kinds was paralyzed by a big snowstorm that set in Sunday night in the form of sleet.....Trains from Toronto on both the Credit Valley and TG&B branches (*note they were still distinguished by their original names*) got up here Monday night and Tuesday morning, but could not get any farther than Fraxa Junction, four miles northwest of here. Monday night's Owen Sound train remained there all night and backed down here Tuesday morning and both trains turned here and returned to Toronto. Tuesday morning's up trains were late and the evening trains were cancelled. Snowplows were working hard to clear the track but the snow would drift into the cuts almost as quickly as it could be taken out, and two plows were snowed in on both the Owen Sound and Teeswater branches.....A passenger and freight were snowed in on the Teeswater branch and plows going each way met the same fate.

(*another incident - same day*) A serious accident occurred on the CPR between Crombies and Shelburne shortly after 1 o'clock Thursday afternoon. Joseph McKittrick, section foreman of Shelburne, and a sectionman named George Pearson, were pushing a hand car towards Shelburne and a snowplow in charge of Conductor CR McRoberts and Engineer Robert Walton of this town was tearing through clearing the line of snow. The men had their caps pulled down over

their ears and did not hear the plow coming and those in the plow did not see the men in time to stop and smashed into them. They were thrown high in the air and Pearson alighted on top of the plow and miraculously escaped serious injury. McKittrick..broken shoulder and leg.....

(another incident - same day) CPR Engineer Thomas Hastings, who was pushing a snowplow up the Owen Sound branch at xx o'clock yesterday morning, was severely scalded on the arm while near Shelburne. A water gauge glass burst and before the scalding water could be shut off the injury was done.

YARD ENGINE OFF *(another article - same day)*

The big transportation companies are feeling the effects of the depression and the CPR is cutting down expenses on all all sides. On Wednesday night the yard engine was pulled off and with it the two yardmen, Messrs Bennett and McRoberts, were let out, reducing the Orangeville staff by four. It is thought it is only a matter of time until the yard engine is again put on, as it has been taken off several times in the past, but always had to be put on again.

Orangeville Sun
January 6, 1916

OLD ENGINEER MAKES LAST RUN

(Long story about retiring engineer Ben Fallis - retires after 44 years)

As with all railway men, Mr. Fallis started his career in a minor capacity in the shops of the old Grey & Bruce Railway, located at Orangeville. He worked his way up to fireman, then to engineer. When the Grey & Bruce was absorbed by the CPR in 1882 (sic) Mr. Fallis retained his position. During the last few years he has been engineer on the fast runs between Toronto and London.

Orangeville Sun
April 6, 1916

STATION HOURS SHORTENED UP

.....From last Saturday until further notice Alton and all stations to Owen Sound with the exception of Orangeville, Fraxa and Proton on the Bruce branch and Mt. Forest, Harriston and Wingham on the Teeswater branch will be closed from 6 pm to the public. Passengers getting on trains at closed places will have to purchase tickets from the conductor on the train. We understand express and baggage will be carried through to terminals and be delivered on the down trains the following morning.....

Orangeville Sun
September 25, 1916

BUILDING THE NARROW GAUGE

Champayne Charlie Tells of Strenuous Days - Some Towns Wouldn't Move and are Sorry

(Excerpt of a very long article - take everything with a grain of salt)

.....The railway, little narrow gauge as it was, was a powerful affair, and even went so far as to move a village. Another refused to move and has paid the price.

For various reasons railway routes are arbitrarily laid down and in this case it located Dundalk station about a mile from the village, which was on the gravel road. All Dundalk heard was the whistle of the old wood burning locomotive, and being a chummy sort of place it picked up and came over to see the trains come. Several hotels and a few other buildings made up the entire village, and a Mrs. Pate was the first to move her hotel in to the station.

But the village that refused to move - Flesherton - was then, along with Shelburne, one of the most important villages between Orangeville and Owen Sound. When the line ran a mile and a half from the village, the latter sat tight - and is still sitting. A bus still runs out and meets all trains, as it has for the last forty years.

Markdale, or Cornabus as it was called then, was only half a mile or so from the railway and so it merely chose to grow down, and today straggles along, having effected a compromise.

Orangeville Sun (from the Grand Valley Star)
November 16, 1916

30 YEARS CPR AGENT AT GRAND VALLEY

Wm (Billy) Buchanan completed his thirtieth year as local agent of the CPR in Grand Valley.....One day last week ten cars were billed from Grand Valley, three being loaded at Waldemar. This emphasized another step in changed conditions. Thirty years ago Waldemar as a hustling village, and Grand Valley a sort of flag station. Now conditions are reversed and the Grand Valley agent attends to freight shipments at Waldemar. The local station is reported to be one of the most profitable on the line, the revenue reaching around the \$50,000 mark yearly. Mr. Buchanan has had many offers of larger stations but preferred to remain here where he has formed associations and ties that would be hard in breaking.

Orangeville Sun
December 7, 1916

FREIGHT LEFT TRACK

Last Friday a CPR freight train left the track near the Horseshoe, but fortunately very little damage was done. It took several hours to clear the track and the evening trains had to go over the CVR line. Luckily no person was hurt. *(Lots of incidents on the Horseshoe Curve, I don't list them all. Quite a piece of railroad)*

Orangeville Sun
January 4, 1917

Fire At Station

An unusual sight is to be seen at the CPR station. A steel car of slack coal, shipped to the Dods Knitting Co (now the Millcroft Inn in Alton), is on fire and has been since it arrived Saturday Morning. The coal is valued at about \$800 and won't be worth 800 cents unless it is unloaded at once.

Orangeville Sun
March 22, 1917

Late Trains

Last Thursday, Friday and Saturday the trains north and west of here were running late. A snow plow got off the track at Crombies on Thursday (*over the years, Crombies seems to have had its share of incidents, especially in the winter*) and the train did not reach Owen Sound until 5 o'clock in the morning.

Orangeville Sun
March 29, 1917

Train Struck Luther Man

When the south-bound CPR train pulled into Grand Valley on Saturday night, the fireman said to Mr. Buchanan (*the station agent*) "You had better send one of the section men back up the track a mile or so, for I imagined a man passed very close to the engine or we hit one. I only saw a shadow pass by in the storm."

Mr. Buchanan phoned to Mrs. Crane's and Jacob Taylor's, and Alex Crane started down the track. In a little while he picked up a man's rubber and very soon came to marks on the snow where a man had been painfully drawing himself along and found Ernest Richardson lying against the wire fence helpless with one leg broken and his shoulder terribly bruised..... He had crawled perhaps ten rods hoping to get through the fence and to Mr. Taylor's barn but could not negotiate the barb wire.....

Ernest was returning home from the village by the track, and realizing the train might come along any time kept at the outside of the ties, thinking if he did not see or hear the train in the storm, it would pass in safety.

Orangeville Sun
June 28, 1917

Leaving Fraxa

W.E. Brawley, CPR agent at Fraxa Junction, has been promoted to the agency at Tottenham and will remove to that place in a few days. Mr. Brawley has been at Fraxa for 23 years and he has always been a valuable member of the CPR staff. He is very obliging and is held in high esteem by both the travelling public and his fellow employees and his removal from this district is very much regretted. As he is one of the best station men in the business the people of Tottenham are fortunate in securing Mr. Brawley. Mrs. Brawley's many friends will be sorry to lose her as she was well liked by the people of this vicinity.

And Ironically - Same Edition

The down passenger train from Owen Sound ran into a freight in the station yard at Fraxa Junction on Monday evening. Two or three freight cars were badly wrecked.

AND - no date, two cars of wheat were derailed at Ceylon while an engine was shunting a southbound freight in the yards. One car hit the tool house and damaged it almost beyond repair. (*We had just talked about Ceylon, the station for Flesherton, last week*)

Orangeville Sun
No Date Stated, 1917

Freight Crews May Have to Leave Town

Rumor that CPR may Revert to Old System of Running Trains

It is reported that the CPR intend making a change in the running of freight trains on the Owen Sound and Teeswater branches. Instead of running freight for Owen Sound and Teeswater out of Orangeville they will be run out of Toronto as in the old days.

We understand this will be done with the idea of cutting down expense, but it will very seriously interfere with the excellent freight service that these branches have. Several years ago the present system was adopted and our freight service has almost been equal to an express service.

If the change is made several families will leave town. This is to be very much regretted as they are most desirable citizens and their removal will be a distinct loss to the town. Orangeville has been quite a little divisional point and as a result local merchants did a big business with the railwaymen.

Orangeville Sun
January 17, 1918

Old King Storm Breaks Loose

Railway Put Out of Business

The Saturday morning trains from Toronto, Owen Sound and Teeswater arrived late. The up train got through to Owen Sound some time in the afternoon, but the Teeswater was stalled at

Grand Valley and was not released until Tuesday night. All Saturday evening and Monday trains were cancelled.

At 9 o'clock Monday night a snow plow came up over the CVR from Streetsville. It was pushed by two of the biggest locomotives and had a hard battle to reach here. It came through drifts almost as high as the plow. The outfit remained here all night and Tuesday started bucking their way to Owen Sound. A freight train was stalled near Caledon from Saturday until late Tuesday night. The first mail to reach Orangeville since Saturday morning arrived by rail Tuesday morning.

On Tuesday after the snowplow had started to Owen Sound a train of two cars of soft coal drawn by three engines steamed into the yards here. This is no coal for the locomotives at Owen Sound and this special freight was despatched from Toronto to relieve this situation. Owing to the heavy haul it gave those engines all they could do to pull those two cars of coal along and anything like speed was out of the question. It will be some time before the Bruce line is open between here and Toronto. *(note the paper still refers to the "CVR" and "Bruce" lines)*

Orangeville Sun
January 31, 1918

Trains Again Tied Up

Snow Halts Traffic and Travel Is Suspended

Railways are having a hard time with snow this month. Two weeks ago traffic was completely tied up for three or four days and again on Monday demoralization set in. The bitter cold of Sunday, followed by a fierce storm Monday did the trick.

The morning trains from Toronto reached here all right, but the down trains were very late at night and only after two snow plows putting up an all-day battle with the drifts. All evening trains were cancelled and once again the people were deprived of their night mail. All the lines are again open, but freight trains are still hampered.

Orangeville Sun
March 14, 1918

Trains Stalled Again

Although March came in like a lamb it was very much like a lion on Saturday and Sunday. The predicted storm arrived on schedule and all day it stormed until late Sunday afternoon. The trains from Toronto arrived a little late Monday morning, but those from Owen Sound and Teeswater were cancelled. The lines were open again by night. Not so very much snow fell, but what did was blown up in big drifts.

Orangeville Sun
March 14, 1918

Cattle Killed On CPR

On Monday the returning train had quite an experience near Spires, a flag station a short distance from Fergus, when a drove of cattle were encountered on the track. From what we can learn the train was close upon the cattle before they were observed.....

Flesherton Advance **April 18, 1918**

Delayed The Train

The weekly shipment of the Advance paper from Toronto was delayed....over an hour while the booze shipments were being dumped off at the stations along the route. Several express cars are said to have been packed, while at Saugeen Junction a heavy dray load of the moisture was unloaded for the stations up this line. And the express rig coming from the Grand Trunk each day has also been so loaded with the beverage as to resemble an old time booze wagon. Old King Alcohol is crowding Old King Coal out of many cellars, and instead of preparing for next winter's blasts, many are simply providing against a future thirst. As a result this is now a land of wet cellars and dry throats, but being the last kick of the traffic after a battle of over 200 years, it was hardly to be expected that it would be less gentle and spectacular. (*I'm gathering prohibition had just been announced and rural folks were stocking up*)

Orangeville Sun **May 6, 1919**

Trains Will Run Through

The Owen Sound and Teeswater way freights, which have been running out of Orangeville, will run from Toronto Junction to these points after today. Both the Moonlight and Weston freight trains will also be pulled off. The way freights will probably be restored next October. One of the three operators, Mr. King, will be moved to another point and the station will be closed from 11:30 pm until 6:30 am.

Orangeville Sun **July 25, 1919**

Freight Trains Back

Yesterday morning the Owen Sound and Teeswater way freight trains commenced running out of Orangeville again and the Moonlight also resumed business. Several weeks ago a change was made and the trains were run through to West Toronto. The run was too big and the service too slow, so Orangeville was again made a terminus and the men who were laid off have got back their jobs again.

Orangeville Sun **November 6, 1919**

New Stock Yards

The CPR is about to erect stock yards at Laurel, to meet the shipping demands of the farmers of that section. The residents of that neighborhood are also hoping that the long standing need of an agent at that place will soon be recognized. (*did the stock yards ever materialize there?*)

Orangeville Sun February 19, 1920

Railway Tied Up

Sunday's big snowstorm, which continued all day Monday and most of Tuesday, tied up railway traffic north and west of Orangeville. Monday night's Teeswater train was stalled at Grand Valley, but the Owen Sound train reached its destination several hours late. The trains from these points were cancelled Tuesday, but both trains from Toronto reached Orangeville pretty well on time and returned to the city.

Plows were kept going all Tuesday and succeeded in opening the lines and yesterday normal traffic conditions prevailed so far as passenger trains were concerned, but freight business was badly disorganized. If there are any more severe storms it will play hob with the railways.

Orangeville Sun September 16, 1920

Motor Car Jumped Track

While engaged in trying out a new railway motor car in the CPR yards here on Monday, H. Ross of Toronto received painful injuries. The car ran into a "frog" and jumped the track, throwing Mr. Ross off... Dr. T.H. Henry attended to his injuries and he was able to return home on the evening train.

Orangeville Sun (via the Owen Sound Sun) December 23, 1920

No Parlor Car Service

In spite of repeated efforts on the the Board of Trade in Owen Sound to have the CPR place a parlor-cafe car on the run between Owen Sound and Toronto, word has been received that the CPR definitely refuses to take action, alleging that the traffic would not warrant this at the present time and stating that such a car is not available at present....If the CPR trains are slowed down any more than at present, the demand will be for sleepers instead of parlor cars. What is needed, according to a prominent member of the Board of trade, is a fast express service, also carrying passengers, in addition to the present service. Too much time is wasted at stations in transferring express these days and is responsible for a very slow and inadequate service on this branch of both the CPR and GTR.

Orangeville Sun
January 27, 1921

James Hyland Calls on a Number of Old Friends - 50 Years a Railroader

Recently James Hyland of Toronto paid a visit to his friend, Mr. Collins of the Queen's hotel, and during his stay in town looked up a number of his old friends.

Mr. Hyland, who is still hale and hearty, was engaged in railway work as fireman and engineer for 50 years. Mr. Hyland started with the old TG&B in 1873, shortly after the road was opened for traffic, when it was narrow gauge and had little toy engines and cars not a quarter as big as those of the present day. He continued with the TG&B until it was absorbed by the CPR in 1881 (sic) and remained with the latter company until he retired on pension.

For 32 years Mr. Hyland was engineer on the Teeswater branch and was in charge of the construction train that built the road into Harriston. He was very fortunate in never having a serious accident. Thirty years ago Mr. Hyland lived in Orangeville but has resided in Toronto since.

It is needless to say that all Jimmy's old friends were pleased to see him in such prime physical condition and THE SUN was glad with the half-hour's chat we had with him.

Orangeville Sun
March 31, 1921

Train Was Late

On Good Friday, the morning CPR train from Toronto, on the Bruce division, was two and a half hours late reaching here. The train was just starting to ascend Caledon Mountain when the engine broke down. An engine was rushed from Toronto and the train and disabled locomotive pulled back to Mono Road. The south bound train from Owen Sound was compelled to wait at Caledon and was two hours late in reaching the city.

Orangeville Sun
March 2, 1922

Parlor-Cafe Car Does Pay

About a year ago a parlor-cafe car was put on the CPR line from Toronto to Owen Sound. The company never expected the service would be profitable, but would be willing to continue if they could break even. They find however that the service has been run at a loss and will take it off unless better patronage be given in the next few weeks during which the service is to be extended as a trial.

Wingham Advance
October 26, 1922

Spread Rail Blamed for CPR Wreck at Glenannan

On Wednesday night about 10 pm the late CPR coming into Wingham was badly wrecked near Glenannan. This is the third accident on this road during the past few months and we believe the light rails should be replaced by heavier as the large engines are used on this service.....

Orangeville Sun

April 20, 1922

Around Us

The CPR Depot at Hanover will be Moved Up Town

(There was just this heading, but no story - I gather it never happened)

Orangeville Sun

October 5, 1922

Water Tank Collapsed

At an early hour Monday morning the water tank at the CPR yards burst with a roar that awakened the residents in the vicinity, and many sprang from their beds in the belief that an earthquake had struck town.

The tank, which was enclosed in a frame building, held 40,000 gallons of water and was erected 12 or 15 years ago. It was full at the time of the collapse. It is supposed that the steel hoops of the tank gave way and released the great quantity of water, which in its rush completely demolished the frame structure that surrounded it. It is said the tank cost \$3,500 when it was built, but would cost much more today.

A gang of men were at work early in the morning clearing the wreck. The tank will be replaced at once.

Orangeville Sun

February 1, 1924

CPR Agent Leaving

H.A. Hannington, CPR agent here for the past six years, has been appointed to a similar position at West Toronto and will assume his new position tomorrow. Mr. Hannington's departure is to be regretted as he made many friends here. We understand that James Cassie, CPR agent at Shelburne, has about made up his mind to accept the position here.

Orangeville Sun

March 1, 1924

Storm Ties Up Trains

....It was not long before all the cuts on the CPR lines were filled up and traffic had to be suspended. The evening Owen Sound train got through to that place all right, but the train for Teeswater got as far as Grand Valley and is held up there. All yesterday's trains were cancelled and it will be late tonight or this morning before the lines between Orangeville and Toronto will be open. A plow, pushed by three big engines left Owen Sound yesterday morning and was bravely battling her way through 15-foot drifts on many points on the line. From Fraxa north to Owen Sound the snow is piled up beside the track higher than the coaches.

Orangeville Sun
March 8?, 1924

All Trains Running Again

The big storm which we wrote about last week continued all Thursday and the greater part of Friday and tied up traffic completely. On the CPR snowplows were kept running all the time and the Owen Sound branch was kept open, but the Teeswater branch was sealed up tight and two or three snowplows were stuck for two days and several engines went dead. On Saturday morning a big rotary plow was sent up to open the road and it succeeded in reaching Teeswater all right.

Orangeville Sun
April 3, 1924

Better Live Stock Train

On Monday morning the Better Live Stock Train arrived in town and remained all day. The train started out on its itinerary on March 10th, and to date has been through most of the counties in south and west Ontario, where huge crowds have met the train at every stop. The train, which consists of fourteen cars, besides carrying live stock for demonstration purposes, also carries exhibits of wool, milk and milk products, light and water supply. The train was visited during the day by a large number of farmers from all over the country and many townspeople took advantage of the opportunity to inspect the exhibit. All were well repaid for their trouble and undoubtedly the farmers of this vicinity will be greatly benefited by the visit of this remarkable train.

Canadian Railway & Marine World
January 1925

Hanover, Ont Board of Trade:

is asking the CPR to improve the service on the branch line from Saugeen Jct to Walkerton, 37.6 miles, the operation of a self-propelled car being suggested, also the removal of Hanover station to a more central point.

Orangeville Sun

January 8, 1925***New Road Master***

George Sproule of the Kingston & Pembroke division of the CPR has been transferred to the Teeswater division and will make his headquarters at Orangeville, and J. McCarthy, who has filled this position, will go over to the Owen Sound division. G.A. Owens, who has been roadmaster on this division, has been transferred to Farnham, Que.

**Orangeville Sun
February 26, 1925*****A Large Shipment***

The largest shipment of hardware ever made in Canada left the plant of Beatty Brothers, Fergus on Saturday afternoon in a special CPR train of 24 cars, and was composed of more than 2,000 iron farm pumps, 1,000 step extension ladders,

**Orangeville Sun
July 31, 1925*****Cutting Through Caledon Mountain***

The Jupp Construction Co has a large gang of men at work on the Caledon mountain and rapid progress is being made in cutting through the hill. A steam shovel is being used to dig out the earth and a light railway will be built and dump cars used to haul the dirt. At present horses are being used for that purpose. At the foot of the hill a fill of about 20 feet will be made. It is proposed to make a 6 percent grade. When the work is completed it will eliminate the dangerous ascent around the mountain.

(wonder exactly where this work was - doubt the 6% grade mention)

**Orangeville Sun
November 12, 1925*****Ran Into Engine***

"Ty" Silk of Shelburne, a member of the Weston lacrosse team, was motoring to the latter place on Monday evening. At Caledon the engine of the Weston way freight stopped on the crossing and Silk's auto ran into it. The locomotive was not damaged, but the auto had its radiator stove in, headlights smashed and the bumper was broken in two. The brakes of the car would not hold, which was responsible for the accident.

**Owen Sound Sun-Times
December 4, 1925 THROUGH TO March 1926**

Work Underway on Interswitching Following Commission's Complete Approval Given Thursday

Lengthy Articles on Building the Interchange Track Across the River Between the CNR and CPR in Owen Sound

Note again, full transcripts of these articles are available on Charles Cooper's website at [Charles Cooper's Railway Pages](#)

Canadian Railway and Marine World
January 1926

Lengthy Article on Building the Interchange Track Across the River Between the CNR and CPR in Owen Sound

Note again, full transcripts of these articles are available on Charles Cooper's website at [Charles Cooper's Railway Pages](#)

Orangeville Sun
May 6, 1926

And Tommy Did It

An amusing incident occurred at the CPR station here the other evening. A freight train pulled in and sidetracked for a passenger train. The passenger train arrived and pulled out, then the freight train started to do its switching. A placid, well dressed woman had alighted from the passenger train and was passing close to one of the freight brakemen when he yelled to his buddy: "Jump on her when she comes by, Tommy, run her down to the freight shed, cut her in two and bring the head end up to the depot!" The lady picked up her skirts and ran for the station, yelling murder at every jump.

(Probably a generic story, but funny anyway)

Orangeville Sun
March 11, 1927

New Round House Will Be Built

According to official word from the head office of the CPR at Montreal, a new engine-house, or as we call it here, a round-house, will be built here. Work will commence as soon as possible. The new building will fill a long-felt want at this point.

Orangeville Sun
April 14, 1927

Round House Will Start

Next week will see the start of the building operations on the new roundhouse to be constructed this summer by the CPR at the station here. The contract has been let to Arthur Giles & Son, contractors, of Brampton.

Orangeville Sun
June 9, 1927

Big Buildings

Brickwork on the large roundhouse being constructed by the CPR here was completed last week and the rest of the work is being speeded up. The building is a very substantial affair and will house five of the largest locomotives. Included in the building is a boiler-room and repair shops.

Orangeville Sun
June 16, 1927

Freight Train Smashes Sedan

Terrible Level Crossing Accident at Crombies Takes Big Toll - Driver Was Watching for Passenger Train When the Local Freight Came From Opposite Direction

(Crombies seems to have been the scene of numerous accidents over the years. Hard to know why when the location is so open and visible.)

Orangeville Sun
July 14, 1927

Big Round House at CPR Station Nearly Completed

It is thought the building will be ready to occupy in about three weeks. It will have room for five big locomotives in addition to repair shops. All repairs will be made here in future instead of Owen Sound and Toronto.

Orangeville Sun
September 20, 1928

Close Call (at Dundalk)

The CPR depot in Dundalk appears to be a mark in electric storms. In the storm Monday evening lightning came in the building on the wires and blackened the wall in the agent's office in two places, ten to twelve feet apart, from both the telegraph and phone wires. The telegraph ground wire was burned off. Those in the office had a close call but luckily escaped with a scare. This is the fourth lightning visit to this building in recent years.

Orangeville Sun
April 18, 1929

Landslide on CPR at Forks of Credit

Heavy Rains Cause Side of Mountain to Fall Away - Huge Piles Snapped Like Matchwood

A landslide, in which several tons of clay and stone were removed, occurred just south of the Forks of the Credit Station on the CPR late last evening. The heavy rains of last week caused the embankment to fall away in places and fearing such a landslide several piles were driven in to prevent it if possible.

When the mountain began to give way behind the station the piles were broken off like matchwood and the track covered for several rods with huge masses of earth and rock.

Trains are running from both directions to this point where a transfer of passengers and mail is being made thus maintaining complete service on the line. Officials were at the scene of the slide today and workmen are clearing the line as quickly as possible. (from the) Brampton Conservator.

Orangeville Sun September 19, 1929

A Clean Roundhouse

A few evenings ago we took a trip down to the CPR roundhouse, a big brick structure that was erected two years ago. We were hardly prepared for what met our gaze. The cleanliness of the place was a delightful surprise. No oily waste, no litter or anything else lying around. The cement floors and the boiler room were spotless and not one of the 4000 panes of glass in the windows was broken. John Littlewood, master mechanic, and his assistants Ernie Mason and Robert Crisp, are to be congratulated for the excellent manner in which they keep the roundhouse.

Orangeville Sun November 7, 1929

Wingham CPR Station Gets Prize

William Brawley, local CPR station master, walks around with a proper tilt to his hat, and with just reason. The other day he received word that the station grounds and flower beds had been awarded first prize in the annual competition arranged by the officials for the most attractive flower plots in the division. This is the first time the honor has come to Wingham and is quite deserved. A few years ago a bright official suggested that flower beds and neatly trimmed grass plots would be more pleasing to the eye than scattered papers and empty packing cases, and offered to supply plants and bulbs to agents interested. Now a flower garden extends from the Atlantic to the Pacific. (from Wingham Advance Times.) The many Orangeville friends of Mr. and Mrs. Brawley will be pleased to hear of their success in making their station the best on the line.

(Ed. - a member of the Grand River Conservations Authority Board, Prof. Elliott McLoughry [I wish he was still around today, to record his experiences going around to stations doing planting plans, delivering plant materials, assisting with gardening questions. The station agents and their families put a lot of effort into their gardens, and winning the annual competition was a big deal], when he was a student at the UofGuelph, used to be in charge of the CPR flower program in southern Ontario in the summers around this time. Raising the plants and giving advice to the station agents. Another fellow from Guelph, landscape architect Murray Haigh, told me in the early 1970s that he was writing a book about CPR station gardens, but he was sadly murdered before this was ever completed. Has anyone heard of written records or research about the old station gardens? They were really neat projects, prominent in many station photos right through the 1950s.)

Orangeville Sun
December 19, 1929

Old Hoss Beat Crack Train (On The CNR)

Showing flashes of speed that would have qualified it for competition on the best race tracks in this country, a heavy farm horse, the property of Neil Darby, Guelph township, probably set a record for equine endurance when it raced a CNR passenger train from Glen Christie to Elora last Thursday night - a distance of 17 miles, winning out by a slim margin.

Taking fright as the train roared along on its regular run between Hespeler and Guelph, the animal, which had wandered on to the railway right of way, took to its heels half way between the two places and with the locomotive headlight throwing a bright glare along the tracks, clipped off the five mile run into Guelph without keeping the train behind schedule. In the meantime the horse had dashed through the local yards and headed north. The train, after discharging passengers in the city resumed its run only to again come on its rival a few miles out of Guelph, where the race was continued as far as Elora, the animal covering the whole distance in less that two hours and only keeping the train half an hour behind schedule at this point.

A search was conducted for the horse for several hours after it had been chased from the tracks in front of the Elora depot but it was not until Friday morning that it was discovered about a mile and a half east of the village. It was seemingly in good condition and showed no signs of its extended gallop when brought back to Guelph by truck on Friday afternoon.

Orangeville Sun
December 26, 1929

Plow Jumps Track in Shelburne

A northbound snowplow cut up some antics in Shelburne CPR yards during the storm about four o'clock last Thursday morning. Leaving the track near the granary south of the Main Street crossing it first tackled the ties and then one set of wheels tried to turn the station platform into a track. Of course it played havoc with the platform. About half way between the crossing and the

station it turned clear around and pointed south and toppled over on its side. Luckily the men on it, who live in Orangeville, escaped with slight injuries.

January 1, 1931
Orangeville Sun

CPR Trains May Change Route

An important change in the routing of the Canadian Pacific passenger train between Owen Sound and Toronto in the Grey and Bruce division is, according to reliable information, under consideration at present by the officials of the road, with the possibility that an announcement may be made within a short time.....

The change contemplated will eliminate a number of the stations between Orangeville and West Toronto, as instead of passing through Weston on the northward trip the train will continue straight through on the main line to Streetsville Junction, and will travel north from that point.....

By taking this route much of the heavy grade will be eliminated, especially at the Caledon mountain, making the operation of the train less expensive, especially during the winter season. The new route will also eliminate such stations as Weston, Emery, Woodbridge, Elder, Kleinburg, Bolton, Mono Road and Caledon. *(note, not quite true - almost all places on this list still had daily service on the Mactier line, only Mono Road and Caledon would be most affected).*

This change will give direct connection at Cataract with the Fergus and Elora branch, while the connections at Fraxa and Orangeville will not be interfered with. Whether the proposed change will affect both trains running between Owen Sound and Toronto is unknown, but it is possible that only one train a day each way will be routed by way of Streetsville Junction.

It is expected that Supt Robt. McKillop will be in Owen Sound early next week and may make come announcement with respect to the proposed change.

January 6, 1931
Orangeville Sun

Townships Which Paid Bonuses Many Years Ago Will Have to be Consulted

Officials of steam railways are up against a hard proposition regarding the operation of their branch lines. For the past ten years the automobile, truck and motor bus have been playing hob with railway earnings and just what to do to remedy existing conditions the officials do not know.....

The following is taken from the Toronto Globe of Monday: - "Consideration is being given by the CPR officials to a proposal to send passengers for Orangeville from Toronto around by way of Streetsville and Brampton.....

There is no intention of abandoning the line from Bolton to Orangeville, the Globe was officially informed last night....."

April 2, 1931
Orangeville Sun

Train Service is Curtailed

Two Trains Cut Off Teeswater Branch - Orangeville is Division Point

After long waiting and much speculation, train service changes have been announced by the CPR headquarters at Montreal regarding the Owen Sound, Teeswater and Elora branches. Two passenger trains have been cut on the Teeswater run. Instead of two trains each way daily between that place and Toronto there will be only one. It will run out of Orangeville in the morning and return in the evening. Two trains will continue on the Owen Sound branch, but from Orangeville to Toronto the Owen Sound trains will handle all traffic formerly done by the Teeswater trains. On the Elora branch a drastic change has been made. Instead of turning at Cataract, a mixed train will leave Orangeville in the morning and return from Elora in the evening, thus cutting out the roundhouse at Elora. In order to look after the business of Caledon and Mono Road, which has always been a (*sic* ???) when any change was mooted, a new train will be put on between Orangeville and Toronto. It will be a mixed train and will run three days a week, leaving here Tuesday, Thursday and Saturday mornings, returning Monday, Wednesday and Friday. The new schedule will go into effect on Sunday, April 26. There will be no change in the freight trains which operate from here.

Orangeville has always been quite a divisional point of the CPR and the large number employed here has been no little factor in adding to the prosperity. The change just announced will make it still more important. It will bring two or three more train crews to town, more roundhouse men, car cleaners and other employees will be required and if they are married men just that many more families will be added to our population.

Orangeville Sun
April 16, 1931

New CPR Service

Timetables have been issued for the changed service on the CPR, which THE SUN intimated a couple of weeks ago would take effect this month. The new service becomes effective on Monday, April 27th. On and after that date the passenger trains on the Owen Sound line will run from Orangeville to Toronto by way of Cataract, Brampton and Streetsville Junction. The northbound trains will arrive in Orangeville at 10:13 am and 7:13 pm and will leave here at 10:23 am and 7:23 pm. The southbound trains will arrive here at 9:25 am and 5:32 pm and will leave for Toronto at 9:35 am and 5:42 pm, reaching Union Station at 11:30 am and 7:45 pm. The northbound trains will leave the Union Station at 8:10 am and 5:20 pm.

The Orangeville to Bolton division by way of Melville, Caledon and Mono Road will be served by a mixed train, which will leave Orangeville at 9:45 am on Tuesday, Thursday and Saturday and arrive in Bolton at 11:10 am. The northbound local will leave Bolton at 11:30 am on Monday, Wednesday and Friday and arrive in Orangeville at 1:00 pm.

The Saugeen-Walkerton division will be served by an afternoon train each way. The train will leave Walkerton at 2:50 pm and leave Saugeen Junction for the west at 8:30 pm.

On the Elora division there will be a morning train west and an afternoon train from Elora east. The morning train will leave Cataract at 10:10 am and arrive in Elora at 12:30 pm. The afternoon train is timed to leave Elora at 3:15 pm and to reach Cataract at 5:15 pm. We understand this will be a mixed train and will be made up at Orangeville.

On the Orangeville to Teeswater division trains 754 and 755 are cancelled entirely. Train 753 will leave Orangeville daily at 10:34 am and reach Teeswater at 1:15 pm. Train 756 will leave Teeswater at 2:30 pm and arrive in Orangeville at 5:22 pm, making a connection at this point with the Owen Sound passenger train for Toronto.

April 23, 1931
Orangeville Sun

SOME HISTORY - Of the Owen Sound Branch of the CPR

After running for about sixty years on about the same route the Canadian Pacific is about to make drastic changes in the operation of passenger trains on the Owen Sound branch of the system. It was in the years 1871-72-73 that the Owen Sound division was constituted as a narrow gauge railway.....

The mountain at Caledon was the greatest obstacle which confronted the engineering skill of the surveying party but the road was finally pushed through and operated with narrow gauge equipment. It was evidently not a paying venture as the rolling stock depreciated in condition and the rails, which were of iron and of light weight, played out. After ten years operation the road was put on the market and a bargain was made with the Grand Trunk, or one of its subsidiary lines, to take over the road and operate it. *(then goes on to explain the conversion to standard gauge and CPR's buying the line so it could use Owen Sound as a port instead of Algoma Mills).*

The extra facilities for transportation brought the augmentation of the service and steamboat express were added to the schedule. This continued for about thirty years when the company changed their headquarters (for the boats) to Port McNichol (sic) since which time the company has been running a four train passenger service a day to and from Toronto.

But a change is in contemplation which, while not affecting the schedule, deviates the line from Orangeville south. Shortly after the arrangement by which the TG&B went into the hands of the

CPR the Credit Valley Railway was also taken over by the CPR which gave Orangeville two lines of railway, one via Streetsville and the other via Caledon. It is now proposed to eliminate the heavy haul up the mountain for passenger service by running the trains over the Streetsville line. This will make it necessary to provide train service for Caledon, Kleinburg, Mono Road and other stations between Orangeville and Bolton, which will be provided for by running a mixed train between these two points. The passenger train service on the Teeswater branch will be reduced to one train a day each way and a similar change will be made of the Elora branch.

It will be remembered that during the steamboat express days heavy trains were routed over the Streetsville branch which, while a little longer, has an easier grade. The contemplated change will take place about April 26th.

Orangeville Sun
April 30, 1931

A Busy Spot

On Monday the new CPR train service went into effect and the station is quite busy when the trains come in. The Teeswater train now runs out of Orangeville and all passengers from the south who are destined for points west to Teeswater have to change here. Some of the railway boys imagine that the new order of things is only a temporary experiment, but to us it looks like a permanent institution. Bus and auto competition have payed hob with the branch lines of the railways and something drastic had to be done.

July 24, 1931
Bolton Enterprise

CPR Would Close Caledon and Mono Road Stations

The question of closing up the CPR stations at Mono Road and Caledon has been taken up by the councils with CPR officials.....A careful study of the whole situation was made and presented to the Board by EP Flintoff, General Solicitor for the railway company, which follows:

....gives details of receipts and expenses for Mono Road and Caledon stations,

"For many years we operated daily except Sunday four trains between Toronto and Owen Sound via Bolton and Orangeville, and four trains daily except Sunday between Toronto and Teeswater via Streetsville Junction and Orangeville. The attached statement showing passengers handled on these trains to Caledon, Mono Road (*financial details given*).....

Since April 26th last we have been running the Owen Sound trains via Streetsville Junction and have substituted a mixed service to take care of Caledon and Mono Road..... (*then lists all costs*)

While the total earnings from these two stations were \$292.21 for the month, the expense of operating the train service, apart from overhead charges, was \$2,644.37, making an actual out-of-pocket operation loss for the month of \$2,352.06.

.....At the time the railway was built, bonuses were granted to the railway company by the townships. In view however, of the service rendered by the railway since that time, it will readily be appreciated that these bonuses have been repaid many times.

Caledon is only 3.5 miles from Cataract Station and 7.16 miles from Orangeville by the provincial highway, and Mono Road is only 1.2 miles from the Canadian National Caledon East station.

In view of the fact that passenger and freight traffic between Bolton and Toronto is adequately taken care of by our MacTier Subdivision trains, and that the inconvenience to the residents of Mono Road and Caledon would be comparatively small, our officials feel that the present necessity for economizing in every possible way in all our operations makes it imperative for us to make application to the Board for authority to close Mono Road and Caledon stations as soon as possible.

Orangeville Sun
Nov 26, 1931

Station Agent Stricken in Car

Charles Cuthbert, 59, passed away in the Lord Dufferin hospital here on Tuesday. The late Mr. Cuthbert had been stricken in his auto on Broadway here about noon on Monday. For many years the late Mr. Cuthbert was station agent at Alton, where he was well known and very popular. On August 1 of this year he was appointed to the agency at Orangeville, which position he had held since. He made numerous friends in town and was well-liked by all. He is survived by his widow, formerly Miss Mabel Brown (xxx) and two sons, Douglas of Toronto and Wallace at home. Mr. Cuthbert was a member of the Alton United church, at which place he resided. The politics of the deceased was a Liberal and he was also a prominent member of the Oddfellows.

Orangeville Banner
April 27, 1933

Motorist Killed by Dismantling Train

One man was killed, struck by a CPR work train at the Sixth Line level crossing at Mono Road as the Bolton to Melville Junction line was being dismantled. Alex Stewart was a passenger in a car. The road was terribly bumpy and it was presumed that the car made a lot of noise as it traveled along. On approaching the level crossing the driver did not slow down as it was stated that they knew the railway was abandoned, they had read about the abandonment in the newspaper. CPR had already removed both the crossing sign and the bell. The car then slowed down when it encountered the rough road at the crossing. This is when the car was hit by the work train. The engineer was John Pickney and the fireman was Ellis Bignell. They had seen the approaching car and blew the whistle for a long time.....

Orangeville Sun
July 28, 1933

Many Changes in CPR Agents

Numerous transfers and promotions in the matter of CPR appointments were announced last week. Mr. A.E. Freeman of West Toronto, formerly of Tottenham, is appointed agent at Orangeville, succeeding Mr. H.A. Davis, who goes to Wingham. Mr. Brawley, the late agent at Wingham, was recently appointed agent at Grand Valley and has been in charge there since the first week in July. Mr. F.S. Carley of Milton is appointed agent at Bolton, while Bert Griner, formerly of Hillsburg, goes to Linwood. Mr. Wilfred Buchanan of MacTier, son of Mr. and Mrs. William Buchanan of Grand Valley, is appointed agent at Galt. The changes are effective on August 1st.

Orangeville Banner - Which is Amalgamated With The Orangeville Sun February 27, 1936

CPR Passenger Train Jumped Track on Monday

Train 706 which left Owen Sound at 7:45 on Monday morning, came to grief a couple of miles south of Chatsworth, when a portion of the train jumped the rails, effectively blocking traffic. No person was seriously injured.....it is not clear just what happened to cause the derailment.

The train was in charge of Conductor Matthew Grimes (*of Horseshoe Wreck fame*) and Engineer R.H. Flint, the same pair who were in charge of the train that was sideswiped at Streetsville Junction a little more than a week ago.....An engine and two spare coaches were sent out from Owen Sound and proceeded south to the scene of the wreck, where the passengers, mail etc were transferred from the northbound train to the special.....

THEN - LOTS OF ARTICLES ON THE MAY 1939 ROYAL VISIT - Here's a Local One - Blackhorse is a crossroads on what is now Hwy 9 just north of the Palgrave Siding, on the CPR Toronto-Sudbury main line. Note that the story concerns a local veteran of the "Afghanistan War" - some things never change. And he was wanting to salute the Royal couple with his shotgun - how would that go down in this day and age !

Orangeville Banner June 1, 1939

Royal Train Disappointed Throng at Blackhorse

A lifelong ambition to salute a reigning Monarch might have come true for Robert Ryder, 78 year old veteran of the Afghanistan War, had not the Royal train been forced to make up time while passing his home at Black Horse, fifteen miles east of Orangeville, on Monday, May 22nd.

The King and Queen overstayed their scheduled time at Christie Street Hospital in Toronto, and so the train went by the veteran's home at 45 miles an hour, too fast to allow His Majesty to take the salute.

"Those veterans at the Christie Street Hospital deserved the extra time with the King and Queen more than I did anyway", said the old man.

Mr. Ryder had planned to fire a volley of three shots from a shotgun at the approach of the train and then to make his salute.

A member of the "Bloody Eleventh of Devon" he is one of the few soldiers living today who took part in the "great march" through the Khyber Pass under Lord Roberts.

Neighbors, hearing of the Royal visit and knowing of Mr. Ryder's one great wish, wrote to Prime Minister Mackenzie King requesting, if possible, an opportunity for the veteran to make his salute. An answer was received promptly acceding to their request, but the letter asked them not to expect the train to slow down if it was behind schedule. Mr. Ryder was thrilled at the news.....

When the Shand Dam was built above Fergus, the resulting Lake Belwood was going to flood the CPR Elora branch. The CPR applied to abandon the line instead of relocating it. I don't know why the newspaper called it the "Cataract" Branch.

Orangeville Banner
November 14, 1940

Railway Company Asks Leave to Abandon Cataract Branch

Clerks of the municipalities interested have received copies of the application....for permission to close the branch line from Cataract to Fergus. The application was forwarded to the offices of the Commission at Ottawa on October 29th and will likely be dealt with at a special sitting of the Board, which it is expected will be announced shortly.

The application set forth in considerable detail the traffic over the part of the line the Company desires to close during the past three years, but does not give any figures for Fergus or Elora.

(goes on in great detail - available in Charles Cooper's website's files at

<http://www.railwaypages.com/carl-riff-s-railway-history-diaries>

See under CPR – the Bruce Division.

Orangeville Banner
February 20, 1941

Transport Commissioners Reserve Their Decision

No decision was reached last Thursday in the hearing of the application for the abandonment of a portion of the Elora-Cataract branch line of the CPR by that company. The section of the line it is proposed to abandon extends eastward for nearly 25 miles from Fergus to Cataract, leaving the 2.5 mile stretch of road between Fergus and Elora in operation. It is planned to operate CPR trains from either Guelph or Hamilton via Marden and then over CNR tracks to Fergus, where the train will again switch to CPR rails to Elora.....

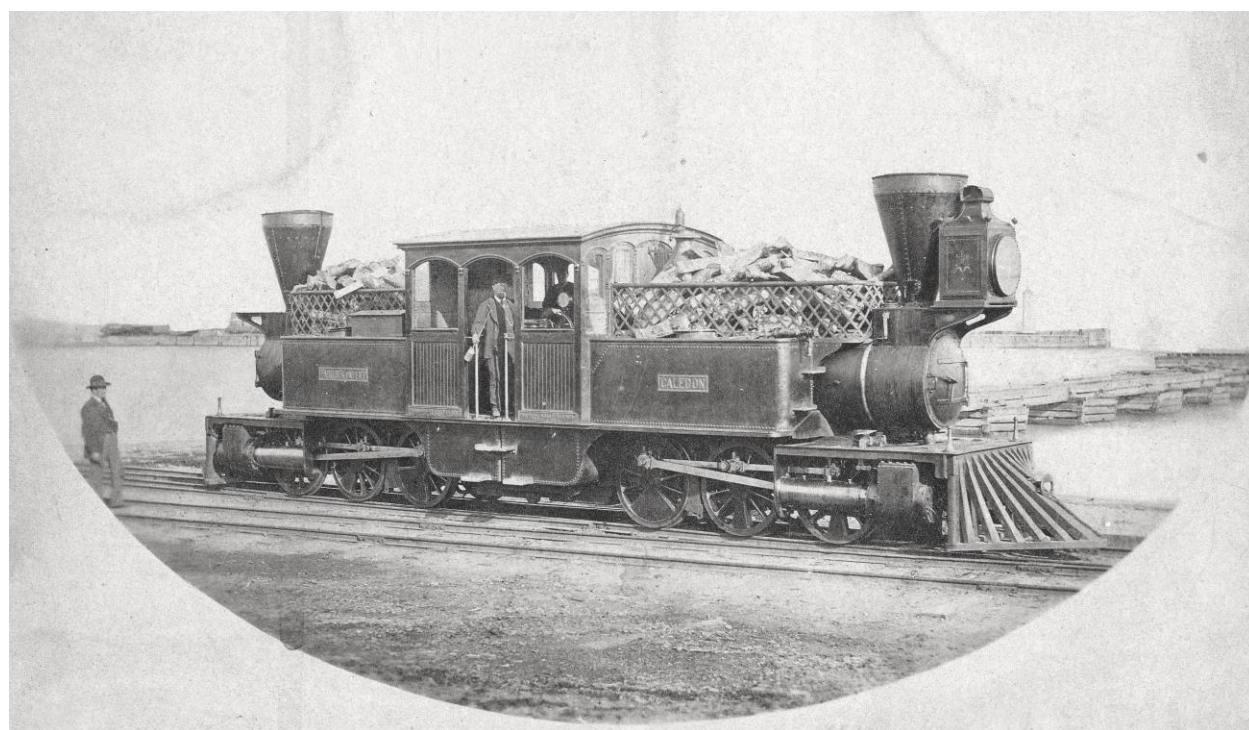
Orangeville Banner
March 6, 1941

Double Headed Locomotive Curiosity of (T)G&B Railway

Woodburner That Was Run on Narrow Gauge Toronto-Owen Sound - Proved a Disappointment

Many are the tales which are told of the early operation of Owen Sound's first railway outlet - the TG&B Rly - which now is the Owen Sound branch of the CPR. One of the favorite sources of these stories is the double-headed locomotive which was used in the early "seventies" shortly after the road was opened. A splendid photograph of this remarkable engine came to the front recently and was published in the CPR Staff Bulletin, a monthly publication. The photo is owned by J. Toman, a pensioned CPR engineer of Toronto, who loaned it for reproduction.

(NOTE - for reference I've attached this photo. There seem to be many versions out there, this one from my collection now donated to the City of Toronto Archives)



The double-header was not considered a success and was generally regarded as something of a curiosity in railway building. It was named the "Caledon" and was used mostly in the freight service between Toronto and Owen Sound. On the change of gauge in December 1881, the double-header could not be used any further and was scrapped.

Built for Caledon Mountain

It is said the engine was originally built for service on the Caledon Mountain, a very heavy grade south of Orangeville, but she did not take kindly to the famous Horseshoe Curve and her performance on that section of the road was something of a disappointment. The old Horseshoe

Curve was one of the heaviest and most difficult grades in the Province and about 10 years ago was eliminated from the route when the line from Melville Junction to Bolton was abandoned and the Owen Sound trains routed via the Credit Valley via Brampton and Streetsville. A lot could be written about the old Horseshoe Curve, which about 30 years ago was the scene of one of the worst railway wrecks in the history of railroading in Ontario when an excursion train with hundreds of exhibition visitors was derailed.

Wood in "Bread Baskets"

The double-header "Caledon" never really had a friend, as she had a wheel reverse and so it required a lot of skill to balance her on a turn table with no brake. The engineer had to handle two engines under one roof with the engineer on the right side of the cab and two firemen on the left. The firemen had to go up and get wood from what they called "the baskets" above the boiler, throw the wood down on the deck of the cab, then get down and fire.

Another unpleasant duty for the firemen was to walk over the tank, down to the front of the engine every time the main valves required tallow, regardless of weather conditions. Very little is known of her dimensions. Her steam pressure was 145 pounds. She was an 0-6-6-0 and had copper fire boxes.

In the photograph the engineer who appears in the cab is believed to be the late James Munro, who later was a CPR engineer, having been transferred when the line was taken over by that company. In the late 70's the "Caledon" was driven by Ben Fallis of Toronto, a well-known retired CPR engineer, who is now in his 93rd year.

It was understood that one reason for building the double-header was because of the absence of a turntable at the northern terminus of the line. Whether there is anything in this, it is hard to say, but anyway the old engine could run either way with equal facility and without the necessity of being turned around.

In Six Weeks Snow Blockade

In the winter of 1875-76 the most prolonged snow blockade of the history of the line occurred. One of the worst blocks was a few miles along the line from Owen Sound. A photograph taken at this time shows the old wood-burning double-header locomotive buried in the snow with a group of Owen Sound citizens, members of the Dickens Snow Shoe Club, shown around the engine and the snowplow. A copy of this photo is still in existence. (NOTE: - possibly pg 257 of Rod Clarke's "Narrow Gauge Through The Bush", but this identifies railway and local municipal officials as being in the photo, and the engine is not identifiable. So possibly the snow shoe club photo mentioned in this article is an entirely new one!)

Line Completed in 1873

The TG&B was chartered in 1863, but construction did not begin until 1870 and the Orangeville-Owen Sound end was not completed until 1873. The County of Grey granted a bonus of \$264,000 to induce the railway to construct the line, and the various municipalities also granted bonuses. The line supplied a service that accomplished wonders in further opening up and developing the County. The Toronto people were greatly interested in opening the line, for a reason that in this day and generation seems very odd. They believed the opening of the line into the hardwood regions of Grey would bring cheaper fuel to that city. Doubtless they were correct, for that was long before coal came into general use in Ontario.

The railway line was operated by the TG&B Co. until 1882, when it was leased to the old Grand Trunk and run by them until it was taken over by the CPR on October 8, 1883 on a lease of 99 years. The TG&B Rly Co still owns the road, but it is understood the stock of this company is controlled by the CPR. The narrow gauge of three feet six inches was found most unsatisfactory and was widened in the early eighties when the road was in control of the Grand Trunk.

The first Owen Sound station was located at one of the first steam boat landing places - Boyd's Wharf on about the site of the National Table Co on Third Ave E, Owen Sound. The remains of the wharf still project into the harbour on the Table Company property.

Orangeville Banner

March 6, 1941

Engine Was Pride Of Old TG&B Road

Letter to the Banner Editor from Thomas W. Meek (of Alton)

Editor, the Orangeville Banner: Dear Sir,

This week's account of the double-header engine built in the 70's was indeed very interesting to me as I can well remember when this engine was in use on the TG&B railway. I was only about seven or eight years of age when this line was finished. I can remember going with my mother to Caledon on this railway when box cars were used. Planks were used for seats. I would not say that there were no passenger coaches, but if there were they were few. The passenger coaches of today have wheels nearly as large as the engine used at that time.

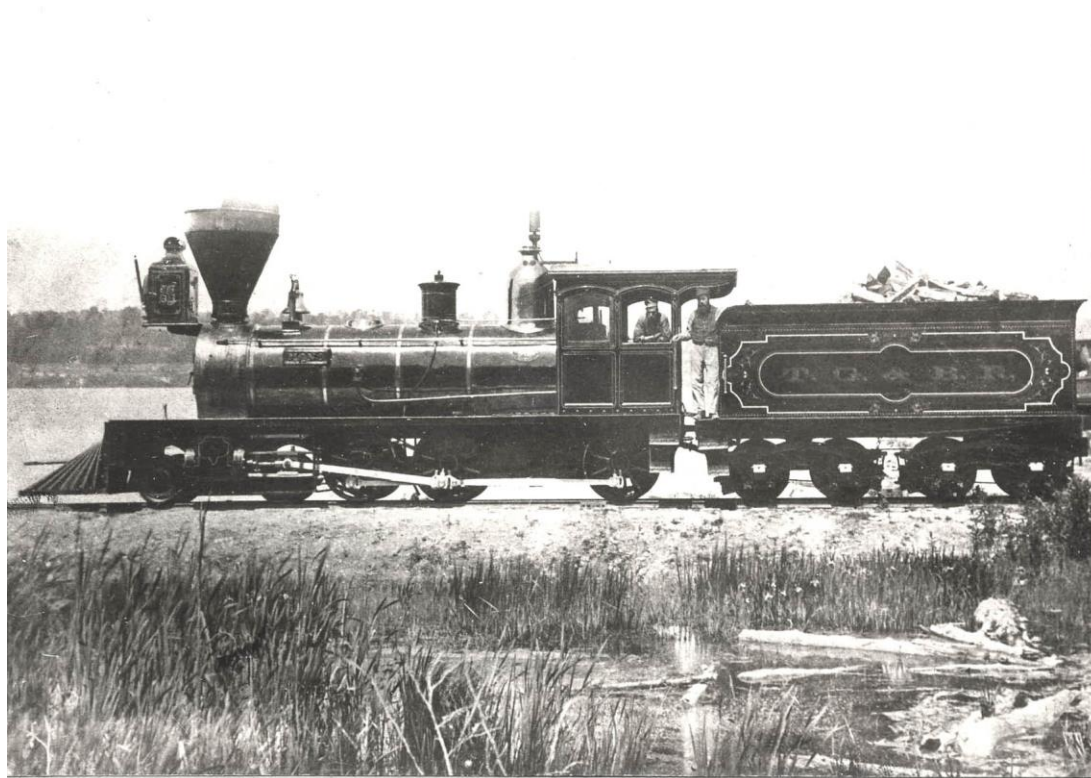
I am enclosing a picture of an engine which made a record trip from Toronto to Owen Sound and it is very interesting to read about it, especially for those who remember the early days of the TG&B, with its curves and grades which almost beggar description. (*NOTE: Photo of this engine, Tenwheeler "Mono" is also attached – see below*)

The late William Hawkins was the first station agent for Alton, and also the last. The TG&B station was done away with when the CPR took over the line. There is a wonderful difference in the railway equipment of today from the equipment used sixty-eight odd years ago. The box car of today must be at least twice as large and no doubt would hold four times as much grain or other merchandise. Speaking of the old time cars reminds me that at the present time one is being used as a henhouse on John St., Orangeville. Would it not be a good idea to secure this car

and have it placed some place - say near the market - as a memento of the early days of railroad equipment in Dufferin County?

Yours truly, Thos. W. Meek

(YIKES - I wonder if this old TG&B car is still serving as a shed in some backyard along John Street. An original TG&B boxcar - what a find that would make !!!!! - Anyone care for a walk up there in the spring, to peer into backyards????? Or maybe some locals from this list could do some asking around)



Orangeville Banner

May 15, 1941

Cataract-Elora Branch Will Continue to Operate

The Cataract-Elora branch of the CPR will not be closed. Yesterday morning The Banner learned that the Board of Transport Commissioners for Canada had dismissed the application of the CPR for permission to abandon the line. This judgment is not yet available, but we hope to be in a position to publish it in full or part in an early issue. *THEN MUCH DETAIL ON THE MUNICIPALITIES' POSITIONS, THE SHAND DAM, etc.*

Orangeville Banner

September 25, 1941

CPR Tracks on Top of Dam

The plans for the diversion of the CPR track over the top of the Fergus dam, around the new Orangeville road and then to Belwood station, were presented to the Grand River Conservation Commission at Kitchener on Monday. Major MacCrimmon has been in charge of the survey party.

Leaving Fergus, the line continues as at present until it branches off just behind Cull's schoolhouse, on the 2nd line. It cuts a small corner off the Howatt farm and makes a broad curve through Robert Black's fields, taking a small corner off Lew Allan's farm and going in a straight line to the dam, through the A. Christy farm.

The straight line continues across the dam and over the Orangeville road just about the corner of the 3rd line. In order to avoid a level crossing, it will be necessary to rebuilt about 1/4 mile of the newly diverted road, keeping it south of the tracks through the Paton farm. The road will then meet the Orangeville road on the corner of the Percy Mitchell farm, where the booth is now located. *(all this latter is in the area of the dam - I think the "booth" was the little food vending stall by the road at the construction site, as the dam building work was quite a tourist attraction at the time.)* The track will continue on the inside of the road diversion.....*(mentions a lot of other farms)*....., reaching the present track near the trestle bridge west of Belwood station. This trestle is to be eliminated by filling in the ravine.

(Editor's note: the new line crossed the Grand River on the dam. The old line crossed the river on a bridge, and the grade/abutments are still there today - we've hiked out there in November when the lake level is low - and you can still find original Credit Valley spikes if they haven't all been picked up by railfans already!)

Orangeville Banner,
March 1, 1945

The New CPR Restaurant in Orangeville

Opening of the new CPR station restaurant in Orangeville, with its greatly improved facilities for serving the public, is already proving a real success, it is announced by the dining car department of the company

The building which was opened to the traveling public on February 1st is a large detached two storey insul red brick structure situated only a few yards from the railway station. It consists of a modern restaurant on the ground floor and five bedrooms, tiled bathroom and spacious linen closet on the second floor. A sitting room for the use of the staff is on the ground floor. Two of the bedrooms house Mr and Mrs E. A. Webster, who manage the restaurant and their nine-year-old daughter Shirley, while the other bedrooms are for the use of company officials who make stopovers in Orangeville.

Halfway between Toronto and Owen Sound, and a terminus for the company's branch lines to Teeswater and Elora, Orangeville is a central point on a line where a restaurant is greatly needed.

The stop of ten minutes for refreshments on the 4.5 hour run between Toronto and Owen Sound is a welcome break, especially when the food is served in a modern restaurant and the menu is varied, well cooked and speedily served - a far cry from the gaslit station counters with stands of currant buns under glass cases that once were the butt of many a joke.

Now the passengers enter a spacious restaurant, with huge windows, fluorescent lighting, two horseshoe counters with black tops and 28 swivel modernistic chairs of alternating red and green leather with metal trim and bases. There is a completely equipped soda fountain for plain and fancy drinks and ice cream, a news stand that sells cigarettes, confectionery, souvenirs and post cards as well as newspapers and magazines. For extra convenience, a public telephone booth is installed in another corner. Back of the soda fountain is a refrigerated soft drink bar and pie case, and through the swing doors is a gleaming kitchen which would delight any woman. It is painted white to match the electrical equipment, and two large windows bring in the daylight.

In the centre of the kitchen is a long work table and along one side runs a metal sink and dishwashing unit. The layout is such that the white uniformed staff can work with utmost speed and no confusion, for during that ten minute rush twice a day, as many as 100 people will be waited on for food, drinks, smokes, etc. Then too, it is a popular spot for skating parties and skiers, for tourists passing through and for the townspeople nearby.

(Two fuzzy photos accompanied the article, including one of the interior that is too mucky to reproduce. I don't have a handy shot of the restaurant, but here's a shot from my files of the station in the early 70s, with the restaurant beside it. I don't know when it was closed as a restaurant (probably at the end of passenger service in 1970?) and I forget when it burned, so somebody will hopefully let us know to complete its history)

Orangeville Banner

March 21, 1946

Credit Forks Station Will Remain Open

Railway Commissioners Dismiss Application of CPR

Last September the CPR made application to the Board of Railway Commissioners at Ottawa for permission to close their station at Credit Forks.

The move to close the station was one of the topics discussed at the Caledon nomination meeting last November.....The hearing of the application took place in Ottawa on March 6th, when Mr. Willis (Caledon Reeve) appeared on behalf of the municipality and presented the case of the council and citizens of the township so conclusively that the Board dismissed the application. As a consequence the Credit Forks station will remain open as heretofore. This we believe will be welcome news to the people of the municipality at large, particularly to those who live in the Credit Forks district and the large number of holiday visitors who visit Credit Forks during the

summer months, many of whom use the railway station when coming from or returning to Toronto.

Mr. Willis had a sentimental interest in the disposition of the application as he is a former Caledon boy, who was reared close to the village of Belfountain only a short distance from Credit Forks.

Orangeville Banner
May 9, 1946

Editorial - The Credit Valley Railway

It will perhaps surprise quite a number of Banner readers to learn that there was a time when Orangeville had two railway stations, and two lines of railway.

The Credit Valley Railway Company is now almost forgotten except by citizens who are well advanced in life. It was built into Orangeville in 1879 or 1880 and the station seems to have opened for business in the latter year. The CPR now runs all trains over the old Credit Valley line from Melville Cross to Toronto. The original Credit Valley line entered Orangeville at the east side of the town, skirting the edge of the Credit Valley flats and crossing Broadway near where the Orangeville Collision plant now stands. The terminus of the road was between First and Second Avenues and the station was built on a site between these streets. The station did a brisk business for four years, but was closed when the CPR absorbed the Credit Valley Company. The railway was responsible for considerable building in the east side of the town. Some of our readers may recall that grain elevator on a railway siding close to the south side of Broadway. This was operated for a time by the late Robert Beatty. Another industry was a grist and chopping mill which was built on the south side of Second Avenue east of the station. This survived the railway for a number of years, but was eventually destroyed by fire.

The closing of the CVR station early in 1884 was a bitter pill for the citizens of Orangeville. The town had voted the Company a bonus of \$25,000, providing the money by issuing debentures. The municipality had only nicely started to pay off the debt when the CPR took over the line and closed the station.

Orangeville Banner
May 9, 1946

CPR Passenger Train Derailed Near Melville Cross

Split Rail Caused Passenger and Express Coaches to Leave Track

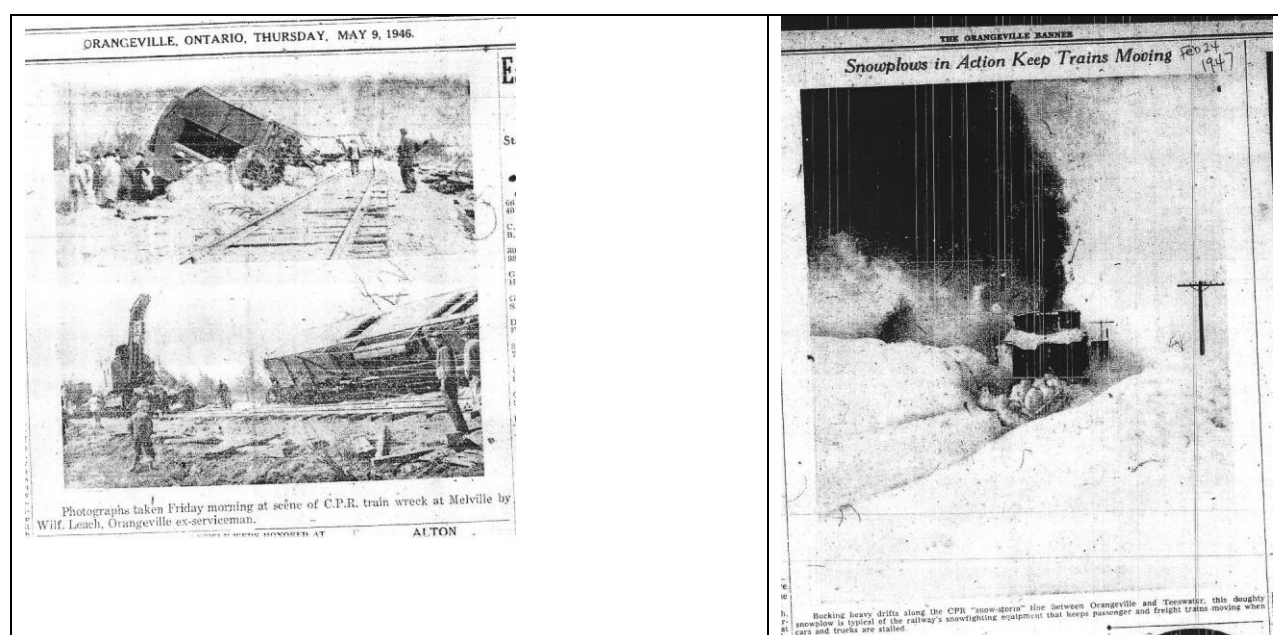
A few minutes after it left Orangeville last Thursday evening, the Owen Sound to Toronto CPR passenger train met with grief, when its five passenger and express coaches were derailed by a split rail about 150 yards south of the Melville station. The engine and tender had passed safely over the defective rail when it broke, causing the coaches to leave the tracks and slide along the uneven ground at an angle. Fortunately none of the passengers was seriously hurt. The train,

some minutes behind schedule when it left Orangeville at approximately 8:45 pm, went off the rails at 9 o'clock an informant said.

An express messenger, Don Clark of Toronto, was buried beneath a feathery cascade of young chicks when the car in which he was riding left the right-of-way. Clark, who suffered a bruised foot, was almost smothered before he could fight his way clear of his fluffy charges.

.....The train was in charge of Conductor Peter McGarvey and Engineer Fred Mayhew, both of Toronto. CPR employees were busy Friday building a temporary track around the wreck and normal service was resumed late that day.

(I've attached a couple pics from the paper - they're good enough quality to reproduce)



Orangeville Banner **January 23, 1947**

Runaway Caboose Hits Engine - Fireman Injured

....Events leading to the accident began when a northbound freight train stopped on a grade between Forks of the Credits and Cataract. The freight was split into two sections and the crew was taking the front section north to Cataract. About this time an empty caboose on the tail of the second section broke loose and began coasting back down the grade. It passed Forks of the Credit station picking up speed, swished across a curved 72 foot steel viaduct without overturning and sped along the track for another mile, when it collided with the approaching passenger train. The force of the impact was sufficient to splinter and telescope the caboose against the passenger locomotive and the runaway car came to rest with its wreckage blocking the tracks. The passenger engine shortly afterward backed down to Inglewood.

(inserted from earlier detail in article) Engineer Tom Howes of Toronto stayed in the cab of the locomotive *(Reported to be a 1200 class Pacific - 1222 is in a sketch of the collision, but it may not necessarily have been that specific engine)* hauling passenger train 705 from Toronto through Orangeville to Owen Sound and had applied the air brakes to slow the train considerably when the crash occurred. Neither Howes nor any of the passengers was hurt.

Four hours after the accident which occurred at 9:30 am when the train was half an hour out of Orangeville, the track was cleared of wreckage. The caboose was lifted from the rails, dumped down the 60 foot embankment and set afire. The passenger engine was sufficiently undamaged that it was able to pull its load through to Owen Sound, arriving there 5 hours late.

A.I. McDonald, CPR station agent at Credit Forks, saw the lone caboose coming down the single track, but it was going too fast for him to jump aboard and apply the hand brakes. He rushed back into the station and telephoned Inglewood, four miles south, to have the agent there hold the northbound passenger train and derail the caboose, but the passenger train had pulled out of Inglewood a few minutes before the call came.

Orangeville Banner
February 27, 1947

Missed Switch means Disaster For Big Plow

A cold biting wind lashed across the white dunes of snow that stretched out along both sides of the CPR line between Orangeville and Teeswater. The low moan of a train whistle echoed across the white loneliness - across the worst snow storm line in Southern Ontario.

Snowplow No. 400779 was on the job.

Grizzled, weather-toughened Tom Lackey, veteran of 45 years on the railroad, sat in the cupola of his snowplow and chewed at his cigar. For Lackey, today's trip from Teeswater to Orangeville was easy running, though cold and tedious. He had already broken the grip of the snow on the line. This was a clean-up operation.

The plow rocked and groaned as it pushed forward along the narrow threads of steel. Behind the plow, a fierce wind that swept across the flat snow-heaped countryside fanned more snow on the track.

Puffs at Cigar

Puffing vigorously at his cigar, his hands steady on the levers that operate the giant nose of the plow, and its two massive wings, 63 year old Lackey typified the men who fight the battle of the snow along the country's rail lines every winter.

Two massive locomotives that strained against the weight of the snow pushed the plow through the cuts, which in some places are almost a tunnel through a wall of snow.

It was an exacting potentially dangerous operation. A careless moment, a delay in lifting the now of the plow at a crossing or switch, might mean disaster.

Lackey, who rose from water boy to roadmaster in his years on the railway, ran off the tracks once, and carried with his plow the two engines that were puffing behind. Fortunately, no one was injured.

(A snowplow photo accompanying this quite flowery article is also attached. Murray McKittrick was an avid railfan, and Editor of The Banner at this time. As written here, he rode the cabs and cabooses of the trains many times, under the guise of getting a story! He later wrote the Steam Trains Through Orangeville book by Boston Mills Press.)

Orangeville Banner
Feb 27, 1947:

"Stranded since Monday morning at Waldemar on the CPR branchline to Teeswater was Clifford Harkies' snow plow and two pusher engines with a crew of nine men. A rescue party of 11 aboard the plow and 3 engines, which left Orangeville at 4 o'clock Tuesday morning, was bogged down in the same location Tuesday night. Fires have been dumped because of dry tenders. The village grocery at Waldemar was well drained by the isolated railroaders on Mon, Tues, Wed. Fourteen locomotives and five plows were said to be stranded in the Fraxa Jct area Tuesday night."

Also in the area - "...Tuesday, the morning passenger train from Toronto reached here at 11:30 am but came to grief shortly afterwards when it attempted to turn on the "Y" at Fraxa Junction west of here. Three coaches were derailed in a zig-zag pattern but the engine stayed on the rails. En route from Toronto Tuesday night was an auxiliary wrecker, which was supposed to reach the scene of the mishap about 3 o'clock Wednesday morning."

Orangeville Banner
December 25, 1947

\$75,000 Fire At Shelburne

Razes Elevator and Grist Mill - Citizens Help in Stern Fight to Save Railway Cars, CPR Station...

Fanned by high winds and racing with lightning speed, fire destroyed the large grain elevator and chopping mill of the Shelburne Co-operative Association Thursday afternoon, December 18th. Scores of townspeople pitched in to assist in fighting the flames. Damage was estimated at \$75,000 or upwards.

The fire was first noticed about 1 pm by Frank Acheson, an employee of the mill, who immediately turned in the alarm. First sign of the fire was a spiral of smoke curling from the roof over the power switch-box. By the time the fire brigade arrived the flames had spread throughout the grain elevator.

The elevator had a capacity of 50,000 bushels but was said to have held only 12,000 bushels.

Three cars of western grain were standing on the railway siding within three feet from the building. Scores of men, assisted by two heavy trucks, succeeded in pushing the freight cars out of danger. A flat car loaded with tractors and standing on the same siding was also moved to a place of safety.

As the flames mounted higher in the sky, firefighting was made difficult by the intense heat.

Efforts were centred upon the job of saving buildings standing near the fire. A northwest wind blew the flames and embers into an open area. A shift in wind would have doomed the homes of Richard Henderson and Bailey Outhwaite.

Heat of the fire became so severe that the firemen had to take turns at the hose lines. One volunteer cooled himself by standing under a stream of water that poured from the railway station roof as the heat melted the snow.....

Thursday's fire loss was one of the greatest in Shelburne's history, eclipsed only by the Hannah and Berwick fire of 50 years ago, when two complete business blocks were destroyed.

The ruins were still smoking on Sunday when many people visited the scene of the fire. It is reported that the Co-Operative is planning to replace the elevator with a concrete and steel structure that will serve as a storehouse and will be less vulnerable to damage by fire.

Canadian Transportation **January 1948**

Canadian Pacific New Station At Owen Sound

The fourth new station in modernistic style, provided by the Canadian Pacific is located at Owen Sound, Ontario, and serves a busy community of some 16,000 people.

The CPR new station at Owen Sound, Ont is like stations provided at Leaside, Marathon and Smiths Falls, thoroughly modern in design. These new stations represent the development of designs by CPR engineers directed to the adaptation of all space to the most economical use, and the buildings take advantage of all modern structural improvements and new building materials.

The Owen Sound station, serving a community of some 16,000 people, is an ultra-modern type, one-story structure 131 ft long, 33 ft wide and 15 ft high, with a flat roof designed to provide accentuated horizontal lines. The foundation is of reinforced concrete on wood pilings, the base and sills are of Indiana limestone and the walls are of brick. The ornamental pylon at the north end of the building is of Indiana limestone, and carries a flagpole, as well as the name "Canadian Pacific" spelled out in stainless steel letters.

A canopy extends around the building exterior, the width being 7' 6" at the front and 5' 6" at the sides and rear. The area under the canopy is illuminated by recessed lights. The under side of the canopy is finished in ivory, with pea green fascia along the edge. In addition, there is a semi-enclosed shelter at the north end of the building. To maintain even temperature within the

building, rock wool insulation has been applied beneath the flat roof. The station platform is surfaced with rolled asphalt and has creosoted wood curb.

(There is then a detailed description of the interior, and opening ceremonies - too long to type. See Charles Cooper's website at <http://www.railwaypages.com> for the full article.)

Orangeville Banner
April 8, 1948

Mono Road Was Once A Busy Village

(A lengthy history of Mono Road, with these interesting railway excerpts)

.....Once situated on the old TG&B Railroad, the station was moved when the CPR decided to discontinue the line and tore up the tracks about ten years ago.....

.....The railroad has long since gone, but the right-of-way shows signs of life, as maintenance crews repair the telegraph wire which still runs from Toronto to Owen Sound. It is expected that this last link with a prosperous past will disappear soon.

Inhabitants of the village still maintain a friendly rivalry with Caledon East, a bare mile away, which when Mono Road Station was in its prime, looked with envy upon its railroad. The situation is now reversed, Caledon East has its own railroad. A CNR line passes through the village, while Mono Road Station has none.

Orangeville Banner
February 7, 1952

CPR Alton Station Was Destroyed By Fire Last Week

(I always thought the small replacement station was older than that - oh well.....)

Another of Alton's landmarks was destroyed when in the early hours of last Thursday morning, fire completely gutted the Canadian Pacific Railway passenger depot and freight house just east of the village. Nothing remains of the building except the foundations.

Although the conflagration could be seen for some distance, many residents of the village were unaware of the fire until they heard it over the news broadcasts of that morning.

The fire was first seen by Andrew McClellan, RR 1 Alton, who farms on Hwy 24 about a mile north of the village. At that time the flames had already made considerable headway and by the time Mr. McClellan had driven to the village and notified Fire Chief Harry Beer and other citizens, the roof had collapsed and it was seen that nothing could be done to save the station and its contents.

When Fire Chief Beer and his volunteers could see that nothing could save the building, they turned their attention to the pine reforestation plot on the New Forest farm owned by Mr. E.R. Grange which lies directly across the tracks from the station. The intense heat from the burning building threatened the heavily forested area. The village's pumper was rushed to the plantation but fortunately snow and frost on the evergreens prevented them from taking fire, thus probably saving a plot of over 100 acres of excellent pine stand.

According to Elmer Martin, caretaker of the station, he left the building shortly after the departure of the northbound train from Alton which leaves that place around 8 o'clock in the evening. Mr Martin stated everything was in good order at the time he locked up the building that Wednesday evening.

Mr. McClellan states that when he first noticed the fire, the flames seemed to be coming from the south end of the station where the express and freight rooms are located. The stove which heats the waiting room and agent's office, is located at the north end of the building.

Fortunately there was very little freight and express in the station house at the time although it is claimed there was one shipment of around 1000 feet of lumber there that had recently been unloaded. During the height of the blaze telegraph communications were disrupted. It is not known at the time of writing what the CPR's plans are for the replacement of the depot.

(The account goes on to say that the nearby recreation centre was also burgled that night, and infers arson. The story ends with....)

The CPR station was 18' x 32' and was according to older residents constructed in 1876 when the Credit Valley Railway came to Alton West. *(It was actually 2 or even 3 years later - the CVR was completed in 1879)* The Toronto Grey & Bruce Railway had erected a station at Alton East in 1871. Later the two roads were amalgamated under the CPR and a good many years ago the Alton East station was closed. *(We have had hikes at the old TG&B station site)*

Orangeville Banner **September 25, 1952**

New CPR Coaling Plant At Orangeville

A new welded all-steel coaling plant, the first installation of its kind in eastern Canada, has been erected by the CPR here, to service coal burning locomotives operating between Toronto, Orangeville, Owen Sound, Teeswater, Walkerton and other points.

The new coaling station consists of a cylindrical bin mounted on a steel tower, coupled with an automatic conveyor system designed to lift coal from track level to the bin at the rate of about 100 tons per hour. The coal, unloaded from railway cars into a hopper below the track, is lifted by the conveyor into the bin, which when full, automatically stops the conveyor motor. The lifting operation can also be controlled from the ground by push-buttons.

The new system was first applied to locomotive coaling stations in the United States in 1939 after having been introduced into coal mine operations and stationary boiler plants some years previous. Since 1940 a number of American railroads have tested the system. Installation can be made in single or dual units of two capacities.

The new station, while fully permanent in its construction, can readily be dismantled and relocated at some other point when oil burning or diesel locomotives are introduced into service on the line. Previously, timber or concrete coaling structures have had to be scrapped in most cases when a change-over in operations was introduced.

The CPR's original coaling station at Orangeville was destroyed by fire at the end of World War II. (*Carl found no article on this I guess*) Coaling operations have been carried on since then by a portable unit which fed directly from stock piles to locomotives.

The new Redler plant is a product of Canrail Utilities Ltd., Montreal

Spotted under the new loading station is CPR locomotive No. 840, which is used in service on the Elora branch. The man standing at the foot of the loading station and looking into the cab of the locomotive is A. M. McKittrick of the Banner staff, and one of Orangeville's ardent railroad fans - Banner photo by "Vic"

(Note: I think this article also appeared in CPR's Spanner, but I don't have a copy - I'll attach the photo accompanying the article)

Orangeville Sun
November 2, 1952

Chartered Train Through Town Sunday

Many Years Since Such a Train Seen at Local Station

A specially chartered CPR passenger train through Orangeville cannot help but be a newsy item these days. While in the past few years there have been some extra Sunday passenger trains during the winter months, it is possible that last Sunday's train was the first chartered passenger extra to pass through Orangeville for more years than we would care to look back on.

The train was en route from Owen Sound to Toronto carrying Owen Sound and Meaford High School students making a special trip to Ottawa. The train was made up of two streamlined coaches and a baggage car and was powered by a small four drivered semi-streamlined passenger engine No. 2925.

It is a few years since people of this town have seen any of the speedy, but slippery, 2900's.

They were the product of the CPR's own shops and were designed to handle a light train on branch lines. They were used between Toronto and Owen Sound for a couple of years but did not prove satisfactory for winter operation and so were removed when the new 1200's, now in use, were brought out. We can remember one wet morning one of them having to be helped

between Orangeville and Fraxa Jct by the Teeswater locomotive when she had only 5 wooden cars on her tail. The little girls were just too light, and too high in the drivers, to do much good in snow or on wet and light rails. However, give them about four cars, a heavy rail, few stops, and they could put even the largest locomotives to shame when it came to fast running.

Orangeville Banner
March 11, 1954

Editorial

The Diesel Appears on the local Scene

The right-of-way echoed to a new sound during the weekend when the Toronto-Owen Sound passenger train passed through Saturday, hauled by a sleek, powerful diesel unit. Thus the Canadian Pacific Railway chalks up another milestone in its efforts towards still better service on this subdivision. The train, first passenger on the Toronto-Orangeville-Owen Sound run pulled by this type of locomotion, may be the forerunner of an accelerated timetable, which will be a boon for today's commuter.

Diesel power is gradually replacing steam power on the railways and it is but a matter of time until the familiar whistle of the steam locomotive gives way wholly to the foghorn claxon of the steamless engine. Railroaders and railroad fans will note the transition with nostalgia but their attachment to the old iron horse will soon be forgotten in admiration of this modern queen of the iron road. The thundering hum of a fast-moving diesel speeding a string of Pullmans through the night has a magnetic voice all its own, drumming up visions of power, speed and faraway places.

.....Major dieselization of this part of the Bruce division is augured, it is said. The powerful hum of the diesel train sounds railroading progress and points to the end of an era in rail transportation history.

Orangeville Banner
October 25, 1956

I Rod the Cab of the Dayliner

(Article is far too long to type, but very interesting. You can view the whole thing on Charles Cooper's [Charles Cooper's Railway Pages](#) website. It contains a shot of the Dayliner crew and officials and notes that Engineer Bill Walder and Conductor E. Scott were on the first southbound trip through Orangeville. There's also a shot of the last assigned steam passenger run with Pacific 1225 showing Conductor Harold McLean, Trainman Ken Hunt, Fireman Albert Bolton, Engineer George Wilkes and Baggage man H. Stockton.)

Orangeville Banner
July 2, 1959

CPR Bruce Division is Abolished

Important changes affecting the administration setup of the Bruce Division of the CPR have been announced.

The announcement comes from the office of Mr. W. F. Keohn, Asst GM of the Ontario Region, Toronto, and from the offices of the Supt of the Trenton Div, Mr. J. W. Stewart, and the Supt of the London Division, Mr. J.O. Johnston. The changes were effective as of July 1st.

The Bruce Division of the CPR has been abolished. The railway lines included in this division were the main line Toronto-Orangeville-Owen Sound; the branch lines from Orangeville to Teeswater and Elora and from Saugeen Jct to Walkerton; the western main line from Toronto to Mactier; the branch line from Medonte to Port McNicol; the main line from Toronto to Hamilton which is owned by the CNR and over which the CPR has running rights.

The Bruce Division is to be absorbed into the London and Trenton Divisions. The London division will take over that part which has been commonly called for many years "the old Bruce" ie those lines north of Streetsville. This includes the lines running through Orangeville and the branch lines serviced from Orangeville, also the Toronto-Hamilton main line. The balance of the division is attached to the Trenton Division.

Mr. Fred Keohn, who has been Asst Supt of the Bruce Division is being transferred to the same position in the Trenton Division and made responsible for the portion of the Bruce absorbed into the Trenton Division. Mr. Keohn is a son of the Asst GM of the Ontario district.

Mr. Jack Lloyd, who for some years has been Master Mechanic at Toronto, has been made Asst Supt of the London Division and will be responsible for the portion of the Bruce absorbed by the London Division. His headquarters are to be in Toronto.

The change will not affect any of the operational personnel on the various lines of the Bruce. It undoubtedly will (affect) some of the staff who have worked at the divisional headquarters in Toronto.

The abolition of the Bruce Division means the loss of a name that for almost a century has been closely associated with Orangeville. Although the name will officially disappear as far as CPR operations are concerned, it will long live in the memories of the thousands of railwaymen who have or are working on it. One can bet that for this generation of workers, it will continue to be referred to as "the Bruce."

As for the move affecting the territorial rights of conductors, engineers, firemen and trainmen, it is not anticipated there will be any changes for the present. Such rights are arrived at through union-management negotiation.

The abolition of "the Bruce" is the final touch to an era of railroading in the Orangeville district that almost coincides with the passing of the steam locomotive, the elimination of standard passenger trains and the discontinuance of services in this area that were part and parcel of railroad operation here.

Orangeville Banner
July 9, 1959

600 U.S. Rail Fans Plan Excursion to Orangeville

An invasion of Orangeville by around 600 railroad fans will take place on Sunday July 19.

It is to be an old fashioned summertime Rail Excursion sponsored by the Buffalo and Rochester, NY Chapters of the NRHS.

It will mark the first time such an excursion has traveled over the lines of the CPR into this town.

The trip leaves the New York Central station at Fort Erie and travels over the NYC lines to Welland, then over the lines of the TH&B to Hamilton, thence on the CPR lines to Guelph Jct., then east to Streetsville Jct and north on the Owen Sound line as far as Orangeville.

It is understood that photo stops will be made at the Forks of Credit and Cataract. The special train will arrive in Orangeville at 1:55 pm DST and leave this town at 3:15 pm for the return journey.

It is expected the special will carry between 14 and 16 passenger coaches and two CPR dining cars. Over the lines of the CPR the head-end power will be two D10 steam locomotives.

They are hand-fired 4-6-0 tenwheelers, built between 1908 and 1913 and will provide plenty of action on the heavy grades between Inglewood and Cataract for photo fans.

The special will be wye'd at Fraxa Jct and the engines coaled and watered at Orangeville. This will be something that will draw the camera fans. The coaling and watering of steam engines is almost a thing of the past and the excursionists will certainly want to record the event on film.

It will probably be the last time that local residents will have an opportunity to see a steam powered passenger train in the Orangeville yards (*fortunately there were others!*) In fact, in all probability it will be the last time we here shall be given the chance of seeing steam power. All freights and passenger trains now operating over the division are diesel powered.

It is hoped that some civic official recognition will be given to the coming to Orangeville of these two chapters of one of the US's largest Historical Associations. The NRHS has chapters throughout every state in the Union as well as a Canadian Chapter.

Orangeville Banner
July 23, 1959

Special Guests Get Royal Welcome

Far too long an article to type out.

Article Highlights are:

- an estimated 2,000 local people flocked to the depot to meet the train
- despite high humidity and burning sun, the large crowd waited, train arrived two hours late at 3:35 pm
- "It was unfortunate from the standpoint of the waiting crowds at Orangeville that the train was so late. Because it was a Sunday, no operators were on duty between Streetsville Jct and here. Word had come through that the train had left Streetsville 40 minutes late. Despite efforts to contact people along the line for information. Many retired and working CPR personnel at the station took quite a joshing from the quips of bystanders on the general tardiness of CPR trains."
- "The first intimation the crowd had of the train's approach was when word leaked through that it had passed Alton station. Then in a few minutes the smoke of the engines could be seen rising over the Melville Hills to the south."
- "The whistle was no CPR whistle. Its deep throated bellow was a complete stranger to these rails. It was later ascertained that it was a whistle off a dismantled Lehigh Valley RR engine owned by the Buffalo Chapter, that had been attached to the CPR locomotive especially for the trip.
- the engines were of course D10s 1092 and 1098 - many photos of this excursion exist
- the two engines had seen little use recently, and for two weeks the West Toronto shops groomed them specially for this train
- train was composed of the baggage car, twelve steel air-conditioned coaches and two dining cars.
- train departed O'ville at 5:20 pm, 2 hours and 5 minutes later than scheduled
- just like old times, the train was nicely moving when 3 women with 2 children ran down the platform, waving that they had been left behind. The train had to stop to pick them up.
- Murray McKittrick had made a pamphlet for passengers, about the line from Guelph Jct-Streetsville-Orangeville, which was handed out at Guelph Jct. It highlighted the TG&B and CVR history, as well as sights to be seen on the trip. **(DOES ANYONE HAVE A COPY OF ONE OF THESE?)**

Again, the full article with newspaper photos is at Charles Cooper's Railway Pages website [Charles Cooper's Railway Pages](#)

Also, there was a great TRAINS magazine article on this excursion. Not known by the author McKittrick at the time, there were a pair of Pacifics used to get the train to Streetsville, where the D10s took over. Then you'd expect those same engines to take over again when the special

returned to Streetsville, but there were a different pair of engines (Mikados I think) on the return from Streetsville. So 6 different engines of 3 different wheel arrangements were used that day.

I don't have the numbers off hand. I'm sure there's others on this list who have the info. And there's lottsa pictures I assume on the internet as well.

Orangeville Banner
August 20, 1959

A Senior Citizen of Palmerston will soon occupy a place of honour

...in the town park adjacent to the CNR station there. She is a CNR steam engine, No 81, for many years a familiar sight to the people of Palmerston

Built in 1910 by the Canadian Locomotive Company at Kingston, she began her railway career as engine No 1000, a fast passenger locomotive, on the Grand Trunk Railway, and ended it officially pulling train No 730, a service wayfreight between Owen Sound and Palmerston, on January 29, 1957.

The last of her class to run on CN lines, No 81 was a Mogul engine - a line of engines that in their day were considered the finest steam power on the continent.

In recalling these engines Palmerston engineer Art Graham said, "You could use her in almost any type of service and she'd pull along with the best of them. That class of engine never seemed to develop the kinks and peculiarities in running that we used to find in some of the other engines."

No 81 was used in main line service from the time she was built until 1926 when heavier steam power on main lines resulted in her assignment to branch line passenger services. She later worked out of Stratford pulling passenger cars, on wayfreights and in snowplow duty.

The engine is best remembered as one of a pair of "twins" that pulled the "Wiarton Flyer" between Wiarton and Owen Sound. No 81's mate, No 86 has been retired with honours at London, where she is based in a city park.

Orangeville Banner
September 18, 1959

Old Engine for Huron County Museum

CPR yard engine 6275 is one engine that has not gone to the scrap pile. It was purchased by Mr. J.H. Neill, Curator of the Huron County Pioneer Museum at Goderich. It is to be preserved for all time to come.

Mr. Neill is fond of old steam engines and has five different old thresher types beginning with the first one built with the upright boilers, up to the last heavy traction type built about 1923.....

He was bound he would have a locomotive of some kind to complete the line up. He negotiated with the Company to purchase engine 6275 which was retired at Goderich in December 1958.

On May 7th he was ready to place it at the museum. The CNR drew it up the hill on their tracks from the CPR yards to within a mile of the museum. He then built short sections of track which were picked up by a hoist truck and relayed ahead as the engine moved forward along the streets. This caused a sensation in the district. Thousands came to see it being moved over the weekend.

Both the CP and CN men of the town piled in to help in the movement in their off hours. And there were plenty of pensioners on hand to do the sidewalk superintending.

M. Neill paid for this from his own personal funds but the Junior Chamber of Commerce has taken hold of it and has formed a company called the Huron Big Pound Engine Company. (*they then sold shares to fundraise...*)

Mr. Neill believes that within a few years there will be many who will never have seen a steam engine except in a museum. Now that the engine is in place a two floor addition is being built over it, completely enclosing it within the museum. It will never again be exposed to the weather. It will be cleaned and polished and maintained in its present condition.

Orangeville Banner **October 1 1959**

Rail Fan Special Train Coming to Cataract

The scenic beauties of the Credit River Valley seem to be catching as a focal point for rail fan groups to hold excursions to. Another special train carrying rail fans is to pay a visit to this area next Sunday, October 4.

This time it is a Toronto club who call themselves Railfans Unlimited. They have chartered a special CPR train of five coaches and a dining car to make a round trip from the city to Cataract station.

Leave Toronto 9:45 am, arrive Cataract 11:40 am - Leave Cataract return 4:30 pm, arrive Toronto 6:30 pm.

The passengers will detrain at Cataract and spend the time between arrival and departure there.

The train itself, powered by the same type of engines that were on the Buffalo-Rochester special to Orangeville in July, will be turned and the engines serviced at Orangeville.

Orangeville Banner **October 8, 1959**

Driver Recovering

Truck driver Leslie Young, 32 of Sarnia, is off the Dufferin Area Hospital's critical list after making daily improvement since his near-fatal accident at Alton last Thursday.....

The accident involved a CPR Dayliner and an Overland Express semi-detached trailer truck, reportedly carrying whale blubber out of Alliston for distribution to mink ranches. The truck collided with the train on the level crossing at Alton.

Engineer Walder described the accident as it appeared from his vantage point: "I can't say I could see a lot of him (driver and truck). Actually he just didn't stop. I was looking to the left toward the town (the truck struck the CPR vehicle from the right) and I just caught a glimpse of the truck before we crossed the highway. You never get hurt in the front, in this case there was not a glass broken near the front."

He estimated the speed he was travelling at about 40 mph.

Alton Barber Alex McCauley was probably the first man on the scene. He was outside his house in the centre of Alton when he heard the train whistle blow, followed by the crash noises. "My daughter and I jumped in the car and drove to the tracks. We got out of the car and saw the wreckage and the driver propped up on his elbows. My daughter got back in the car and I went for town to look for a doctor and the ambulance".

The train was struck about half-way along its side. Battery plating covered the track for 60 feet. Damage to the Dayliner has been estimated by railway officials at \$74,000, while the truck cab and its chassis are beyond repair. The trailer of the truck was apparently only scratched.

This is the third instance of train-truck collisions at the crossing. Passengers on later trains that day were transported by taxi between Orangeville and Alton. Railway crews, working with two crane trains, had the liner on the tracks by Thursday evening.

Orangeville Banner **May 5, 1960**

1500 Out To See Old-Time Train Here

(the triple header of 136, 815 and 1057 - Judging by the writing, I don't think this was written by AM McKittrick)

Despite a chilling wind and an unplanned two-hour wait, an estimated 1,500 people from far and wide stood on the platform of the CPR station in Orangeville Sunday afternoon to welcome an "Olde Fashioned Spring Time Railway Excursion" from Toronto.

The excursion pulled more than 1,000 travellers in 12 coaches by three steam locomotives, one of which - a type 4-4-0, was the last of its kind in existence. The trip was the last run for the 4-4-0.

The train was due to arrive in Orangeville at 2:50 pm but was around 2 hours late. A joint effort of the Orangeville Chamber of Commerce, local service clubs and the town provided a welcome for the train passengers. Bedecked in his chain of office, Mayor JA Maude welcomed the passengers on behalf of the townspeople.

Band Played

Thousands of dollars worth of film was used to capture the arrival and turning-around of the locomotives, as the town band, gathered together as a last-minute effort, played for the entertainment of the crowd.

A few old cars, driven by local people, turned up to meet a proposed antique motorcade which reportedly failed to show. The cars on hand added color to the many orthodox vehicles, which overflowed to the parking lot at the Arrow (sic, or Agrow ?) plant on John Street. One car, bearing Michigan licence plates, also had a sticker saying "Michigan Railway Club".....

The trip was sponsored by Railfans Unlimited whose president RL Kennedy was clothed in the wearing apparel of an oldtime railwayman.

REMEMBER - copies of these entire articles are available on Charles Cooper's website [Charles Cooper's Railway Pages](#) - look for the Carl's Clippings section, go to CPR – the Bruce Division.