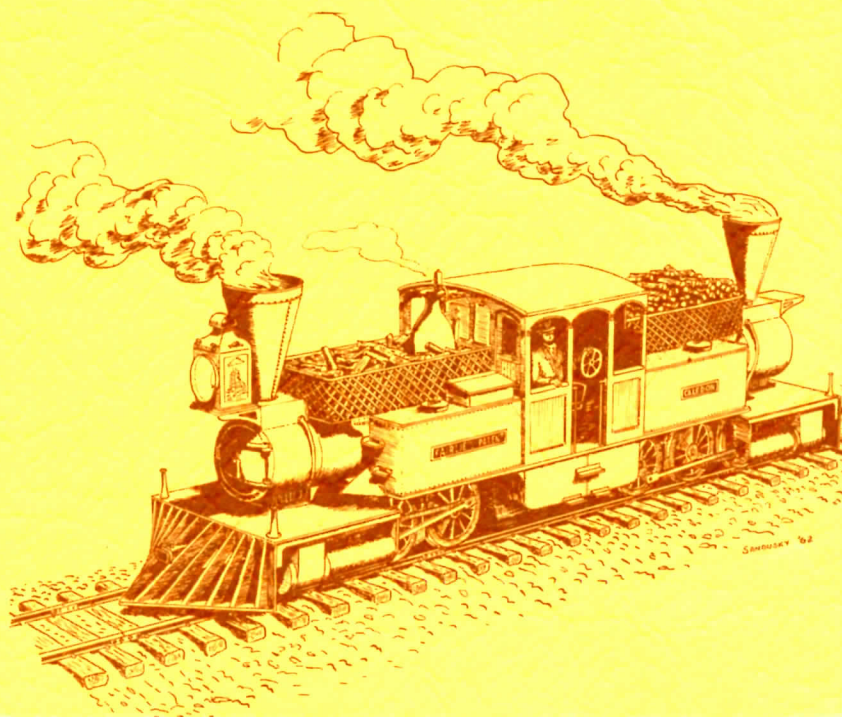


THE TORONTO GREY AND BRUCE RAILWAY

1863-1884

by
Thomas F. McIlwraith



**THE
TORONTO, GREY AND BRUCE
RAILWAY
1863 - 1884**

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To Mr. A.M. McKittrick, former editor of the Orangeville "Banner", a special word of thanks is due, as it was his interest and advice, and his kind consent to my using some photographs from his valuable collection, that added impetus to the project. Also, my appreciation to the Canadian Pacific Railway for the Orangeville and Owen Sound scenes, to Mr. Hubert Brooks for the photograph of the "ALBION", to Mr. Robert Sandusky for the sketch of the "CALEDON", and to Messrs. O.S.A. Lavallee, C.W.K. Heard, J.D. Knowles, S.I. Westland, E.A. Jordan, J. Wm.Hood, and B.M. Headford for the maps and general advice.

Thomas F. McIlwraith, Jr.,
Toronto, November, 1962.

Inception of the Project

In 1863, Grey and Bruce counties were heavily forested and farms were hardly more than clearings. Water transport on Georgian Bay and Lake Huron had led to the establishment of such towns as Owen Sound and Kincardine, while Brampton and Guelph, on the line of the Grand Trunk Railway of Canada, had grown into important centres farther south. In the thinly-populated region lying between, the largest settlement was Orangeville, a newly incorporated village of five hundred.

This whole area had been laid out by Government survey in a grid of concession lines and crossroads. Many of these were first improved by early settlers, who, as part of their payment for Government lands, were required to provide labour for building and maintaining the road to their property. This system was supplanted by taxation, but the roads were essentially for local, neighborly contact. By the 1860's, however, local dependence was giving way to a broader commerce which included the entire region, and these roads became inadequate. Timber and produce moved to the Grand Trunk by wagon - a time-consuming and laborious operation which became totally impossible during those seasons when snow or mud prevailed. Supplies entered the area in the same way, resulting in high costs and small demand. It was evident to those in the Orangeville area that increased production was uneconomic, and that manufactured goods, necessary for cheaper production and distribution, could not be afforded. The solution to this problem lay in the establishment of a cheaper and more efficient means of transportation.

The earliest proposal for improvement of the transportation situation was suggested in 1864 by Orangeville merchants. They planned a tramway to follow the Credit River valley and Hurontario Street (now Provincial Highway 10) to Brampton. Legislative approval was given in August, 1866, but uncertainty as to form of motive power - horse or steam - and an increasing interest in the proposals of a Toronto group, led to the abandonment of the plan. A railway company, known as the Toronto and Owen Sound Central, applied for a charter to build a steam railway through the region, but the proposal encountered trouble in the Railway Committee of the Legislature, and the application was withdrawn after being in existence for only one month.

The centre of railway promotion moved from Orangeville to Toronto with the conception of the Toronto, Grey and Bruce Railway. This venture was backed by a group of prominent Toronto businessmen who intended to build from their community on Lake Ontario to Grey and Bruce Counties. The remarkable aspect of the proposal was the gauge chosen for their railway - one of only three and one half feet!

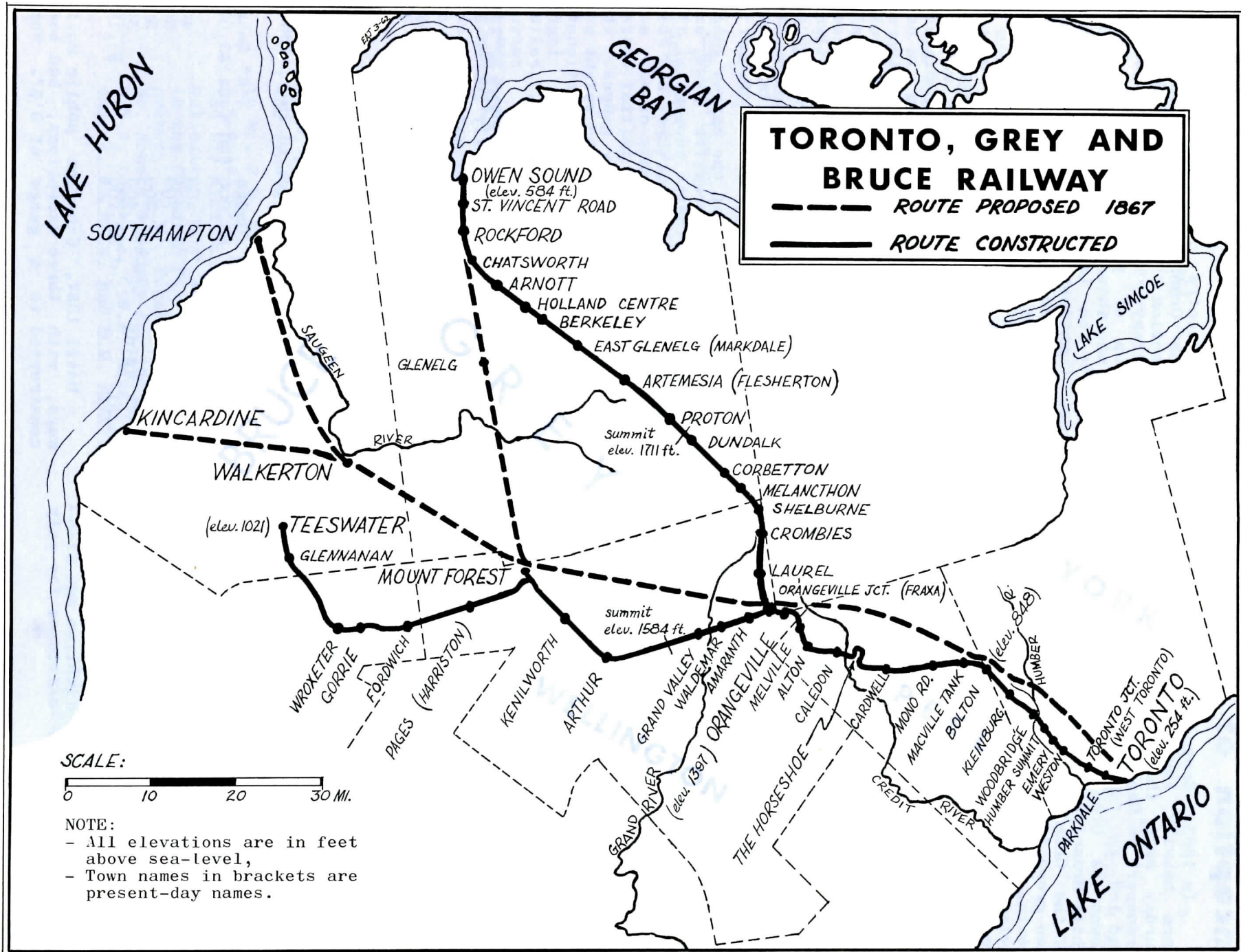
The concept of the light narrow gauge railway was, up until Confederation, unproven in Canada, and was the subject of no small amount of discussion. The 3'6" gauge had been in use since 1860 in Norway, and was considered successful. Queensland and India followed suit, and both Russia and Italy were interested. In 1865, an engineer for the proposed New Brunswick Railway suggested adoption of the narrow gauge in that province, and, about the same time, a 1½-mile colliery railway was laid to this gauge in Cape Breton.

The advantages of the narrow gauge made a long and impressive list, explaining the enthusiastic support of its advocates. Smaller structures and rolling stock, narrower rights-of-way, and fewer materials reduced initial costs, in comparison with broader gauges. The ratio of paying load to dead weight was increased, and with it a proportionate increase in locomotive power; light equipment reduced wear on ties, rails, and wheels. Curves of short radius could be constructed and thus a saving in earthwork and a generally increased adaptability to terrain was effected. The lower centre of gravity provided an added degree of safety - a factor appreciated by those hesitant of travel at "high" speed.

The following is a comparison of costs, per mile, of wide and narrow gauge railways (excluding heavy structures) as prepared by J.E. Boyd, CE, in a letter to the promoters in July, 1867:

	5'6" Gauge	3'6" Gauge
Rail (100 tons)	\$5,000	(60 tons)\$3,000
Plates,		
Bolts, Spikes	800	400
2,263 Ties	700	500
Ballast	1,200	900
Tracklaying	400	300
Total	\$8,100	\$5,100

Until 1867, Canadian public railways, with three exceptions, had been constructed to a gauge of 5'6". What



was to become the standard gauge in Canada - 4'8½" - as yet comprised only twenty percent of the 2,300 miles laid, and had not established itself as the only gauge.

On May 30th, 1867, those in Orangeville who had supported the tramway connection with the Grand Trunk at Brampton gave their approval to the application of the TG&B for a Provincial charter. After debate in the Provincial Railway Committee and in the Legislature, the vote favouring the railway received approval, but by only a small majority. Perhaps this reflects a cautious attitude among the legislators as they thought back to the unfortunate period of financial instability in 1856-57, which marked the close of the first phase of railway building in Canada. The public, however, supported the new Company, and showed confidence in the founders who had introduced their radical plans at this conceivably inopportune moment.

The Act incorporating the Toronto, Grey and Bruce Railway, to which assent was given on March 4th, 1868, provided that the route extend from Toronto, through Orangeville, to Mount Forest and Durham, and thence to the border of Bruce County, branching to termini at Southampton and Kincardine. It further provided that a branch be constructed to Owen Sound from a point at or east of Mount Forest or Durham. It is of interest to note that 3'6" was specified as

the minimum gauge, there being allowance made for a wider gauge at some future date if regarded as desirable. Thirty-thousand shares of one hundred dollars each were to be sold, and municipal bonuses were permitted. Provisional directors were named; permanent offices were to be filled when \$300,000 was raised and ten percent paid. This was accomplished in September, 1870, at which time nine directors were elected. The following became officers of the Company:

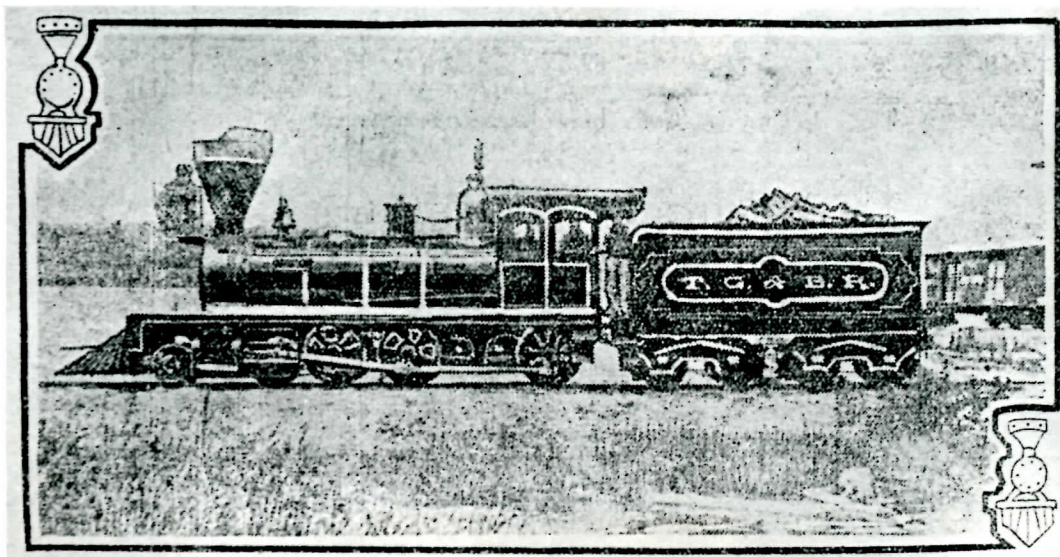
John Gordon, President
Hon. John McMurrich, Vice-president
W. Sutherland Taylor, Secretary and Treasurer
Edmund Wragge, Chief Engineer
Allan MacDougall, Resident Engineer

Specific reference was made to the carrying of cordwood, a subject of concern to poorer people. Exploitation had been charged on the sale of wood for fuel and many Torontonians had been paying the allegedly unreasonable price of eight dollars a cord. The Act set a maximum of three cents per mile per cord for carrying wood short distances, with a lesser amount for greater distances. Construction was to start within one year and be completed within five, on penalty of forfeiture of charter. An amendment to this Act extended the deadline for commencement of construction to one year from January 23rd, 1869.

BELOW:

According to an article accompanying this sketch, the "MONO" set an unofficial record when it raced from Toronto to Owen Sound in 168 minutes — an average of nearly 45 mph — in 1876, carrying freight records to be put aboard the steamer "AFRICA".

Toronto Daily Star, March 28, 1914





The First Sod

Tuesday, October 5th, 1869, was a memorable day in Weston. Prince Arthur, on tour through Canada, was on hand to lend Royal pomp to the turning of the first sod of the Toronto, Grey and Bruce Railway. At half past eight in the morning, the platform of the Toronto Union Station was crowded with "...judges and Queen's Counsel, and merchant princes, and clergymen, civic authorities, and professionals, and their wives and daughters....by the hundred,"* all contemplating how they would fit into the Grand Trunk excursion train which consisted of "an engine beautifully decorated with only two cars."* A substitute train of fourteen cars appeared and proved suitable for the occasion.

The "Globe" report of the Weston ceremony, typical of much mid-Victorian journalism, is recorded in full:

"When the ceremony of presenting and receiving addresses had been concluded, the more important ceremony of turning the sod had to be undertaken; and this was a matter attended with no little difficulty. A beautiful spade it is true was there. The blade was made of steel, plated with silver, and the handle of cunningly carved Canadian oak, and an artistically designed maple leaf of frosted silver connected the two, and the whole reflected the greatest credit on the taste of Mr. J.E. Ellis, by whom it was furnished. And then there was a splendid barrow too, of light coloured maple, beautifully varnished, from the workshops of Messrs. Jacques and Hays. And there was a sod neatly cut with a miniature Union Jack stuck through the heart of it, ready to be lifted and pitched into the barrow, and a tramway on which the barrow might be wheeled along, but then there was such a crowd surging around the sod that the completion of the ceremony seemed for a time somewhat doubtful. The special constables had a sad time of it. Each was armed with a baton, and had a bunch of ribbons in

his button hole, but what could they do. Had it been an ordinary crowd it would have been an easy matter for in that case no doubt both the batons and their ribbons would have had their proper effect. But then the crowd was composed largely of ladies, and what could Weston special constables do in the circumstances. They tried to coax the fair creatures to stand back; then they attempted to reason them into good behavior, but of course all without avail. Then some of them got angry and flourished their batons and fumed, and told them in good set terms that they must stand back, but the grandeur and Dido-like magnificence with which the Toronto ladies looked over the heads of the irate constables, was a caution. Meanwhile the Prince had descended from the platform and having made his way to where the barrow and spade were lying, a little room was made for him. He then proceeded to his work, and lifted the little square turf with the Union Jack stuck through it and pitched it into the barrow. But he did not seem half satisfied with this style of turning the first sod of the Toronto, Grey and Bruce Railway, so after a few moments' hesitation, he set to work in good navvy style, and tackled with a good tough sod a foot square. It was a precious tough sod, however, and the Prince using only two arms for a time did not seem to make much of it. 'Take your foot to it your Highness, and you'll make more of it,' said a rough Westonian in a timid kind of voice. His Highness took the hint, and giving momentum to the spade with his foot, soon cut it in right good style, pitched it into the barrow and wheeled it to the end of the tramway amid the most enthusiastic cheers from the crowd around, and thus right royally the first sod of the Toronto, Grey and Bruce Railway was turned."*

Toronto "Globe", Wednesday, October 6th, 1869.

TORONTO, GREY & BRUCE R'Y

DUNDALK

23

T^D

32

OWEN SOUND

Good for this day only. Not transferable.

Construction

Francis Shanly, a man whose abilities were well known and respected in the field of railway construction, was awarded the contract for all construction as far as Mount Forest, and building began without delay. The date for completion was set as January 1st, 1871. Messrs. Wardrop and Fitton of Orangeville were to lay track and ballast as far as their town, and that on the remainder was to be done by Shanly.

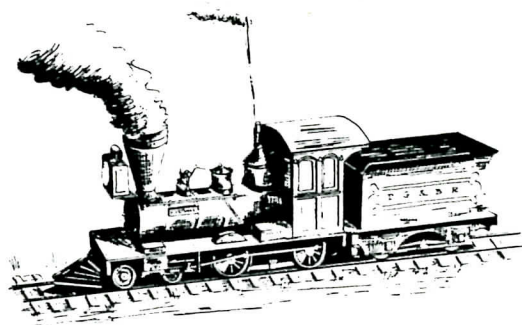
Dissatisfied with the prices asked for timber, Shanly bought a stand of wood for ties, culverts, and bridges himself. The presence of snow aided greatly in drawing timber to location, and, with one hundred men and teams, this job was completed before spring melting. Before the end of 1869, work was under way at the Humber River crossing and grading had commenced in Caledon Township. One hundred and fifty men worked on grading the rugged Bolton - Orangeville section throughout the winter. Still more crews were clearing and grubbing west of Orangeville towards Arthur. Orangeville district farmers were optimistic about the prospect of sending their 1870 produce by rail to the great market centre of Toronto. In June, a reporter from the Orangeville "Sun" covered the line from Weston to the Grand River, and reported great activity on all but short stretches of the route. All construction subsections as far north as Cardwell were expected to be complete before mid-August, but delays beyond that point indicated that contract deadlines would not be met. Construction was behind schedule on the most spectacular section of the entire route: in 4.4 miles northward from Cardwell, the line climbed 416 feet for an average 1.8 percent grade, with a maximum grade of two percent, and in

the centre was a horseshoe curve of 462-foot radius.

No doubt there was general disappointment at the delays in construction, for it was with great enthusiasm that support had been given to the venture. Torontonians alone had granted \$250,000 in railway aid and had subscribed to an additional \$320,000 in stock. The townships and villages as far as Arthur had pledged \$250,000 - no small sum for a depressed period.

Construction between Weston and Queen Street, in Toronto, consisted of laying a third rail on the Grand Trunk right-of-way. From Queen Street (Parkdale), the TG&B followed its own grade to the Great Western Railway crossing, and then paralleled the GWR to station facilities at Simcoe Street. The Company shops were located adjacent to Queen's Wharf and were reached by running south from the GWR crossing on a track alignment that today forms the CPR's access to the Fez City Yard.

Queen's Wharf, built in 1835, was shaped as an inverted "T", the stem of which was located south and east of the intersection of Bathurst and Front Streets. The shops known as Queen's Wharf were built on land reclaimed by fill after 1854. The engine shop, which included an enclosed turntable, was first used by the Ontario, Simcoe and Huron Union Railway (later Northern Railway), which later was taken over by the GTR. In 1871, the TG&B leased the engine shop, freight house and line to Parkdale from that Company, and track facilities from the Toronto Harbour Commission.



Operations Commence

The first in a succession of inaugural runs on the Toronto, Grey and Bruce Railway occurred on December 10th, 1870, when the Directors rode from Toronto to Bolton at a respectable twenty-five miles per hour. At this time, the grade from Bolton to Orangeville was ready for track and ballast, and the contract for this work had been extended to July 1st, 1871. Fencing was complete as far as Arthur, except for a small section near that point.

The first train from Toronto to Alton Station arrived at the latter point on Monday, April 10th, 1871. President Gordon was aboard, and, after dinner that evening in Charleston (now Caledon village), stated that the railway would be open to Mount Forest in October; moreover, to Orangeville before July 1st. The latter announcement seems unnecessarily cautious, as rail reached Orangeville exactly seven days later:

"In a short time after the last rail had been laid down and spiked, the locomotives "Kincardine" and "A.R. McMaster" made their appearance, decked with evergreens, flags, banners, and various appropriate devices. As they came up they were greeted with enthusiastic cheers by the large concourse of spectators that had assembled on the platform to witness the consummation, so often devoutly wished, of railway communication between Orangeville and Toronto."**

However, regular service, consisting of two daily round trips by mixed trains, did not start for five months, the intervening period being spent in ballasting and refencing. Wardrop and Pitton defaulted on their contract, and, for this reason, ballasting was completed by Shanly. During the summer, considerable trouble arose out of inadequate fencing. Wragge had ordered many rotten posts replaced before paying contractors, but delay and inaction on the parts of those responsible resulted in animals straying into crops and being hit by trains.

Ballasting continued through the rest of 1871, four locomotives drawing gravel from the several pits near the horseshoe curve. These pits were provided by the Company, but it was necessary for the contractor to build sidings to them. Ballast trains, consisting of cars capable of carrying six cubic yards

of ballast each, were in the command of Company conductors and operated by TG&B enginemen and firemen, while brakemen were hired by the contractor. In the Shanly correspondence in the Archives of the Province of Ontario there appears a letter from one of his men at the Charleston pit stating that, at that point, "the engines who have done...service have been the 'McMaster' and the 'Kincardine', alternately." "Robert Walker" and "Rice Lewis", other ballast engines, were moved to ballast work north of Orangeville in the late autumn. The first train reached Mount Forest in November, 1871, and a month later, on December 16th, the TG&B Railway was officially opened to this terminus.

Thus, in just over two years, rails had penetrated eighty-seven miles into what was, as yet, a sparsely developed arable region of the Province. While construction had not progressed as fast as expected, what was done represented a complete and competent job in all respects. The right-of-way was cleared of standing trees for 100 feet on either side of the track, and was enclosed by board or rail fences. Bridges, piles, and other heavy wooden structures were of pine, elm, hemlock, or oak, and cedar was used sparingly for lesser structures, such as cattle-guards. Very long ties were used, measuring 7½ feet, and were laid on a foot of crushed rock and sand ballast with 2½ feet between centres. The rails were made of iron, and weighed forty pounds to the yard. Track was laid with opposite rail joints and, to avoid cutting, the supplier had provided rails up to four inches short for use on curves. Guard rails were laid on curves of radius shorter than 600 feet. At all crossings planks were placed between the rails and culverts under the approaches. A notice board and cattle-guards were at each public road, while gates were erected at private crossings.

Turntables were built at the Soho Foundry, in Toronto, for Bolton and Orangeville. One was damaged when the team, drawing it from the foundry, took fright and bolted, but repairs were made and the Railway was not inconvenienced. Neither turntable was installed before the end of the summer of 1871, and it is doubtful that one was ever placed at Bolton, where its use would have been limited to a period of a few weeks. Certainly, the one intended for use there was moved to Mount Forest before

** Orangeville "Sun", Thursday, April 20th, 1871.

the end of the year and was available for use at the latter point in December, 1871, thus ending a brief period when engines were running tender-first between Orangeville and Mount Forest.

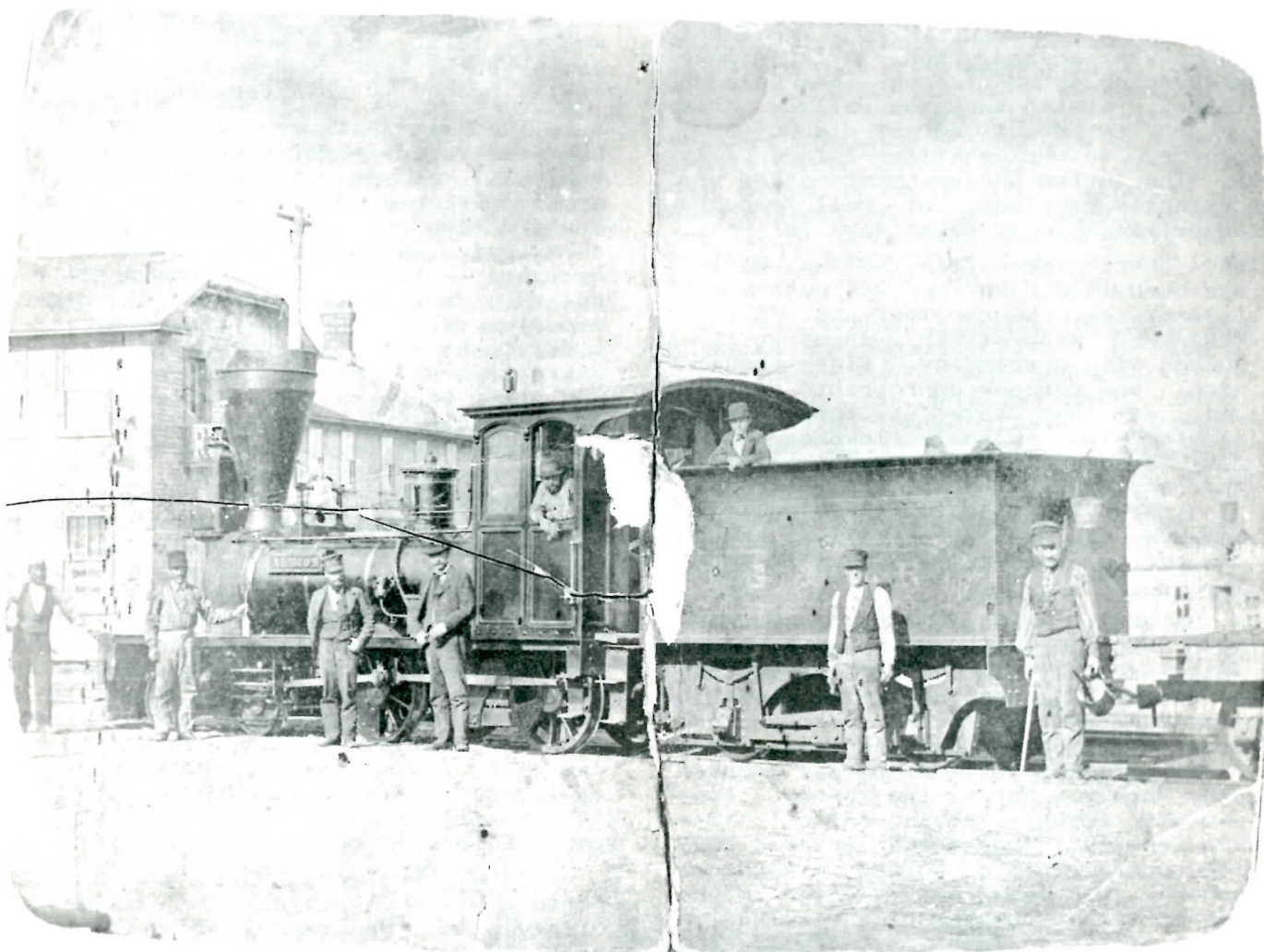
Water tanks, filled by gravity or by wind-operated pumps, were placed at eight- or ten-mile intervals. Station buildings, freight sheds, grain ware-

houses, and engine sheds were all built of wood, to the same rigid specifications as set out by Chief Engineer Edmund Wragge. Freight equipment was patterned after British wagons, mounted on four wheels, fifteen or eighteen feet in length. Passenger carriages were thirty feet long.

BELOW:

The "ALBION", at Orangeville, about 1873.

H. Brooks



TORONTO, GREY & BRUCE R'Y
EXCURSION.

9

BOLTON TO

AND RETURN.

Available to.....
Not transferable. See conditions on other side.

000
SAMPLE

TORONTO, GREY & BRUCE R'Y

WROCKETER

46 TO 15
ORANGEVILLE

Good for this day only. Not transferable.

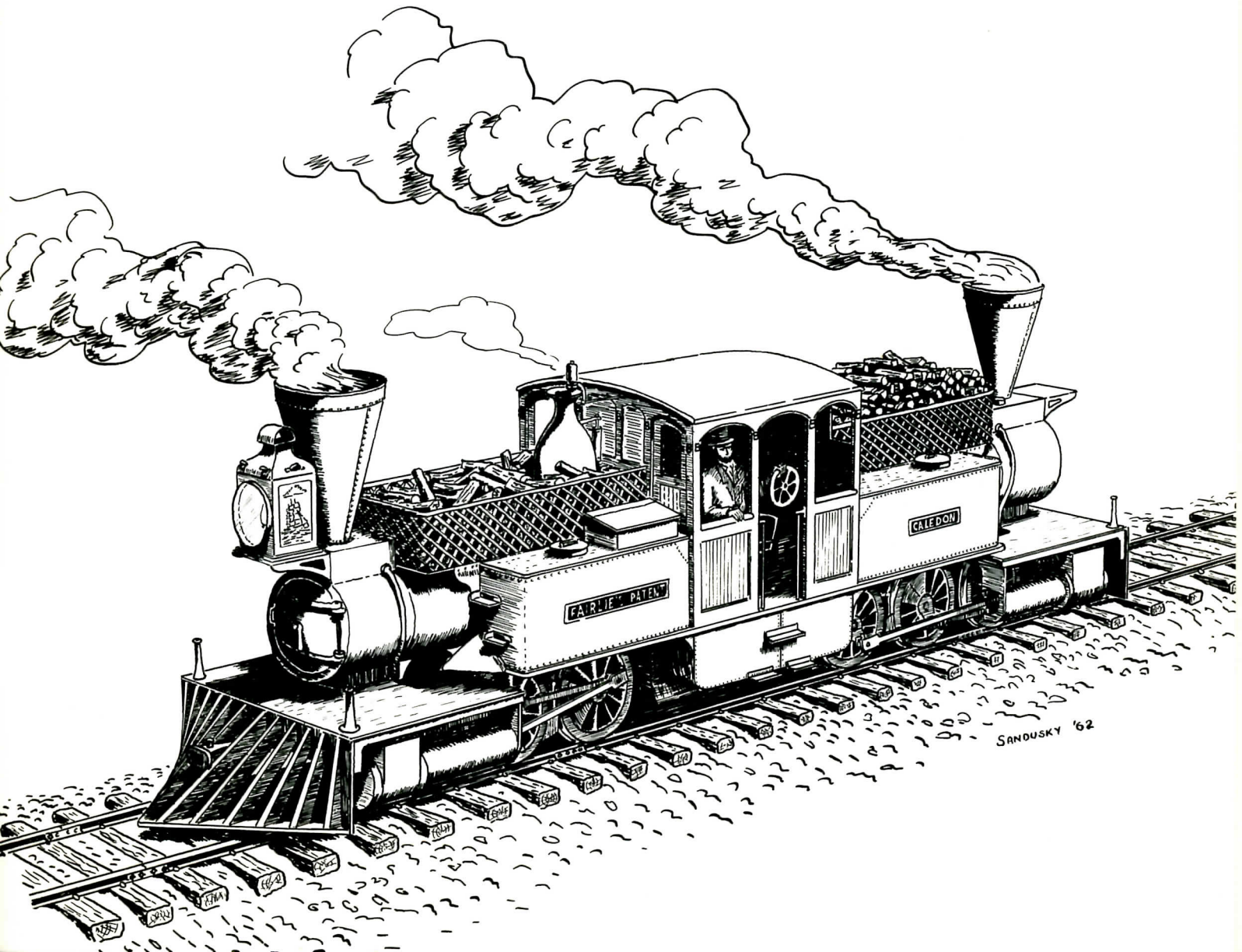
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Early Motive Power

The original motive power consisted of fourteen steam locomotives, burning wood or coal, all but two of which were built at the Avonside Engine Works in Bristol, England. Numbers 1 to 6, inclusive, appear by name in construction reports from the beginning of laying iron in 1870. Number 7, the "Caledon", was unique, being one of the few patented Fairlie type locomotives ever to operate in Canada. Having two boilers joined back-to-back by a common firebox that divided the central cab, its unusual appearance drew much comment. The 42 ton weight was distributed over two sets of six-coupled wheels so that, despite the greater weight and power of the "Caledon", compared with other TG&B engines, it was no harder on the track. This locomotive was purchased for use on the rugged horseshoe section, but indications are that it was under repair a

considerable amount of the time. Of the remaining seven engines, five were Ten-wheelers from Avonside and the other two, light Moguls built in the United States.

It is interesting to note that the Toronto and Nipissing Railway, a second narrow gauge, building northeastward from Toronto, also ordered locomotives from the Avonside Works. Another Canadian Fairlie was operated by this Company, and its boiler numbers were concurrent with those of the "Caledon", which suggests that the two were on the erecting floor together and possibly crossed the Atlantic in the hold of the same ship. Most likely these engines, and the others built together for the two companies, never "met" again, despite running into the central area of the same city, since there was no physical connection between the lines.



Roster 1881

NO.	NAME	BUILDER	DATE	SERIAL	CYLINDERS	DRIVERS	ARR'G'T	WEIGHT	NOTES
1	GORDON	Avonside	1870 ⁶	799	11½ x 18 ⁷	39 ⁸	4-6-0	20 tons	(1)
2	A.R.McMASTER	Avonside	1870 ⁶	800	10 x 18	39	4-4-0	15 tons	(1)
3	KINCARDINE	Avonside	1870	808	10 x 18	39	4-4-0	15 tons	(1)
4	R.WALKER & SONS	Avonside	1870	809	11 x 18	39	4-4-0	15 tons	(1)
5	ALBION	Avonside	1870	838	11 x 18	39	4-4-0	15 tons	(1)
6	RICE LEWIS & SON	Avonside	1870	839	11 x 18	39	4-4-0	15 tons	(2)
7	CALEDON	Avonside	1871	862-3	11½ x 18	39	0-6-6-0	42 tons	(1)
8	MONO	Avonside	1871	840	14 x 20	39	4-6-0	25 tons	(2)
9	TORONTO	Baldwin	1871	2534	11 x 18	37	2-6-0	17 tons	(3)
10	AMARANTH	Baldwin	1871	2538	11 x 18	37	2-6-0	17 tons	(3)
11	HOLLAND	Avonside	1871 ⁹	935	11½ x 18	39	4-6-0	20 tons	(2)
12	SYDENHAM	Avonside	1871 ⁹	936	11½ x 18	39	4-6-0	20 tons	(2)
13	ARTEMESIA	Avonside	1871 ⁹	937	11½ x 18	39	4-6-0	20 tons	(2)
14	OWEN SOUND	Avonside	1871 ⁹	931	14 x 20	39	4-6-0	25 tons	(2)
15	MOUNT FOREST	Baldwin	1874	3524	16 x 20	41	2-8-0	32 tons	(2)
16	ORANGEVILLE	Baldwin	1874	3525	16 x 20	41	2-8-0	32 tons	(2)
17	SARAWAK	Baldwin	1874	3551	16 x 20	41	2-8-0	32 tons	(2)
18	MELANCTHON	Baldwin	1874	3552	16 x 20	41	2-8-0	32 tons	(2)
19	HOWICK	Baldwin	1874	3626	16 x 20	41	2-8-0	32 tons	(2)
20	CULROSS	Baldwin	1874	3640	16 x 20	41	2-8-0	32 tons	(2)

The following engines were purchased second-hand, 1881.

NO.	FORMERLY	BUILDER	DATE	SERIAL	CYLINDERS	DRIVERS	ARR'G'T	NOTES
21	Grand Trunk 201	Baldwin	1873	3419	17 x 24	60	4-4-0	(4)
22	Grand Trunk 202	Baldwin	1873	3422	17 x 24	60	4-4-0	(4)
23	Grand Trunk 205	Baldwin	1873	3426	17 x 24	60	4-4-0	(4)
24	Grand Trunk 206	Baldwin	1873	3425	17 x 24	60	4-4-0	(4)
25	Grand Trunk 209	Baldwin	1873	3432 ¹⁰	17 x 24	60	4-4-0	(4)
26	Grand Trunk 214	Baldwin	1873	3436	17 x 24	60	4-4-0	(4)
27	Grand Trunk 229	Baldwin	1873	3454	17 x 24	60	4-4-0	(4)
28	Grand Trunk 238	Baldwin	1873	3468	17 x 24	60	4-4-0	(4)
29	Intercolonial 75	Montgomery	1873 ¹¹		16 x 22	60	4-4-0	(4)
30	Intercolonial 76	Montgomery	1873 ¹¹		16 x 22	60	4-4-0	(4)
78	Great Western	Stephenson	1856	992	16 x 22	60	0-6-0	(5)
79	Great Western	Stephenson	1856	993	16 x 22	60	0-6-0	(5)

NOTES -

- (1) Scrapped 1881.
- (2) Rebuilt to standard gauge 1881; to C.P.R. 1884.
- (3) Sold 1881.
- (4) To C.P.R. 1884.
- (5) Scrapped 1884.
- (6) Or 1869.
- (7) Sources at various periods differ up to one inch on cylinder diameters.
- (8) Sources at various periods differ up to one inch on driver diameters.
- (9) Or 1872.
- (10) Or 3420.
- (11) Or 1874.

The Grey Extension

The location of the Owen Sound branch had still not been settled in 1871. The Council of the County of Grey recommended a \$400,000 bonus for a route from Mount Forest to Durham and Owen Sound, to be completed before the end of 1872. However, this motion was defeated in an election in December, 1871, and consequently, the Company decided to build directly from Orangeville to Owen Sound, as bonuses were forthcoming from the communities to be served. The route chosen connected with the earlier line at Orangeville Junction (now Fraxa), four miles west of Orangeville.

The contract for structures on the Grey Extension, as the Owen Sound branch was called, was let to Frank Shanly. As before, construction moved slowly; grading was nearly complete in May, 1872, tracklaying was started in July, and the first engine reached Dundalk in November. Yet, it was not until March of the following year, when a large number of new freight cars were placed in service, that the extension was nearing completion. Following a springtime of ballasting, a Director's special travelled the full distance from Lake Ontario to Georgian Bay on June 12th:

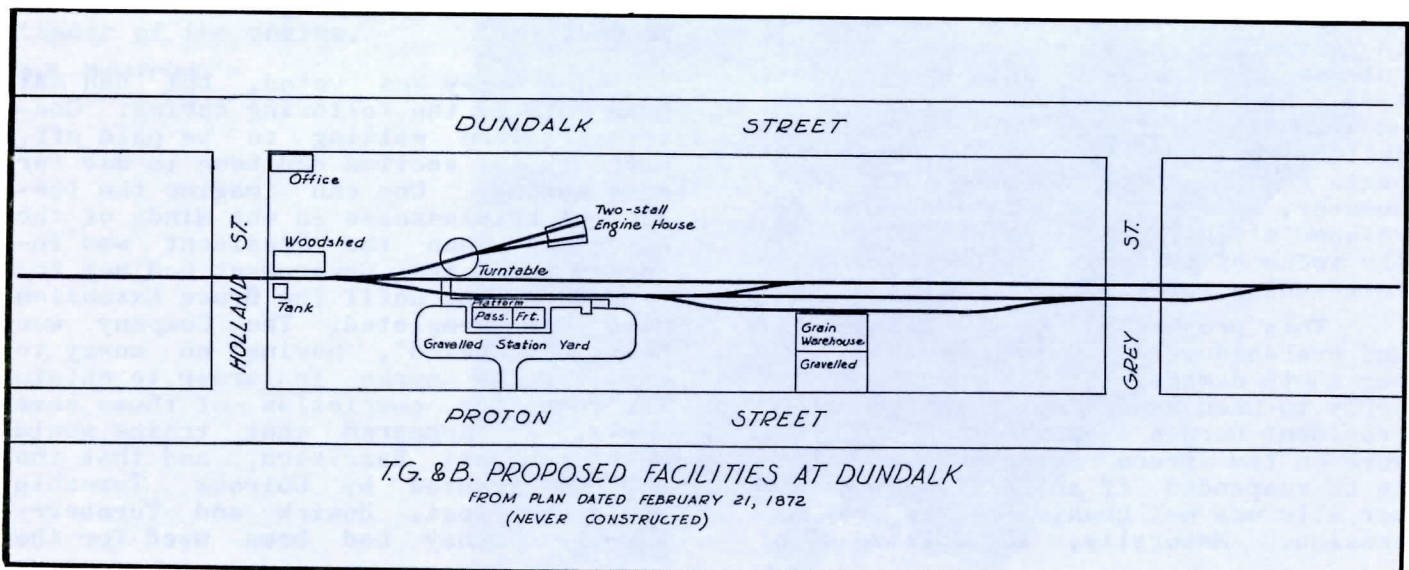
"The train, consisting of baggage van, smoking car and passenger coach, was drawn by the engine 'Owen Sound.'

"At every station above Orangeville

*** Orangeville "Sun", Thursday, June 19th, 1873.

there were crowds of people to view the first passenger coach that had ever gone over the road. On the platform at Flesherton there was a band of music. From here a large number of ladies and gentlemen, together with the band, were taken for a trip down the line. At Markdale an arch was erected and the station buildings were gaily decorated. An address was presented to the excursion party by Mr. Wm. Brown, a prominent resident of the village. At other stations arches were also erected. Upon arrival at Chatsworth the travellers were cordially welcomed by Dr. McGregor, and were cordially invited to partake of a champagne luncheon, which had been spread near a spring in the vicinity of the station. We need hardly say the invitation was thankfully accepted, and the hospitality of the good people of that neighborhood enjoyed to the full. The train having met with no mishap reached Owen Sound about half past eight o'clock, where a large concourse of people, with the band of the 31st Battalion, VM, had assembled to welcome the excursion party."***

Regular service began August 9th with a mixed train running from Owen Sound to Orangeville and return, connecting with the afternoon train from Toronto.



The Bruce Extension

Works along the Bruce Extension were also proceeding at this time. Starting from Mount Forest wye, one mile east of Mount Forest, the intended route was to Harriston, Wingham, and Teeswater. This left Mount Forest at the end of a stub, it being found less costly to avoid a second crossing of the South Saugeen River. Because of financial difficulties, the Company had been released from all obligation to build to Lake Huron.

The road was complete to Harriston at the end of 1873. Edmund Wragge had estimated costs of \$12,000 per mile, exclusive of rolling stock, the rest of the way to the market towns of Wingham and Teeswater. The Wellington, Grey and Bruce Railway, running through Wingham to the growing port of Kincardine, on Lake Huron, was approached with the intention of obtaining running rights westward from Wingham, in return for TG&B bonus money. This would have provided the narrow gauge with a second outlet on Lake Huron, but the WG&B, which ran to Guelph and eventually Hamilton, as part of the Great Western system, was not pleased at the prospect of a diversion of its business towards Toronto. Consequently, the plan was abandoned, and the Company decided to build directly from Wroxeter to Teeswater, bypassing Wingham. Culross Township was not prepared to pay its bonus unless this plan was adopted. The Government was approached and the change of route accepted. Aid from the (Provincial) Railway Subsidy Fund to the amount of \$2,000 per mile had originally been granted to the section from Harriston to Wingham, and this amount was transferred to the routing via Wroxeter to Teeswater, provided contract for all but tracklaying was let by July 1st, 1873. No assistance was given for the additional four miles necessary in the latter routing. Regular trains did not begin running until November 16th, 1874, however, as a critical situation had developed along the Grey Extension and was the focus of greatest attention in the intervening period.

This project was as yet incomplete, and overshadowed by a penalty of \$5,000 per month damages if not running properly to Owen Sound by August, 1873. President Gordon expressed concern that work on the Bruce Extension would have to be suspended if an additional \$1,000 per mile was not granted on the Grey Extension. Naturally, the citizens of

Bruce and Wellington Counties disliked the prospect of their bonus and grant money being used in a region of no concern to them. They supported President Gordon's appeal for Government assistance, in which he outlined reasons which he felt justified consideration:

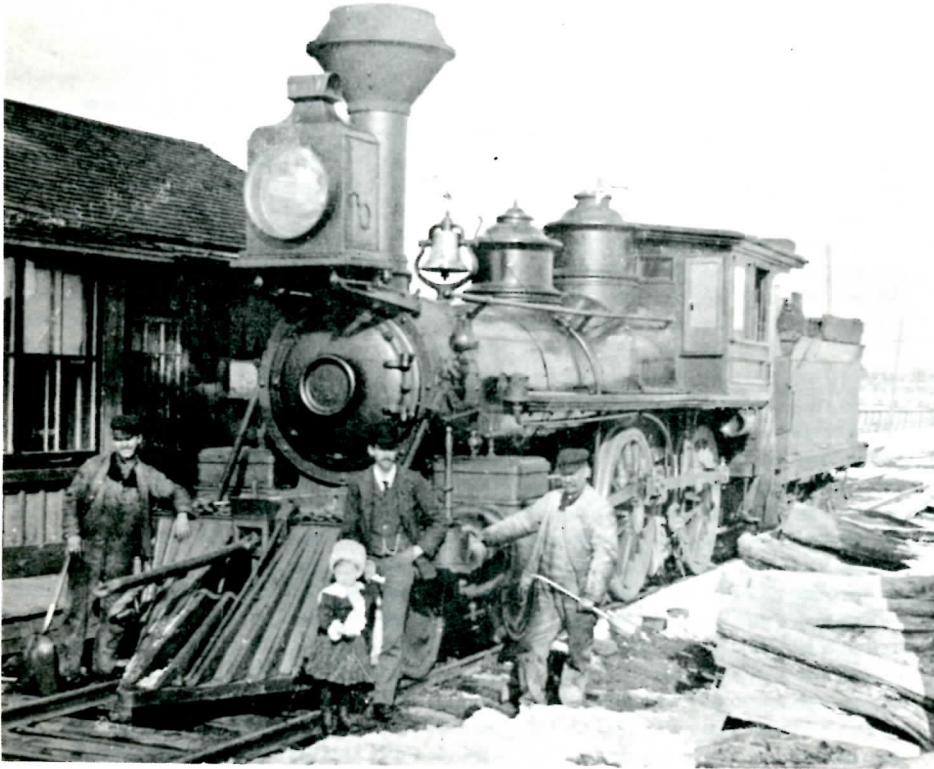
1. Costs had increased since contracts for construction, iron, and locomotives had been let.
2. The TG&B was a trunk line serving a growing district, and was an average of twenty-five miles from other railways, north of Orangeville.
3. The public had contributed to the extent of their ability.
4. Payments due on Government land would not be forthcoming without a railway to provide outlets to markets and generally increase the money circulation.
5. Government land was selling as it became accessible. The TG&B alone paid a half million dollars for land.
6. The Company had drained swamps and reclaimed more salable Government land.
7. Grey County citizens had paid taxes to help subsidize other railways. The Toronto and Nipissing received \$3,000 per mile in the Township of Bexley.
8. \$1,000 per mile additional was still not sufficient — \$4,000 per mile, total, would not have been unreasonable.

In the words of President Gordon, "a poor section of the country ought not to be left without aid when it can be shown that a small expenditure can make it productive."

The money was voted, but had not been paid by the following spring. Contractors were waiting to be paid off, although the section had been in use for many months. One can imagine the feeling of helplessness in the minds of the Directors when the President was informed that the Government had not intended payment until the Bruce Extension also was completed. The Company was being "squeezed", having no money to complete the works in order to obtain the money for completion of those same works. It appeared that trains would never run past Harriston, and that the \$43,000 granted by Culross Township would be lost. Howick and Turnberry Township money had been used for the

grading towards Teeswater, and, without immediate assistance, this work, too, stood to be lost. The Government, in the face of public opinion, had no al-

ternative: aid was granted in June, 1874, for an additional \$1,000 per mile from Orangeville to Owen Sound, thus bringing the TG&B out of its dilemma.

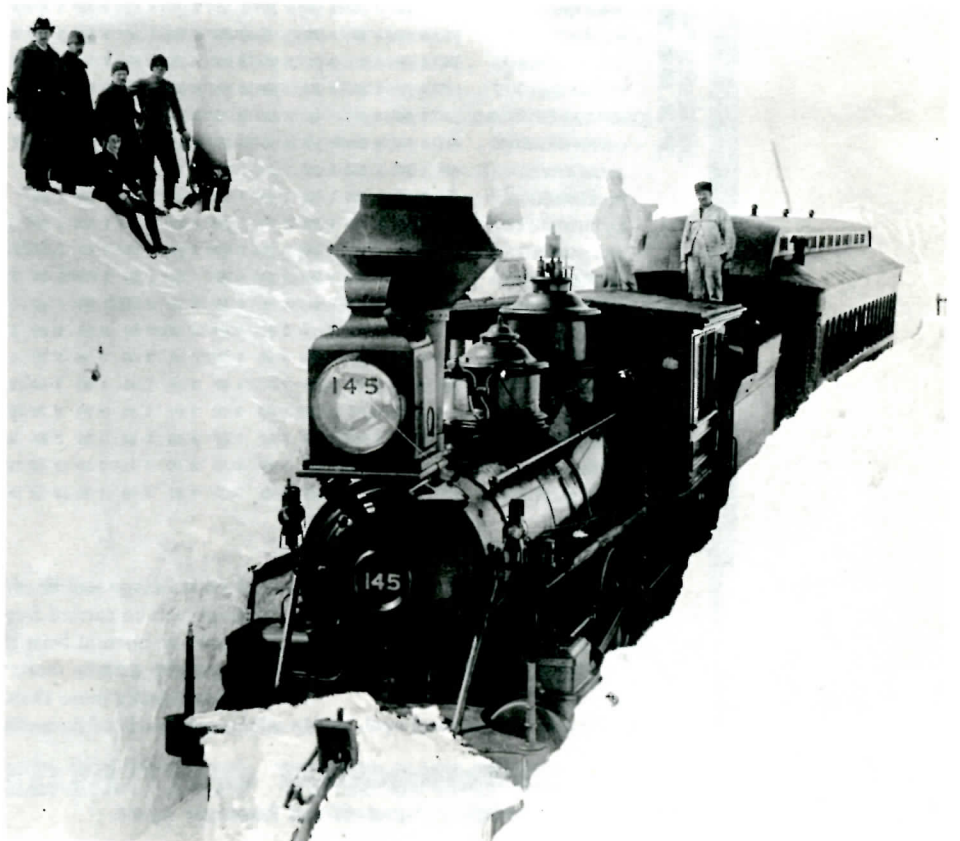


Two natural problems facing the T.G. & B. were the Caledon Mountains and the winter's snow. This photograph shows C.P.R. no. 145 (built by Baldwin in 1879, and originally a construction engine at Winnipeg) at Melville Junction, going to or returning from assisting a train from Mono Road to Charleston, with engineer Newman standing to the right of his engine.

A.M. McKittrick

Narrow cuttings were an added hazard, especially in winter, as this photo shows. Engine no. 145 of the C.P.R. stands in a deep, snow-filled cut at Laurel. Engineer Newman is seen standing on the tender of the engine.

A.M. McKittrick



Toronto, Grey and LOCAL PASSENGER

Superseding all Local Tariffs of previous Dates.

STATIONS.

DIST.

PASSENGER FARES.

TORONTO,	2½	5	8½	12½	14½	16½	21½	26	32½	34½	41	44½	45½	48½	52½	56	60	64½	68	71½	74
PARKDALE,	5 PARKDALE	2½	6½	10½	12½	14	19	23½	30½	32½	38½	42½	43	46½	50½	53½	57½	62½	65½	69½	72
CARLTON,	15 10 CARLTON	3½	7½	9½	11½	16½	21	27½	29½	36	38½	39½	40½	43½	47½	51	55	59½	63	66½	70
WESTON,	25 20 10 WESTON	4	6	7½	12½	17½	24	26	32½	36	38½	36	36½	40	44	47½	51½	56	59½	63½	67
EMERY,	40 35 25 15 EMERY	2	3½	8½	13½	20	22	28½	33	33½	36	40	43½	47½	52	55½	59½	64			
HUMBER SUMMIT,	45 40 30 20 5 HUMBER	1½	6½	11½	18	20	26½	30	30½	34	38	41½	45½	50	53½	57½	61				
WOODBIDGE,	50 45 35 25 15 5 WOODBRIDGE	5	9½	16½	18½	24½	28½	29	32½	36½	39½	43½	48½	51½	55½	59½	64				
KLEINBURG,	65 60 50 40 30 20 15 KLEINBURG	4½	11½	13½	19½	23½	24	27½	31½	34½	38½	43½	46½	50½	54½	58½	63				
BOLTON,	80 75 65 55 40 35 30 15 BOLTON	6½	8½	15	18½	19½	22½	26½	29½	32½	36½	41½	44½	48½	52½	56½	61				
MONO ROAD,	1 00 95 85 75 60 55 50 35 20 MONO RD	2	8½	12	13½	16	20	23½	27½	30	34	38½	42½	46½	50½	54½	59½	64			
CARDWELL JUNC.,	1 06 1 00 90 80 65 60 55 40 25 5 CARDWELL	5	6½	10	10½	14	18	21½	25½	30	33½	37½	41½	45½	49½	53½	58½	63			
CHARLESTON,	1 25 1 20 1 10 1 00 85 80 75 60 45 25 20 CHARLTON	3½	4½	7½	11½	15	19	23½	27	30½	34½	38½	42½	46½	50½	54½	59½	64			
ALTON,	1 35 1 30 1 20 1 10 95 90 85 70 55 35 30 ALTON	3	4	8	11½	15½	20	23½	27½	31½	35½	39½	43½	47½	51½	55½	60				
MELVILLE JUNC.,	1 35 1 30 1 20 1 10 1 00 95 90 75 60 40 35 MELVILLE	3½	7½	10½	14½	19½	23½	26½	30½	34½	38½	42½	46½	50½	54½	58½	63				
ORANGEVILLE,	1 50 1 45 1 30 1 20 1 10 1 05 1 00 85 70 50 45 ORANGEVILLE	25	15	10	7½	11½	16	19½	23½	27½	31½	35½	39½	43½	47½	51½	55½	60			
ORANGEV'L JUNC.,	1 60 1 55 1 45 1 35 1 20 1 15 1 10 95 80 60 55 ORANGEV'L JUNC.	35	25	15	10	7½	12	15½	19½	23½	27½	31½	35½	39½	43½	47½	51½	55½	60		
LAUREL,	1 70 1 65 1 55 1 45 1 30 1 25 1 20 1 05 90 70 65 LAUREL	45	35	25	10	4	8½	12	15½	19½	23½	27½	31½	35½	39½	43½	47½	51½	55½	60	
CROMBIES,	1 80 1 75 1 65 1 55 1 45 1 40 1 35 1 20 1 05 85 80 CROMBIES	60	50	45	35	25	15	10	8½	12	15½	19½	23½	27½	31½	35½	39½	43½	47½	51½	55½
SHELBURNE,	1 95 1 90 1 80 1 70 1 55 1 50 1 45 1 30 1 15 95 90 SHELBURNE	70	60	60	50	35	25	15	10	8½	12	15½	19½	23½	27½	31½	35½	39½	43½	47½	51½
MELANCTHON,	2 05 2 00 1 90 1 80 1 70 1 60 1 55 1 40 1 25 1 10 1 00 MELANCTHON	80	70	70	60	50	35	25	10	8½	12	15½	19½	23½	27½	31½	35½	39½	43½	47½	51½
CORBETTON,	2 15 2 10 2 00 1 90 1 80 1 75 1 70 1 55 1 40 1 20 1 15 CORBETTON	95	85	80	70	60	50	35	25	15	10	8½	12	15½	19½	23½	27½	31½	35½	39½	43½
DUNDALK,	2 30 2 25 2 15 2 05 1 90 1 85 1 80 1 65 1 50 1 30 1 25 DUNDALK	1 05	95	95	85	70	60	50	35	25	15	10	8½	12	15½	19½	23½	27½	31½	35½	39½
PROTON,	2 45 2 40 2 30 2 20 2 05 2 00 1 95 1 80 1 65 1 45 1 40 PROTON	1 20	1 10	1 10	1 00	85	75	65	55	45	35	25	15	10	8½	12	15½	19½	23½	27½	31½
FLESHERTON,	2 60 2 55 2 45 2 35 2 25 2 15 2 10 1 95 1 80 1 65 1 55 FLESHERTON	1 35	1 25	1 25	1 15	1 05	90	80	65	55	45	35	25	15	10	8½	12	15½	19½	23½	27½
MARKDALE,	2 80 2 75 2 65 2 55 2 40 2 35 2 30 2 15 2 00 1 80 1 75 MARKDALE	1 55	1 45	1 45	1 35	1 20	1 10	1 00	85	75	65	55	45	35	25	15	10	8½	12	15½	19½
BERKELEY,	2 95 2 90 2 80 2 70 2 55 2 50 2 45 2 30 2 15 1 95 1 90 BERKELEY	1 70	1 60	1 60	1 50	1 35	1 25	1 15	1 00	90	80	70	60	50	40	30	20	10	8½	12	15½
WILLIAMSFORD,	3 05 3 00 2 90 2 80 2 70 2 65 2 60 2 45 2 30 2 10 2 05 WILLIAMSFORD	1 85	1 75	1 70	1 60	1 50	1 40	1 25	1 15	1 05	90	80	70	60	50	40	30	20	10	8½	12
ARNOTT,	3 20 3 15 3 05 2 95 2 85 2 75 2 70 2 55 2 40 2 25 2 15 ARNOTT	1 95	1 85	1 85	1 75	1 65	1 50	1 40	1 25	1 15	1 05	90	80	70	60	50	40	30	20	10	8½
CHATSWORTH,	3 30 3 25 3 15 3 00 2 90 2 85 2 80 2 65 2 50 2 30 2 25 CHATSWORTH	2 05	1 95	1 90	1 80	1 70	1 60	1 50	1 35	1 25	1 15	1 05	90	80	70	60	50	40	30	20	10
ROCKFORD,	3 45 3 40 3 30 3 20 3 05 3 00 2 95 2 80 2 65 2 45 2 40 ROCKFORD	2 20	2 10	2 10	2 00	1 85	1 75	1 65	1 50	1 40	1 30	1 20	1 10	1 00	90	80	70	60	50	40	30
ST.VINCENT ROAD,	3 55 3 50 3 40 3 30 3 15 3 10 3 05 2 90 2 75 2 55 2 50 ST.VINCENT ROAD	2 30	2 20	2 20	2 10	1 95	1 85	1 75	1 60	1 50	1 40	1 30	1 20	1 10	1 00	90	80	70	60	50	40
OWEN SOUND,	3 65 3 60 3 50 3 40 3 30 3 25 3 20 3 05 2 90 2 70 2 65 OWEN SOUND	2 45	2 35	2 30	2 20	2 10	2 00	1 85	1 75	1 65	1 50	1 40	1 30	1 20	1 10	1 00	90	80	70	60	50
AMARANTH,	1 70 1 65 1 55 1 45 1 30 1 25 1 20 1 05 90 70 65 AMARANTH	45	35	35	25	10	30	35	50	60	70	80	90	100	110	120	130	140	150	160	170
WALDEMAR,	1 75 1 70 1 60 1 50 1 40 1 35 1 30 1 15 1 00 80 75 WALDEMAR	55	45	40	30	20	30	40	55	65	75	85	95	105	115	125	135	145	155	165	175
LUTHER,	1 85 1 80 1 70 1 60 1 45 1 40 1 35 1 20 1 05 85 80 LUTHER	60	50	50	40	25	35	50	60	75	85	95	105	115	125	135	145	155	165	175	185
ARTHUR,	2 15 2 10 2 00 1 90 1 80 1 75 1 70 1 55 1 40 1 20 1 15 ARTHUR	95	85	80	70	60	50	40	30	20	10	8½	12	15½	19½	23½	27½	31½	35½	39½	43½
KENILWORTH,	2 40 2 35 2 25 2 15 2 00 1 95 1 90 1 75 1 60 1 40 1 35 KENILWORTH	1 15	1 05	1 05	95	80	70	60	50	40	30	20	10	8½	12	15½	19½	23½	27½	31½	35½
MOUNT FOREST,	2 60 2 55 2 45 2 35 2 25 2 20 2 15 1 90 1 85 1 65 1 60 MOUNT FOREST	1 40	1 30	1 25	1 15	1 05	1 15	1 25	1 40	1 50	1 60	1 70	1 80	1 90	2 00	2 10	2 20	2 30	2 40	2 50	2 60
PAGES,	2 80 2 75 2 65 2 55 2 40 2 35 2 30 2 15 2 00 1 80 1 75 PAGES	1 55	1 45	1 45	1 35	1 20	1 10	1 00	90	80	70	60	50	40	30	20	10	8½	12	15½	19½
HARRISTON,	2 90 2 85 2 75 2 65 2 55 2 45 2 40 2 25 2 10 1 95 1 85 HARRISTON	1 65	1 55	1 55	1 45	1 35	1 25	1 15	1 05	95	85	75	65	55	45	35	25	15	10	8½	12
FORDWICH,	3 15 3 10 3 00 2 90 2 80 2 70 2 65 2 50 2 40 2 20 2 10 FORDWICH	1 95	1 80	1 80	1 70	1 60	1 50	1 40	1 30	1 20	1 10	1 00	90	80	70	60	50	40	30	20	10
GOKRIE,	3 25 3 20 3 10 3 00 2 90 2 85 2 80 2 65 2 50 2 30 2 25 GOKRIE	2 05	1 95	1 90	1 80	1 70	1 60	1 50	1 40	1 30	1 20	1 10	1 00	90	80	70	60	50	40	30	20
WROXETER,	3 35 3 30 3 20 3 10 2 95 2 90 2 85 2 70 2 55 2 35 2 30 WROXETER	2 10	2 00	2 00	1 90	1 75	1 65	1 55	1 45	1 35	1 25	1 15	1 05	95	85	75	65	55	45	35	25
WINGHAM ROAD,	3 55 3 50 3 40 3 30 3 15 3 10 3 05 2 90 2 75 2 55 2 50 WINGHAM ROAD	2 30	2 20	2 20	2 10	1 95	1 85	1 75	1 60	1 50	1 40	1 30	1 20	1 10	1 00	90	80	70	60	50	40
TEESWATER,	3 70 3 65 3 55 3 45 3 30 3 25 3 20 3 05 2 90 2 70 2 65 TEESWATER	2 45	2 35	2 35	2 25	2 10	2 00	1 85	1 75	1 65	1 55	1 45	1 35	1 25	1 15	1 05	95	85	75	65	55

CHILDREN over 5 and under 12 years of age will be charged half fare, under 5 years free, when accompanied by an adult.
BAGGAGE. 100 pounds of baggage will be carried free on each full ticket, and 50 pounds on each half ticket, at all stations.
TO AGENTS. Ticket Offices should be open at least thirty minutes before the arrival of trains for which sales are made.
TO CONDUCTORS. Collect **twenty cents** more than rates given above when passengers get on trains with tickets.
 Collect **ten cents** more than rates given above when passengers get on trains at stations.
 In all cases immediately on collecting fare, issue a **Rebate Ticket** on which the passenger is entitled to a refund of the amount collected in excess of the fare.

D. McNICOLL,
General Freight and Passenger Agent.

JAS. WILSON,
Superintendent.

Ed Bruce Railway.

Passenger Tariff.

Taking effect 1st January, 1883.

MILES.																									STATIONS.				
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TORONTO				
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	PARKDALE				
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	CARLTON				
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	WESTON				
4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	EMERY				
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	HUMBER SUMMIT				
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	WOODBRIDGE				
7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	KLEINBURG				
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	BOLTON				
9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	MONO ROAD				
10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	CARDWELL JUNC.				
11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	CHARLESTON				
12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	ALTON				
13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	13	MELVILLE JUNC.				
14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	14	ORANGEVILLE				
15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	ORANGEV'L JUNC.				
16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	LAUREL				
17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	CROMBIES				
18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	SHELBURNE				
19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	MELANCTHON				
20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	CORBETTON				
21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	DUNDALK				
22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	PROTON				
23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	FLESHERTON				
24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	MARKDALE				
25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	BERKELEY				
26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	26	WILLIAMSFORD				
27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	ARNOTT				
28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	CHATSWORTH				
29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	ROCKFORD				
30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	ST. VINCENT ROAD				
31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	31	OWEN SOUND				
32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	AMARANTH				
33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	33	WALDEMAR				
34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	LUTHER				
35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	ARTHUR				
36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	KENILWORTH				
37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	MOUNT FOREST				
38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	PAGES				
39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	39	HARRISTON				
40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	FORDWICH				
41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	41	GORRIE				
42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	WROXETER				
43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	43	WINGHAM ROAD				
44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	44	TEESWATER				

DISTANCES IN MILES.

When half rate divides unevenly add sufficient to make the rate end in 0 or 5.
In excess of this will be charged for at excess baggage rates.
Baggage made, and kept open until their departure.
Tickets at stations where tickets are sold.
Where tickets are not sold.
Passenger can recover **ten cents** on presentation at any ticket office of the Company within thirty days from date of issue of ticket.

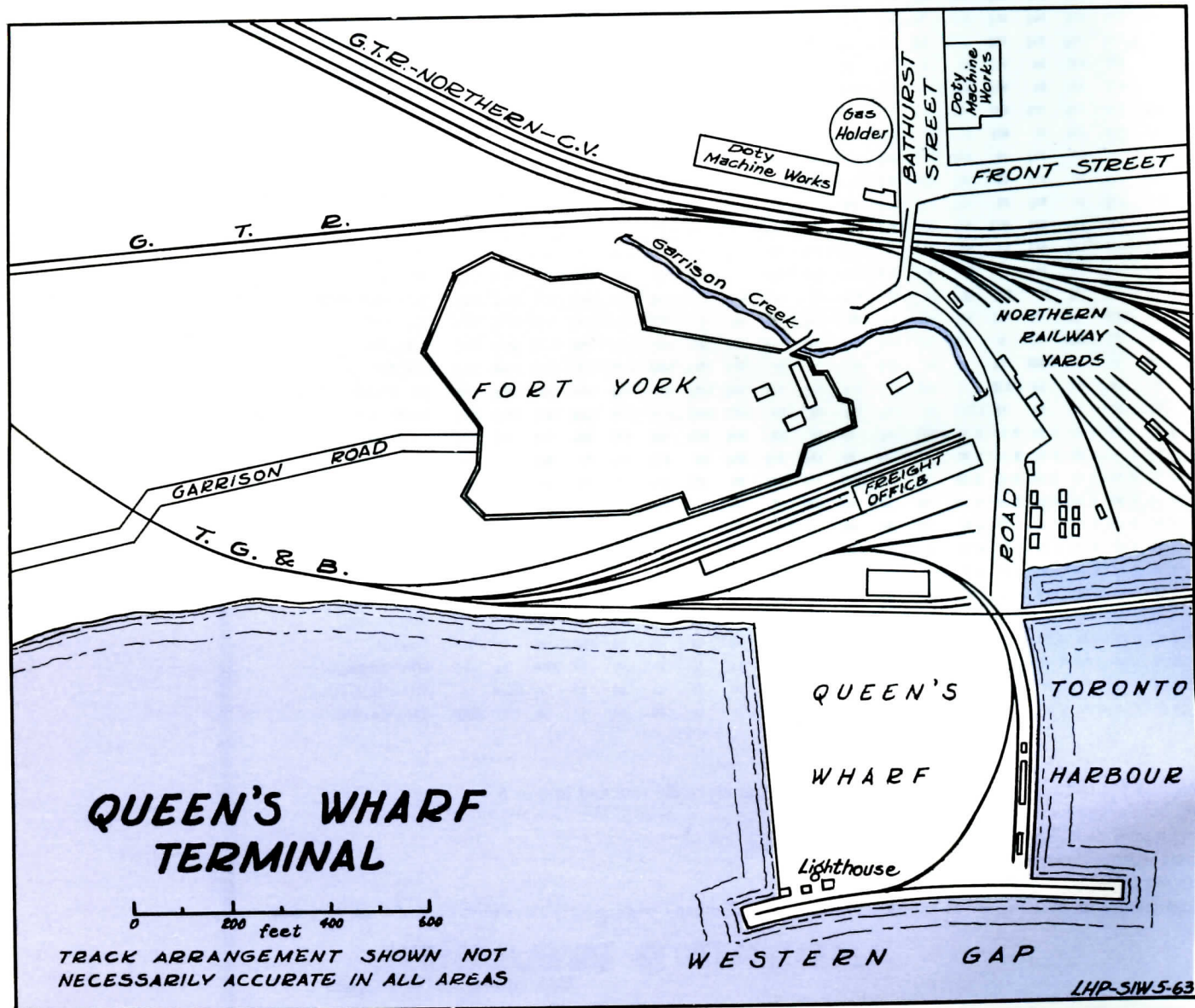
EDMUND WRAGGE,
General Manager.

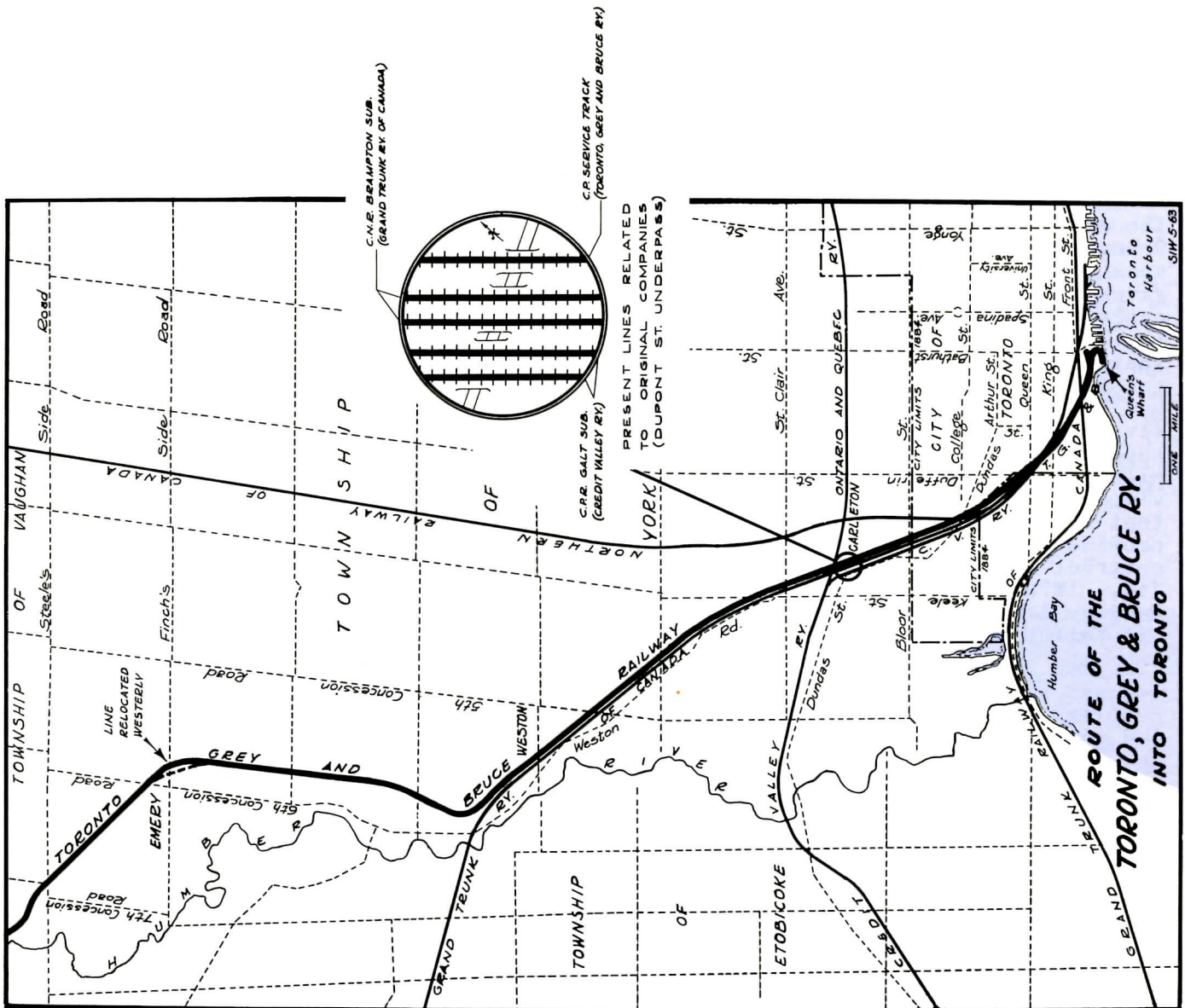
New Grade into Toronto

Since operation had commenced in 1871, trains on the nine miles between Queen Street and Weston had been operated over the right-of-way of the Grand Trunk Railway. Payment was on the basis of the number of passengers and carloads of freight which passed over this section. By the end of 1873, however, it had become apparent that a separate grade for the TG&B would be necessary. The Grand Trunk had not laid a second track, as was expected, and this section was now overloaded. There was danger of the Grand Trunk terminating the agreement and leaving the narrow gauge isolated from its terminus.

John Gordon appealed to the Provincial Secretary for aid to the extent of \$2,000 per mile from Toronto to Orangeville. In justifying this claim, he re-

ferred to the fact that, during construction of the TG&B, the rival Credit Valley Railway was chartered to run via Streetsville and Brampton to Orangeville and was subsidized. The financial position of the Company was such that, without this \$2,000 per mile, the separate grade from Queen Street to Weston could not be undertaken. While the Provincial Government did not respond to the appeal, the City of Toronto did, passing a Bylaw in May, 1874, granting \$100,000 to the TG&B for construction of the separate right-of-way. This route, east of and parallel to the GTR, was opened for service on November 1st, 1875. From then on, Weston station facilities were provided at John Street, near the GTR station, as distinct from the former junction with the Grand Trunk.

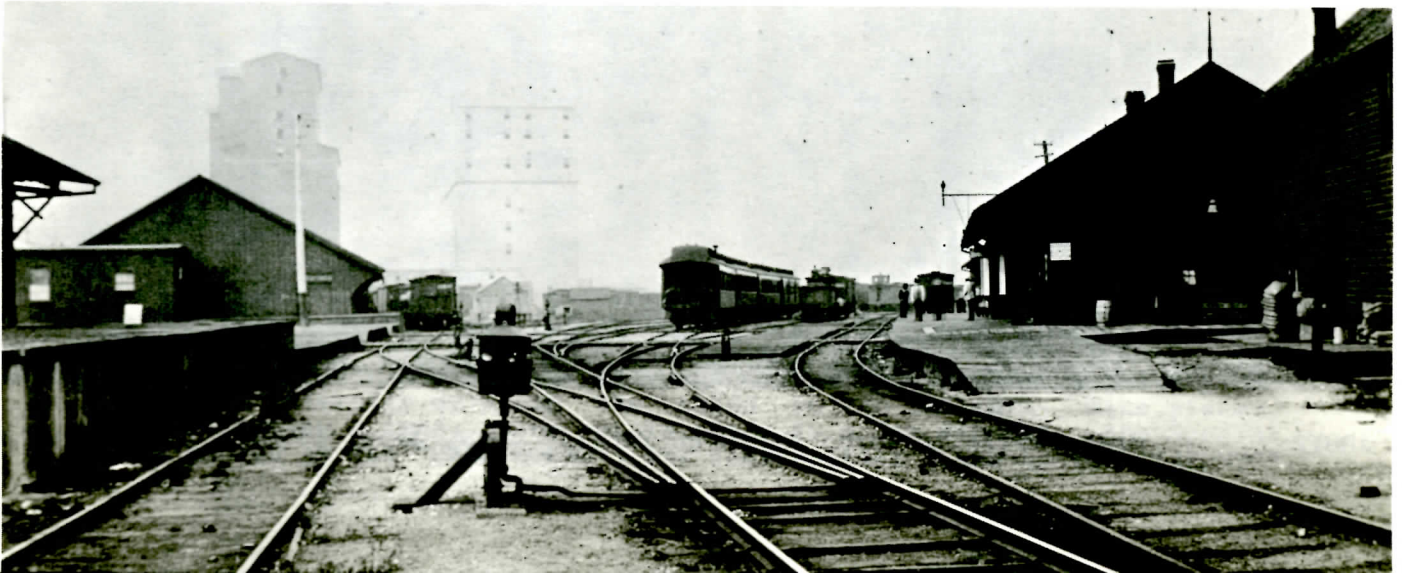




BELOW:

Note the three-way stub switch in this photograph at Owen Sound, taken about 1890.

C.P.R.



Requests for Subsidy

The Company was still aggrieved at not having received Government aid as far as Orangeville. In a letter from John Gordon to the Provincial Secretary, dated December 20th, 1873, the President played the part of an innocent bystander as he stated that the Company had assumed that aid would be forthcoming on the section from Toronto to Weston and Orangeville. This apparently was a reasonable move, considering the assistance given to the Credit Valley. Gordon was concerned about the possible displeasure that would arise among bondholders when they discovered this aid given to a rival in the district in which the TG&B had been the pioneer. Six large locomotives were on order, for which financial support was urgently needed. \$2,000 per mile was formally requested. The Provincial Secretary sent back a tart reply that the Government was powerless to provide money as requested, because the contract had been let before December 7th, 1870, date of enactment of the Railway Aid Act, through which the Credit Valley Railway had been assisted.

Two years later Gordon repeated the request - this time approaching the problem from another direction: he stated that, while the original tracklaying and ballasting contract had been let previous to the Railway Aid Act, this contract had been cancelled and replaced by a new one in August, 1871. For this

reason, the works involved would be eligible for assistance under the Act. Gordon was now asking for \$3,000 per mile, taking into consideration the cost of new steel rail, and reconstruction at the Humber River crossing and on the horseshoe, but again the Company's bid was refused.

In early 1877 the Government received an appeal from local representatives along the troubled Weston to Orangeville section. They pointed out that aid had been given on all sections of the line except the vital link in question. Steel rails were necessary between Mono Road and Charleston, where the iron was badly worn. Stations and buildings were needed at various points and snowfencing was a necessity to maintain winter services. Safe operating could not be continued much longer under the present conditions. In conclusion, they pointedly stated that the Railway Aid Act had been unfairly interpreted for the purposes of the Company. Throughout this extended period of unwillingness on the part of the Government to help the TG&B, bitterness had centred around this Act. It appears that the Company was being short-changed but it must be remembered that Oliver Mowat, as Prime Minister from 1872 to 1896, was directing the Province through a difficult period. Money was scarce and all parts of Ontario had to be considered.



ABOVE: Orangeville in early Canadian Pacific days, about 1890.

C.P.R.

Equipment Summary 1875

At the time of completion of construction of the Toronto, Grey and Bruce in 1875, there were twenty steam locomotives operating, the last two of the Baldwin Consolidations having been put into service in September, 1874. All were named - Fourteen for villages and townships served by the Railway, five for influential shareholders, and one, the "Kincardine", in anticipation of a plan that did not materialize.

The lightest engines, which had been used during construction, weighed fifteen tons and were by this time too light for the traffic. Those in the twenty-ton group, six-coupled, were used on passenger trains of sixty tons. "Momo" and "Owen Sound" hauled mixed trains up to 180 tons at a scheduled speed of fourteen miles per hour. The six Consolidations were used on the horseshoe,

**** Orangeville "Sun", Thursday, September, 24th, 1874.

where they could handle 360-ton trains. The "Caledon" worked efficiently, if irregularly:

"THE CALEDON ENGINE: After six months in hospital, the double header has again made its appearance. Newly painted she looks well, and we have no doubt will do a fair share of work this fall."****

Two passenger coaches were put into service in September, 1874, bringing the total to twelve. Three post office and express cars, and three smoking and baggage cars rounded out the roster of passenger train equipment. Some time between 1875 and 1878 two coaches were altered and thereafter appeared in the list as parlour cars. Of the 450 pieces of freight equipment in 1875, one third were the British two-axle wagon type.



ABOVE:

A.M. McKittrick

This picture shows the Directors' Special on the first through trip from Toronto to Owen Sound in June, 1873. It was taken just north of Orangeville where a stop was made while a work train was being laden with square timber. By means of a simple contrivance of pulleys, ropes, and posts, which were temporarily braced up with chains beside the track, the engine of the train was being employed in hauling the timbers laterally up along the skids on to the cars. Nine pieces, constituting a load, were put in place in a few minutes. the Special is hauled by the "OWEN SOUND"; the construction train by the "TORONTO".

The Change of Gauge

Several months before the completion of either the Grey or the Bruce Extensions, the inadequacy of the gauge was beginning to be felt. No one denied the initial relative cheapness of construction, which totalled approximately \$20,000 per mile, complete, including rolling stock. However, the line was being used far beyond its capacity as loads increased with the opening of new land. Produce and merchandise was beginning to pile up while an insufficient number of locomotives struggled on steep hills and sharp curves with cars of small capacity. An editorial in the Orangeville "Sun" for February 6th, 1873, suggested that the TG&B should increase the number of locomotives and cars to keep up with the produce before losing to other markets. It is doubtful that this approach would have solved the problem, as more trains would have meant service delays and passenger disapproval. Passenger trains were slow enough as it was. The result was that revenue was being lost through waste, delay and deflection to other threads of communication. This growing feeling of dissatisfaction contrasted sharply with the statement in the Toronto Board of Trade Report for 1871, typical of the optimistic attitude which had prevailed hardly a year earlier:

"It is a matter for congratulation not only for this community but for the general interest of the Dominion at large, that these narrow gauge railways have been built so economically, proved so successful in their working, and have fully met the expectations of the communities which supported them."

In February, 1878, President Gordon wrote to Oliver Mowat, Attorney General and Prime Minister of the Province of Ontario, enunciating the position of the TG&B as a narrow gauge railway. He felt that, with the 4'8½" gauge now becoming standard in North America, and having been adopted by the Grand Trunk Railway and the Great Western Railway, TG&B customers were at a disadvantage, in particular through necessary transshipments. This factor, plus a deterioration in upkeep of line and equipment, directed the leading men in municipalities along the line to the position that the best course of action was standardization of gauge. As a result, a committee of mayors, reeves, and councillors made the following proposal: one million dollars was needed for structures, steel rails,

and elevators. They intended that \$750,000 be raised by municipalities and the issue of bonds, and \$250,000 be granted by the Provincial Government. In his formal request to the Government for the latter sum, Gordon stressed the responsibility to the communities giving financial support, and the benefit to the Province through the sale of Crown Lands.

The increase in value of Crown Lands and the growth of the Toronto, Grey and Bruce Railway had been intimately connected through the early years. 70,000 acres had been offered in 1866, at ten cents each, with no purchasers because of remoteness; five years later the same land sold for prices starting at one dollar per acre. One of many such deals was that of 200 acres in Luther Township, bought in 1870 for \$200 and sold three years later for \$1,500. A considerable amount of this land was still not sold in Grey and Bruce Counties at the time of this most recent request. The request remained "under consideration" but nothing more was heard.

By 1880, the financial situation of the road was indeed critical. There was no doubt that the gauge would have to be brought into line with that of connecting companies immediately. Francis Shanly and Casimir Gzowski submitted an estimate of \$800,000 for regauging and general repairs, which was slightly higher than that given by Chief Engineer Wragge. Table 1 indicates the costs of regauging the line, as estimated by Edmund Wragge.

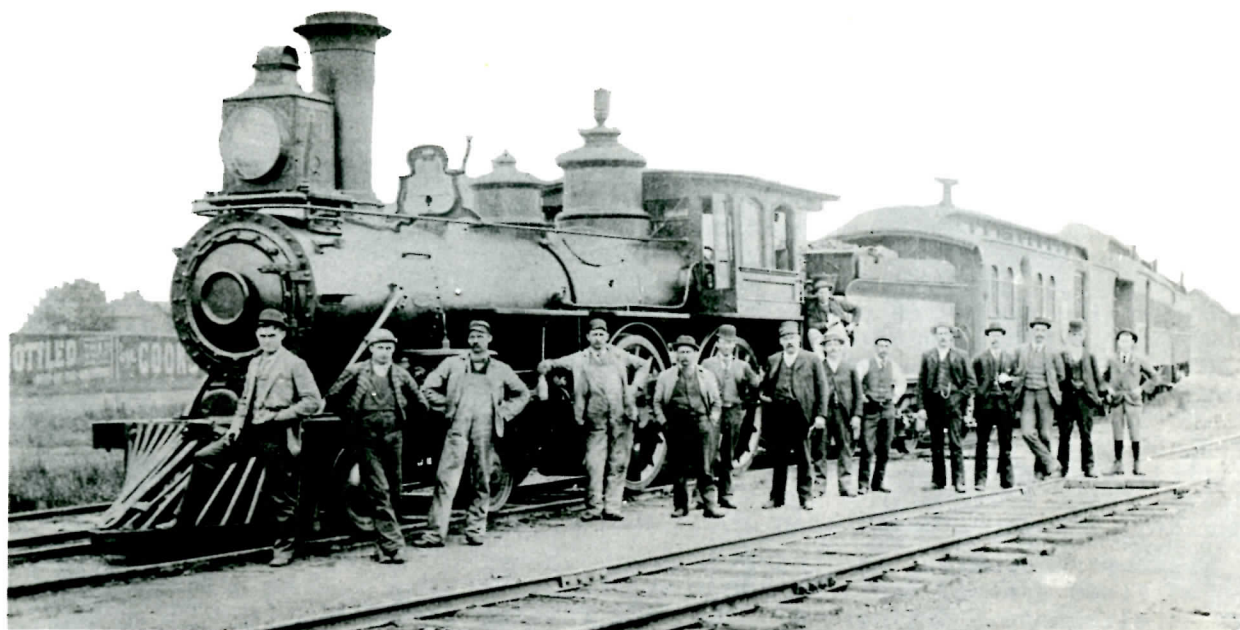
Seventy reeves and deputy reeves called personally on Mowat in February of this turbulent year, requesting Government aid for changing the gauge. The Prime Minister again promised consideration, but, as before, that was as far as matters progressed. A month later the bondholders issued an ultimatum in which three months were allowed to hear municipal feelings on the gauge problem, after which time, if no arrangements were made, the railway was to be closed. The deadline was June 1st, at which date there was still no solution in sight. However, the road was not closed and the scheduling of trains remained unchanged. The Directors resigned June 18th and control of the TG&B was placed in the hands of the bondholders, who then proceeded to elect Messrs. William Hendrie, J.G. Worts, A.B. Lee, Donald MacKay, John Leys, and George

Gooderham to direct the affairs of the Company. These new Directors handed operation over to the Grand Trunk Railway, in accordance with a recent Act of the Provincial Legislature. This Company was to pay for widening the gauge and the various other works required to put the TG&B back on its feet. For this, it was to receive annually 27½ percent of the earnings up to \$400,000, 25 percent of the earnings on the next \$100,000, and 12¼ percent on all earnings over \$500,000, minimum payment being \$100,000.

Work proceeded through 1881 on straightening curves, erecting more substantial bridges, replacing rails and improving many other aspects of the road. Twelve of the narrow gauge locomotives were regauged, while the other eight were replaced by twelve used engines of the standard gauge. The formal change-over day was December 8th, 1881, thus bringing to an end a decade of narrow gauge operation.

Table 1

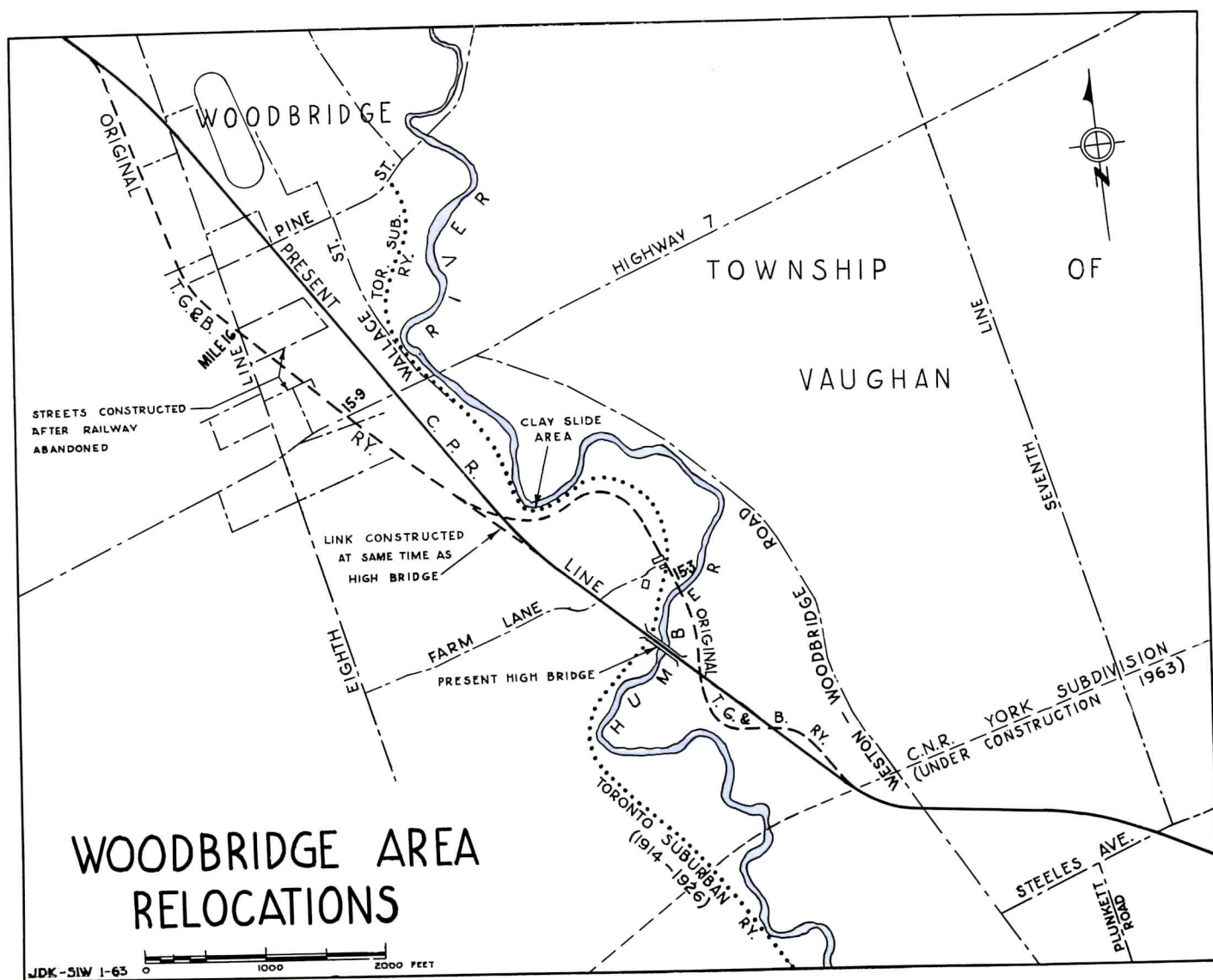
Deviation and high level bridge at the Humber and sundry short deviations	\$67,000
Alterations to bridges, culverts, and cattle-guards	45,000
New stations, buildings, additional shops and engine houses, and alterations to station yards	20,000
Fencing and snowfencing	10,000
Steel rails and fastenings	519,200
New ties	20,000
Track laying, fastening and changing rails	42,760
Elevator and harbour works at Owen Sound	15,000
Half cost of junction with H&NW Railway	2,500
Alterations and additions to rolling stock	107,435
Sundry work and contingencies	63,666
	<u>\$912,561</u>
Deduct value of old material	251,325
	<u>\$661,236</u>
New rolling stock and other equipment to be provided for by lease	124,700
	<u>\$785,936</u>



ABOVE:

A.M. McKittrick

This unidentified photograph appears to be that of a Grand Trunk engine with TG&B passenger equipment, probably in the earliest days of the standard gauge.



One of the most tortuous sections of the Toronto, Grey and Bruce Railway was the crossing of the Humber River Valley south of Woodbridge. When the Canadian Pacific Railway built the Bolton - Sudbury line in 1907, it built a new high level bridge over the Humber in order to upgrade the Toronto - Bolton section of the old narrow gauge for use as a main line. At a later stage the line through Woodbridge was relocated easterly. The steepest southbound grade on the T.G. & B. was the ascent of the east flank of the Humber Valley, where, as J.M. and Edward Trout report in "The Railways of Canada, 1870-1871", the grade was "88 feet per mile" (1.7%). (The steepest northbound grade was at the Caledon Mountains, 105 feet to the mile). The sharpest curve in the line was also at the Humber crossing, having a radius of 462 feet. The original bridge had seven spans, six of 50 feet and one of 33 feet, 6 inches, built upon stone abutments and piers.

Another relocation was carried out about a mile and half south of the map area, at Finch Avenue. Here, a 3200-foot section of line was relocated westerly in order to eliminate a drainage problem in a cutting on the old line.

Passenger Train Service

Passenger trains in the narrow gauge days were scheduled for sixteen miles per hour, which meant that the trip from Toronto to Owen Sound dragged out into an all-day affair, stops being considered. The "fast" train left Toronto at 8 am. and arrived at the northern terminus 7 hours and 35 minutes later, while the "slow", afternoon train took 9 hours. Just one train ran to Teeswater, the complete run from Toronto taking 9 hours and 30 minutes! Connections were made at Orangeville at noon-time. Opposite trains to these ran from Teeswater and Owen Sound to Toronto. An additional early morning train left Orangeville for Toronto and returned in the evening. In winter, a second train to and from Teeswater met the afternoon Toronto and Owen Sound trains at Orangeville. This meant that the latter point was a scene of great activity for two hours each day, with trains arriving and departing in every direction.

Schedules were considerably accelerated on the new gauge. The Toronto - Owen Sound trip was cut to 6 hours and that to Teeswater to 6 hours and 45 minutes. The morning and evening round trip between Orangeville and Toronto no longer ran.

Connections were made with the Hamilton and North Western (later Northern and Northwestern) Railway at Cardwell,

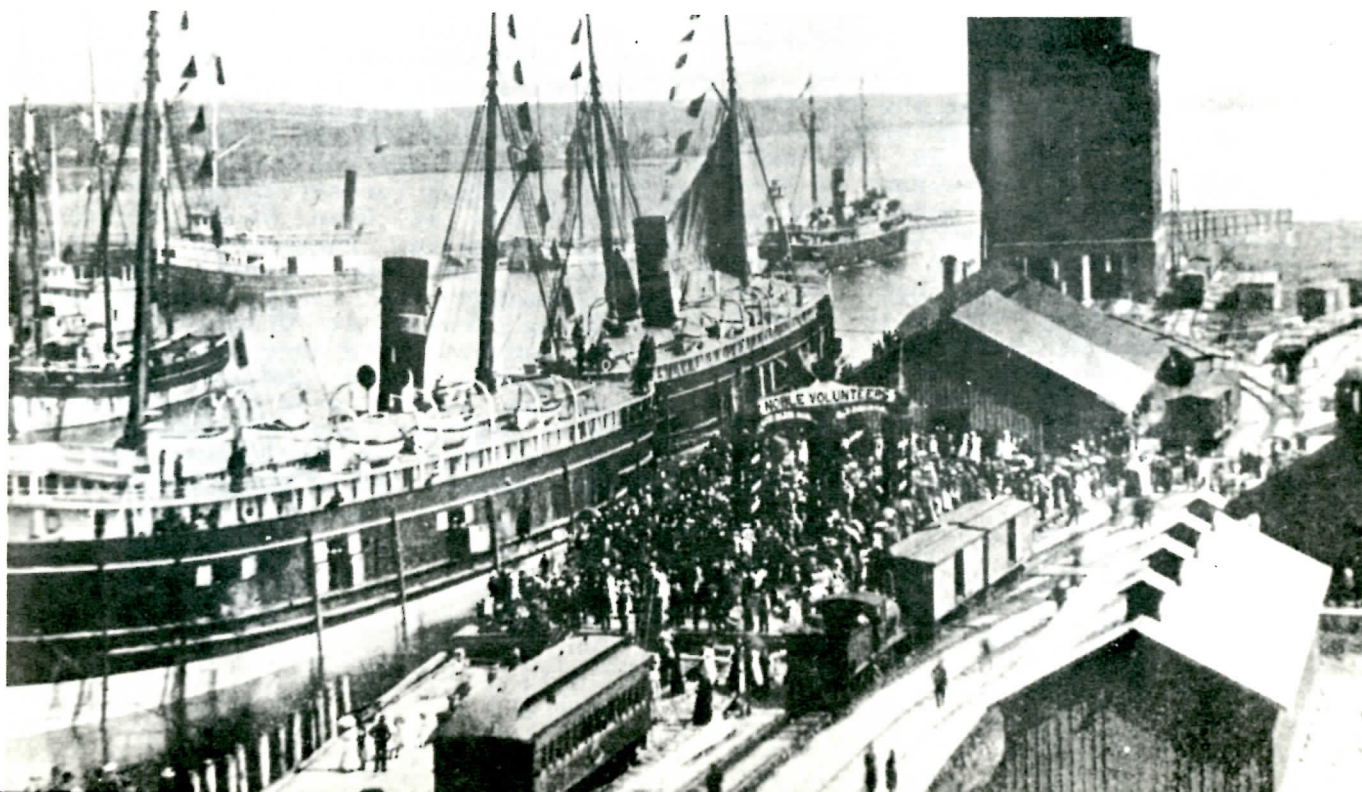
BELOW:

Volunteers returning from the second Riel Rebellion, in 1885, at Owen Sound.

A.M. McKittrick

where joint station facilities were located on the curve on the northwest of the intersection; at Melville, where the Credit Valley Railway crossed and followed its own grade into the eastern end of Orangeville; and at Harriston, with the WG&B. It is interesting to notice the extensive system of stages that operated on the concession roads to villages near the Railway. Kleinburg, Bolton, Mono Road, Orangeville, Arthur, Mount Forest, Fordwich, Wroxeter, Wingham Road, Teeswater, Shelburne, Flesherton, and Owen Sound were all centres of stage operation, and hardly a hamlet in the neighborhood was without service.

Excursions were very popular, and on holiday occasions, extra trains were put in service to move the hordes of people. The Queen's birthday and the annual Company picnic at the end of August were particularly busy times. In standard gauge days, evening express trains ran direct to Owen Sound to connect with the "Spartan", "Africa", or "Magnet" of the Owen Sound Steam Ship Line. These vessels ran to Sault Sainte Marie and Thunder Bay, connecting with the Canadian Pacific Railway at the latter point for Winnipeg and the Northwest. Some of the troops going to the second northwest rebellion in Saskatchewan in April, 1885, rode the TG&B; many of the injured returned by the same route.



Acquisition by the C.P.R.

Despite a continuing succession of setbacks suffered by the Toronto, Grey and Bruce Railway, it played a vital part in the development of the counties beyond Orangeville. After the land had been cleared, these counties had come under cultivation and grazing, and formed an important region for the production of wheat and hay. Dairy farming, the raising of poultry, swine, and sheep were all increasing in importance. Scattered throughout were grist and flour mills, saw mills, woollen mills, cheese factories, and creameries. One third of Grey County was still under hardwood, while lesser amounts stood in the other counties.

The Counties of Peel and York had been occupied longer and a greater number of local industries had built up, although, strangely enough, none in Albion Township of a nature providing a market for agricultural products. Nearer Toronto, manufacturing was more prevalent: there were two agricultural implement factories in Vaughan Township, three tanneries, three paper mills and various other industries in York Township.

With the standardization of gauge, goods could be carried to and from more distant points with ease, as transshipment was no longer necessary. The scope of railways in Canada was becoming wider as the nation grew, and the 1880's saw the beginning of the absorption of most of the smaller railway companies in eastern Canada into a few large companies - a trend which continued until 1923 with the final emergence of the Canadian National complex, slightly larger than the Canadian Pacific system.

Despite the fact that the Toronto, Grey and Bruce Railway was operated by the Grand Trunk Railway in the early eighties, it did not become part of that Company. The GTR had been buying up TG&B bonds and stocks over the previous few years with the intention of absorbing the smaller Company, but before gaining a controlling interest, found itself in financial difficulties. The Canadian Pacific Railway was interested in acquiring lines in southwestern Ontario and, in attempting to throttle this plan by buying up all properties, the GTR outdid itself. The GTR had to sell

stock and this apparently ended up in the Ontario and Quebec Railway, which was a CPR feeler. The O&Q ran from Vaudreuil (Quebec), via Peterboro, to Toronto Junction (now West Toronto) and Toronto Union. Its charter was granted in 1871, and amended ten years later to allow amalgamation with other railways. Acquisition of the TG&B would provide it with further markets. From the TG&B standpoint, there was a possibility of financial stability heretofore unknown. As a result, the two Companies came together, and, on August 1st, 1883, the Toronto, Grey and Bruce Railway Company was leased for 999 years to the Ontario and Quebec Railway, for an annual rental of \$140,000.

This was part of a larger scheme and the following year the Ontario and Quebec, which by this time included the CVR and various other companies, was leased in perpetuity to the Canadian Pacific. In one Act of the Dominion Parliament, in 1884, the CPR had suddenly acquired an extensive system in southern Ontario, extending from Windsor to Montreal, with branches reaching Lake Erie and Lake Huron.

At this point, the story of the Toronto, Grey and Bruce Railway, as such, ends, but many changes have occurred in the intervening three quarters of a century. Rails were laid by the CPR from Wingham Road (now Wingham Junction) to Wingham village in 1887. During the Depression, the spectacular section from Bolton to Melville was abandoned in favour of the less severe grades of the Credit Valley Railway route. Steam locomotives increased in size and power until Ten-wheelers and Pacifics were standard, only to be supplanted by diesel-electric locomotives and self-propelled rail cars in the late 1950's. Water tanks have disappeared, as have the facilities for servicing and storing locomotives at Owen Sound, Teeswater, and Orangeville. Passengers no longer travel to Owen Sound to take the steamer or frequent the lunch counter while changing trains at Orangeville. Yet, north and west of Orangeville, there are many places where one can still see landmarks likely never to vanish - the narrow cuttings and embankments that mark the route of the Toronto, Grey and Bruce, pioneer narrow gauge railway.

APPENDIX

Mileages, Stations, Elevations, Bridges, Road Crossings, Municipal Boundaries

NOTE: All elevations given in this table are in feet above the elevation of Lake Ontario. Hence, to obtain the elevation of any point above sea-level, 247 feet must be added to the figures given in the table.

A - MAIN LINE TO TEESWATER					
MILE	FEATURE				
0.0	TORONTO	39.0	2nd Line	78.0	Elevation 1239'
2.2	York Township Section #1	39.4	Mountain Siding	78.5	Side Road 20 & 21
2.25	Elevation 55'	39.5	Warnock's Bridge, wooden	79.0	KENILWORTH
2.7	PARKDALE		trestle	79.9	16' bridge
3.2	Road, Lot 30	40.0	1st Line, Elevation 1110'	80.0	Elevation 1199'
3.4	City Limit, Elevation 120'	40.1	Section #9	80.1	Side Road 16 & 17
3.8	Overhead Bridge, Dundas St.	41.0	CHARLESTON	80.7	Elevation 1223'
4.0	Bloor St., Concession I		Centre Road	81.0	Section #16
4.5	Elevation 123'	41.5	Side Road	81.2	Side Road 13 & 14
4.9	Section #2	42.0	Elevation 1080'	81.5	Bell's Creek
5.1	Weston Road, CARLTON Siding	42.2	Road		3 spans - 20', Elevation
5.2	Elevation 158'	43.5	Limebeer's Cattle Pass - 6'		1175'
6.0	Concession II	43.6	Side Road	81.7	Gravel Road
6.2	Elevation 137'	43.8	Elevation 1098'	82.0	Elevation 1165'
6.8	Black Creek, iron trusses,	44.0	Elevation 1080'	82.9	Side Road 9 & 10
7.5	Elevation 133'	44.5	ALTON	84.0	15' bridge, Elevation 1129'
8.0	Concession III		Elevation 1049'	84.1	Side Road 6 & 7
8.2	Elevation 167'	46.0	MELVILLE (JCT.)	85.3	Side Road 3 & 4
8.5	Side Road, Lots 5 & 6	46.1	Elevation 1077'	85.5	Section #17, Elevation 1132'
9.3	Holly's Cattle Pass	46.5	Credit River, 50' iron	86.0	Saugeen River, 3 iron trusses
9.9	Side Road	47.7	girder		Elevation 1060'
10.0	Section #3, Elevation 195'	48.0	Section #10	86.6	Road
12.0	Elevation 247'	48.5	Elevation 1090'	86.75	MOUNT FOREST
12.4	Side Road, Elevation 278'		Elevation 1120'	86.9	Elevation 1062'
12.5	EMERY	50.0	ORANGEVILLE	87.9	Mill Race - 1 span - 20'
12.8	Concession Road	50.6	Garafraxa Township		Bell's Creek - 3 spans - 20'
14.0	Elevation 260'	51.7	7' bridge	88.0	Minto Township
14.1	Vaughan Township		Elevation 1219'		Elevation 1050'
14.5	HUMBER SUMMIT	52.0	Mono Township	89.0	Elevation 1066'
14.8	Section #4	52.2	Section #11, Elevation 1240'	90.0	Elevation 1037'
15.3	Humber River, iron trusses		Amaranth Township	90.5	PAGES
15.9	Side Road	52.5	Height of land, Elevation	90.6	Road
16.0	Concession VII, Elevation	54.0	1400'	91.0	Section #18
16.25	310'	54.3	Elevation 1380'	92.0	Elevation 1031'
17.2	WOODBRIDGE	55.0	Concession Road II & III	93.2	Road
18.0	Side Road	55.2	Elevation 1367'	94.0	W.G. & B. Crossing on overhead
18.4	Elevation 360'	55.5	ORANGEVILLE JUNCTION		bridge, Elevation 1010'
18.8	Concession VIII	55.7	Concession III & IV	94.25	HARRISTON
20.0	Elder's Siding	56.0	Elevation 1322'	94.3	Elevation 998'
20.3	Section #5, Elevation 410'		Concession IV & V	96.0	Elevation 999'
20.4	Side Road	56.1	Elevation 1340'	96.5	Section #19
21.4	KLEINBURG	56.9	Concession V & VI	97.2	12' bridge, Elevation 975'
22.0	Concession X, Elevation 475'	57.0	11' bridge	98.0	Elevation 1003'
24.0	Concession XI, Elevation 525'	57.1	AMARANTH	98.7	Road, Elevation 1008'
24.7	Albion Township	58.0	Elevation 1322'	99.2	Howick Township
25.5	Section #6		Concession VI & VII	100.0	Elevation 981'
26.0	BOLTON	58.5	Concession VII & VIII	100.3	Road
	Concession VII, Elevation		Section #12	101.0	Elevation 977'
27.0	590'	58.8	20' bridge	102.0	Elevation 960'
28.0	Concession V	59.9	Dawson's Creek, 30' iron	102.5	Road, Section #20
28.5	Concession IV, Elevation 608'	60.0	girder, Elevation 1260'	102.75	FORDEWICH
28.9	Side Road		WALDEMAR	104.0	Road 15 & 16, Elevation 940'
29.9	Concession III	60.7	Grand River, 5 iron girders	105.4	65' Iron truss bridge
30.0	Concession II	60.75	Elevation 1234'		Elevation 880'
30.7	Elevation 665'	61.0	Luther Township	106.0	Elevation 884'
31.0	Concession I	62.0	12' Arch Culvert	106.1	19' bridge
31.8	Section #7	64.0	Elevation 1260'	106.5	GORRIE
32.0	Side Road	66.0	Elevation 1296'	106.7	Road
32.5	Elevation 730'		LUTHER	107.8	Road
32.7	MONO ROAD	66.9	Boyer River 15'	108.0	Elevation 870'
33.5	Caledon Township	68.0	Section #13, Elevation 1323'	108.5	Section #21
	5th Line	68.5	Elevation 1334'	108.75	WROXETER
	Nixons under crossing - 15'	69.5	Bridge, 2 spans, 12'	109.0	Elevation 850'
	Elevation 742'	70.0	Elevation 1295'	110.0	Elevation 850'
34.0	H. & N.W. crossing	72.0	Elevation 1304'	110.2	15' bridge
	Elevation 725'		Section #14, Elevation 1309'		Turnberry Township
34.4	Elevation 704'	72.1	Elevation 1327'	111.2	Concession Road, Turnberry
34.5	CARDWELL	72.6	10' Arch Culvert	112.0	Elevation 842'
	4th Line, 12' bridge	73.0	Elevation 1302'	113.0	Fortune's overhead bridge
35.6	Side Road 5, under crossing	74.0	ARTHUR	113.2	Side Road
	30' iron girders	74.2	Elevation 1277'	113.4	Concession Road
35.8	Judge's Under Crossing - 15'	74.5	Arthur Township	113.6	Elevation 836'
36.5	Section #8	74.9	Side Road	114.0	Elevation 834'
37.0	Elevation 965'		10' Arch Culvert	114.5	Section #22
38.0	Elevation 1050'	75.0	Elevation 1237'	114.6	Side Road
38.2	Overhead Bridge		10' Arch Culvert	115.0	20' bridge
38.3	Overhead Bridge	76.0	Section #15	115.5	WINGHAM ROAD
38.8	Elevation 1120'	77.2	4 Mile Creek, 50' iron	116.0	Elevation 826'
			girder	116.2	Elevation 824'
			Side Road 24 & 25	116.9	Culross Township
			Elevation 1238'	117.8	Elevation 846'
			Elevation 1221'	118.0	Elevation 830'
			Elevation 1261'	118.2	Concession Road

The Toronto, Grey and Bruce Railway

119.6	Concession Road	75.75	DUNDALK	99.1	Toronto & Sydenham Road
120.0	Elevation 776'	76.0	Section #27, Elevation 1459'	99.3	Side Road
120.5	TEESWATER	76.1	Height of land, Elevation 1460'	100.0	Section #31, Elevation 1012'
	Gravel Road to Teeswater			100.4	Toronto & Sydenham Road
	Elevation 771'			100.6	Side Road 40
		77.0	Side Road 220	100.7	Elevation 1030'
		77.7	Concession Road	100.7	Saugeen River
		78.0	Elevation 1420'	101.5	50' Iron girder bridge
		78.7	Side Road 210		WILLIAMSFORD
B. OWEN SOUND BRANCH		79.5	McQuay Siding, 12' bridge	102.0	Toronto & Sydenham Road
		79.6	Side Road 200		Elevation 963'
		80.0	Elevation 1351'		Elevation 982'
		80.7	PROTON	102.8	Side Road 20
52.2	Junction with Teeswater line	80.9	Artemesia Township	103.3	Elevation 892'
52.5	ORANGEVILLE JUNCTION		Side Road 190	103.9	Elevation 890'
	Amaranth Township, Section #23		Bridge 20, Elevation 1333'	104.0	Side Road
53.9	Side Road 5 & 6	81.0	Section #28, Elevation 1345'	104.4	Toronto & Sydenham Road
54.0	Elevation 1358'	82.0	Side Road 180	106.0	Section #32, Elevation 803'
55.8	Side Road 10 & 11	82.2	Concession Road 2 & 3		ARNOTT
56.0	LAUREL	82.3	Saugeen River, Iron bridge 50	106.3	Side Road
	Elevation 1376'	82.6	Side Road 170	106.5	Toronto & Sydenham Road
57.8	Side Road 15 & 16	83.4	Cattle pass 5', Elevation 1326'	107.2	Cattle pass 5'
58.0	Elevation 1340'	84.0	12' bridge, Elevation 1290'	107.5	Arch culvert 15'
58.5	Section #24		Elevation 1329'	108.0	Elevation 715'
59.8	Side Road 20 & 21	85.0	Durham Road, Elevation 1315'	108.6	Spey River
60.0	CROMBIES	85.8	FLESHERTON		35' Iron girder bridge
	Elevation 1350'	86.25	Side Road 140	108.7	CHATSWORTH
	Concession II & III	87.3	Concession II	109.2	Side Road 3 & 4
61.0	12' bridge, Elevation 1337'	87.6	Section #29, Elevation 1193'	109.9	Spey River
62.0	Elevation 1352'	88.0	Side Road 130		50' Iron girder bridge
64.0	Elevation 1360'	88.6	Side Road, Elevation 1161'	110.0	Elevation 688'
64.2	Melancthon Township	90.0	Elevation 1117'	110.5	Sydenham Township
64.5	SHELBURNE	90.4	Bridge 15'	111.6	Side Road 3 & 4
	Section #25, Elevation 1378'	90.9	Glenelg Township	112.0	Section #33, Elevation 685'
66.0	Elevation 1371'	91.3	Side Road 110	113.0	Elevation 663'
66.9	6' bridge	91.5	Elevation 1118'	113.9	Side Road 9 & 10
68.0	MELANCTHON	92.0	MARKDALE	114.0	ROCKFORD
	Side Road, Elevation 1415'	92.5	Side Road 100		Elevation 665'
69.2	Side Road		Rocky Saugeen River	115.1	Rockford Quarry Siding
69.5	Elevation 1430'		Iron girder bridge 63'		Bridge 12'
70.0	Section #26, Elevation 1427'	93.7	Elevation 1067'	115.8	Bridge 9'
70.2	Side Road		Section #30, Elevation 1075'	115.9	Elevation 622'
71.7	Side Road		Holland Township	116.0	Elevation 610'
71.75	CORBETTON	94.0	Bridge 6'	117.7	ST. VINCENT ROAD
72.0	Elevation 1413'	95.2	Side Road 80		Cattle pass 7'
73.1	Grand River, 15' bridge	95.3	Elevation 1125'	118.0	Section #34, Elevation 493'
73.2	Side Road	95.4	Elevation 1110'	120.0	Elevation 345'
74.0	Grand River, 3 spans - 20'	95.7	Side Road 70	120.1	Elevation 337'
	Elevation 1422'	96.0	BERKELEY	121.2	Elevation 337'
74.2	Proton Township	96.6	Side Road 60	121.5	OWEN SOUND
74.5	Elevation 1430'	97.7	Elevation 1072'		
74.6	12' bridge	97.8			
75.7	Side Road	98.0			

SIGNIFICANT GRADES

A. Toronto - Orangeville (UP)

From		To		Gradient
Mile	Elevation	Mile	Elevation	
12.0	247'	12.3	274'	1/50
15.3	255'	15.9	306'	1/70
20.9	434'	21.2	464'	1/60
30.8	689'	31.1	724'	1/50
34.5	708'	37.0	965'	1/48
37.0	965'	37.3	997'	1/50
37.3	997'	37.9	1047'	1/60
37.9	1047'	38.6	1119'	1/55
49.8	1219'	50.4	1281'	1/58
50.4	1281'	51.1	1357'	1/50
51.1	1357'	51.7	1400'	1/60

B. Orangeville - Owen Sound (DOWN)

86.3	1303'	87.0	1298'	1/60
98.3	1088'	99.1	1023'	1/60
100.7	1030'	101.2	969'	1/60
104.2	885'	105.0	815'	1/60
118.4	479'	119.5	379'	1/60



ABOVE: Weston, in early Canadian Pacific Railway days.

C.P.R.

BELOW: Holland Centre, in early Canadian Pacific Railway days.

C.P.R.



ONTARIO AND QUEBEC RAILWAY

1884

TIME TABLE.

1884

Commencing Saturday, 1st March, 1884.

CREDIT VALLEY RAILWAY.

—MAIN LINE—

Miles	GOING WEST	St. Louis Express	Pacific Express	Express	Mixed
	Montreal, G.T.R. Dep.	9.00 a.m.	1.30 p.m.		
	Prescott, " "	1.15 p.m.	3.30 a.m.		
	Ottawa, C.P.R. " "	10.45 a.m.	10.30 p.m.		
	Brockville, G.T.R. " "	2.05 p.m.	4.05 a.m.		
0	Toronto (Union Station) Dep.	7.45 a.m.	1.30 p.m.	5.10 p.m.	
2 1/2	Parkdale " "	7.55 "	1.40 "	5.20 "	12.30 a.m.
4 1/2	West Toronto " "	8.02 "	1.45 "	5.28 "	12.42 "
6 1/2	Lambton " "	8.07 "		5.35 "	12.54 "
8 1/2	Islington " "	8.12 "		5.40 "	1.02 "
10 1/2	Dixie " "	8.22 "		5.52 "	1.22 "
12 1/2	Cooksville " "	8.25 "		5.55 "	1.26 "
14 1/2	Springfield " "	8.33 "		6.04 "	1.40 "
16 1/2	Streetsville " "	8.40 "	2.13 p.m.	6.14 "	1.55 "
18 1/2	Streetsville Junct. " "	8.50 "	2.17 "	6.20 "	2.05 "
20 1/2	Trafalgar " "	8.56 "		6.27 "	2.16 "
22 1/2	Hornby " "	9.02 "		6.33 "	2.30 "
24 1/2	Milton " "	9.10 "	2.35 p.m.	6.41 "	2.45 "
26 1/2	Campbellville " "	9.25 "		6.56 "	3.15 "
28 1/2	McRae's " "	9.32 "		7.02 "	3.30 "
30 1/2	Schaw " "	9.38 "	2.59 p.m.	7.09 "	3.40 "
32 1/2	Leslie's " "	9.54 "		7.25 "	4.09 "
34 1/2	Galt " "	10.02 "	3.23 p.m.	7.35 "	4.30 "
36 1/2	Dumfries " "	10.15 "		7.47 "	4.55 "
38 1/2	Ayr " "	10.24 "	3.42 p.m.	7.55 "	5.12 "
40 1/2	Wolverton " "	10.36 "		8.07 "	5.35 "
42 1/2	Drumbo " "	10.48 "	3.55 p.m.	8.10 "	5.40 "
44 1/2	Blandford " "	10.47 "		8.22 "	5.40 "
46 1/2	Innerkip " "	10.54 "	4.10 p.m.	8.30 "	6.24 "
48 1/2	Woodstock " "	11.06 "	4.23 "	8.42 "	6.50 "
50 1/2	Beachville " "	11.15 "	4.32 "	8.52 "	7.10 "
52 1/2	Ingersoll " "	11.25 "	4.42 "	9.03 "	7.32 "
54 1/2	Putnam " "	11.35 "	4.52 "	9.14 "	7.55 "
56 1/2	Harrietsville " "	11.45 "	5.02 "	9.25 "	8.20 "
58 1/2	Belmont " "	11.57 "	5.14 "	9.37 "	8.50 "
60 1/2	St. Thomas (Depot) Arr.	12.15 p.m.	5.30 p.m.	9.55 p.m.	9.30 a.m.
	Detroit, M. C. R. Arr.	3.00 p.m.	8.50 p.m.		
	Toledo, " "	5.20 "	11.40 "	10.30 "	
	Bay City, " "	9.20 "	6.25 a.m.	1.00 p.m.	
	Grand Rapids, " "	10.25 "	6.45 "	3.55 "	
	Chicago, " "	7.30 a.m.	7.55 "	7.40 "	
	St. Louis, Wabash " "	8.55 "	8.05 p.m.	8.00 a.m.	
	Cincinnati, C.H. & D. " "	5.30 a.m.		6.50 p.m.	

ORANGEVILLE & ELORA BRANCHES. (CREDIT VALLEY RAILWAY.)

Miles	GOING NORTH	Mall	Accom.	Express
0	Streetsville Dep.	A. M.	F. M.	P. M.
1	Streetsville Junct.	8.40	6.14	6.25
3	Meadowdale	9.00	6.30	
5 1/2	Churchville	9.05	6.35	
8 1/2	Brampton	9.13	6.43	
13 1/2	Edmonton	9.23	6.53	
17 1/2	Campbell's Cross	9.30	7.00	
18 1/2	Cheltenham	9.35	7.04	
21	Riverdale	9.41	7.11	
25	Forks of Credit	9.56	7.24	
27 1/2	Church's Falls	10.05	4.40	7.35
		A. M.	P. M.	P. M.
32 1/2	Erin	10.20	7.45	
36	Hillsburg	10.36	7.53	
40 1/2	Garafraxa	10.53	8.03	
45 1/2	Douglas	11.15	8.15	
48 1/2	Spire's	11.27	8.23	
52 1/2	Fergus	11.45	8.33	
55 1/2	Elora Arr.	12.00	8.40	
		NOON	P. M.	P. M.
30 1/2	Alton Dep.	10.12	4.52	7.42
32 1/2	Melville	10.17	4.55	7.46
36	Orangeville Arr.	10.20	5.05	7.50
		A. M.	P. M.	P. M.
	GOING SOUTH	Express	Accom.	Mall
0	Orangeville Dep.	A. M.	P. M.	P. M.
3 1/2	Melville	7.00	6.55	4.15
5 1/2	Alton	7.03	7.10	4.21
		7.08	7.15	4.26
		A. M.	P. M.	P. M.
	Elora	6.10	2.20	
2 1/2	Fergus	6.17	2.40	
6 1/2	Spire's	6.25	2.50	
9 1/2	Douglas	6.32	3.05	
14 1/2	Garafraxa	6.45	3.21	
19 1/2	Hillsburg	6.54	3.40	
22 1/2	Erin	7.05	3.55	
		A. M.	P. M.	P. M.

TORONTO, GREY & BRUCE RAILWAY.

—MAIN LINE—

Miles	GOING NORTH	Mall	Mixed	Express
	Montreal, G.T.R. Dep.	9.00 a.m.		11.30 p.m.
	Prescott, " "	1.15 p.m.		3.30 a.m.
	Ottawa, C.P.R. " "	10.45 a.m.		10.30 p.m.
	Brockville, G.T.R. " "	2.05 p.m.		4.05 a.m.
0	Toronto (Union Station) Dep.	7.20 a.m.		4.50 p.m.
2 1/2	Parkdale " "	7.30 "	8.10 a.m.	5.00 "
5	Carlton " "	7.37 "	8.22 "	5.08 "
8 1/2	Weston " "	7.45 "	8.37 "	5.17 "
12 1/2	Emery " "	7.55 "	8.50 "	5.28 "
14 1/2	Humber Summit " "	8.00 "	9.04 "	
16 1/2	Woodbridge " "	8.05 "	9.12 "	5.40 p.m.
21 1/2	Kleinburg " "	8.18 "	9.45 "	5.55 "
26 1/2	Bolton " "	8.30 "	10.05 "	6.07 "
32 1/2	Mono Road " "	8.46 "	10.85 "	6.25 "
34 1/2	Cardwell junct. " "	9.02 a.m.	10.45 a.m.	6.31 p.m.
	Hamilton, N. & N.W. Ry. Dep.	6.30 a.m.		3.50 p.m.
	Barrie, " Arr.	11.35 "		9.00 "
	Alliston, " "	10.22 "		7.47 "
	Collingwood, " "	12.40 p.m.		9.40 p.m.
41	Charleston Dep.	9.85 a.m.	11.20 a.m.	6.56 p.m.
44 1/2	Alton " "	9.44 "	11.38 "	7.05 "
48 1/2	Orangeville { Arr. 9.55 " 12.00 " 10.05 " 12.30 p.m. 7.35 " 7.45 " }			
52 1/2	Orangeville Junct. " "	10.15 "	12.55 "	7.53 "
56 1/2	Laurel " "	10.25 "	1.10 "	
60	Crombies " "	10.35 "	1.25 "	
64 1/2	Shelburne " "	10.49 "	1.43 "	8.10 p.m.
68 1/2	Melancthon " "	11.00 "	1.58 "	8.20 "
71 1/2	Corbetton " "	11.10 "	2.10 "	8.30 "
75 1/2	Dundalk " "	11.20 "	2.27 "	8.40 "
80 1/2	Proton " "	11.33 "	2.48 "	8.50 "
86 1/2	Flesherton " "	11.50 "	3.10 "	9.00 "
92 1/2	Markdale " "	12.06 p.m.	3.35 "	9.20 "
97 1/2	Berkeley " "	12.22 "	3.58 "	9.30 "
102	Williamsford " "	12.33 "	4.25 "	9.40 "
106 1/2	Arnott " "	12.45 "	4.45 "	
108 1/2	Chatsworth " "	12.57 "	5.00 "	10.00 p.m.
114	Rockford " "	1.07 "	5.25 "	10.12 "
117 1/2	St. Vincent Road " "	1.18 "	5.40 "	
122	Owen Sound Arr.	1.30 p.m.	6.00 p.m.	10.30 p.m.

Miles	GOING EAST	Express	Atlantic Express	Montreal Express	Mixed
	Cincinnati, C.H.&D. Dep.	1:20 p.m.			
	Chicago, M.C.R. "	4:15 p.m.	8:40 p.m.		
	Grand Rapids, " "	6:00 "	9:20 "		
	Bay City, " "	5:25 "	10:35 "		
	Toledo, " "	9:55 "			
	Detroit, " "	12:15 a.m.	6:15 a.m.		
0	St. ThomasDep.	5:00 a.m.	12:30 p.m.	2:50 p.m.	6:30 p.m.
8 1/2	Belmont.....	5:17 "	12:47 "	3:06 "	7:00 "
14 1/2	Harrietsville.....	5:30 "	12:59 "	3:18 "	7:22 "
19	Putnam.....	5:40 "	1:09 "	3:30 "	7:40 "
24	Ingersoll	5:50 "	1:19 "	3:39 "	7:59 "
25 1/2	Beachville.....	6:00 "	1:28 "	3:49 "	8:15 "
33 1/2	Woodstock	6:10 "	1:36 "	3:58 "	8:42 "
39 1/2	Innervale.....	6:24 "	1:47 "	4:10 "	9:10 "
42 1/2	Blandford.....	6:30 "		4:16 "	9:25 "
46 1/2	Drumbo	6:40 "	2:02 p.m.	4:29 "	9:47 "
48 1/2	Wolverton.....	6:43 "		4:31 "	9:52 "
53	Ayr	6:55 "	2:15 p.m.	4:42 "	10:20 "
58	Dumfries.....	7:04 "		4:50 "	10:38 "
63	Galt	7:17 "	2:35 p.m.	5:02 "	11:05 "
69	Leslie's.....	7:24 "		5:13 "	11:30 "
76	Schaw.....	7:41 "	2:59 p.m.	5:28 "	12:00 "
79	McRae's.....	7:47 "		5:34 "	12:15 a.m.
82 1/2	Campbellville.....	7:55 "		5:40 "	12:30 "
88 1/2	Milton	8:10 "	3:24 p.m.	5:55 "	1:00 "
93 1/2	Hornby.....	8:18 "		6:03 "	1:17 "
96 1/2	Tralgar.....	8:24 "		6:10 "	1:33 "
99 1/2	Streetsville Junc't.....	8:35 "	3:41 p.m.	6:20 "	1:45 "
100 1/2	Streetsville	8:40 "	3:45 "	6:25 "	1:55 "
103 1/2	Springfield.....	8:49 "		6:32 "	2:10 "
106 1/2	Cooksville.....	8:58 "	3:57 p.m.	6:39 "	2:24 "
108 1/2	Dixie.....	9:03 "		6:42 "	2:29 "
112 1/2	Islington.....	9:13 "		6:52 "	2:47 "
114 1/2	Larabton.....	9:18 "		6:57 "	2:52 "
116 1/2	West Toronto.....	9:24 "	4:15 p.m.	7:03 "	3:00 "
118 1/2	Parkdale.....	9:30 "	4:20 "	7:10 "	3:20 a.m.
121	Toronto (Union Station).....Arr.	9:40 a.m.	4:30 p.m.	7:20 p.m.	
	Brockville, G.T.R.Arr.		3:25 a.m.	3:25 a.m.	
	Ottawa, C.P.R.		7:00 "	7:00 "	
	Prescott, G.T.R.		4:05 "	4:05 "	
	Montreal, "		8:00 a.m.	8:00 a.m.	

8 1/2	Church's Falls.....	A.M. 7:17	P.M. 7:35	P.M. 4:40
11	Forks of Credit.....	7:29		4:54
15	Riverdale.....	7:43		5:10
17 1/2	Cheltenham.....	7:48		5:18
18 1/2	Campbell's Cross.....	7:50		5:21
22 1/2	Edmonton.....	8:00		5:32
27 1/2	Brampton	8:08		5:45
30 1/2	Churchville.....	8:15		5:55
33 1/2	Meadowdale.....	8:23		6:01
35	Streetsville Junc't.....	8:30		6:15
36	Streetsville Arr.	8:40		6:25
		A.M. P.M. P.M.		

TEESWATER BRANCH---T., G. & B. RY.

Miles	GOING WEST	Mail	Express
0	Orangeville Dep.	10:15	7:25
4	Orangeville Junc't.....	10:25	7:35
7 1/2	Amaranth.....	10:38	7:43
10	Waldemar.....	10:47	7:50
12 1/2	Luther.....	10:54	7:55
23 1/2	Arthur.....	11:30	8:23
30 1/2	Kenilworth.....	11:58	8:40
38 1/2	Mt. Forest	12:20	9:00
44 1/2	Pages.....	12:33	9:14
47 1/2	Harriston	12:55	9:22
56 1/2	Fordwich.....	1:22	9:44
60	Gorrie.....	1:34	9:54
62 1/2	Wroxeter.....	1:41	10:00
69	Wingham Road.....	2:03	10:16
74	Teeswater Arr.	2:25	10:30
		P.M. P.M.	

Miles	GOING EAST	Express	Mail
0	Teeswater Dep.	5:00	3:00
5	Wingham Road.....	5:18	3:15
11 1/2	Wroxeter.....	5:30	3:35
14	Gorrie.....	5:35	3:42
17 1/2	Fordwich.....	5:45	3:55
26 1/2	Harriston	6:05	4:20
30 1/2	Pages.....	6:13	4:25
35 1/2	Mt. Forest	6:30	4:50
43 1/2	Kenilworth.....	6:50	5:13
50 1/2	Arthur.....	7:07	5:35
61 1/2	Luther.....	7:30	6:07
64	Waldemar.....	7:37	6:14
66 1/2	Amaranth.....		6:23
70	Orangeville Junc't.....	7:52	6:33
74	Orangeville Arr.	8:02	6:45
		A.M. P.M.	

Miles	GOING SOUTH	Express	Mixed	Mail
0	Owen SoundDep.	5:15 a.m.	7:30 a.m.	3:30 p.m.
4 1/2	St. Vincent Road.....		7:50 "	3:41 "
8	Rockford.....	5:33 a.m.	8:07 "	3:50 "
13 1/2	Chatsworth.....	5:47 "	8:32 "	4:05 "
15 1/2	Arnott.....		8:43 "	4:12 "
20	Williamsford.....	6:03 a.m.	9:04 "	4:25 "
24 1/2	Berkeley.....	6:13 "	9:25 "	4:37 "
29 1/2	Markdale	6:27 "	9:50 "	4:53 "
35 1/2	Flesherton	6:48 "	10:18 "	5:12 "
41 1/2	Proton.....	6:57 "	10:45 "	5:28 "
46 1/2	Dundalk.....	7:08 "	11:20 "	5:48 "
50 1/2	Corbetton.....	7:17 "	11:36 "	5:55 "
54 1/2	Melanthon.....	7:27 "	11:52 "	6:07 "
57 1/2	Shelburne	7:34 "	12:05 p.m.	6:16 "
62 1/2	Crombies.....		12:24 "	6:30 "
66	Laurel.....	7:55 a.m.	12:40 "	6:42 "
69 1/2	Orangeville Junc't.....	8:02 "	12:55 "	6:55 "
73 1/2	OrangevilleArr.	8:12 "	1:12 "	7:05 "
77 1/2	Alton.....Dep.	8:27 "	1:35 "	7:20 "
81	Charleston.....	8:37 "		7:32 "
87 1/2	Cardwell Junc't.....	8:45 "	2:11 p.m.	7:43 "
		9:02 a.m.		8:00 p.m.

	Collingwood, N. & N.W. Ry. Dep.	5:15 a.m.		2:20 p.m.
	Alliston, "	7:38 "		4:15 "
	Barrie, "	6:40 a.m.		3:20 p.m.
	Hamilton, " Arr.	11:45 a.m.		
89 1/2	Mono Road.....Dep.	9:15 a.m.	2:48 p.m.	8:06 p.m.
96	Bolton.....	9:32 "	3:17 "	8:24 "
100 1/2	Kleinburg.....	9:45 "	3:35 "	8:37 "
105 1/2	Woodbridge	10:00 "	3:55 "	8:51 "
107 1/2	Humber Summit.....		4:01 "	8:55 "
109 1/2	Emery.....	10:10 a.m.	4:09 "	9:00 "
113 1/2	Weston.....	10:20 "	4:26 "	9:12 "
117	Carlton.....	10:27 "	4:40 "	9:22 "
119 1/2	Parkdale.....	10:35 "	4:50 p.m.	9:30 "
122	TorontoArr.	10:45 a.m.		9:40 p.m.
	Brockville, G.T.R.Arr.	3:25 a.m.	3:25 a.m.	4:05 p.m.
	Ottawa, C.P.R.	7:00 "	7:00 "	6:30 "
	Prescott, G.T.R.	4:05 "	4:05 "	4:30 "
	Montreal, "	8:00 a.m.	8:00 a.m.	8:00 p.m.

*Flag Stations, trains when timed stop only when passengers at or for. Mixed Trains are at all times subject to be cancelled, and will not run to Union Station, Toronto, only to and from Parkdale. Connection with other railways not guaranteed. Refreshment and Dining-rooms at Orangeville.

CONNECTIONS

TORONTO

GRAND TRUNK RAILWAY.—For all points in Eastern Ontario, Quebec, and the Maritime Provinces.
NORTHERN & NORTH-WESTERN RY.—For Barrie, Collingwood, and the Muskoka District.

MILTON

NORTHERN & NORTH-WESTERN RAILWAY.—For Hamilton, Hagersville, and Port Dover.

GALT

GRAND TRUNK RAILWAY.—For Guelph, Berlin, Harrisburg, and Brantford.

DRUMBO

GRAND TRUNK RAILWAY.—For Paris, Brantford, Stratford, Clinton, and Goderich.

INGERSOLL

GRAND TRUNK RAILWAY.—For London and Barrie.

ST. THOMAS

MICHIGAN CENTRAL RAILWAY.—For Chatham, Windsor, Detroit, Chicago, St. Louis, and all points South, West and North-West.

RIVERDALE AND CARDWELL

NORTHERN & NORTH-WESTERN RAILWAY.—For Hamilton, Port Dover, Barrie, Collingwood, Penetanguishene, Gravenhurst, and Muskoka District.

MOUNT FOREST

GRAND TRUNK RAILWAY.—For Durham.

HARRISTON

GRAND TRUNK RAILWAY.—For Palmerston, Kincardine, C. Ford, Walkerton, and Southampton.

A. McNICOLL, General Passenger Agent.

W. WHYTE, General Superintendent.

The End

This plaque, erected by the Ontario Archaeological and Historic Sites Board, stands on the station lawn at Orangeville. It was unveiled on September 24th, 1960.



