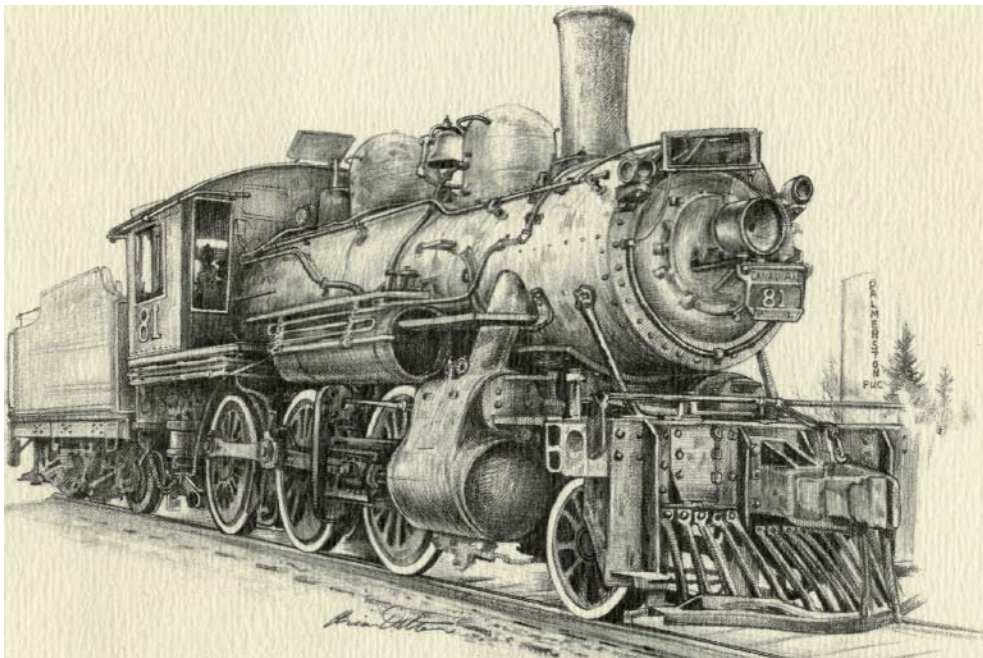


Wellington County History



RAILWAY ISSUE

Volume 4 • 1991

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WELLINGTON COUNTY HISTORY

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TO OUR READERS

Our fourth issue is devoted exclusively to the theme of railways: their impact on and legacy to Wellington County. Although railway service in the county had been declining for many decades, a flurry of official abandonments in the late 1980s (followed by the lifting of most of the railway tracks in Wellington) marked the termination of the railway age.

For almost a century, railways were the core of the transportation network in Wellington. The routing of a line could offer a bright future to one community, and spell doom to another that was bypassed. A railway connection was no guarantee of prosperity, but no community in Wellington advanced beyond hamlet size without one.

In the lead article, Steve Thorning offers a general overview of the building of the railway system in the county, comparing strategies employed by the railways and the communities they served. A companion piece traces the development of rail service as reflected in passenger timetables.

A former railway employee is among our contributors. Harris Bell recalls the changes he saw as a station agent in the last decades of branch line service in Wellington.

From the 1950s onward the branch lines of Wellington attracted attention from train buffs from all over North America. Ralph Beaumont brings a railway fan's perspective to the final years of the Canadian Pacific branches in Wellington. For 17 years the Toronto Suburban Railway offered service every two hours between Toronto and Guelph. Don Coulman gives a photographic portrait of a system that many say failed because it was years ahead of its time.

A couple of unspectacular train robberies occurred in Wellington County, but the most notorious ones were all in the west. Greg Oakes describes the career of an intriguing expatriate. Short reminiscences of the railway by several long-time residents round out our theme issue.

We have had two aims in producing this theme issue: to stimulate the memories of those who remember a time when the railway was still a significant mode of transportation; and to stimulate our readers to consider the ways that railways influenced the development of individual communities, and the roles they played in the day-to-day lives and activities of businesses and ordinary people.

THE RAILWAY AGE IN WELLINGTON COUNTY

by Stephen Thorning

The nineteenth century is remembered as an age of industry, energy, expansion. Railways capture the spirit of the Victorian age best: the expanding rail network validated the general trust in progress and technology. This was as true in Wellington County as anywhere. Through the 1830s and 1840s Wellington resounded with rumours of a railway through the heart of the county, this at a time when there was not a mile of track in Upper Canada.

The Toronto and Goderich Railroad, bandied about in 1847 and 1848, was typical of these ephemeral lines. The termini mattered little to the pioneers of the Wellington District; what was important was to be on the main line. In essence, these early plans were an appeal to the imagination and to the prevailing faith in the future. Even their strongest proponents realized that they were practical impossibilities, given the circumstances of Upper Canada at the time.

Railway construction in Upper Canada presented both technical and financial problems not encountered by builders in Great Britain. Firstly, there were the obvious problems of climate and distance, and their impact on the building and the operation of railway lines in Canada. The sparseness of the population and the underdeveloped state of the economy made Canadian railways doubtful propositions in the minds of British investors. Vast sums had already been expended in the 1830s and 1840s on the construction of canals which, while important to their users, had proved of dubious benefit to their financiers.

From a practical aspect, the actual operation of a long railway line was impossible without the telegraph. This new technology diffused swiftly through North America between 1845 and 1865. Not only did the telegraph network serve as a model for the railway network that was soon to follow, but it also became a vital operating tool in the scheduling of trains and the management of railway employees and equipment.

Overall, the complexity of the railways as businesses and their colossal demands for capital retarded large-scale construction until the

early 1850s, when long-term prospects for Canada had improved markedly. Equally important was the Guarantee Act of 1849, which permitted the Province of Canada to guarantee the bonds of new railway companies. As with the canals, the support of the British government was secured by stressing the military value of a railway network in Canada against a potential American invasion.

Both of the first two major Canadian railways came to play a large role in the development of Wellington County.¹ The Great Western Railway was the culmination of proposals originating in the 1830s. Its main line, from Niagara Falls through Hamilton to London and Windsor, was constructed to capitalize on bridge traffic; that is, freight received from one railway and handed over to another. The directors of the company viewed the growing network of Michigan railway lines as feeders supplying traffic from the American mid-west, which could be turned over to other American lines at the Niagara frontier. Completed between 1853 and 1855, the Great Western quickly proved itself to be a successful undertaking.

In addition to the bridge traffic, local business to and from stations along the line provided a considerable amount of revenue. In this respect the Great Western merely reinforced existing trade networks based upon gravel roads and Hamilton wholesale merchants. Wellington County benefitted directly from this aspect of the Great Western, particularly from the branch line the company built from Harrisburg Junction (19 miles west of Hamilton) to Gait. The branch line provided rapid and dependable access for Wellington County merchants to their Hamilton suppliers. For a time the managers of the Great Western were enthusiastic about branch lines, and proposed to extend the Gait branch through Berlin (Kitchener) to Saugeen (Southampton).² The enthusiasm of the company dampened when it became evident that branch lines were less profitable than the main line, and that local traffic demanded more handling and labour than through traffic.

The Great Western had barely begun operation when the competition arrived. The Grand Trunk project had originally been conceived as a line from Toronto to Montreal, but the scheme was soon seized upon by high-profile promoters and politicians. At an early stage the company acquired a line from Montreal to the Atlantic coast town of Portland, Maine. There was soon major expansion at the western end as well. Originally, a connection was to have been made with the Great

Western to provide the basis of a network across Upper Canada. The success of the Great Western in securing bridge traffic stimulated the Grand Trunk to construct its own line from Toronto to the American border. This line, running through Guelph to Stratford and Sarnia, instigated an era of rivalry among large towns and cities for the trade of outlying areas.

In the case of Wellington, Hamilton, Guelph and Toronto all sought to use the railway to enlarge their spheres of commercial influence. The advantages of cheaper and more efficient transportation facilities were obvious to rural communities: Pilkington Township subscribed \$20,000 in the stock of the Grand Trunk Railway, and hoped to divert the line through the south end of the township.

The promotion of the Grand Trunk in its early stages involved a murky period of shifting alliances among the competing commercial and civic groups. Civic boosterism seized the leading men of Guelph, who began to see their town as the dominant commercial centre of a large part of southern Ontario. In addition to assisting the Grand Trunk, Guelph was persuaded to finance a large part of the Gait and Guelph Railway (the Great Western branch line) which brought a connection to Hamilton and competitive rail service to the Royal City.³

Perhaps the most notable feature of this first phase of railway construction was the great land boom of the 1850s. Promoters began to believe their own extravagant claims about the benefits to be gained from close proximity to the Grand Trunk line, and soon land speculators were laying out and selling village lots not only in new subdivisions of Guelph, but in Elora, Fergus, and several new townships. Developers often commemorated the Crimean War in their choice of street names: Alma, Inkerman, Sultan, Crimea, Raglan and Omar are among the permanent tributes to this era.

Proposals for branch lines through Wellington County and into Grey and Bruce were made while the Great Western and Grand Trunk were still under construction. Both companies were willing to operate branch lines built by someone else (as the Great Western did with the Gait and Guelph Railway), but the capital costs of rail construction proved an insurmountable barrier.

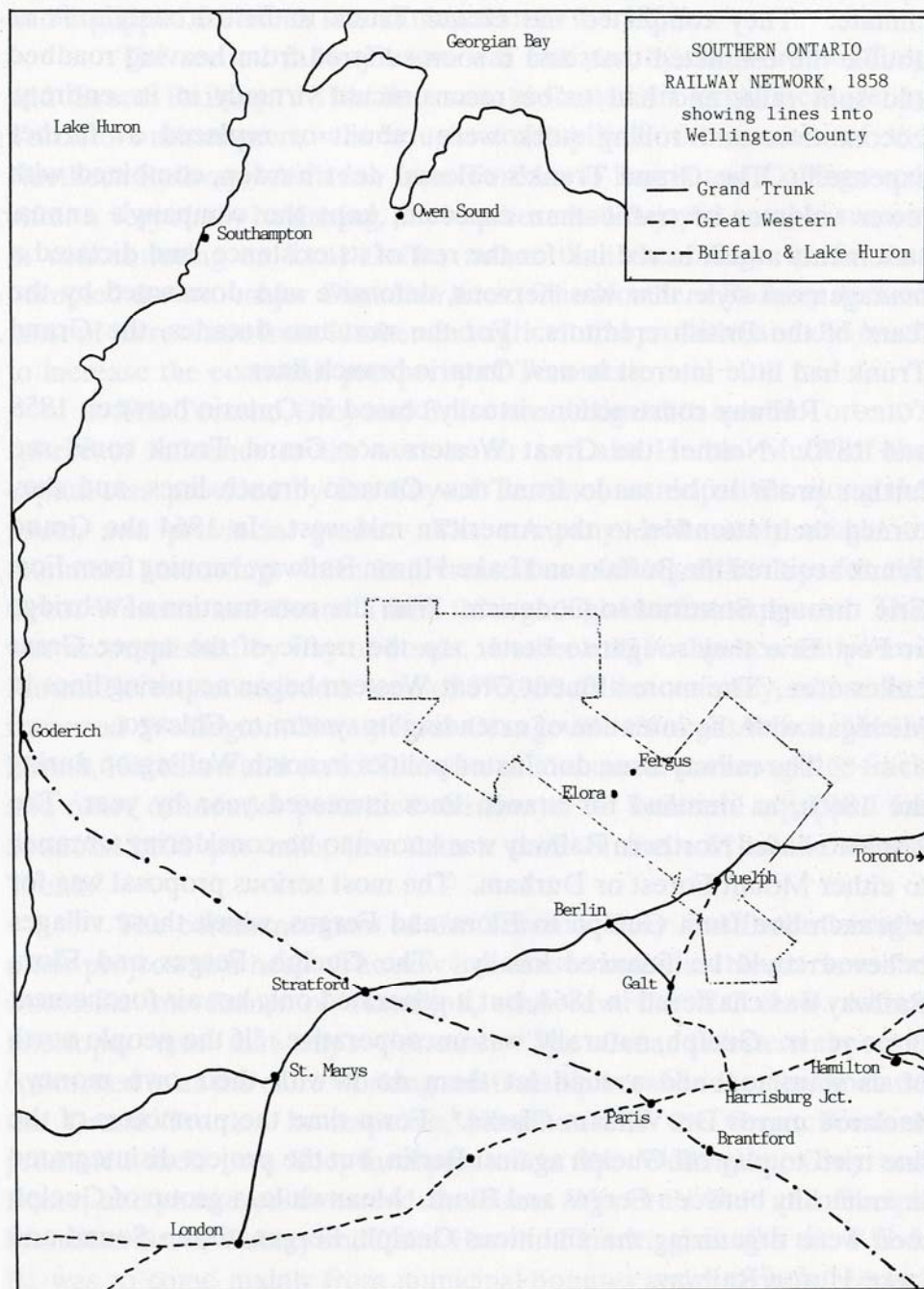
The most serious of the proposals of the 1850s was the North West Railway, which was conceived by its promoters as a public work to be undertaken by the county governments of Wellington and Bruce.

Sandford Fleming was hired as chief engineer and a line was surveyed from Guelph northwest between Elora and Fergus. By 1858 Fleming considered the capital financing, rather than the practical engineering, to be the chief obstacle in putting the line into operation. Problems for the North West Railway appeared quickly; an impressive sod-turning ceremony held near Elora proved to be the only construction ever undertaken by this company. The first phase of railway construction in Canada was ending as rapidly as it had begun.

In the end, northern Wellington had to be content with telegraph lines to serve as the best contact with other centres. A telegraph service in conjunction with the Grand Trunk was opened to Fergus and Elora in 1854, with a line from Gait to AUansville (Glenallan) the following year.⁴ Within the decade, these lines were extended to Harriston and Walkerton, presaging the routes of later rail lines. The telegraph put Wellington county in instantaneous contact with world commodity prices and markets. The greatest impact, obviously, was on local produce merchants and millers. The railheads at Rockwood, Berlin and especially Guelph made those towns significant trans-shipment points, and the cartage and drayage business to the market towns of Elora and Fergus embarked on a 15-year period of prosperity.

The progress of the railways in the 1850s shows the manner in which technology was catching up with the frontier. The first settlers in the southern part of Wellington had to wait almost 20 years for an improved road, and over 30 for a telegraph and railroad. By the time the frontier in Wellington ended, with the opening of Minto in 1854, an improved road was already in place, the telegraph was two years away, and the railway 17 years. Had economic conditions been better, a railway would have been in place within six or seven. Improving technology made the Minto frontier a much different place from that of Puslinch or Erin.

The Canadian economy had spun into depression in 1857, and capital sources in England and Europe began drying up. In addition, investors had been badly burned by a number of unprofitable railway projects, a major one of which was the Grand Trunk. This line had been built by Peto, Brassey, Jackson and Belts. They were hot-shot railway contractors in England, but they refused to learn anything from



American experiences in building railways in the North American climate. They completed the Grand Trunk to British standards at double the estimated cost, and it soon suffered from heaving roadbed and split rails, and had to be reconstructed virtually in its entirety. Locomotives and rolling stock were rebuilt or replaced at further expense.⁵ The Grand Trunk's colossal debt burden, combined with lower volumes of traffic than expected, kept the company's annual statements awash in red ink for the rest of its existence, and dictated a management style that was nervous, defensive and dominated by the fears of the British creditors. For the next two decades, the Grand Trunk had little interest in new Ontario branch lines.

Railway construction virtually ceased in Ontario between 1858 and 1870. Neither the Great Western nor Grand Trunk could see further profit to be made from new Ontario branch lines, and they turned their attention to the American mid-west. In 1864 the Grand Trunk acquired the Buffalo and Lake Huron Railway, running from Fort Erie through Stratford to Goderich. With the construction of a bridge at Fort Erie they sought to better tap the traffic of the upper Great Lakes area. The more affluent Great Western began acquiring lines in Michigan with the intention of extending its system to Chicago.

The railway issue dominated politics in north Wellington during the 1860s, as demand for branch lines increased year by year. The Toronto-based Northern Railway was known to be considering a branch to either Mount Forest or Durham. The most serious proposal was for a branch line from Guelph to Elora and Fergus, which those villages believed could be financed locally. The Guelph, Fergus and Elora Railway was chartered in 1864, but it generated only hot air for the next three years. Guelph, naturally, was uncooperative. "If the people north of us want to build a road let them do it with their own money," declared mayor Dr. William Clarke.⁶ For a time the promoters of the line tried to play off Guelph against Berlin, but the project disintegrated in animosity between Fergus and Elora. Meanwhile, a group of Guelph men were organizing the ambitious Guelph, Fergus, Owen Sound and Lake Huron Railway.

By the late 1860s circumstances were beginning to favour the construction of branch lines into Wellington County. The opening and settling of new townships (Minto, Peel, Maryborough and Luther) had greatly increased the potential volume of business. In addition, railway

technology had advanced considerably and lines could be constructed and equipped for much less money than in the 1850s.

The second railway boom was initiated by the Toronto, Grey and Bruce Railway. This line was promoted in large measure by Toronto businessmen, who sought to duplicate the success of the Northern Railway, which ran from Toronto to Barrie and Collingwood. After a very shaky beginning, the Northern had enjoyed notable success in concentrating on local traffic, rather than the bridge traffic that occupied the two major Canadian lines. The Northern Railway derived most of its revenue from lumber and agricultural produce, and did much to increase the economic prosperity of Toronto.

The Toronto, Grey and Bruce was designed to extend Toronto's sphere of influence to the west as far as Lake Huron. Much of the capital was provided by the City of Toronto, municipalities along the route, and provincial grants. The company deliberately sought to minimize borrowing, which had created continuing difficulties for the Great Western and Grand Trunk through high interest expenses. This was accomplished by way of bonds. Luther and Arthur townships and Mount Forest subscribed a total of \$75,000 to the company, whose line traversed Wellington County from Orangeville through Arthur, Mount Forest, Harriston and on to Teeswater. The use of narrow-gauge track and other economies permitted the line to be built and equipped for about \$15,000 per mile, less than a third of the cost of the Grand Trunk.⁷

The commencement of the Toronto, Grey and Bruce brought other projects to a head. The new line caused considerable alarm to the wholesale merchants of Hamilton, who saw the T.G. & B. as an interloper into that city's domain. The Great Western became concerned over the close working relationship between the new line and the Grand Trunk. In response, Hamilton and the Great Western promoted their own line, incorporated as the Wellington, Grey and Bruce, and chartered to extend the Great Western's Gait and Guelph branch to Bruce County and Lake Huron. Financing, as with the T.G. & B., was to come mainly from municipal bonuses and provincial grants. Six Wellington municipalities supplied \$180,000, with the largest single contribution (\$70,000) coming from Minto. The county of Bruce contributed \$250,000. Individual businessmen along the route purchased shares in the company: those in Wellington County included J.M. Fraser

and George Drew of Elora and George Ferguson and James Wilson of Fergus. It was reported that over 15% of the stock was subscribed in Fergus.⁸

The routing of both new railways caused considerable animosity in the northern townships. The promoters of both railways carried on extensive campaigns to promote the merits of their own line and the disadvantages of the other. Some municipalities, Mount Forest in particular, attempted to play one company off against the other. Mount Forest's decision to assist the Toronto, Grey and Bruce prompted the Wellington, Grey and Bruce to pursue a Harriston-Southampton route rather than one through Mount Forest to Owen Sound.

The T.G.& B. suffered from a number of operating difficulties in its early years. The line proved almost impossible to keep open in the winter, and shippers complained of slow service and insufficient rolling stock. The narrow-gauge cars of this line had a much smaller capacity than standard railway rolling stock. These problems tended to negate many of the cost advantages of building the narrow gauge.

The promise of bridge traffic continued to have an allure for Canadian railwaymen, and both new lines through Wellington attempted to tap shipping traffic on Lake Huron. The T.G.& B. ran its main line to port facilities at Owen Sound, while the W.G.& B. did the same at Southampton and later Kincardine. By the 1870s, with the opening of Manitoba for settlement, there was the promise of two-way lake traffic: eastbound grain and westbound manufactured products.

Not everyone in Wellington County was in favour of the W.G.& B. Obviously, Guelph wholesalers and those involved in the transshipment business saw little merit in a line to the north. These sentiments were shared by several merchants in Elora and Fergus, who could foresee the lively farmers' markets in these towns disappearing in a pall of locomotive smoke and steam. These merchants continued to place their faith in an improved system of gravel roads, which would perpetuate Elora and Fergus as regional commercial centres.

The cause of the gravel road faction was boosted in 1868 when the firm of Bruce and Waterson of Walkerton placed in service a steam traction engine on the road between Guelph and Walkerton. The size of a small locomotive, the engine drew two large freight wagons at 4 miles per hour. As a bonus, the weight of the engine and wagons helped

compact the gravel surface of the road, but the venture failed and nothing more was heard of the engine after the first season.⁹

In truth, Elora and Fergus had a great deal to lose to a railway to the north. The commercial sector dominated the economies of these villages; the industrial base of both was relatively small. Anti-railway sentiment was stronger in Elora: as the W.G.& B. neared completion, the village turned against the railway. Elora council attempted to repudiate their \$10,000 bonus, and other methods were used to try to halt or at least delay construction. The village succeeded only in arousing the animosity of the farm communities to the north, and their efforts almost cost the village its station. In retaliation, the railway built a previously unplanned station at Alma to deflect as much traffic as possible away from Elora.¹⁰

The W.G.& B. was opened to Elora on 1 July 1870, but there was no ceremony until the section to Fergus was completed. The photograph of the first train out of Fergus on 13 September 1870 has become the best known railway photograph ever taken in the county. By year-end, the line was open to Alma. The line was operated and maintained by the Great Western, using that line's engines and rolling stock.

To passengers accustomed to a three-hour stage ride from Elora and Fergus to Guelph, the 20-minute train trip must have seemed supersonic. At first it seemed that the railway had proven the gravel road faction wrong. For a while the stations at Fergus and Elora both exceeded Guelph in their volume of business, but with each extension of the line, trade fell off.

Between 1869 and 1871 the populations of Fergus, Elora and Alma were swelled by several hundred railway workers, and there was ready local employment for all willing men and farmers with teams of horses. Some manufacturers saw opportunities in new markets to the north and even in Manitoba, which would give them a cost advantage over manufacturers to the south of Elora and Fergus. With the completion of the line to Southampton in 1872 and to Kincardine in 1874 the impact of the railway on the economy of Wellington County became clearer.

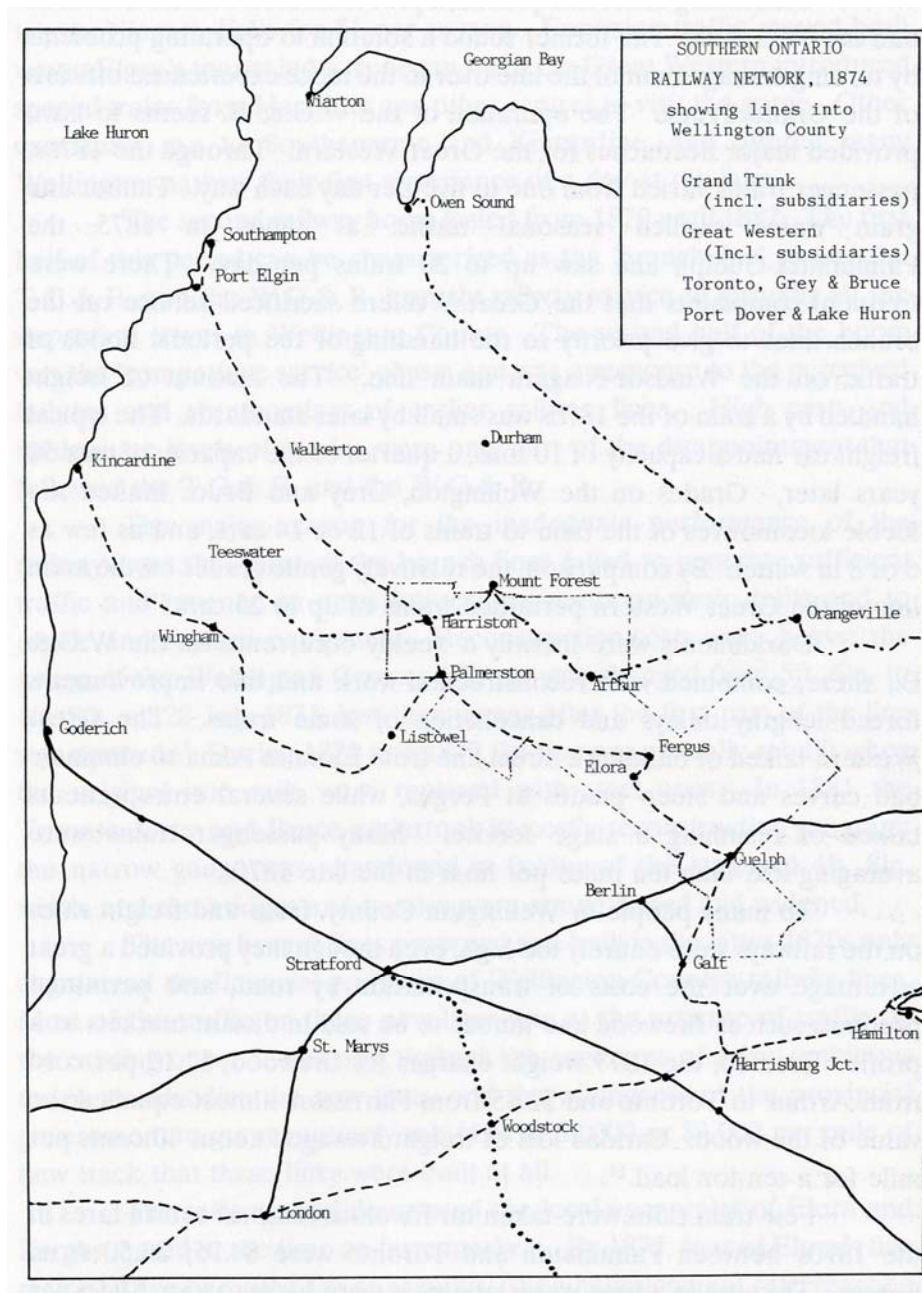
In some respects, the railway was a centralizing force, while in others it was a decentralizer. Most obviously, the market functions of Fergus and Elora were dispersed among a number of other towns,

notably, Drayton, Palmerston, Harriston, Arthur and Mount Forest. Retailers in smaller towns such as Alma, Moorefield and Clifford prospered from the stations in their towns. The impact was most severe to the small hamlets which had served as stops for stagecoaches and teamsters on the principal roads: Glenallan, Hollen, Bosworth, Parker, Rothsay and Cumnock are among these. Hustonville virtually disappeared when the railway erected the nearby station named Moorefield.

Palmerston was founded in 1871 by the W.G.& B. as the junction of the Kincardine branch (known as the southern extension) and the main line. Three years later it was a boom town, with a population of 1700, and shops and engine facilities for the railway. The railway was the major employer, with 15 train crews and about 50 other workers based here, but a significant industrial base was soon built up as well.¹¹ There was also a land boom in Palmerston, reminiscent of that of the 1850s, as speculators bought up Palmerston property in the expectation that it soon would be a minor city.

The benefits of the railway to farmers increased proportionately to their distance from the former market towns. North Wellington farmers become more directly integrated into the national commodity markets, while merchants achieved more efficient access to suppliers. To farmers who could supply firewood and crossties, the railway itself became a significant market. The impact on mail service was equally notable. Most villages could now count on same day delivery to other offices in southern Ontario, with overnight service available to most of the rest.

The completion of construction did not bring smooth running to either the T.G.& B. or the W.G.& B. Both had cost substantially more than estimated, and there were continuing problems with shortages of rolling stock. The lines were not properly ballasted, and derailments were frequent in the first few years. More tragic were deaths and injuries as a result of accidents. Three employees were killed and two passengers were injured in the first three months of operation on the W.G.& B. The Great Western responded by reducing the speed of trains and by offering accident insurance to passengers: a twenty-cent policy gave 24 hours' protection, paying \$3,000 for accidental death and \$15 per week for a disabling injury.¹²



Scheduling of service provided problems for both the T.G.& B. and the W.G.& B. The former found a solution to operating problems by turning management of the line over to the more experienced officials of the Grand Trunk. The operation of the W.G.& B. seems to have provided major headaches for the Great Western. Through the 1870s, passenger trains varied from one to five per day each way. Timber and grain trains swelled seasonal traffic: at times in 1875 the Palmerston-Guelph line saw up to 20 trains per day. There were frequent complaints that the Great Western sacrificed service on the branch lines to give priority to the handling of the periodic floods of traffic on the Windsor-Niagara main line. The amount of freight handled by a train of the 1870s was small by later standards. The typical freight car had a capacity of 10 tons, a quarter of the capacity of cars 50 years later. Grades on the Wellington, Grey and Bruce limited the feeble locomotives of the time to trains of 12 or 14 cars, and as few as 6 or 8 in winter. By comparison, the relatively gentle grades on the main line of the Great Western permitted trains of up to 25 cars.¹³

Derailments were literally a weekly occurrence on the W.G.& B.; these, combined with reconstruction work and line improvements forced lengthy delays and cancellation of some trains. The Great Western talked of building a direct line from Elora to Alma to eliminate bad curves and steep grades at Fergus, while several entrepreneurs talked of resuming a stage service. Many passenger trains were averaging less than ten miles per hour in the late 1870s.

To many people in Wellington County, fares and freight rates on the railways were entirely too high, even though they provided a great advantage over the costs of transportation by road, and permitted products such as firewood and timber to be sold in distant markets at a profit. Even so, the 1877 freight charges for firewood, \$2.10 per cord from Arthur to Toronto and \$2.65 from Harriston, almost equalled the value of the wood. Carload lots of freight averaged about 40 cents per mile for a ten-ton load.¹⁴

Few train rides were taken for frivolous reasons: return fares in the 1870s between Palmerston and Toronto were \$4.75; \$3.50 from Fergus. This was at a time when labourers were lucky to earn \$1.50 per day, and an experienced teacher might reach a top salary of \$500 per year. For most of the population in these early years a train ride was something truly exotic. Many people rode a train only when the railway

offered special holiday-weekend excursions. Most popular was the day trip to Niagara Falls for \$1 per person. Excursion traffic moved both ways: Elora's tourist industry began when the Great Western introduced special trains from Hamilton and other centres to visit the gorge. Other excursions ran to Southampton and Kincardine, and offered many Wellington natives their first experience of a day at the lake.

The second railway boom lasted from 1870 until 1882. The first half of this period can be characterized as the 'branch line' phase: the T.G.& B. and the W.G.& B. brought railway service to virtually all the important towns in Wellington County. The second half of the boom was the 'competitive service' phase, and was a response to the perceived failures and shortcomings of earlier railway lines. High costs and inadequate levels of service were only part of the disappointment that followed the T.G.& B. and the W.G.& B.

The major reason for the inadequate performance of the railways was that most of the branch lines failed to generate sufficient traffic and revenue to meet interest payments on their debts and to repair and replace equipment. Reconstruction costs were heavy: the gauge of the Wellington Grey and Bruce was changed from 5ft. 6in. to 4ft. Sin. on 28 July 1871, less than a year after the first part of the line was opened.¹⁵ During 1878 and 1879 the line was virtually rebuilt when the original iron rails were replaced with steel ones. In 1881 the Toronto, Grey and Bruce undertook its costly reconstruction program: the narrow gauge was abandoned in favour of the standard 4ft. Sin. width, and the bridges and trestles were strengthened and widened.

The new branch lines proposed and built in the latter 1870s only aggravated the financial problems of Wellington County's railway lines. Most of the traffic on these new lines was at the expense of traffic on the existing ones. It was only through the eagerness of a few ambitious towns to subsidize the new lines, and the willingness of the provincial government to grant routinely subsidies of \$2,000 or \$3,000 per mile of new track that these lines were built at all.

The railways had devastated the local economies of Elora and Fergus, based at the time on farm markets. By 1875, four of Elora's five major stores had filed for bankruptcy, the unemployment rate reached 35%, and the population was in decline. Fergus, with a more substantial industrial base, fared slightly better. Nevertheless, both towns were receptive to the argument that a competitive rail line would offer the

opportunity to capture lost fortunes and gain an upper hand over other communities.

Even large centres began to see merit in competitive lines. By the late 1870s things were not going well for Hamilton. Its market area kept shrinking; its wholesalers were filing bankruptcy papers; even its bank, the Gore, had failed. With their local markets fully developed, some cities sought to expand their trading areas at the expense of other centres. These were the forces propelling the railway boom of the 1870s in its 'competitive phase,' with the result that dozens of miles of redundant and unprofitable trackage were added to the railway maps of Wellington and Ontario as a whole.

The Credit Valley Railway was the brainchild of George Laidlaw, an upstart Toronto businessman who had been involved in the Toronto, Grey and Bruce and other railway schemes. He found the position of railway president to be an agreeable one. The Credit Valley Railway was intended to be a duplication of the T.G. & B. in the area west of Toronto, with lines from Toronto to Orangeville and to St. Thomas, the latter being viewed as the main line. When Laidlaw began canvassing for financial assistance for the line early in 1872, a branch from Orangeville to Elora was added. In Wellington County, the greatest benefits of the line would fall upon the townships of West Garafraxa, Erin, and Eramosa, but all proved consistently hostile to the railway and to Laidlaw. For the next seven years he carried on his campaign, playing one village against another and stressing the advantages of competitive service to reduce rates and to provide direct connections to Toronto.

Laidlaw was an orator and salesman of the first rank. When bonus plebiscites were held he personally conducted a door-to-door canvas through centre Wellington. He eventually extracted \$131,000 from Wellington County to help finance the 29-mile Elora branch. The balance of the money came from a \$2,000 per mile provincial grant and from mortgage bonds. Laidlaw and his cronies personally invested only \$12,400 of their own money, enough to build about one mile of the 184-mile system.

Despite strikes, hostile farmers who had not been paid for their land, contractors' liens, unpaid suppliers, payrolls that were weeks behind, and general ill-will in all the municipalities along the line, Laidlaw managed to run his first train out of Elora on January 18, 1880.

There was no ceremony or celebration, and the cars on the first train were second-hand and unheated. There was a universal feeling of relief that the eight years of deceit, dishonesty and political battles surrounding the line were over.

The Credit Valley began by running a nominal two trains per day to Toronto. Strikes by unpaid workers and delays and cancellations due to ballasting and other trackwork disrupted schedules for months. Within a year Laidlaw lost control of the line to the bondholders.¹⁶

The Credit Valley did nothing to turn around the economies of Elora and Fergus, though by 1881 the line began to carry a respectable amount of traffic. Much, of course, was at the expense of the Wellington, Grey and Bruce. Salem millers had hoped to have the Credit Valley terminate there rather than in Elora, but were unsuccessful. Their efforts underscore the fact that small town millers were under increasing competitive pressure from larger, more efficient mills, and that a siding directly to the mill was becoming a necessity to reduce handling costs. Through the 1880s Wellington County millers made efforts to survive by importing western wheat by rail. Eventually, James Goldie in Guelph would be the only survivor.

The Credit Valley did become a major exporter of agricultural produce from Wellington County. Elevators appeared at Elora and Hillsburgh, while Erin, Hillsburgh, Orton and Belwood became important shipping points for cattle, grain, and eventually turnips, as did Schaw Station at Puslinch on the Credit Valley main line.

Hamilton's contribution to the 'competitive phase' of railway building was the Hamilton and Northwestern. Running from Port Dover through Hamilton to Georgetown and Barrie, with a branch to Collingwood, the line was a direct challenge to the increasing influence of Toronto and to the perceived stranglehold of the Great Western on its home city. Although it had little impact on Wellington County, its construction demonstrates that the formerly close commercial connections between Wellington and Hamilton were weakening. Like the Credit Valley, the Hamilton and Northwestern reached few major towns that did not already have rail service.

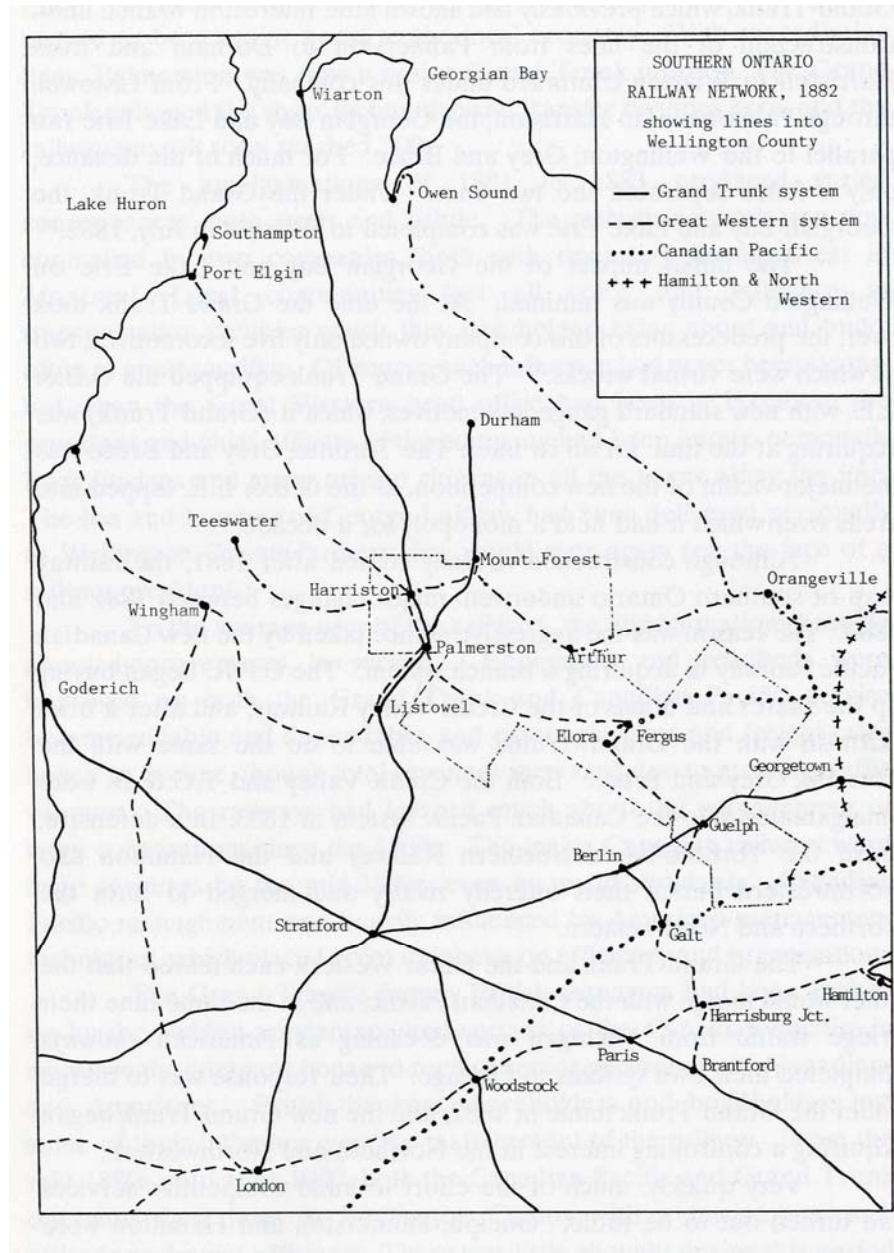
The Credit Valley was not the only line to build into Wellington County in the late 1870s. The Stratford and Huron Railway was a venture by a group of Stratford businessmen to build a line from that city through Minto township to one of the ports on Georgian Bay.

Unable to obtain sufficient financing for construction, the company merged with the Port Dover and Lake Huron in 1877. The latter line was an underfunded and ramshackle operation, opened between Port Dover and Stratford in 1876. Soon a line had been built from Stratford to Listowel, with plans and preliminary work in place for an extension to Palmerston, Harriston, Hanover, Chesley and Wiarton. The village of Clifford signed up for \$4,000 of stock in the company. In 1878 Palmerston voted \$15,000 toward construction costs between that town and Harriston, a curious development for a town so closely tied to the Wellington, Grey and Bruce/Great Western system. By 1880 the Port Dover and Lake Huron was in a hopeless financial situation, and it was purchased by the Grand Trunk for five cents on the dollar.¹⁷

The Great Western was eager to match the competition by building its own line into new areas of Grey and Bruce counties. Their new line, known as the London, Huron and Bruce, began at London, and was planned to reach Georgian Bay by way of Wingham and Walkerton. However, this line was built only as far as Wingham. Meanwhile, other cities also had ambitions. A group of businessmen in Berlin and Waterloo proposed to build the Waterloo, Wellington and Georgian Bay on a northeast course to Drayton, Arthur or Harriston. This project collapsed completely in 1879, though the charter was revived in 1883 with another unsuccessful scheme to build from Waterloo to Elmira and Elora.¹⁸

Another group in Guelph obtained a charter in 1878 for the Georgian Bay and Wellington, which was to run from Guelph to Fergus, Arthur, Mount Forest, and on to Owen Sound on a route that paralleled the Garafraxa Road (now Highway 6). In 1879 this company decided to begin from Palmerston, and began grading a line from there to Mount Forest and Durham, with plans to continue to Owen Sound. As time went on the company continued to scale down its plans. When the directors failed to reach an agreement with the Great Western to operate the line, it was sold to the Grand Trunk early in 1880.

In 1881 the Grand Trunk combined its three branch lines, The Port Dover and Lake Huron, the Stratford and Huron, and the Georgian Bay and Wellington, into a new company called the Georgian Bay and Lake Erie.¹⁹ The purchase of these lines marked a departure for the



Grand Trunk, which previously had shown little interest in branch lines. Construction of the lines from Palmerston to Durham and from Harriston to Wiarton continued under this company. From Listowel, through Palmerston, to Harriston, the Georgian Bay and Lake Erie ran parallel to the Wellington, Grey and Bruce. For much of the distance, only a fence separated the two lines. Under the Grand Trunk, the Georgian Bay and Lake Erie was completed to Wiarton in July, 1882.²⁰

The initial impact of the Georgian Bay and Lake Erie on Wellington County was minimal. At the time the Grand Trunk took over, the predecessors of this company owned only five locomotives, two of which were virtual wrecks.²¹ The Grand Trunk equipped the G.B. & L.E. with new standard gauge locomotives, which it (Grand Trunk) was acquiring at the time for all its lines. The Toronto, Grey and Bruce was the major victim of the new competition, as the G.B. & L.E. tapped into areas over which it had held a monopoly for a decade.

Although construction virtually ceased after 1881, the railway map of southern Ontario underwent major changes between 1881 and 1883. The reason was the aggressive stance taken by the new Canadian Pacific Railway in acquiring a branch system. The C.P.R. began buying up the shares and bonds of the Credit Valley Railway, and after a brief skirmish with the Grand Trunk, was able to do the same with the Toronto, Grey and Bruce. Both the Credit Valley and T.G. & B. were amalgamated into the Canadian Pacific system in 1883. In a defensive move the Toronto-based Northern Railway and the Hamilton and Northwestern buried their intercity rivalry and merged to form the Northern and Northwestern.

The Grand Trunk and the Great Western each feared that the other would merge with the Canadian Pacific, and at the same time their bridge traffic from Michigan was declining as American railways completed their own systems to Chicago. Their response was to merge under the Grand Trunk name in 1882, and the new Grand Trunk began acquiring a controlling interest in the Northern and Northwestern.

Very quickly, much of the effort to build competitive services had turned out to be futile. Guelph, Palmerston and Hamilton were again one-railway towns. A considerable number of route-miles became redundant. The worst case of duplication of service was the Grand Trunk line from Listowel through Palmerston to Harriston, which was abandoned after a mere two years of use.

Paradoxically, the reduction of Palmerston to a one-railway town proved to be a major boost to the local economy. With six radiating lines, Palmerston was now a major Grand Trunk junction. The Grand Trunk enlarged the shop, locomotive and transfer facilities here, and the railway payroll soon reached 300.

The amalgamations of 1881 to 1883 produced varied consequences, both overt and subtle. The railway network was now controlled by two companies, both with operating headquarters in Montreal. Local communities lost all voice and influence in transportation facilities which they had helped bring about and build, often at great sacrifice. Of course, such influence had never been strong, but when the Great Western head office had been in Hamilton the president and chief officers of the company had been known personally by politicians and many private citizens in all the towns along the line. The lies and humbug of George Laidlaw had been delivered personally to Wellington County farmers; few would ever again see the face of a railway president.

To the average user of the railways, the amalgamations brought about improvements in service. Equipment and roadbeds were improved on both the Grand Trunk and Canadian Pacific, service became reliable and dependable, and passenger fares and freight rates began to decline, though total revenues increased due to growing traffic volumes. The railways had learned much about the management of large corporations since the 1850s. The major Canadian railways were huge concerns by the mid-1880s, even by world standards. Canadian Pacific management was heavily influenced by American management techniques, which placed great emphasis on efficiency and organization.

The Grand Trunk's drowsy British managers had been shaken up by the sudden appearance and success of the Canadian Pacific; in response the company began to replace senior personnel with Canadians and Americans. British bankers, shareholders and bondholders lost some of their influence over the management of the railway. From the mid-1880s until after 1900, both the Canadian Pacific and Grand Trunk operated their lines in Wellington County with a business-as-usual attitude and quiet efficiency. There was little thought during this period of making alterations to the railway map of Wellington.

The attention of both companies was directed elsewhere during these years. The Grand Trunk was pursuing projects in Michigan and

Quebec; the Canadian Pacific diverted its resources into prairie branch lines, and in acquiring a network of lines in Wisconsin and neighbouring states which eventually totalled 6,500 miles.²² The only new construction in Wellington County was the Guelph Junction Railway, a short line financed by Guelph to connect the city with the C.P.R. (former Credit Valley) main line near Campbellville. It was leased to the C.P.R. for a per-carload rental, and was a consistent money loser for Guelph, though it provided competitive rail service for the city.

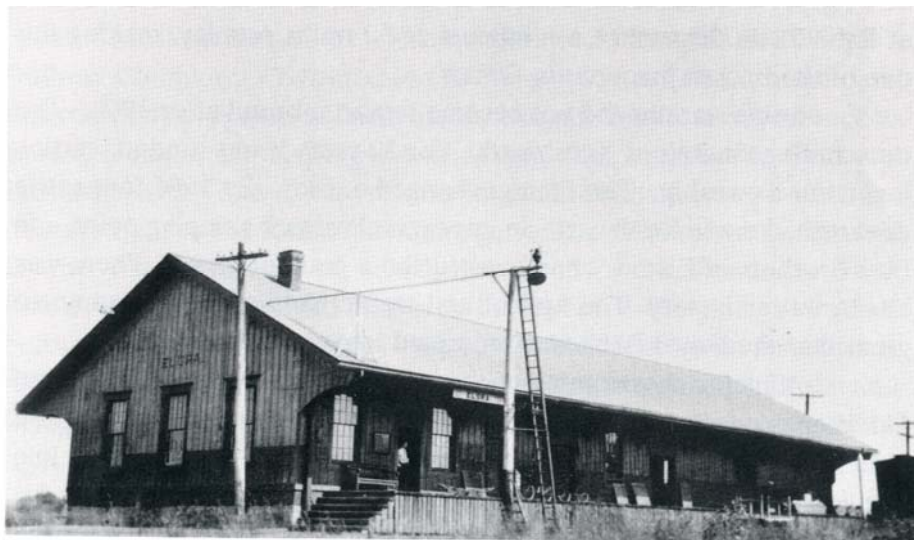
With the Canadian economy expanding rapidly in the late 1890s, railway traffic commenced a major increase. Freight and passenger volumes in southern Ontario increased at rates of over 10% per year, while transportation costs continued to decrease. Students in Wellington County and elsewhere began riding the train daily from rural flag stops to high schools in the larger towns.

Increasing rail traffic prompted the C.P.R. to become interested in new Ontario branch lines. Between 1906 and 1908 the company built lines from Saugeen Junction through Durham to Walkerton; and from Guelph through Elmira to Goderich, with a branch from Linwood to Listowel. A Goderich line had first been proposed by the fast-talking George Laidlaw in 1876 as an extension of the Elora branch, and had been rumoured from time to time ever since. Both the Goderich and Walkerton lines provided rail service for the first time to a number of small towns, but the major effect was to provide competition for the Grand Trunk, which had previously monopolized rail traffic in Huron and Bruce Counties.

The new branches provided only one new station in Wellington County, at Ariss. The C.P.R. also undertook upgrading work: the former Credit Valley and Toronto, Grey and Bruce lines in Wellington were virtually rebuilt, with heavier rail, new concrete culverts and bridges, and reduced grades to accommodate the heavier and faster trains that were now using these lines. A new C.P.R. line from Guelph Junction to Hamilton in 1912 provided a Hamilton-Guelph link that was shorter and quicker than the Grand Trunk route. The C.P.R.'s engineering department had become very proficient at laying out and building new branch lines by this time. The per-mile cost of these branches was probably less than 20% of what railway construction cost 50 years before. As well, the new branch lines provided a use for older light rails and smaller locomotives which were being replaced on the main lines.



The Palmerston station, circa 1900. Photo courtesy of Mrs. Larry Wilson.



The Elora Canadian National station in the early 1920s, still painted in Grand Trunk colours. The run-down appearance of the building began annoying Elora politicians shortly after 1900. They campaigned unsuccessfully for years for a new, more modern building. Photo from the collection of the Wellington County Museum and Archives.

Almost concurrently with the C.P.R. work, the Grand Trunk undertook its own rebuilding program on its Wellington County branch lines. The Palmerston to Guelph line (formerly the W.G.& B.) was reconstructed to the standards of a secondary main line. Bridges were rebuilt, grades reduced and the roadbed improved to permit speeds of 65 miles per hour and the use of heavier new models of locomotives. Larger stations were built at Guelph, Harriston and Mount Forest, and the Palmerston yards were enlarged to facilitate the assembly of longer freight trains.²³ Passengers could now eat roast duck on linen-covered tables in the dining car as they travelled to Toronto. Only a half-century earlier the same trip necessitated a two day ordeal by wagon and stagecoach over barely passable roads.

The railway age in Wellington County reached its peak in the years between 1910 and the first world war. Most of the branch lines offered two passenger trains daily (which also carried mail and express) each way; some had an additional mixed train. The Grand Trunk (W.G.& B.) line from Palmerston to Guelph carried four daily passenger trains each way, while the old Grand Trunk main line from Toronto through Guelph offered seven daily passenger trains in each direction, two of which ran to Chicago. All lines ran at least one daily freight train; at busy periods there could be three or four. The Grand Trunk yards at Palmerston dispatched a minimum of 30 trains per day, making this one of the busiest junctions in Ontario.

Some stations did not become important until after 1900. The outstanding example is Kenilworth. For 30 years it was a minor station in Arthur Township. Then things changed quickly. By 1906 four cattle dealers had made Kenilworth an important livestock shipping point, and Hay Brothers of Listowel had constructed a grain elevator. There was also a butter factory. The agricultural traffic handled here became so great that the Royal Bank was prompted to open a branch.²⁴

A major shortcoming of the railways was the total absence of Sunday passenger service on the branch lines, a deficiency that persisted until near the end of passenger service on them. The Grand Trunk line through Guelph offered only two Sunday trains; these ran primarily for mail and express to the United States.²⁵ The early decades of the twentieth century enjoyed the pinnacle in service of the Canadian post office. Virtually all the passenger trains carried mail, and most had operating post offices on them. It was possible to send a letter to

Toronto from Wellington County on the morning train on any of the local lines, and receive a reply the same night.

Despite the number of lines and frequency of service, even more lines were projected in the early twentieth century. Promoters were becoming enamoured of electric railways in the years around 1900, and Wellington County attracted its full share of proposals. First of these was John Patterson's plan of 1892 to build a system radiating from Hamilton, with lines to Berlin and Elmira and to Guelph, Fergus, Elora and Arthur. The Grand River Railroad, three years later, proposed to build a system centred on Berlin with lines to Brantford, Stratford, Listowel and Elora. Over the next decade many similar schemes were advanced. Some proposed to use power generated on the Grand River at Elora and Fergus. Others were to operate as extensions of the streetcar systems in Guelph and Berlin.²⁶

A line from Guelph to Arthur had particular appeal, since Arthur had only indirect and inconvenient connections with the county town. All these proposals made small-town merchants nervous: they believed that electric railways with frequent service would improve access to the larger stores in Guelph and Berlin. Guelph merchants had already annoyed the small towns to the north by offering partial and total rebates of rail fares to their out-of-town customers.

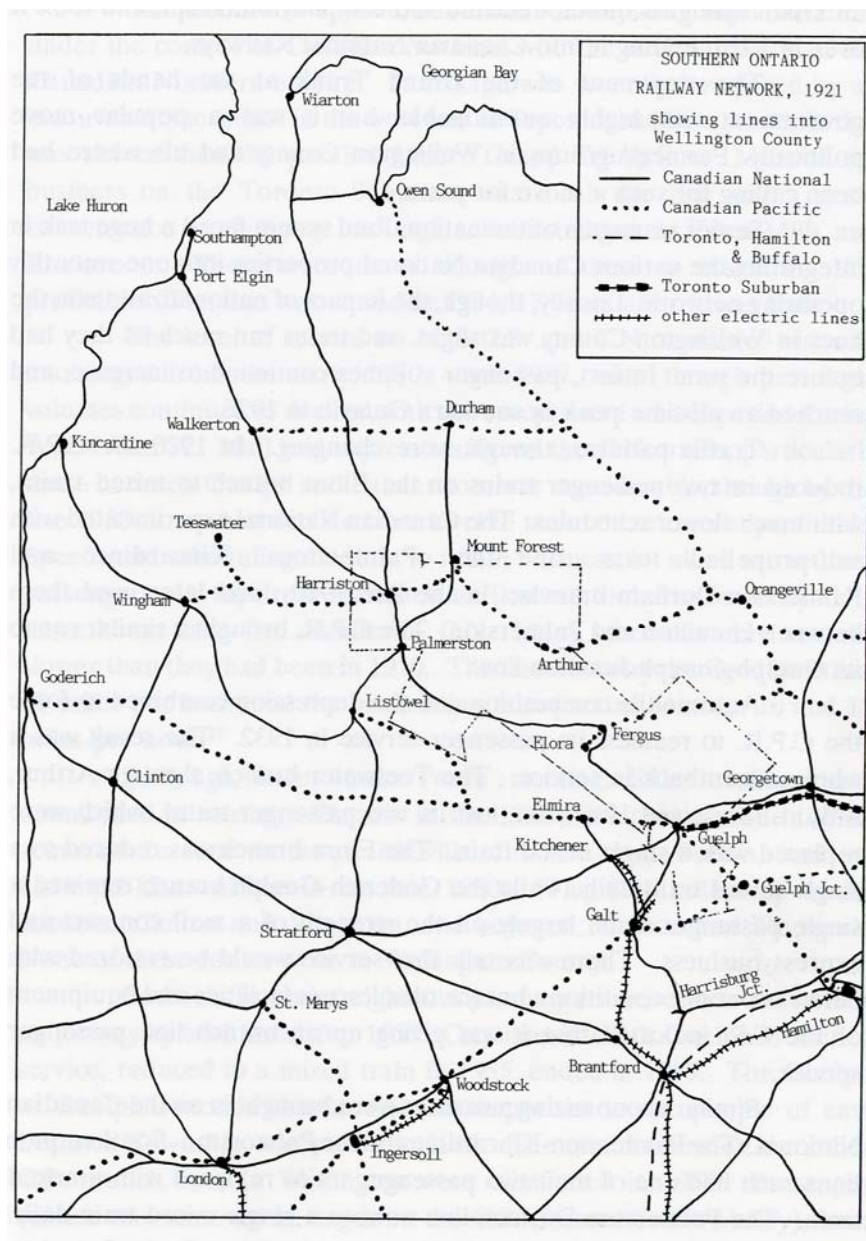
Most serious of the electric railway schemes was the People's Railway Company. Chartered in 1909 by a group of Detroit promoters, this company proposed to build an electric rail line from Woodstock to Berlin, Guelph, Elora, Fergus and Arthur, with branches to Erin and Puslinch Lake. The Company also intended to distribute power from Niagara Falls to the communities along its route. The company resorted to the old technique of asking for bonuses from municipalities. Plebiscites were scheduled in 1911 in several of Wellington's townships before the scheme collapsed. James Breithaupt of Berlin immediately revived the idea on a smaller scale by proposing to extend his Berlin and Bridgeport streetcar line to Elora and Fergus. He surveyed a right-of-way, but could not find financing for construction. In 1912 the Canadian Northern/Mackenzie and Mann interests tried to drum up support for an electric line from Guelph to Owen Sound, along the route of the Garafraxa Road. Mackenzie and Mann were in the process of building the Canadian Northern into Canada's third transcontinental railway, but they also took a strong interest in electric lines in southern

Ontario. They eventually constructed the electric-powered Toronto Suburban Railway from West Toronto to Guelph.

In the meantime, the C.P.R. had acquired control of the electric railway lines that had been built in the lower Grand River Valley, and the company announced plans for a network of electric lines to run as far north as Guelph and perhaps farther. Last of the electric schemes was Sir Adam Beck's Ontario Hydro Radial Union. Through 1913 and 1914 Beck enlisted the support of local reeves and political leaders for a vast grid of electric railway lines all over southern Ontario. By this time, nationalization had become a popular cause, both with small manufacturers and the general public. Large companies, and especially the railways, were popularly portrayed as arrogant monoliths, unresponsive and contemptuous of their customers. The solution was to place the railways and all public utilities under government ownership and control.

The period from 1915 to 1921 was one of disruption in the Canadian economy, and railways were among the chief victims. The decline in rail service in Wellington County dates from this period. The war brought shortages of materials and fuel that hindered the operation of trains. Spiralling inflation, especially in 1919 and 1920, brought demands for large wage increases, while regulatory and political pressure restrained the income of the railways. The inflationary spiral killed all the private electric railway proposals, while Beck's grand scheme was shelved so that Ontario Hydro could divert its resources to the new Queenston generating plant. Railway management declined in quality: progressive and innovative men began to see better opportunities in other industries. Automobiles began to appear, but their impact would not be felt in a major way until the late 1920s.

The major difficulty of the Canadian railways was the debt load they carried as a result of overexpansion, particularly the costs of the new Grand Trunk and Canadian Northern transcontinental lines. The Canadian Northern was the first to succumb when the federal government cut off further support in 1917, and merged the company with the National Transcontinental and Intercolonial, which it already owned, to form Canadian National Railways. The nationalization of the Grand Trunk was more controversial. Due to the war, the company was cut off from British sources of capital. The federal government cut off



all credit and guarantees, declared the company bankrupt, and took it over in 1920, folding it into Canadian National Railways.

The treatment of the Grand Trunk at the hands of the government was highly questionable, but it was a popular move politically. Farmers' groups in Wellington County and elsewhere had been calling for such a move for years.

Senior managers of the nationalized system faced a huge task in integrating the various Canadian National properties into one smoothly operating network. Locally, though, the impact of nationalization on the lines in Wellington County was slight, and trains ran much as they had before the war. In fact, passenger volumes continued to increase, and reached an all-time peak in southern Ontario in 1926.

Traffic patterns, though, were changing. In 1920 the C.P.R. reduced its two passenger trains on the Elora branch to mixed trains, with much slower schedules. The Canadian National experimented with self-propelled cars on the Palmerston- Kincardine and Palmerston-Durham branches in the late 1920s, and later used them between Hamilton and Palmerston. The C.P.R. brought a similar car to its Guelph-Guelph Junction line.

Automobile competition and the depression combined to force the C.P.R. to reassess its passenger service in 1932. The result was a wholesale cutback in service. The Teeswater branch, through Arthur, Mount Forest and Harriston, lost its two passenger trains, which were replaced with a single mixed train. The Elora branch was reduced to a single mixed train daily, while the Goderich-Guelph branch retained a single passenger train, largely on the strength of a mail contract and express business. There was talk that service would be restored with better economic conditions, but the obsolescent facilities and equipment of the C.P. indicated that it was giving up on branch line passenger service.

Similar economizing measures were brought in on the Canadian National. The Palmerston-Kincardine and the Palmerston- Southampton lines each had one of their two passenger trains replaced with a mixed train. The Palmerston-Durham line went to a single mixed train daily. The two important trains remaining were runs from Owen Sound to Toronto and to Hamilton, both by way of Palmerston and Guelph. Two trains connected Palmerston with Stratford.

The electrified Toronto Suburban Railway to Guelph had come under the control of Canadian National with the nationalization of the Canadian Northern empire. Patronage was severely hampered by an inconvenient terminal in the west end of Toronto, and by a schedule that was slower than the parallel former Grand Trunk line. Most of the business on the Toronto Suburban was local: the line was a great convenience to shoppers and high school students in Eden Mills and Rockwood. There were never enough of these to make the line profitable. The line was closed in 1934, 17 years after it was built.

The level of service on both C.P. and C.N. remained virtually unchanged from the early 1930s until 1957, even though passenger volumes continued to decline, with the exception of a brief period during World War II. Mail and express traffic on the C.N. trains, particularly those between Guelph and Palmerston, was considerable, though by the late 1950s it too had declined to a level to make these runs unprofitable. Speeds and scheduling did little to retain business, let alone attract new passengers. A trip from Harriston to Toronto took five hours by C.P., three hours thirty-five minutes by C.N. Many schedules were actually slower than they had been in 1910. The fastest trains averaged less than 30 miles per hour, and the branch line mixed trains between 10 and 18 miles per hour.²⁷

Although fewer trains were running, little trackage was abandoned in southern Ontario in the 1930-1960 period. The C.P.R. removed its line between Melville Junction and Bolton, and its Linwood-Listowel line in the late 1930s. The C.N. pulled up tracks between Clinton and Wingham, and between Hickson and Tavistock. None of these routes were in Wellington County.

Cutbacks in both freight and passenger service were made in a major way by both lines after 1957. Canadian Pacific's Guelph-Goderich service, reduced to a mixed train in 1955, ended in 1959. The Guelph to Guelph Junction shuttle, once so important to the people of east Puslinch Township, was pulled in 1961. The mixed trains on the other C.P. branch lines in Wellington were eliminated in 1957. Passenger service was removed in stages on the C.P. (former Credit Valley) main line through the south of Puslinch Township in stages between 1961 and 1969.²⁸ Although this line was not a major factor in Wellington's transportation network, the C.P. had once done a brisk business at Puslinch.



A Via Rail train of three dayliners at the Guelph station in July, 1988. These self-propelled cars provided the majority of passenger accommodation on the lines in Wellington County between 1960 and 1990. Photo: S. Thorning.

Passenger service on the C.N. Wellington County branch lines continued until the post office decided to cancel its railway contracts and switched to trucks, a process which was complete by 1959. In that year passenger service north of Guelph was reduced to a single train which split at Palmerston for Southampton and Owen Sound. By the time this last train was removed in 1970 the public had become indifferent to passenger service. Few voices were raised in protest. Only C.N.'s former Grand Trunk main line through Guelph retained its former level of service and patronage.

Express business was moved to the railways' own trucking subsidiaries in the 1950s. Freight traffic also disappeared in stages. Freight of less than a carload ceased to be handled by rail, a curious policy to follow when the trend of businesses was toward smaller inventories and more frequent deliveries. Higher labour costs in the 1950s forced business to seek more efficient ways to handle materials. For customers without their own sidings, shipping by rail necessitated increasingly expensive and labour-intensive handling of freight. The

railways became more difficult and inconvenient to use when local agents were removed and stations closed and torn down. Coal, formerly the largest single commodity handled, disappeared completely.

As the railways became less proficient as a transportation system, trucking firms were reducing their charges and offering services that were increasingly efficient and flexible. The victims of rigid government regulation, unimaginative and unaggressive management, and labour practices which kept their labour forces at double an effectual level, the railways had become complacent, content to handle whatever traffic had not yet been captured by trucks. Railway managers began to see their systems as profitable only for long-haul, high volume business. The branch line system of Wellington County had no place in this view. By the 1970s, branch line freight traffic in Wellington had dwindled to almost nothing.

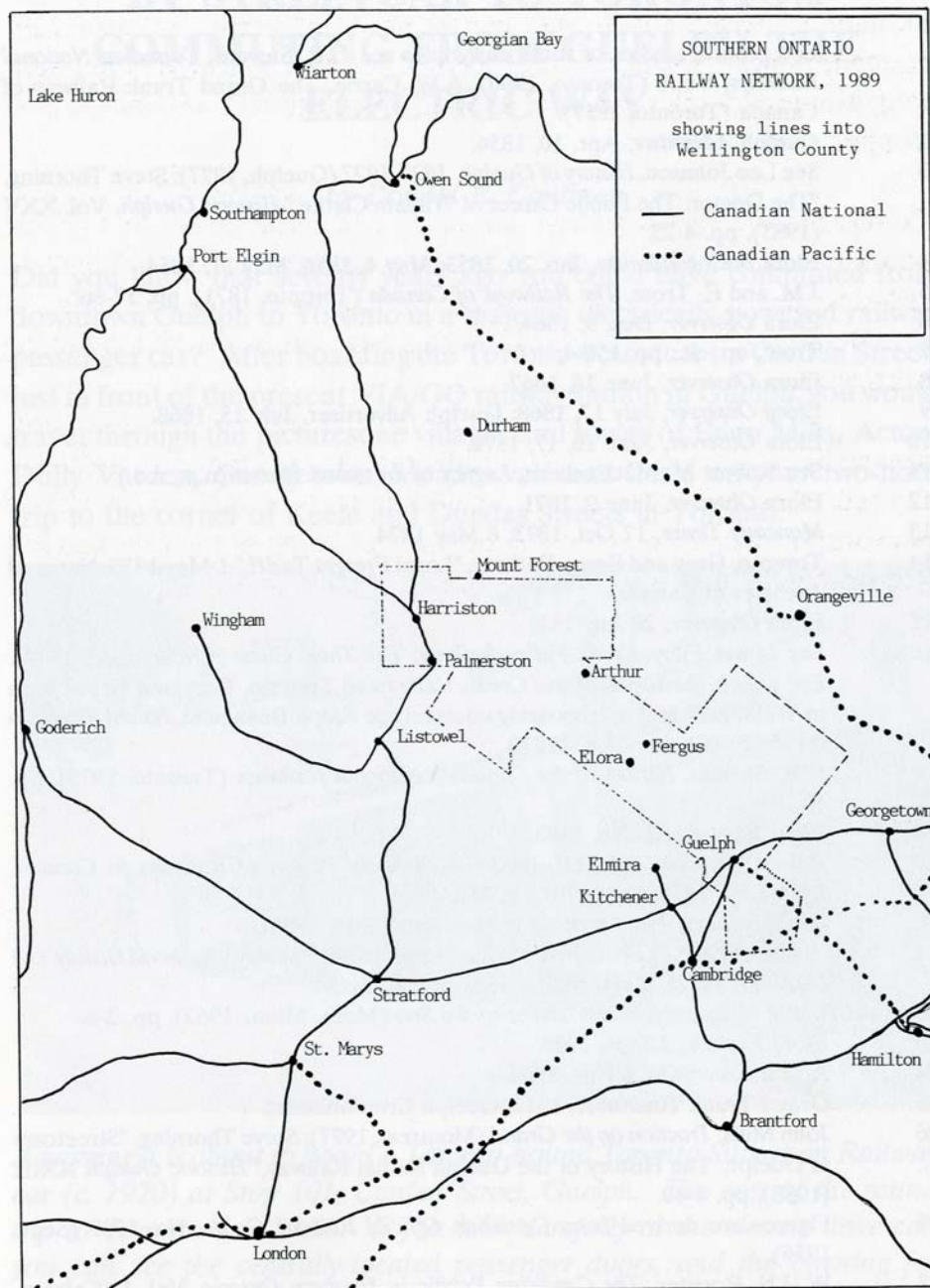
By the 1970s freight service on most, Wellington County branch lines was provided only on an as-needed basis. Official abandonments came in a flurry in the 1980s, a process termed "rationalization" by the railways. In 1983 the C.N. line from Fergus to Palmerston was removed, as was the Palmerston-Durham line. In the same year, the Kincardine branch was cut back to Wingham. The C.P.R. received permission in 1988 to remove its Teeswater branch (former T.G.& B.). C.P.'s Elora branch was pulled up in the fall of 1989, as was the C.N. line between Fergus and Guelph. The C.P.R. Guelph to Goderich line followed shortly after. Whether the railways, with better management and different policies, might have retained a major share of the passenger and freight business in Wellington County is a question which railway historians and transportation experts can debate endlessly. The attraction of the automobile is irresistible to a majority of people: they will drive their cars no matter how cheap, comfortable and convenient the alternatives are. Still, the railways made no significant effort after 1915 to attract and retain passenger business on Wellington's branch lines, or to try to match what the competition offered in speed and convenience: the trains were slow, the passenger cars old and often dirty, and the stations had the semblance of working museums.

The neglect of the highly visible passenger business presented a poor image of the railway to both current and potential freight customers, but freight business suffered directly from other railway policies. From the 1920s onward there were scant efforts to solicit new

business, to place new industries on land adjoining rail lines, or to attempt to accommodate the special needs of particular customers. Instead, railway management concerned itself with high volume, bulk, long-distance shipping, business for which Wellington County lacked both shippers and customers.

The closure and removal of most of the rail lines in Wellington County passed almost without notice by either the public or by local political leaders. Should national transportation priorities shift back to railways, the villages and towns of Wellington County will suffer a considerable disadvantage in attracting new industries and retaining existing ones.

At the time of abandonment, most of the Wellington County branch lines had deteriorated so badly that it was unsafe to use them. Overall, they had not been a significant part of the transportation network for over 20 years. Still, the physical lifting of the rails marked irrevocably the end of the railway age in Wellington County.



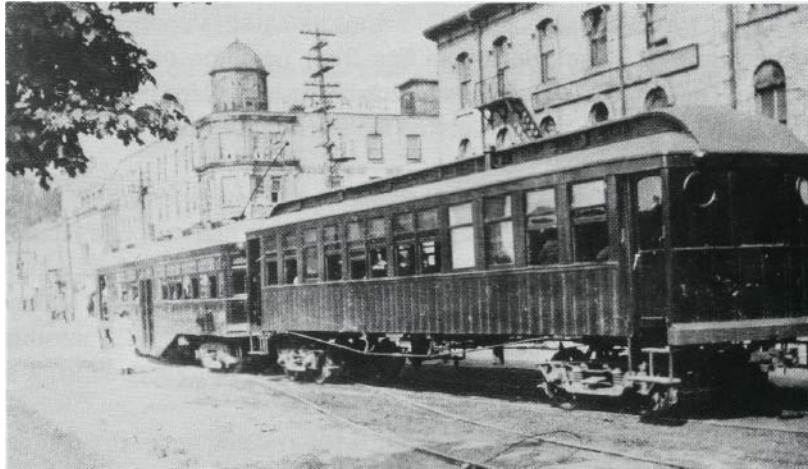
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BY STREETCAR TO TORONTO... COMMUTING FROM GUELPH THE ELECTRIC WAY

by Donald E. Coulman

Did you know that seventy years ago you could have commuted from downtown Guelph to Toronto in a majestic electrically-powered railway passenger car? After boarding the Toronto-bound car on Garden Street, just in front of the present VIA/GO railway station in Guelph, you would travel through the picturesque villages and towns of Eden Mills, Acton, Dolly Varden, Georgetown, Meadowvale and Dixie on your two-hour trip to the corner of Keele and Dundas Streets in Toronto.



A passenger is about to board a Toronto-bound Toronto Suburban Railway car (c. 1920) at Stop 101, Garden Street, Guelph. The cost of the round trip to Toronto was \$2.65. If you look carefully at the electric drive car, you can see the centrally-located passenger doors, and the opening for express goods at the front. The wooden trailer, a New York Elevated Railway transit car,¹ was used during peak passenger periods. To get into downtown Guelph, the T.S.R cars travelled on the City of Guelph streetcar tracks. The buildings in the background still stand at the corner of Garden and Wyndham Streets. Photo: Gib Kingsbury, former T.S.R. section hand.

You would have found the trip on the Toronto Suburban Railway car to be rather thrilling! Almost a third of the 48-mile line consisted of curves.² Former passengers fondly remember it as the "Corkscrew Railway" or the "Seasick Railway". Passenger Charlie Landsborough summed up the ride this way: "The thing went so fast and swayed so much that I thought it would leave the tracks at every one of the umpteen million sharp curves on the line." Even the crew-members admitted to being frightened once in a while. Bert Greenaway, a Toronto Suburban conductor, whose choice of words was always delightfully colourful, recalled emphatically: "Many a time I was scared on the b****r!"

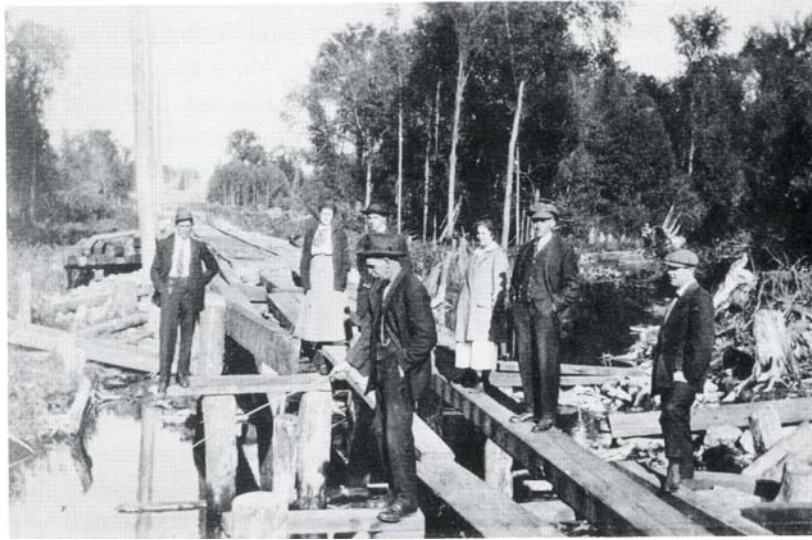
Passenger service from Guelph to Toronto began officially on Saturday morning, April 14, 1917.³ The opening schedule was modest--two cars made two round trips each day except Sunday.

BUILDING THE LINE: The Toronto Suburban Railway had its beginnings in 1890⁴ as a West Toronto-Weston-Woodbridge street railway system. The inter-urban line from Lambton to Guelph was surveyed in 1911-12. Grading and track-laying took place between 1912 and 1915.⁵ World War One delayed the start of the Guelph to Toronto service until 1917.

Two prominent Canadian steam railroad developers, Sir William MacKenzie and Sir Donald Mann (the latter born and raised in Acton) played the prime roles in the early financing, construction and operation of the Toronto Suburban Railway system.⁶ Nicknamed King and Duke,⁷ MacKenzie and Mann were visionary entrepreneurs who were masters at putting together complex deals based on borrowing money from a wide range of private and government sources.

In 1918 the Toronto Suburban Railway came under the control of the government-owned Canadian National Railways Company. After 1923, the T.S.R. was called Canadian National Electric Railways, Toronto Suburban District.

ROLLING STOCK: When the T.S.R. opened for business in 1917 there were four passenger cars, numbered 101, 104, 105 and 106.



The Blue Springs Creek wooden trestle under construction just west of Eden Mills in 1914 attracted these Sunday visitors. The newly-laid tracks are visible in the background.



T.S.R executives and the general contractor chat beside car 104 in Acton on Thursday morning, April 17, 1917, during a pre-service inspection of the line. The immense size of the car (59 feet long, 13 feet high) dwarfs the people standing beside it. The metal exterior was painted a sedate pullman green, with gold lettering and a black top. Photo: former T.S.R. rider, Charlie Landsborough.

Car 101 was a passenger-only car, while the others were combination passenger/express cars. All of the cars were built during 1915 and 1916 in Preston, Ontario, by the Preston Car and Coach Company. There were two more cars ordered by the T.S.R.—cars 102 and 103. Unfortunately, they were destroyed by fire at the factory in 1916. Two more passenger cars, 107 and 108, were added in the mid-twenties when the company was a subsidiary of the C.N.R. All of the cars used on the line were powered by 1500-volt direct-current motors.

The interior of the cars could best be described as "really nice". When you entered passenger car 101,⁸ a 68-seater, the first thing you would see would be the fare box. Now you had to make a decision: to go through the door into the Main Room, which is at the back of the car, or take the door into the Smoking Room, at the front of the car.

The whole car was finished in cherrywood! If you had decided to go into the Main Room you would sit in a comfortable green plush upholstered high-back seat, with a head rest. There was a stationary foot rest, and a polished bronze hand hold on the aisle side of your seat. To signal the motorman and conductor that you wanted to get off, a push button was provided at your seat. If the sun were bright, you could pull down the pantasote window shade to protect your eyes.

Looking up from your seat, you would see the continuous basket rack where you stowed your luggage. Above that was a three-ply poplar veneer ceiling. A signal cord was strung along the centre of the entire car. The toilet was located at the front of the Main Room.

At the very back of the Main Room there was a large semi-circular "thrill seat". When 101 went around one of the many curves on the T.S.R. line, the back seat of the car swung out about eight feet, giving everyone in the back seat a spine-tingling thrill.

If you had chosen to go into the Smoking Room at the front of 101, you would have sat on a low-backed seat upholstered in green pantasote. At the front of this room was the motorman's compartment, in which were the controls for operating the motors, brakes and track-sanding equipment, and a foot-pedal to operate a twelve-inch warning gong. The car was also equipped with an air whistle.

The cars evidently had plenty of power. Former T.S.R. motorman Bill Fenten, who was the motorman for the last T.S.R. passenger run in August, 1931, remembered: "It was difficult to reach top speed in the cars, because the track rarely had straight stretches.



This photograph taken in the 1920s at Fairy Lake in Acton fortuitously captured a T.S.R. combination passenger/express car and trailer speeding toward Guelph. Photo: former T.S.R. rider, Charlie Landsborough.

Average speed on a run would not be more than 25 to 40 miles per hour. It was possible to reach 60 miles per hour on the few straight stretches, and there was still power to spare."⁹

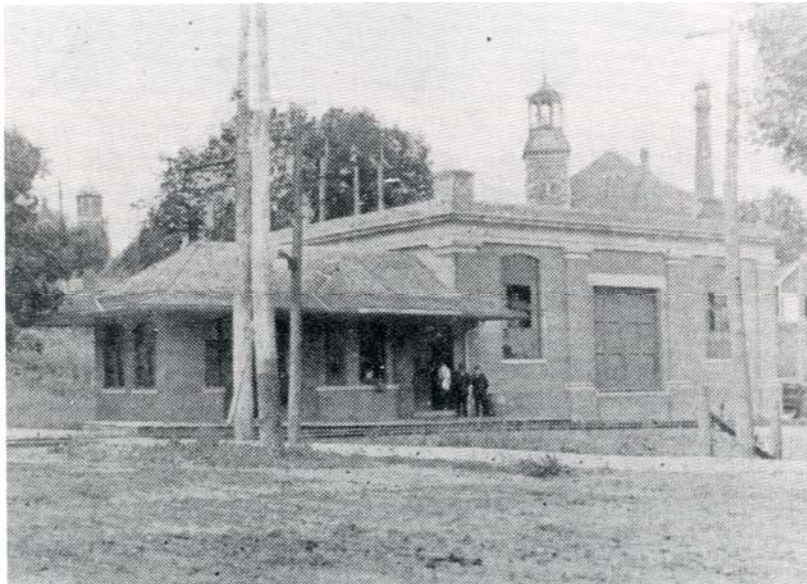
PASSENGER TRAVEL: Many people used the T.S.R. to travel to the larger centres to shop. Others used it to go to work, attend church, go to school, visit relatives or friends, or to attend meetings. A favourite trip for people in the Guelph area was to the Edgewood Park dance hall in Eden Mills. It was said that every child who attended a church Sunday school in Guelph would sooner or later travel on the T.S.R. to a church picnic at Eldorado Park, or the parks at Huttonville, Blue Springs, or Eden Mills.

Sports teams often hired a T.S.R. car to take the players to places along the line for a game. Jack Watkins, an avid Guelph hockey fan, recalled a memorable trip: "I remember going to Georgetown on the thing, one night in the '20s. It was during a sleet storm—you should have seen the fireworks display from the trolley pole! We were going

to see Guelph and Georgetown play hockey. We had to crawl from the suburban station to the arena. I can't remember who won the game!"

It appears that most of the passengers who rode the T.S.R. "radial" travelled to and from intermediate points along the line in the Guelph to Toronto direction. (The term "radial" derived from the concept of a number of inter-urban electric railways radiating outward from a large urban centre, such as Toronto.)

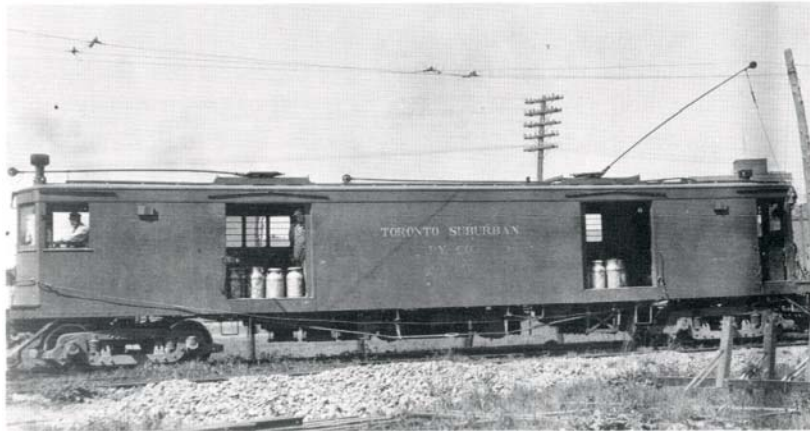
STATION FACILITIES: Various passenger waiting facilities were provided along the line. There were wooden shelter stations, platforms, and two major stations - a brick station at Georgetown and a frame station at Acton. Curiously, there wasn't much in the way of comfortable waiting rooms either in Toronto or in Guelph.



The grandest T.S.R. station of all was at Georgetown. It was described in the August 1917 issue of Canadian Railway and Marine World as a "brick station of neat design, with waiting room, office, and baggage room." To the right is the electrical substation. Photo: Canadian Railway and Marine World, August, 1917.

A 1930 T.S.R. advertisement offered this instruction to would-be passengers: "SIGNALLING OF CARS: Persons intending to board cars please signal the motorman of their intention. At night, by lighted match or other light."

FREIGHT SERVICE: "FAST FREIGHT.....SAME DAY DELIVERY SERVICE" was advertised by the T.S.R.. A wide range of goods was shipped: milk from farmers along the route, turnips from Eden Mills, paper from Georgetown, car loads of flour to and from Norval, bricks from Cooksville, stone from the Rockwood quarries, and, incredible as it may seem, produce from the Eaton farm near Islington to their department store in Toronto.



Express motor 201 in 1920. Full milk cans were picked up every day from farmers along the T.S.R. route. Milk produced at the Ontario Reformatory in Guelph was delivered daily to the Ontario Hospital in Toronto.

CROSSING HAZARDS: By the mid-twenties automobile traffic had increased dramatically. Few of the multitude of road crossings on the T.S.R. line were well marked, with the result that there were many collisions between road vehicles and T.S.R. cars. A number of the accidents resulted in fatalities.

To increase their visibility, the bodies of the T.S.R. cars were painted a golden yellow, with blue striping. The roof was a lighter yellow. By the time the T.S.R. ceased operating, the cars had been repainted orange.

WORKING ON THE T.S.R.: T.S.R. employees enjoyed working for the company, and got on well with each other. Motorman Bill Fenten recalled: "It was a good place to work. There were a lot of good times, and jokes with passengers."¹⁰ Section-hand Gib Kingsbury agreed: "We used to have little meetings here and there, y'know, with different crews we'd come in contact with, like the overhead linemen. A few stories was told. There was an odd one pretty good. Ha-ha!"

T.S.R. conductor Bert Greenaway had this to say about the pay: "I got 49 cents an hour and never got a damn cent for overtime".

Gib Kingsbury did remember a day that wasn't so great for him and his four-man track maintenance crew. They were riding their gas work car from Kitchen's Crossing (near Eden Mills) to Blue Springs one rainy day in 1924. Suddenly, Express Car 201 appeared out of nowhere right in front of them. Gib jammed on the tiny gas car's brakes, and as it began to slide on the wet rails toward the inevitable collision, he and the crew dived off. When the little gas car and its trailer collided with 201, things went everywhere! "Tools flew from the trailer and sailed clean under the doggone train. When everything settled, bars, picks and shovels were all over the place!" said Gib. He went on to say "Even though I did run into Bert Oldfield (201's motorman) and Scotty Greaves (conductor), I didn't even apologise to them. I was too scared, and besides, I was all covered over with strawberries!"

The next day, Gib was ordered to take his gas car, which hadn't been seriously damaged, to Toronto. The roadmaster fired him for breaking T.S.R. operating rules.

ROLE OF INTERURBAN ELECTRIC RAILWAY: The electric motor driven interurban car system filled the gap between the horse and buggy and the automobile/truck transportation systems. By the mid-1880s, electrical devices were becoming commonplace. The adaptation of electrical motors to provide motive power for individual railway cars was a logical step to take in developing a relatively simple electrically-operated interurban railway system.

Compared to a traditional steam train railroad, the single electric car railway concept provided passengers with a fast, more convenient and frequent service over shorter distances at lower cost. Certainly, the electric railway car was faster and more comfortable to ride in than a buggy pulled by a horse!

An interurban railway increased the distance people were willing to travel from farms and villages to larger centres. This further increased the influence and importance of the larger centres. Commuters could live farther away from their workplaces in a city, thereby reducing over-crowded living conditions. An interurban line also increased access to recreation areas.

Perishable goods could be shipped quickly to and from the marketplace along an interurban railway. With proper planning, an electrical interurban railway could supplement a long distance haul steam train.



T.S.R. Section 5 Overhead Line Crew. Starting second from left: Bob Winton, Alex On, Tommy O'Brien, Jim McDonald, Foreman Jack Smith. Note ladder straddling the gas car and trailer. Photo: Mrs. Norm Armstrong, former T.S.R. rider.

DOOMED BEFORE IT STARTED: The Toronto Suburban Railway between Toronto and Guelph was doomed before it started. The T.S.R. really didn't go anyplace—passengers were essentially dropped way out in the outskirts of Toronto. There was talk about the line being extended into downtown Toronto, but this was never accomplished. As well, the T.S.R. line to Guelph went into operation seven years after the interurban craze had reached its peak.

The T.S.R. wasn't a feeder line for a major Canadian railroad. The C.N.R. Toronto to Sarnia main line paralleled a major portion of the T.S.R. line. (The C.N.R. and T.S.R. tracks were so close together between Dolly Varden and the outskirts of Acton that it was great sport for the motorman operating a T.S.R. car to race a C.N.R. steam train!)

THE KNOCKOUT BLOW. The real knockout blow for the T.S.R. line came from the car and the truck. Former T.S.R. employee Gib Kingsbury talked about the end of the T.S.R. with clarity, common sense and passion: "It was a railroad that was highly appreciated at the time - because it was for the people of the community - everybody liked it. But the trouble was that it was running too many cars to keep up financially, you see, and that was the cause that it had to discontinue, apparently. And then, of course, if it ran much longer then the cars was coming in and the trucks was taking over, you see."

John Due, a respected economist with a special interest in Canadian interurban railways, said: "The line's extension to Guelph was a major error: placed in service when automobiles were already becoming common, it was hopelessly unprofitable from the beginning.... Clearly, the road should have been abandoned at least six years before it actually was."¹¹

LAST DAY OF OPERATION: Saturday, August 15, 1931, was the last day of operation for the Toronto Suburban Railway. By this time, only 300 passengers were using the line each day. In 1929, the company took in \$166,902 and showed a loss of \$194,405. Before the directors of the C.N.R. folded the company, a number of security brokers had given the impression to T.S.R. debenture purchasers that the Canadian Government backed C.N.R. would always support the stock. Although the C.N.R. had paid interest on the debentures in the past, it had no legal obligation to do so.¹²

Gordon Handforth, who was thirteen at the time, figured that he was the last person to get off the last scheduled T.S.R. passenger car. He had boarded the train at Blue Springs after a summer vacation at his uncle's farm. During the trip, the train was stopped at every turnout so that the crew could remove the switch light. When Gordon left the T.S.R. car in Toronto, he realized that he had left his fishing pole in the luggage rack. He went back into the car to get it, thus making him the last person to get off the T.S.R.! Gordon said that it was "his only claim to fame!"¹³

One Acton resident remembered being a member of a delegation which travelled to Toronto in 1931 to protest the closing of the T.S.R.. The first question asked by the greeting C.N.R. official was: "How did you get here?" The reply was: "By car." The meeting ended quickly.

THE WIND-UP: Most of the T.S.R. rolling stock was unceremoniously scrapped in 1936. (Car 105 had been spared from this ignominious end. 105 was ripped apart when it collided with a T.S.R. snowplow during a snowstorm in 1930. No one was injured—105 was not repaired.) The T.S.R. bond holders were paid 25 cents on the dollar¹⁴.

The T.S.R. right-of-way land was sold at low prices to landowners along the former line. Frank Whitmee, a Georgetown resident and former T.S.R. rider, recalled that his father drove an agent around to Georgetown area farmers to sell them, for \$1, the section of the T.S.R. right-of-way that passed through their farmland. "Sometimes it was hard to get a signature and the \$1", Frank said with a laugh. Frank's Dad "did all right too" with a T.S.R. land purchase - he bought the T.S.R. Georgetown wye property for \$25.00!

T.S.R. STILL LIVES; You can find out for yourself what it was like to ride on the Toronto Suburban Railway by visiting the Halton County Radial Railway Museum at former T.S.R. stop 92, located on the Guelph Line about mid-way between Highway 7 and Highway 401.

A Saturday or Sunday afternoon is a great time to feel the bumpity-bump of the H.C.R.R. cars as they rattle along the tracks. The clang of the streetcar gong is certain to bring back nostalgic memories. You'll even buy your ticket at the C.N.R. Rockwood Station!

NOTES

- 1 Gascoigne, *Toronto Suburban Memories*, p. 6.
- 2 *Canadian Railway and Marine World*, "The Toronto Suburban Railway's Guelph Extension and other lines", p. 323.
- 3 *Canadian Railway and Marine World*, "The Toronto Suburban Railway's Line to Guelph Opened", p. 197.
- 4 *A Statutory History of the Steam and Electric Railways of Canada, 1836-1937*, p. 605.
- 5 *Canadian Railway and Marine World*, "The Toronto Suburban Railway's Line to Guelph Opened", p. 197.

- 6 Stevens, *Canadian National Railways...Towards the Inevitable*, Vol.2, 1896-1922, p. 383.
- 7 McDonald, "Sir Donald Mann Left His Mark on Railway System."
- 8 *Canadian Railway and Marine World*, "Interurban Cars for Toronto Suburban Railway", p. 111.
- 9 *The Acton Free Press*, "Last Motorman on Defunct Radial Interested in Railway Museum", p. B6.
- 10 *Ibid*, p. B6.
- 11 Due, *The Intercity Electric Railway Industry in Canada*, p. 87.
- 12 *Canadian Railway and Marine World*, "Toronto Suburban Railway Ceases Operation", p. 597.
- 13 Handforth (Gascoigne), *Toronto Suburban Memories*, p. 9.
- 14 Due, p. 87.

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 Bert Greenaway (1971)
 Gib Kingsbury (1971)
 Charlie Landsborough (1971)
 Daisy Stewart (1971)
 Jack Watkins (1981)
- Personal Letters from former T.S.R riders:
 Russ Malpass (1972)
 Frank Whitmee (1971)

REMEMBERING THOSE OLD-TIME C.P.R. BRANCH LINES

by Ralph Beaumont

The railway map of southern Ontario has been substantially diminished in recent years by the abandonment of a number of rural branch lines. Competition from other modes of transportation—trucks, buses and automobiles—forced these once-bustling arteries of rural commerce and travel into a long slow decline that accelerated sharply in the years following World War II; this decline led their owners to the conclusion that they were no longer viable.

Wellington County was favoured with a copious assortment of rail lines, both main lines and branch lines, two of which stand out in memory: the Canadian Pacific branch lines to Wingham/Teeswater and Fergus/Elora. Their imminent demise in the 1980s had rail fans such as myself scrambling to record their final days on film.

TEESWATER BRANCH: The line to Wingham and Teeswater resembled most of the other rail lines in Wellington County in that it passed through the county on its way to places beyond. Originating in Orangeville, on the C.P.R.'s Toronto to Owen Sound main line, the Teeswater route branched off at Fraxa Junction and passed through the Wellington County communities of Waldemar, Grand Valley, Arthur, Kenilworth, Mount Forest and Harriston. To say that it passed through Mount Forest is not quite correct, as the line actually by-passed the town, and was connected to it by a one-mile spur.

The whole route was originally constructed in 1873 as the Toronto, Grey and Bruce Railway, a narrow-gauge line whose rails were only three feet six inches apart, as opposed to today's standard gauge of four feet eight and a half inches. The Teeswater branch, and the main line to Owen Sound, were both converted to standard gauge in 1881, and were acquired by the Canadian Pacific Railway through the agency of its Ontario and Quebec Railway in 1883. The famous passenger, freight, and eventually mixed trains of the C.P.R. Teeswater

Branch faithfully served the towns of north Wellington for over 100 years.

In latter times, service on the Teeswater line was rather sparse. Triweekly trips of the "Roustabout" out of Orangeville were sufficient to keep up with the volume of agricultural shipments. In the final days of the line, only weekly trips were required to service its last customer, Lloyd Premium Doors in Wingham, with very little freight being shipped out of the Wellington County stations and sidings in between.

Permission to abandon the line was given once the Canadian National Railways had constructed a special siding to deliver cars of western lumber to the door company, and the rails were stripped from the old rolling and curving roadbed. Today, the only remnants of this once prosperous enterprise are a few forlorn bridges and a few stations that have been preserved and converted to homes, such as those in Arthur and Grand Valley.

ELORA BRANCH: The Elora Branch of the Canadian Pacific Railway is one that could truly be called Wellington County's own, for its major destinations were the towns of Fergus and Elora. The Elora Branch was also one of southern Ontario's most scenic railway lines. Its bucolic charm and easy-going pace of operation made it a rail fan-photographer's delight.

The original main line up the Credit River valley from Toronto to Orangeville was completed in 1879 by the appropriately-named Credit Valley Railway Company, and its branch line to Elora was built at the same time. Like the old Toronto, Grey and Bruce Railway, the Credit Valley line came into the C.P.R. fold in 1883, and saw a century of service to local communities under C.P.R. auspices.

In the days of regular freight and passenger service, trains bound for Elora originated in Orangeville, and ventured south to Cataract in Peel County. From there the Elora Branch veered westward through hilly and scenic countryside, passing through Erin, Hillsburgh, Orton and Belwood. A notable feature of the line was that it crossed over the Shand Dam on a diverted route constructed when the dam was built in 1942. This was one of the few places in Canada where a railway crossed a major water control facility.

Fergus was always an important shipping centre on this line, with shipments from General Steel Wares (formerly Beatty Brothers Ltd.) providing revenue right to the final days of the line. Service

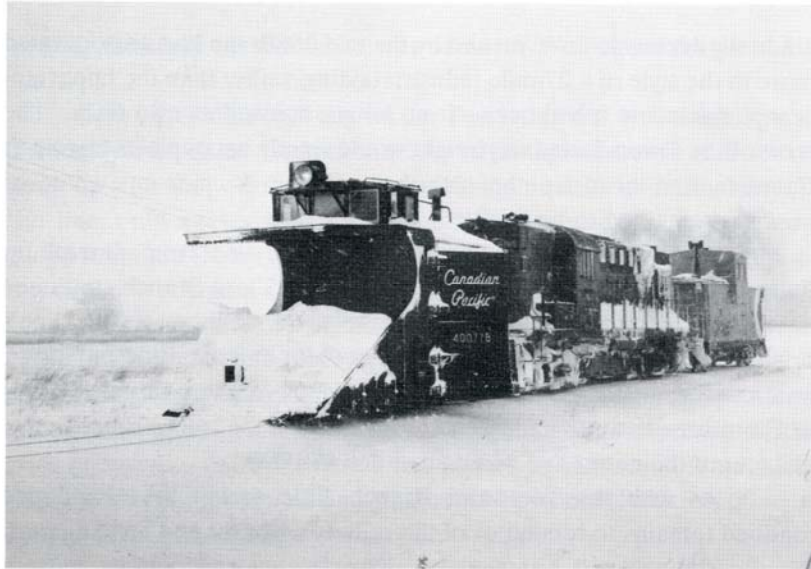
gradually declined, however, and by the mid-1980s the line was operated more in the style of a 27-mile industrial siding, rather than the important branch line route it had been. It no longer boasted its own train. The crew of the Owen Sound wayfreight would simply uncouple its engine at Cataract, and head up the branch to Fergus to pick up whatever business remained to be handled.

After crossing the Canadian National line from Guelph to Palmerston near the GSW plant in Fergus, the Elora Branch continued on the few extra miles to its namesake town. Elora was the line's original terminus, and at one time boasted not only a station but also a water tower, engine shed and turntable. However, service past Fergus to Elora was discontinued by the 1970s, though the tracks remained in place until the entire line was dismantled in 1989.

As with the Teeswater Branch, little except the abandoned roadbed remains to remind us of the railway's vibrant and bustling past. All the stations and water towers have been torn down or moved. Fortunately, the old Elora turntable was saved, and now resides in Tottenham. If the plans of the South Simcoe Railway come to fruition, it will become a functioning part of a tourist railway.

A POSSIBLE FUTURE FOR THE PAST. Though the rights-of-way of these abandoned lines have not yet been dismembered, their future is uncertain. Except for some recreational organizations which would like to convert them to hiking trails, there seems to be little public or governmental interest in preserving them. This might well be a short-sighted attitude. As oil becomes scarcer and dearer, railways may again come into their own as the most energy-efficient mode of transportation. As the astronomical cost of creating new rights-of-way would present a serious obstacle to this development, one wonders whether it would not be prudent to keep the existing rights-of-way intact; their original cost has long since been paid off, and their preservation would cost virtually nothing. Their interim use as hiking trails is an inviting bonus.

Perhaps it is only a railfan's dream, but with the real possibility of substantial population growth, and a looming energy shortage, it may well be that our abandoned railway lines may again serve Wellington County as vital transportation corridors.



The northern reach of Wellington County was notorious among railway men for the amount of snowfall it receives, and snowplow extras to clear the line were a regular feature.



A severe drought in western Canada in the summer of 1980 resulted in hundreds of carloads of Ontario hay being shipped free of charge by the Canadian Pacific Railway. This created a surge of traffic on the Teeswater branch, as Wellington County farmers came to the aid of their western neighbours. The results can be seen in this unusual view of engine #5000 which was sent to pick up boxcars of hay from the siding at Arthur.



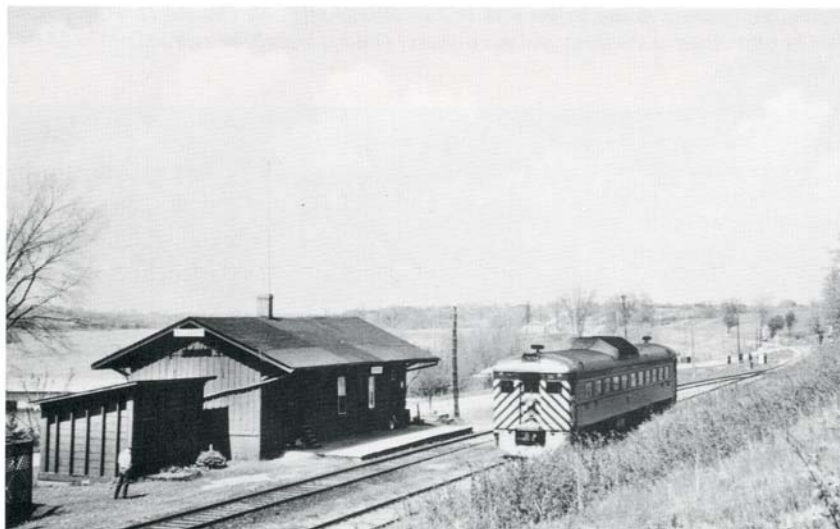
Livestock shipments were once a mainstay of the Teeswater line, as can be seen by this train of cattle cars passing Arthur in the mid-1970s. Shortly after, all Ontario cattle shipments would be centralized at Midhurst, and this aspect of Ontario branchline railroading would end.



A three car freight, typical of branchline service, kicks up the snow on the bridge near Petherton, north of Arthur, in November of 1979.



Erin Station was definitely near the end of its career in this 1970 view.



Passenger service on the Elora branch ended when the mixed train quit operating in 1957. Photographer Bob Sandusky was on hand to record a special railfan excursion which operated over the line in May of 1963 using a C.P.R. dayliner. It is seen here passing Belwood station. This was the last passenger train on the Elora branch.



American railfan Richard Cook took this view of the Elora mixed train as it posed by the Fergus station in the mid-1950s.

LEWIS COLQUHOUN: WELLINGTON COUNTY'S TRAIN ROBBER

by Gregory Oakes

At the end of the nineteenth century, the arrival of the railways caused changes to the social and economic patterns of North America, not the least of which was the emergence of the Train Robber. Though Wellington County was never the scene of a train robbery of note, one of its native sons, Lewis Colquhoun, enjoyed a brief notorious career in this field and was the object of one of the greatest manhunts in Canadian history.

Lewis Colquhoun was born on April 27, 1877, near Clifford, the youngest child of Robert and Jessie Colquhoun, who owned a 300-acre farm consisting of Lots 28, 29 and 30 in the Sixteenth Concession of Minto Township. A good-looking young man who had suffered from tuberculosis in his youth, Colquhoun initially settled on a career as a public school teacher, but, either because of a lack of interest or weakness of health, he did not remain long in that profession. Around the turn of the century he drifted west. From Calgary, where he worked in a warehouse and on a survey crew, he went on to Vancouver, and later to San Francisco. By this time he had acquired a goatee and a reputation as a small-time crook. After serving a two-year sentence for petty theft at Walla-Walla Penitentiary in Washington State, he returned to Canada to work as a labourer in British Columbia.

By this time the West had been tamed. Across the border, the James Gang, the Daltons, Youngers and Renos were all dead or retired curiosities of the previous century. Bill Miner, a San Quentin alumnus in his late fifties, would not retire however. Though determined and persevering, Miner was less successful than his colleagues and spent almost 40 years of his life in captivity. During one of his periods of freedom he moved to Canada and took on the Canadian Pacific Railway. The press dubbed him "the gentleman bandit" for his impeccable manners and apologetic stance; contemporary records indicate that he rarely used his gun, and he always bade his victims good-bye!

Miner's first foray into Canada met with moderate success when, in 1904, with two partners, he robbed the Canadian Pacific Railway's Transcontinental Express at Mission, British Columbia. Miner and his two accomplices boarded the train when it stopped for water. They scrambled over the cars until they reached the locomotive and forced the engineer, at gun-point, to halt the train. They then uncoupled the passenger coaches and ordered the engineer and crew to move the mail car some distance along the line, and threatened to use dynamite if it were not opened promptly. Despite intensive searches, the thieves got away cleanly with \$7,000 in cash and gold.

(This was not the first train robbery in Canada; five thieves in Ku Klux Klan garb robbed the Great Western Railway between Toronto and Port Credit on November 13, 1874. It was the most publicized train robbery of its time, and the thieves were romanticized by some segments of society as heroes fighting the powerful railway barons.)

Miner took the name of George Edwards as an alias, and played the role of a semi-retired rancher in the Nicola Valley of British Columbia; as long as his "retirement fund" remained healthy, George embraced local society as a pillar of the community. Occasionally he had American visitors, and sometimes he was away for extended periods of time. It was during one of these absences that Miner masterminded a train robbery that was to have fateful consequences for himself and his two accomplices, one of whom was Lewis Colquhoun. It took place in the night of May 8, 1906, near Ducks Station, 17 miles from Kamloops, B.C.

The background of Lewis Colquhoun's involvement with Miner is not fully known, but a connection between the two became evident in the early part of 1906, at which time Colquhoun was working on the Budd Ranch near Princeton, B.C. In March, Miner and Shorty Dunn, a Montana gunman on the run, were in the vicinity buying supplies. A few weeks later all three were observed purchasing supplies in Ducks, B.C. It has never been determined whether Miner and Colquhoun knew each other from previous exploits, but it seems unlikely that they did, as Colquhoun (by then a confirmed drifter) would probably have given himself away by flamboyantly squandering the loot. Further, an eyewitness to both the Mission and Ducks robberies connected Colquhoun only to the latter one.

In the darkness of the fateful night, Miner and Dunn boarded the train as it slowed on a steep grade, and ordered the engineer to halt at a secluded spot and detach the passenger cars. Unaware of anything amiss, the passengers slept as the engine and mail car moved on down the track, then halted to allow Colquhoun to board with dynamite to force the mail car open. Force was unnecessary, however, as the mail clerks voluntarily opened the doors from within. One of them, who had been present at the Mission robbery, recognized Miner as the leader, but did not recognize Dunn or Colquhoun.

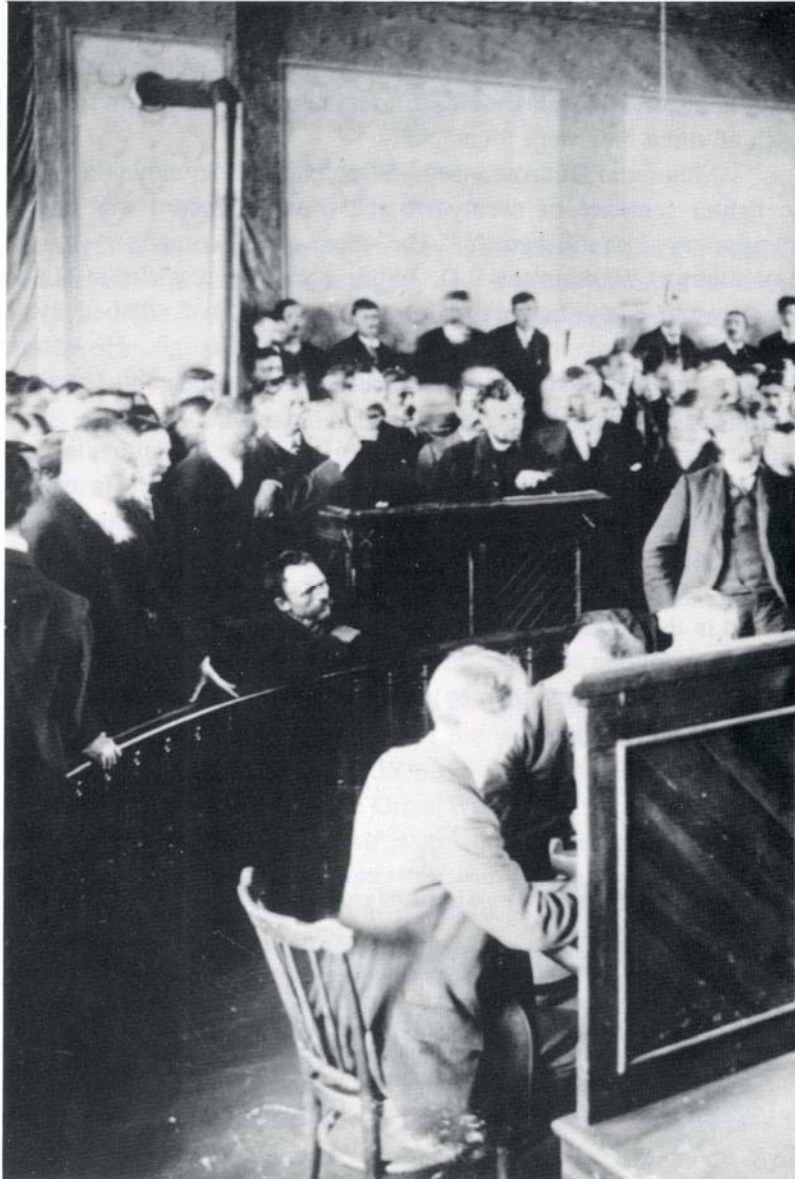
When the bandits entered the mail car they discovered that the safe they intended to rob, containing \$35,000, was in a second express car still attached to the passenger coaches, several miles behind them. Pressed for time, they hastily ransacked the mail car, overlooked a bag containing \$40,000, grabbed \$15.50 in cash, and vanished into the night.

There was more bad luck. Authorities were enraged that an armed gang could remain at large. Eastern financial interests were furious, and Laurier's government was forced to act. The railway offered a reward of \$5,000, which was matched equally by both the federal and provincial governments. The total reward was equal to a lifetime of wages at that tune.

The railway police, the British Columbia Provincial Police and the Royal Northwest Mounted Police joined in one of the biggest manhunts in Canadian history. Cowboys were sworn in to aid in the chase; Siwash Indians were recruited as trackers, and American detectives and bloodhounds joined the trail. C.P.R. trains shuttled back and forth with men and supplies.

The net was drawing tighter on the robbers as they trudged through swamp and forest to evade their pursuers. Near Douglas Lake a provincial constable, W.L. Fernie, encountered three men purporting to be prospectors. A chat with the old man who led the group left him in doubt about their identity, and he called in the Royal Northwest Mounted Police. Wily old Bill Miner calmly tried to persuade the police that he and his crew were sourdoughs searching for minerals, but his efforts were in vain, as Shorty Dunn flinched, pulled out his revolver, and made a run for it. He dropped in a hail of gunfire with a bullet in his leg. Miner and Colquhoun surrendered peacefully.

Many people were thrilled to discover that dangerous criminals had been living in their midst. Contrary to national opinion, some



The Kamloops courtroom during the trial. Miner, his chin on his hand, and a bearded Colquhoun are in the prisoner's box. Shorty Dunn sits outside. Photo: British Columbia Archives and Records Service.

westerners regarded the gang as a local version of Robin Hood and his Merry Men. Few had sympathy for powerful commercial institutions operated by financial barons with taxpayers' money. The first trial ended with a hung jury; Colquhoun sweated out the ordeal of a second trial, in which all three men were found guilty.

Miner and Dunn received life sentences; Colquhoun was given the lighter sentence of twenty-five years, as his record was not as extensive as his colleagues'. The three were committed to the penitentiary at Westminister, B.C. Within a year the recalcitrant Miner, now sixty and established in folk-lore as "the Grey Fox", climbed a wall and left Canada to continue his criminal career in Georgia. His escape caused a furore in parliament and acute embarrassment to Laurier's Minister of Justice.

Dunn faded from the pages of history, his ultimate fate unremarked. Colquhoun's few remaining years were spent in prison, where he died of influenza on September 23, 1911, at the age of thirty-four. Prison authorities spoke of him as a model prisoner, resigned to his fate. His family had his body returned to Clifford and interred in the family plot.

Colquhoun tragically threw away his life for a five-dollar share of a bungled hold-up, thereby going down in history as Canada's unluckiest train robber.

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SPEED AND SERVICE: A LOOK AT RAILWAY SCHEDULES

by Stephen Thoming

Passenger train service on the railway lines north of Guelph began in September of 1870 and ended slightly over a century later, in November of 1970. The level of service fluctuated over time, but there were consistencies as well. For most of the period, morning and evening trains ran in each direction. Service was never speedy on these lines: trains in the 1870s averaged about 22 miles per hour on their runs, and even in the 1950s few trains averaged over 30 miles per hour. Actual running speeds, of course, were faster. Stops at stations were sometimes lengthy, with quantities of mail and express being loaded and unloaded. The fastest speeds were in the 1960s, when many of the stations were closed or only flag stops. At the end of service, the 44 miles between Palmerston and Guelph were covered in about one hour.

The Wellington, Grey and Bruce line from Guelph to Palmerston was the first of the branch lines into north Wellington, and was the most important line, in effect the spine, as long as passenger service lasted. The timetable for 1876 shows the schedule when this line was operated as a branch of the Great Western; service was very much oriented to Hamilton. There were three northbound and four southbound trains between Palmerston and the junction with the main line, 19 miles west of Hamilton at Harrisburg. Additional mixed trains ran daily between Harrisburg and Fergus, and between Palmerston and Paisley on the north end of the line.

Connections to major centres in 1876 were not very convenient. Only one W.G. & B. train ran to Hamilton. Passengers on all others had to transfer to main line trains at Harrisburg. If travelling to Toronto, another transfer was necessary at Hamilton. A trip from Fergus to Toronto took a minimum of five hours to cover 102 miles; from Palmerston to Toronto was an hour more.

The passenger of 1876 had the option of transferring to the Grand Trunk Railway at Guelph for a trip to Toronto. This *could* be faster than the Great Western route via Hamilton, but was usually not,

WELLINGTON, GREY & BRUCE BRANCH.									
Connecting with Main Line Trains at Harrisburg.									
GOING NORTH.									
From	To	Week	Week	Week	Week	Week	Week	Week	Week
Station	Station	Days	Days	Days	Days	Days	Days	Days	Days
Harrisburg	dep	8.55	11.05	4.40	6.35				
61 Branchton		9.17	11.20	4.58	6.53				
111 Galt		10.05	11.34	5.15	7.15				
106 Preston		10.20	11.43	5.26	7.30				
129 Hespeler		10.34	11.52	5.36	7.42				
271 Guelph	arr	11.08	12.08	5.55	8.05				
401 Elora	dep	11.25	12.22	6.10	8.15				
43 Fergus		12.25	1.00	6.56	9.30				
49 Alma			1.16	7.14					
54 Goldstone			1.28	7.27					
181 Drayton			1.36	7.37					
62 Moorefield			1.45	7.48					
69 Palmerston			2.15	8.20	11.10	7.50			
75 Harriston			2.27	8.35	P.M.	8.35			
81 Clifford			2.42	8.53		9.20			
90 Mildmay			3.02	9.15		10.05			
99 Walkerton			3.17	9.30		11.05			
101 Dunkeld			3.29	9.42		11.30			
105 Pinkerton			3.40	9.54		12.00			
111 Paisley			4.00	10.10		12.25			
118 Turners			4.24	10.28		P.M.			
124 Port Elgin			4.42	10.40					
129 Southampton	arr		4.55	10.50					
GOING SOUTH.									
From	To	Week	Week	Week	Week	Week	Week	Week	Week
Station	Station	Days	Days	Days	Days	Days	Days	Days	Days
Southampton	dep		5.05		1.35				
41 Port Elgin			5.14		1.50				
101 Turners			5.27		2.08				
17 Paisley			5.46		2.30	3.00			
23 Pinkerton			6.00		2.49	3.40			
28 Dunkeld			6.12		3.02	4.05			
32 Walkerton			6.25		3.17	4.55			
38 Mildmay			6.40		3.34	5.35			
47 Clifford			7.00		3.56	6.25			
54 Harriston			7.16		4.15	7.25			
59 Palmerston		4.00	7.45	10.30	4.40	7.45			
66 Moorefield			8.02	11.05	5.01				
70 Drayton			8.12	11.30	5.14				
74 Goldstone			8.20	11.47	5.25				
79 Alma			8.38	12.15	5.40	P.M.			
86 Fergus		6.00	8.48	1.20	6.02	1.00			
88 Elora		6.07	8.54	1.45	6.10	1.10			
101 Guelph	arr		9.25	2.40	6.45	1.55			
109 Hespeler	dep	6.45	9.30	3.35	6.55	2.00			
113 Preston			7.04	9.47	4.10	7.18	2.30		
117 Galt			7.14	9.54	4.30	7.30	2.44		
122 Branchton			7.27	10.05	5.15	7.44	3.00		
129 Harrisburg	arr		7.44	10.20	5.45	8.02	3.23		
			8.00	10.35	6.10	8.20	3.45		
* This train connects at Toronto Junction with trains for Toronto and intermediate Stations; also with Atlantic Express for all points East.									
W. G. & B. SOUTH EXTENSION.									
GOING NORTH.					GOING SOUTH.				
STATIONS.	Week	Week	Week	Week	STATIONS.	Week	Week	Week	Week
	Days	Days	Days	Days		Days	Days	Days	Days
Palmerston	6.20	2.15	8.20	Kincardine	4.40	1.10	2.20		
Gowanston	6.40	2.32	8.35	Ripley	4.58	1.30	2.55		
Listowel	7.30	2.44	8.45	Lucknow	5.18	1.55	3.35		
Newry	7.53	3.00	9.00	Whitechurch	5.32	2.13	4.20		
Henfryn	8.20	3.10	9.10	Wingham	5.48	2.35	5.05		
Ethel	8.40	3.25	9.20	Blue Vale	6.00	2.49	5.30		
Brussels	9.25	3.40	9.35	Brussels	6.17	3.05	6.15		
Blue Vale	10.05	3.54	9.53	Ethel	6.32	3.25	6.45		
Wingham	10.50	4.06	10.07	Henfryn	6.40	3.36	7.10		
Whitechurch	11.10	4.20	10.22	Newry	6.50	3.47	7.10		
Lucknow	11.50	4.35	10.38	Listowel	7.06	4.05	8.45		
Ripley	12.25	4.55	11.00	Gowanston	7.16	4.15	9.00		
Kincardine	12.55	5.15	11.20	Palmerston	7.30	4.30	9.20		

The Wellington, Grey and Bruce timetable for 1876, when the line was operated as a branch of the Great Western Railway.

OFFICIAL G.T.R. TIME TABLES.

WELLINGTON, GREY, & BRUCE BRANCH.

No. 13 Mixed	No. 5 Pass	No. 15 Mixed	No. 7 Pass	Miles	STATIONS	No. 6 Pass	No. 8 Pass	No. 14 Mixed	.....
A.M.	A.M.	P.M.	P.M.		Ar Lv	A.M.	P.M.	P.M.	
8 05	11 35	4 30	5 55	0	Harrisburg	10 15	4 50	7 30	.....
7 48	11 21	4 15	5 38	6.08	Branchton	10 29	5 06	7 48	.....
7 32	11 09	4 00	5 23	11.72	Galt, 76	10 44	5 23	8 13	.....
7 15	10 57	3 45	5 04	15.79	Preston	10 57	5 35	8 27	.....
7 05	10 50	3 35	4 54	19.14	Hespeler	11 06	5 44	8 36	.....
.....	.....	*4 40	5 59	24.06	Gourock	*11 16	.....	.....	.....
6 40	10 34	3 16	4 30	26.70	Lv Guelph Jc. Ar	11 25	6 02	9 00	.....
6 20	10 18	3 05	4 15	27.88	L) Guelph (A	11 38	6 12	9 15	.....
.....	10 18	2 20	4 15		A) (L	11 38	6 32	.....	.....
.....	10 01	2 07	3 55	26.70	Ar Guelph Jc. Lv	11 48	6 42	.....	.....
.....	9 34	1 30	3 20	40.29	Elora, 60	12 15	7 09	.....	.....
.....	9 28	1 20	3 12	42.01	Fergus, 69	12 25	7 17	.....	.....
.....	9 12	P.M.	2 54	49.00	Alma	12 40	7 31	.....	.....
No. 9	8 58	.....	2 38	54.56	Goldstone	12 54	7 45	.....	.....
Mixed	8 50	.....	2 28	58.15	Drayton	1 03	7 53	.....	.....
.....	8 40	.....	2 15	62.28	Moorefield	1 12	8 03	No. 10	.....
P.M.	8 25	.....	1 55	69.33	L) Palmer- (A	1 30	8 20	Mixed	.....
7 20	8 00	.....	1 00	74.07	A) ston (L	1 50	8 35	8 40	.....
7 05	7 40	.....	12 45	79.19	Harriston, 89	2 05	9 26	9 30	.....
*	*	.....	.....	81.65	Fultons .....	.....	.....	*	.....
6 20	7 31	.....	12 20	90.46	Clifford	2 20	9 40	10 05	.....
5 35	7 11	.....	11 50	96.27	Mildmay	2 41	10 00	10 55	.....
5 05	6 58	.....	11 39	101.16	W lkerton	2 55	10 15	11 50	.....
4 30	6 45	.....	11 05	103.71	Dunkeld	3 05	.....	12 10	.....
4 15	6 39	.....	10 55	105.01	Cargill	3 11	10 30	12 30	.....
4 00	6 35	.....	10 51	111.35	Pinkerton	3 14	10 33	12 40	.....
3 35	6 21	.....	10 35	118.67	Paisley	3 35	10 48	1 00	.....
.....	*6 05	.....	10 00	124.24	Turners	4 00	.....	.....	.....
.....	5 53	.....	9 45	128.26	Port Elgin	4 25	11 20	.....	.....
.....	5 45	.....	9 20		Southampton	4 40	11 30	.....	.....
P.M.	A.M.	.....	A.M.		Lv Ar	P.M.	P.M.	P.M.	

Trains run daily, except Sunday.

DURHAM BRANCH.

No. 6 Mixed	No. 4 Mixed	Miles	STATIONS	No. 1 Mixed	No. 5 Mixed
P.M.	P.M.		Ar Lv	A.M.	P.M.
10 10	3 25	0	Durham	7 00	6 35
*10 00	*3 15	2.83	Varney	7 10	6 47
9 45	3 00	8.90	Holstein	7 25	7 10
9 30	2 40	15.15	Mount Forest, 141	7 40	7 35
*9 17	*2 24	20.90	Minto	7 52	*7 52
9 05	2 10	26.73	Palmerston	8 05	8 10
P.M.	P.M.		Lv Ar	A.M.	P.M.

Trains run daily, except Sunday.

A page of a Grand Trunk timetable, dating from about 1890. The W.G. & B. line was still operated much as it had been under Great Western management.

because the schedules of the two railways were not co-ordinated. As well, a change at Guelph involved a lengthy hike between the two stations.

After the merger of the Grand Trunk and Great Western systems in 1882, passenger services of the two systems were integrated. The Great Western station at Guelph was closed, and trains of the Wellington, Grey and Bruce line started running to the Grand Trunk station, making connections there with east-west trains.

The 1890 timetable shows only two passenger trains on the W.G.& B. line, one of which ran to Hamilton, the other only to Harrisburg. There were also several scheduled mixed trains on this line. Between Toronto and Guelph there were four passenger trains plus a mixed train. The fastest trip between these two points lasted 95 minutes, though the average was nearly two hours. A traveller could get from Toronto to Fergus in a few minutes under three hours, to Palmerston in four hours, and to Mount Forest on the Durham branch in a few minutes over five hours. Service on the Durham branch consisted only of mixed trains, and most connections at Palmerston involved lost time in the waiting room.

Passenger service on the Guelph to Toronto line improved greatly after 1900, and reached its peak in the late 1920s, when seven trains each way were scheduled. There was now Sunday service, with one train between London and Toronto through Guelph. The Grand Trunk was now nationalized as part of the C.N. system, and the railway's managers were determined to prove the advantages of nationalization by upgrading service. A through train from Palmerston to Toronto via Guelph was now in the timetable. This was one of four trains on the W.G.& B. line; two ran through Harrisburg and terminated in Hamilton, while the fourth consisted of a gas-powered motorcoach, running from Southampton to Toronto via Palmerston and Guelph, and making a limited number of stops south of Palmerston. The motorcoach covered the 44 miles between Guelph and Palmerston in 72 minutes. This was the fastest schedule on this line until the dayliner service of the 1960s.

The 1920s were the peak years for Palmerston as a passenger terminal, with 14 passenger trains departing each day. Two round trips between Owen Sound and Stratford passed through Palmerston, but all other trains, except the Southampton-to-Torontomotorcoach, terminated here. The station was a hive of activity, with trains being broken up and assembled, wagon loads of express and mail transferred between trains, and passengers milling about, waiting for their departures or dashing over to the nearby station hotel to wolf down a quick meal.

**TORONTO, GUELPH, KITCHENER, STRATFORD, LONDON PORT HURON, SARNIA, LONDON, STRATFORD, KITCHENER,
GUELPH AND TORONTO**

TABLE No. 178 Eastern Time.																
Miles	31	29	25	33	35	189	37	TABLE 179								
	M.P.M. 7.30	P.M. 10-00	P.M. 11-00	See Note Below				London 120,123,124,125,126,127,128,129,130,131,132,133,134,135,136,137,138,139,140,141,142,143,144,145,146,147,148,149,150,151,152,153,154,155,156,157,158,159,160,161,162,163,164,165,166,167,168,169,170,171,172,173,174,175,176,177,178,179,180,181,182,183,184,185,186,187,188,189,190,191,192,193,194,195,196,197,198,199,200,201,202,203,204,205,206,207,208,209,210,211,212,213,214,215,216,217,218,219,220,221,222,223,224,225,226,227,228,229,230,231,232,233,234,235,236,237,238,239,240,241,242,243,244,245,246,247,248,249,250,251,252,253,254,255,256,257,258,259,260,261,262,263,264,265,266,267,268,269,270,271,272,273,274,275,276,277,278,279,280,281,282,283,284,285,286,287,288,289,290,291,292,293,294,295,296,297,298,299,300,301,302,303,304,305,306,307,308,309,310,311,312,313,314,315,316,317,318,319,320,321,322,323,324,325,326,327,328,329,330,331,332,333,334,335,336,337,338,339,340,341,342,343,344,345,346,347,348,349,350,351,352,353,354,355,356,357,358,359,360,361,362,363,364,365,366,367,368,369,370,371,372,373,374,375,376,377,378,379,380,381,382,383,384,385,386,387,388,389,390,391,392,393,394,395,396,397,398,399,400,401,402,403,404,405,406,407,408,409,410,411,412,413,414,415,416,417,418,419,420,421,422,423,424,425,426,427,428,429,430,431,432,433,434,435,436,437,438,439,440,441,442,443,444,445,446,447,448,449,450,451,452,453,454,455,456,457,458,459,460,461,462,463,464,465,466,467,468,469,470,471,472,473,474,475,476,477,478,479,480,481,482,483,484,485,486,487,488,489,490,491,492,493,494,495,496,497,498,499,500,501,502,503,504,505,506,507,508,509,510,511,512,513,514,515,516,517,518,519,520,521,522,523,524,525,526,527,528,529,530,531,532,533,534,535,536,537,538,539,540,541,542,543,544,545,546,547,548,549,550,551,552,553,554,555,556,557,558,559,560,561,562,563,564,565,566,567,568,569,570,571,572,573,574,575,576,577,578,579,580,581,582,583,584,585,586,587,588,589,590,591,592,593,594,595,596,597,598,599,600,601,602,603,604,605,606,607,608,609,610,611,612,613,614,615,616,617,618,619,620,621,622,623,624,625,626,627,628,629,630,631,632,633,634,635,636,637,638,639,640,641,642,643,644,645,646,647,648,649,650,651,652,653,654,655,656,657,658,659,660,661,662,663,664,665,666,667,668,669,670,671,672,673,674,675,676,677,678,679,680,681,682,683,684,685,686,687,688,689,690,691,692,693,694,695,696,697,698,699,700,701,702,703,704,705,706,707,708,709,710,711,712,713,714,715,716,717,718,719,720,721,722,723,724,725,726,727,728,729,730,731,732,733,734,735,736,737,738,739,740,741,742,743,744,745,746,747,748,749,750,751,752,753,754,755,756,757,758,759,760,761,762,763,764,765,766,767,768,769,770,771,772,773,774,775,776,777,778,779,780,781,782,783,784,785,786,787,788,789,790,791,792,793,794,795,796,797,798,799,800,801,802,803,804,805,806,807,808,809,810,811,812,813,814,815,816,817,818,819,820,821,822,823,824,825,826,827,828,829,830,831,832,833,834,835,836,837,838,839,840,841,842,843,844,845,846,847,848,849,850,851,852,853,854,855,856,857,858,859,860,861,862,863,864,865,866,867,868,869,870,871,872,873,874,875,876,877,878,879,880,881,882,883,884,885,886,887,888,889,890,891,892,893,894,895,896,897,898,899,900,901,902,903,904,905,906,907,908,909,910,911,912,913,914,915,916,917,918,919,920,921,922,923,924,925,926,927,928,929,930,931,932,933,934,935,936,937,938,939,940,941,942,943,944,945,946,947,948,949,950,951,952,953,954,955,956,957,958,959,960,961,962,963,964,965,966,967,968,969,970,971,972,973,974,975,976,977,978,979,980,981,982,983,984,985,986,987,988,989,990,991,992,993,994,995,996,997,998,999,1000								
334.04																
0.0																
2.28																
4.85																
8.41																
15.12																
21.10																
28.69																
32.26																
35.35																
41.03																
48.39																
53.39																
58.07																
62.34																
74.07																
62.34																
68.82																
72.23																
74.67																
81.74																
88.34																
133.99																
88.34																
93.42																
98.40																
105.20																
110.24																
113.00																
115.20																
117.92																
121.02																

Part of the Canadian National timetable for the summer of 1927, for the Toronto-to-Stratford line through Guelph. This period saw the highest level of service on this line.

The fastest Toronto to Guelph train in 1927 took 92 minutes, only three minutes faster than in 1890, but the average schedule of all runs on this route was, at 104 minutes, faster by 12 minutes. Travellers could now get from Toronto to Fergus in a few minutes over two hours, to Palmerston in slightly under three hours, and to Mount Forest in four and a half. The mixed trains on the Durham branch had now been upgraded to proper passenger trains. Well-heeled passengers could ride in a buffet-lounge car between Owen Sound and Toronto; it was switched from one train to another at Palmerston.

Canadian National cut back service drastically in 1931. The seven daily trains between Guelph and Toronto were reduced to three, and the single Sunday train to Toronto now originated at Stratford rather than London.

There were similar cuts on the branch lines north of Guelph after 1931. On the Southampton and Kincardine lines one of the two daily passenger trains was downgraded to a mixed train. The two passenger trains on the Durham branch were eliminated in favour of a single mixed train. Two passenger trains remained between Palmerston and Stratford; these now ran through to London. Between Palmerston and Guelph only two passenger trains remained; both originated in Owen Sound, and one ran to Hamilton while the other terminated in Guelph, making connections to trains on the old Grand Trunk line.

Speeds as well as schedules suffered in the 1930s. Most trips from Wellington County points to Toronto took about 20 minutes longer than in the 1920s. Some took much longer: a trip from Mount Forest to Toronto took four and a half hours, the same as a half-century before.

Some schedules were speeded up slightly in the 1940s, and the morning train from Owen Sound now ran through to Toronto rather than terminating in Guelph, but otherwise branch line service on Canadian National remained virtually the same from 1931 until the major cutbacks in the late 1950s. Average speeds were only slightly better than those of the 1880s and 1890s: the traveller from Wellington County points to Toronto averaged 28 miles per hour in the 1950s, a dismal performance relative to automobiles.

On the line from Guelph to Toronto, service was doubled from three trains to six in the 1940s. This reflected the changing patterns in train travel. More people were using automobiles for short trips, but the train remained popular for longer distances. The quality of service on

HAMILTON—GUELPH—PALMERSTON—OWEN SOUND—SOUTHAMPTON

TABLE 182

PALMERSTON—DURHAM									
Read Down			Read Up			M334			
M333	Miles	TABLE 188	Miles	TABLE 187	Miles	Read Down	Read Up	M	M. SPL.
Ex. Sun.	Eastern Time	Ex. Sun.	Eastern Time	Ex. Sun.	Eastern Time	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.
Lv PALMERSTON, Ar									
11:45	0.0	182	6:41	23.1	Lv HARRINGTON	172	174	179	178
12:02	6.1	182	6:54	29.2	Ar Branchton	..	..	30	330
12:33	12.2	182	7:03	34.9	Ar GALT	..	..	50	..
12:58	18.3	182	7:13	41.0	Ar Preston	..	..	70	..
1:23	24.4	182	7:28	47.1	Ar Henseler	..	..	90	..
1:48	30.5	182	7:39	53.2	Ar Glenchristie	..	..	110	..
2:13	36.6	182	7:45	59.3	Ar Guelph Jct.	..	..	130	..
2:38	42.7	182	8:00	65.4	Ar GUELPH 178	..	..	150	..
3:03	48.8	182	8:00	71.5	..	..	..	170	..
3:28	54.9	182	8:15	77.6	..	..	..	190	..
3:53	61.0	182	8:25	83.7	..	..	..	210	..
4:18	67.1	182	8:40	89.8	..	..	..	230	..
4:43	73.2	182	8:50	95.9	..	..	..	250	..
5:08	79.3	182	9:00	102.0	..	..	..	270	..
5:33	85.4	182	9:10	108.1	..	..	..	290	..
5:58	91.5	182	9:20	114.2	..	..	..	310	..
6:23	97.6	182	9:30	120.3	..	..	..	330	..
6:48	103.7	182	9:40	126.4	..	..	..	350	..
7:13	109.8	182	9:50	132.5	..	..	..	370	..
7:38	115.9	182	10:00	138.6	..	..	..	390	..
8:03	122.0	182	10:10	144.7	..	..	..	410	..
8:28	128.1	182	10:20	150.8	..	..	..	430	..
8:53	134.2	182	10:30	156.9	..	..	..	450	..
9:18	140.3	182	10:40	163.0	..	..	..	470	..
9:43	146.4	182	10:50	169.1	..	..	..	490	..
10:08	152.5	182	11:00	175.2	..	..	..	510	..
10:33	158.6	182	11:10	181.3	..	..	..	530	..
10:58	164.7	182	11:20	187.4	..	..	..	550	..
11:23	170.8	182	11:30	193.5	..	..	..	570	..
11:48	176.9	182	11:40	199.6	..	..	..	590	..
12:13	183.0	182	11:50	205.7	..	..	..	610	..
12:38	189.1	182	12:00	211.8	..	..	..	630	..
13:03	195.2	182	12:10	217.9	..	..	..	650	..
13:28	201.3	182	12:20	224.0	..	..	..	670	..
13:53	207.4	182	12:30	230.1	..	..	..	690	..
14:18	213.5	182	12:40	236.2	..	..	..	710	..
14:43	219.6	182	12:50	242.3	..	..	..	730	..
15:08	225.7	182	13:00	248.4	..	..	..	750	..
15:33	231.8	182	13:10	254.5	..	..	..	770	..
15:58	237.9	182	13:20	260.6	..	..	..	790	..
16:23	244.0	182	13:30	266.7	..	..	..	810	..
16:48	250.1	182	13:40	272.8	..	..	..	830	..
17:13	256.2	182	13:50	278.9	..	..	..	850	..
17:38	262.3	182	14:00	285.0	..	..	..	870	..
18:03	268.4	182	14:10	291.1	..	..	..	890	..
18:28	274.5	182	14:20	297.2	..	..	..	910	..
18:53	280.6	182	14:30	303.3	..	..	..	930	..
19:18	286.7	182	14:40	309.4	..	..	..	950	..
19:43	292.8	182	14:50	315.5	..	..	..	970	..
20:08	298.9	182	15:00	321.6	..	..	..	990	..
20:33	305.0	182	15:10	327.7	..	..	..	1010	..
20:58	311.1	182	15:20	333.8	..	..	..	1030	..
21:23	317.2	182	15:30	339.9	..	..	..	1050	..
21:48	323.3	182	15:40	346.0	..	..	..	1070	..
22:13	329.4	182	15:50	352.1	..	..	..	1090	..
22:38	335.5	182	16:00	358.2	..	..	..	1110	..
23:03	341.6	182	16:10	364.3	..	..	..	1130	..
23:28	347.7	182	16:20	370.4	..	..	..	1150	..
23:53	353.8	182	16:30	376.5	..	..	..	1170	..
24:18	359.9	182	16:40	382.6	..	..	..	1190	..
24:43	366.0	182	16:50	388.7	..	..	..	1210	..
25:08	372.1	182	17:00	394.8	..	..	..	1230	..
25:33	378.2	182	17:10	400.9	..	..	..	1250	..
25:58	384.3	182	17:20	407.0	..	..	..	1270	..
26:23	390.4	182	17:30	413.1	..	..	..	1290	..
26:48	396.5	182	17:40	419.2	..	..	..	1310	..
27:13	402.6	182	17:50	425.3	..	..	..	1330	..
27:38	408.7	182	18:00	431.4	..	..	..	1350	..
28:03	414.8	182	18:10	437.5	..	..	..	1370	..
28:28	420.9	182	18:20	443.6	..	..	..	1390	..
28:53	427.0	182	18:30	449.7	..	..	..	1410	..
29:18	433.1	182	18:40	455.8	..	..	..	1430	..
29:43	439.2	182	18:50	461.9	..	..	..	1450	..
30:08	445.3	182	19:00	468.0	..	..	..	1470	..
30:33	451.4	182	19:10	474.1	..	..	..	1490	..
30:58	457.5	182	19:20	480.2	..	..	..	1510	..
31:23	463.6	182	19:30	486.3	..	..	..	1530	..
31:48	469.7	182	19:40	492.4	..	..	..	1550	..
32:13	475.8	182	19:50	498.5	..	..	..	1570	..
32:38	481.9	182	20:00	504.6	..	..	..	1590	..
33:03	488.0	182	20:10	510.7	..	..	..	1610	..
33:28	494.1	182	20:20	516.8	..	..	..	1630	..
33:53	500.2	182	20:30	522.9	..	..	..	1650	..
34:18	506.3	182	20:40	529.0	..	..	..	1670	..
34:43	512.4	182	20:50	535.1	..	..	..	1690	..
35:08	518.5	182	21:00	541.2	..	..	..	1710	..
35:33	524.6	182	21:10	547.3	..	..	..	1730	..
35:58	530.7	182	21:20	553.4	..	..	..	1750	..
36:23	536.8	182	21:30	559.5	..	..	..	1770	..
36:48	542.9	182	21:40	565.6	..	..	..	1790	..
37:13	549.0	182	21:50	571.7	..	..	..	1810	..
37:38	555.1	182	22:00	577.8	..	..	..	1830	..
38:03	561.2	182	22:10	583.9	..	..	..	1850	..
38:28	567.3	182	22:20	590.0	..	..	..	1870	..
38:53	573.4	182	22:30	596.1	..	..	..	1890	..
39:18	579.5	182	22:40	602.2	..	..	..	1910	..
39:43	585.6	182	22:50	608.3	..	..	..	1930	..
40:08	591.7	182	23:00	614.4	..	..	..	1950	..
40:33	597.8	182	23:10	620.5	..	..	..	1970	..
40:58	603.9	182	23:20	626.6	..	..	..	1990	..
41:23	610.0	182	23:30	632.7	..	..	..	2010	..
41:48	616.1	182	23:40	638.8	..	..	..	2030	..
42:13	622.2	182	23:50	644.9	..	..	..	2050	..
42:38	628.3	182	24:00	651.0	..	..	..	2070	..
43:03	634.4	182	24:10	657.1	..	..	..	2090	..
43:28	640.5	182	24:20	663.2	..	..	..	2110	..
43:53	646.6	182	24:30	669.3	..	..	..	2130	..
44:18	652.7	182	24:40	675.4	..	..	..	2150	..
44:43	658.8	182	24:50	681.5	..	..	..	2170	..
45:08	664.9	182	25:00	687.6	..	..	..	2190	..
45:33	671.0	182	25:10	693.7	..	..	..	2210	..
45:58	677.1	182	25:20	699.8	..	..	..	2230	..
46:23	683.2	182	25:30	705.9	..	..	..	2250	..
46:48	689.3	182	25:40	712.0	..	..	..	2270	..
47:13	695.4	182	25:50	718.1	..	..	..	2290	..
47:38	701.5	182	26:00	724.2	..	..	..	2310	..
48:03	707.6	182	26:10	730.3	..	..	..	2330	..
48:28	713.7	182	26:20	736.4	..	..	..	2350	..
48:53	719.8	182	26:30	742.5	..	..	..	2370	..
49:18	725.9	182	26:40	748.6	..	..	..	2390	..
49:43	732.0	182	26:50	754.7	..	..	..	2410	..
50:08	738.1	182	27:00	760.8	..	..	..	2430	..
50:33	744.2	182	27:10	766.9	..	..	..	2450	..
50:58	750.3	182	27:20	773.0	..	..	..	2470	..
51:23	756.4	182	27:30	779.1	..	..	..	2490	..
51:48	762.5	182	27:40	785.2	..	..	..	2510	..
52:13	768.6	182	27:50	791.3	..	..	..	2530	..
52:38	774.7	182	28:00	797.4	..	..	..	2550	..
53:03	780.8	182	28:10	803.5	..	..	..	2570	..
53:28	786.9	182	28:20	809.6	..	..	..	2590	..
53:53	793.0	182	28:30	815.7	..	..	..	2610	..
54:18	799.1	182	28:40	821.8	..	..	..	2630	..
54:43	805.2	182	28:50	827.9	..	..	..	2650	..
55:08	811.3	182	29:00	834.0	..	..	..	2670	..
55:33	817.4	182	29:10	840.1	..	..	..	2690	..
55:58	823.5	182	29:20	846.2	..	..	..	2710	..
56:23	829.6	182	29:30	852.3	..	..	..	2730	..
56:48	835.7	182	29:40	858.4	..	..	..	2750	..
57:13	841.8	182	29:50	864.5	..	..	..	2770	..
57:38	847.9	182	30:00	87					

the Guelph to Toronto line also improved. In 1953 the fastest train between these cities was scheduled at 76 minutes, and the average of all six trains, 93 minutes, was 11 minutes faster than in the 1920s.

Service on the Canadian National line from Guelph to Toronto remained at a commendable level through the 1960s, with five trains each way. Self-propelled dayliners took over many runs on this line. These, combined with the reduction in the number of stations, resulted in faster schedules. The best in the 1960s was 65 minutes, but the average was still 87 minutes, or 33 miles per hour. There were once 10 stops between Toronto and Guelph, only three remained by 1970.

On the branch lines, service in the 1960s was reduced to a mere skeleton. Self-propelled dayliners left Southampton and Owen Sound each morning; these combined at Palmerston and then ran to Toronto via Guelph. The process was reversed in the evening. For the first time there was Sunday service. This was done by scheduling the Monday morning train to run on Sunday evening. All Canadian National service north of Guelph ended in 1970.

GUELPH—PALMERSTON—OWEN SOUND											
READ DOWN				READ UP							
RAILINER		RAILINER		TABLE 50				RAILINER		RAILINER	
675	673	Miles		Eastern Standard Time		672	674	680-684			
Ex. Sun.	Ex. Sun.					Ex. Sun. & Mon.	Ex. Sun. & Mon.	Sun.			
P.M.	P.M.					A.M.	A.M.	P.M.			
7.31	..	0.0	Lv GUELPH, ONT. Ar	(Table 49)		9.05	..	7.25			
7.54	..	14.7	Elora	8.38		..	7.03				
8.01	..	17.3	Fergus	8.34		..	6.59				
f 8.09	..	23.4	Alma	f 8.27		..	f 6.51				
f 8.19	..	32.6	Drayton	f 8.17		..	f 6.41				
f 8.24	..	36.7	Moorefield	f 8.12		..	f 6.36				
8.33	..	43.8	Ar PALMERSTON Lv	8.00		..	6.26				
↑	8.52	0.0	Lv Palmerston, Ont. Ar	↑		7.35	6.10				
	9.02	5.7	Harriston								
	f 9.14	12.3	Clifford			f 7.13	5.50				
	f 9.25	21.1	Mildmay			f 7.02	5.38				
	9.34	27.0	Walkerton			6.53	5.29				
	f 9.47	34.4	Cargill			6.40	5.17				
	9.59	42.1	Paisley			f 6.28	5.05				
	10.20	55.1	Port Elgin			f 6.07	4.44				
↓	10.30	59.2	Ar Southampton, Ont. Lv	↓		6.00	4.35				
8.40	P.M.	Lv Palmerston Ar		7.48		A.M.	6.21				
f 8.50	..	49.5	Harriston	7.40		..	6.13				
f 9.02	..	59.5	Ayton	f 7.27		..	f 5.58				
f 9.07	..	63.5	Neustadt	f 7.22		..	f 5.53				
9.19	..	69.7	Hanover	7.14		..	5.44				
f 9.27	..	76.0	Elmwood	f 7.05		..	f 5.35				
9.34	..	80.6	Chesley	7.00		..	5.30				
f 9.42	..	87.7	Dobbinson	f 6.52		..	5.21				
f 9.49	..	93.4	Tara	f 6.46		..	f 5.14				
f 9.57	..	98.4	Allenford	f 6.40		..	f 5.07				
f 10.04	..	102.9	Park Head	f 6.35		..	5.00				
f 10.08	..	105.6	Shallow Lake	f 6.32		..	f 4.56				
10.25	..	115.5	Ar OWEN SOUND, ONT. Lv	6.20		..	4.45				
P.M.				A.M.			P.M.				

*Canadian
National
service north
of Guelph,
summer,
1961.*

Passenger service in the years before 1930 on the Canadian Pacific branches in Wellington County was similar to that on the Canadian National: there were morning and evening trains in each direction. This traffic pattern had existed under the predecessor companies, the Credit Valley and the Toronto, Grey and Bruce.

Orangeville was the Canadian Pacific branch line junction point, similar to Palmerston on the Canadian National. In the 1920s, one pair of trains took the former Credit Valley line from Toronto via Streetsville and Brampton to Orangeville, then went on to Owen Sound. Trains on the Elora branch connected with these trains at Cataract Junction, south of Orangeville. Another pair of trains took the old T.G. & B. line from Toronto via Bolton to Orangeville, then on to Wingham and Teeswater via Mount Forest and Harriston. Canadian Pacific was still using its Yonge St. station (at Yonge and St. Clair) in Toronto, and three of the trains to Orangeville terminated there, rather than at Union Station.

The 1922 timetable shows that, from towns where the two were competitors, travel to Toronto on the Canadian Pacific was more time-consuming than on the Canadian National. From Fergus, for example, the best time was three and a half hours, the worst over five hours, or a glacial 14 miles per hour. Times on the Teeswater branch were just as slow, though travellers could enjoy a 20 minute lunch break at the Orangeville station. From Toronto to Mount Forest took almost four and a half hours, no match for Canadian National in the 1920s, though the C.P. route was 11 miles shorter.

It is not surprising that much of the traffic on the Canadian Pacific lines was local, with most passengers going only a few miles. This traffic was the first victim of the automobile, and the reductions in service on the lines radiating from Orangeville were severe after 1930. The two daily Toronto to Owen Sound trains via Brampton remained, but the Elora and Teeswater branches were reduced to single mixed trains, and the line from Bolton to Orangeville was closed completely.

The branch line mixed-train passenger service consisted of a superannuated coach on the rear of the way freight train. Surprisingly, travelling times were not much slower than they had been in the 1920s, and from Fergus to Toronto they were actually faster. This was not the case on the Teeswater branch, where a 1954 trip from Mount Forest to Toronto was scheduled for five and a half hours. All passenger service on the Elora and Teeswater branches was discontinued in 1957.

Traffic on the Canadian Pacific main line through Puslinch Township followed a somewhat different pattern. This line was not a major factor in Wellington County's transportation history. Puslinch was the only station in this county. In the 1920s there were five trains each way on this line; only two stopped at Puslinch.

Travellers from Guelph could connect with main line trains at Guelph Junction. This was a very busy passenger stop in the 1920s. Good service was provided on the line to Hamilton from here. There were four daily trains between Hamilton and Guelph Junction; three of these continued to Guelph. Another two trains originated in Toronto, then left the main line at Guelph Junction for Guelph, terminating in Goderich.

A Toronto to Guelph trip took about 20 minutes longer by C.P. than by C.N. in the 1920s. The C.P. route was about five miles longer, but much of the extra time was taken by the stop at Guelph Junction.

Most of this service was discontinued in the early years of the depression. A motorcoach was put on the line between Guelph and Guelph Junction, making five daily round trips. A single passenger train made a daily round trip between Hamilton and Goderich. The latter lasted until 1957, when all passenger service to Hamilton was discontinued. Mixed train service from Guelph to Goderich lasted a few more years. The motorcoach service from Guelph to Guelph Junction was reduced gradually, and discontinued completely in 1961.

Main line C.P. service continued at a relatively high level until the early 1960s, though it became harder for Wellington County residents to make use of it. By 1954, Puslinch was a flag stop for only one train, and other trains began passing through Guelph Junction without stopping. When passenger service ended on this line in 1970, it consisted of a single dayliner (an updated version of the motorcoach), running from Toronto to London and Windsor. The dayliner stopped at neither Puslinch nor Guelph Junction.

When Via Rail took over passenger service in Canada in 1976, the only service in Wellington County was on the old Grand Trunk line from Toronto through Guelph to Stratford and London. Service at the beginning of Via Rail, five trains per day each way, with four trains on Sunday, was comparable to that of earlier decades on this line. Average speeds were about 10 minutes faster than the C.N. schedules of the 1960s. Dayliners were used on most of the runs through Guelph.

TORONTO, ORANGEVILLE, WALKERTON, OWEN SOUND												
READ DOWN				Miles	TABLE 60				READ UP			
P.M.	P.M.	A.M.	A.M.		(Eastern Time)				A.M.	A.M.	P.M.	P.M.
8.30	15.20	19.20	2.30	0.0	Lv. Toronto (Union Stn.)	Ar.	8.10	11.35	16.45	18.10	18.10	18.10
8.40	5.30	9.30	12.30	2.3	..... Parkdale	Ar.	8.00	11.25	16.35	17.58	17.58	17.58
8.50	5.40	9.40	12.40	4.5	Lv. Toronto (Yonge St.)	Ar.	7.50	11.15	16.25	17.37	17.37	17.37
8.58	5.48	9.48	12.48	6.5	..... West Toronto (C.)	Ar.	7.40	11.05	16.11	17.21	17.21	17.21
9.07	5.57	9.57	12.57	8.5	..... Weston	Ar.	7.30	10.55	16.01	17.11	17.11	17.11
9.16	6.06	10.06	13.06	10.5	..... Emery	Ar.	7.20	10.45	15.51	17.01	17.01	17.01
9.25	6.15	10.15	13.15	12.5	..... Woodbridge	Ar.	7.10	10.35	15.41	16.51	16.51	16.51
9.34	6.24	10.24	13.24	14.5	..... Elder	Ar.	7.00	10.25	15.31	16.41	16.41	16.41
9.43	6.33	10.33	13.33	16.5	..... Kleinburg	Ar.	6.50	10.15	15.21	16.31	16.31	16.31
9.52	6.42	10.42	13.42	18.5	..... Bolton	Ar.	6.40	10.05	15.11	16.21	16.21	16.21
10.01	6.51	10.51	13.51	20.5	..... Mono Road	Ar.	6.30	9.55	15.01	16.11	16.11	16.11
10.10	7.00	11.00	14.00	22.5	..... Caledon	Ar.	6.20	9.45	14.51	16.01	16.01	16.01
10.19	7.09	11.09	14.09	24.5	..... Melville	Ar.	6.10	9.35	14.41	15.51	15.51	15.51
10.28	7.18	11.18	14.18	26.5	Lv. Orangeville (C.)	Ar.	6.00	9.25	14.31	15.41	15.41	15.41
10.37	7.27	11.27	14.27	28.5	..... Frazer	Ar.	5.50	9.15	14.21	15.31	15.31	15.31
10.46	7.36	11.36	14.36	30.5	..... Laurel	Ar.	5.40	9.05	14.11	15.21	15.21	15.21
10.55	7.45	11.45	14.45	32.5	..... Crombie	Ar.	5.30	8.55	14.01	15.11	15.11	15.11
11.04	7.54	11.54	14.54	34.5	..... Shelburne (C.)	Ar.	5.20	8.45	13.51	15.01	15.01	15.01
11.13	8.03	12.03	15.03	36.5	..... Melancthon	Ar.	5.10	8.35	13.41	14.51	14.51	14.51
11.22	8.12	12.12	15.12	38.5	..... Corbetton	Ar.	5.00	8.25	13.31	14.41	14.41	14.41
11.31	8.21	12.21	15.21	40.5	..... Dundalk	Ar.	4.50	8.15	13.21	14.31	14.31	14.31
11.40	8.30	12.30	15.30	42.5	..... Preston	Ar.	4.40	8.05	13.11	14.21	14.21	14.21
11.49	8.39	12.39	15.39	44.5	Lv. Saugeen	Ar.	4.30	7.55	13.01	14.11	14.11	14.11
11.58	8.48	12.48	15.48	46.5	..... Saugeen	Ar.	4.20	7.45	12.51	14.01	14.01	14.01
12.07	8.57	12.57	15.57	48.5	..... Priceville	Ar.	4.10	7.35	12.41	13.51	13.51	13.51
12.16	9.06	13.06	16.06	50.5	..... Glen	Ar.	4.00	7.25	12.31	13.41	13.41	13.41
12.25	9.15	13.15	16.15	52.5	..... McWilliams	Ar.	3.50	7.15	12.21	13.31	13.31	13.31
12.34	9.24	13.24	16.24	54.5	..... Durham	Ar.	3.40	7.05	12.11	13.21	13.21	13.21
12.43	9.33	13.33	16.33	56.5	..... Allan Park	Ar.	3.30	6.55	12.01	13.11	13.11	13.11
12.52	9.42	13.42	16.42	58.5	..... Hanover	Ar.	3.20	6.45	11.51	13.01	13.01	13.01
13.01	9.51	13.51	16.51	60.5	..... Maple Hill	Ar.	3.10	6.35	11.41	12.51	12.51	12.51
13.10	10.00	14.00	17.00	62.5	Lv. WALKERTON (C.)	Ar.	3.00	6.25	11.31	12.41	12.41	12.41
13.19	10.09	14.09	17.09	64.5	..... Saugeen	Ar.	2.50	6.15	11.21	12.31	12.31	12.31
13.28	10.18	14.18	17.18	66.5	..... Flesherton (C.)	Ar.	2.40	6.05	11.11	12.21	12.21	12.21
13.37	10.27	14.27	17.27	68.5	..... Markdale (C.)	Ar.	2.30	5.55	11.01	12.11	12.11	12.11
13.46	10.36	14.36	17.36	70.5	..... Berkeley	Ar.	2.20	5.45	10.51	12.01	12.01	12.01
13.55	10.45	14.45	17.45	72.5	..... Holland Centre	Ar.	2.10	5.35	10.41	11.51	11.51	11.51
14.04	10.54	14.54	17.54	74.5	..... Chatsworth	Ar.	2.00	5.25	10.31	11.41	11.41	11.41
14.13	11.03	15.03	18.03	76.5	..... Rockford	Ar.	1.50	5.15	10.21	11.31	11.31	11.31
14.22	11.12	15.12	18.12	78.5	Lv. OWEN SOUND (C.)	Ar.	1.40	5.05	10.11	11.21	11.21	11.21
14.31	11.21	15.21	18.21	80.5			1.30	4.55	10.01	11.11	11.11	11.11
14.40	11.30	15.30	18.30	82.5			1.20	4.45	09.51	11.01	11.01	11.01
14.49	11.39	15.39	18.39	84.5			1.10	4.35	09.41	10.51	10.51	10.51
14.58	11.48	15.48	18.48	86.5			1.00	4.25	09.31	10.41	10.41	10.41
15.07	11.57	15.57	18.57	88.5			0.50	4.15	09.21	10.31	10.31	10.31
15.16	12.06	16.06	19.06	90.5			0.40	4.05	09.11	10.21	10.21	10.21
15.25	12.15	16.15	19.15	92.5			0.30	3.55	09.01	10.11	10.11	10.11
15.34	12.24	16.24	19.24	94.5			0.20	3.45	08.51	10.01	10.01	10.01
15.43	12.33	16.33	19.33	96.5			0.10	3.35	08.41	09.51	09.51	09.51
15.52	12.42	16.42	19.42	98.5			0.00	3.25	08.31	09.41	09.41	09.41
16.01	12.51	16.51	19.51	100.5				3.15	08.21	09.31	09.31	09.31
16.10	13.00	17.00	20.00	102.5				3.05	08.11	09.21	09.21	09.21
16.19	13.09	17.09	20.09	104.5				2.55	08.01	09.11	09.11	09.11
16.28	13.18	17.18	20.18	106.5				2.45	07.51	09.01	09.01	09.01
16.37	13.27	17.27	20.27	108.5				2.35	07.41	08.51	08.51	08.51
16.46	13.36	17.36	20.36	110.5				2.25	07.31	08.41	08.41	08.41
16.55	13.45	17.45	20.45	112.5				2.15	07.21	08.31	08.31	08.31
17.04	13.54	17.54	20.54	114.5				2.05	07.11	08.21	08.21	08.21
17.13	14.03	18.03	21.03	116.5				1.55	07.01	08.11	08.11	08.11
17.22	14.12	18.12	21.12	118.5				1.45	06.51	08.01	08.01	08.01
17.31	14.21	18.21	21.21	120.5				1.35	06.41	07.51	07.51	07.51
17.40	14.30	18.30	21.30	122.5				1.25	06.31	07.41	07.41	07.41
17.49	14.39	18.39	21.39	124.5				1.15	06.21	07.31	07.31	07.31
17.58	14.48	18.48	21.48	126.5				1.05	06.11	07.21	07.21	07.21
18.07	14.57	18.57	21.57	128.5				0.55	06.01	07.11	07.11	07.11
18.16	15.06	19.06	22.06	130.5				0.45	05.51	07.01	07.01	07.01
18.25	15.15	19.15	22.15	132.5				0.35	05.41	06.51	06.51	06.51
18.34	15.24	19.24	22.24	134.5				0.25	05.31	06.41	06.41	06.41
18.43	15.33	19.33	22.33	136.5				0.15	05.21	06.31	06.31	06.31
18.52	15.42	19.42	22.42	138.5				0.05	05.11	06.21	06.21	06.21
19.01	15.51	19.51	22.51	140.5					05.01	06.11	06.11	06.11
19.10	16.00	20.00	23.00	142.5					04.51	06.01	06.01	06.01
19.19	16.09	20.09	23.09	144.5					04.41	05.51	05.51	05.51
19.28	16.18	20.18	23.18	146.5					04.31	05.41	05.41	05.41
19.37	16.27	20.27	23.27	148.5					04.21	05.31	05.31	05.31
19.46	16.36	20.36	23.36	150.5					04.11	05.21	05.21	05.21
19.55	16.45	20.45	23.45	152.5					04.01	05.11	05.11	05.11
20.04	16.54	20.54	23.54	154.5					03.51	05.01	05.01	05.01
20.13	17.03	21.03	24.03	156.5					03.41	04.51	04.51	04.51
20.22	17.12	21.12	24.12	158.5					03.31	04.41	04.41	04.41
20.31	17.21	21.21	24.21	160.5					03.21	04.31	04.31	04.31
20.40	17.30	21.30	24.30	162.5					03.11	04.21	04.21	04.21
20.49	17.39	21.39	24.39	164.5					03.01	04.11	04.11	04.11
20.58	17.48	21.48	24.48	166.5					02.51	04.01	04.01	04.01
21.07	17.57	21.57	24.57	168.5					02.41	03.51	03.51	03.51
21.16	18.06	22.06	25.06	170.5					02.31	03.41	03.41	03.41
21.25	18.15	22.15	25.15	172.5					02.21	03.31	03.31	03.31
21.34	18.24	22.24	25.24	174.5					02.11	03.21	03.21	03.21
21.43	18.33	22.33	25.33	176.5					02.01	03.11	03.11	03.11
21.52	18.42	22.42	25.42	178.5					01.51	03.01	03.01	03.01
22.01	18.51	22.51	25.51	180.5					01.41	02.51	02.51	02.51
22.10	19.00	23.00	26.00	182.5					01.31	02.41	02.41	02.41
22.19	19.09	23.09	26.09	184.5					01.21	02.31	02.31	02.31
22.28	19.18	23.18	26.18	186.5					01.11	02.21	02.21	02.21
22.37	19.27	23.27	26.27	188.5					01.01	02.11	02.11	02.11
22.46	19.36	23.36	26.36	190.5					00.51	02.01	02.01	02.01
22.55	19.45	23.45	26.45	192.5					00.41	01.51	01.51	01.51
23.04	19.54	23.54	26.54	194.5					00.31	01.41	01.41	01.41
23.13	20.03	24.03	27.03	196.5					00.21	01.31	01.31	01.31
23.22	20.12	24.12	27.12	198.5					00.11	01.21	01.21	

Via Rail service was reduced to four trains daily in the mid-1980s, and to two daily trains after the major reductions of 1989. One of these is the joint Via/Amtrak service between Toronto and Chicago. The new schedules were the fastest ever, covering the 49 miles between Toronto and Guelph in 63 minutes with two intermediate stops. This service was supplemented in 1990 with a daily GO commuter train between Guelph and Toronto, essentially the resurrection of a commuter train operated by C.N. in the 1960s and 1970s, discontinued when Via Rail took over in 1976.

Timetables are an excellent record of the way transportation links between communities changed over time. Sometimes these links were never very satisfactory: Mount Forest and Arthur never had good rail connections with the county town of Guelph. Timetables show how the once strong links between Wellington and Hamilton eroded over time in favour of links to Toronto. This was a reflection of changing commercial patterns.

There were many changes in the way service was provided, with stations opening and closing over the years. For example, stations at Gourock and Fulton's Mills were not opened until late in the nineteenth century, and Marden does not appear in timetables until after 1900. Gourock was closed by the 1920s, but another station was opened nearby at Glenchristie. Mosborough appears in the early timetables as a minor station, with few trains stopping, but it was still a flag stop in the 1950s. Rockwood experienced a slow deterioration in service, with fewer trains stopping until the station was closed in the 1960s. There are also curiosities in the timetables. The flag stop at Spiers, between Fergus and Belwood, was misspelled as Spier in timetables until the end of service. It was on the only line in the county that became longer with time: the Elora branch was lengthened by 2.1 miles when the track had to be relocated around Lake Belwood in 1942.

READ DOWN				Miles		TABLE 59		READ UP			
				39.2		Eastern Time					
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
..	*5.40	13.55	*8.30	0.0	0.0	Lv .. Toronto 11	*8.40	..	*2.45	19.50	10*2
..	*6.48	14.43	*9.45	39.2	39.2	Ar Guelph Jct. 11	*7.29	..	*1.32	18.45	*9.11
*4.30	A.M.	A.M.	0.0	Lv .. Detroit 50	..	P.M.	P.M.
7.30	*8.45	*3.15	0.0	Ar .. London	18.20	11*25	..
*9.13	11.45	*5.45	14.2	Ar Guelph Jct. 11	16.00	8.40	4.11
..	11.32	7.29	18.6	14.43	*6.48	11.3
..	637	Ex.
..	Ex.
..
..	8.30	0.0	Lv HAMILTON 11	8.15
..	9.07	7.5	Waterdown So	7.58
..	19.11	8.4	Waterdown No	17.54
..	19.15	10.6	Millgrove	17.50
..	19.20	13.9	Flamboro	17.45
..	9.30	19.3	Ar GUELPH JCT. 11	7.30
●	●	●	●	●	●	●	●	●	●	●	●
653	651	649	645	637	643	642	644	646	648	650	640
Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.	Ex.
..
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
9.15	6.50	4.45	1.40	10.00	7.35	39.2	7.20	1.25	4.30	6.40	7.30
19.22	16.30	14.32	11.47	10.07	43.0	..	17.10	11.15	14.22	16.30	17.20
19.27	17.02	14.57	11.52	10.16	47.46	..	17.05	11.10	14.16	16.25	17.15
..	10.18	47.46	..	17.00	11.04	14.10	16.19	17.09
19.38	17.13	15.08	12.03	10.22	52.4	..	16.55	11.00	14.05	16.15	17.05
9.50	7.25	5.20	2.15	10.32	8.10	..	6.45	12.50	3.55	6.05	6.55
..	10.54	60.5	8.40
..	11.05	66.5
..	11.13	70.4
..	11.20	74.5
..	11.30	79.0
..	11.41	85.0
..	11.47	89.2
..	12.04	97.9
..	12/14	104.1
..	12.25	110.5
..	12.38	118.						

TORONTO—ORANGEVILLE—OWEN SOUND									
M746 Ex. Sun.	707 Ex. Sun.	705 Ex. Sun.	Miles	TABLE 53		706 Ex.Su. & Mo.	708 Daily	M747 Ex. Sun.	
P.M.	P.M.	A.M.			Eastern Time	P.M.	P.M.	A.M.	
..	6 15	8 00	0	Lv.	TORONTO 1	Ar	12 01	9 20	
..	6 23	8 08	2		Parkdale		11 51	9 12	
..	6 33	8 18	4		West Toronto		11 43	9 05	
..	6 39	8 24	4		Islington		11 35		
..			10 9		Summerville				
..	6 48	8 31	12		Dixie				
f 6 53	8 36	17			Cooksville	f	11 28		
6 58	8 42	17	Ar		Erinsale	f	11 23		
7 02	8 45	21		Lv.	Streetsville 50	Lv	11 18	8 37	
7 06	8 50	21			Streetsville 50	Ar	11 15	8 33	
7 12	8 57	25			Massawville	f	11 08	8 25	
7 27	9 10	30			Churchville	f	10 58	8 20	
7 35	9 17	33			Brampton	f	10 56	8 11	
7 43	9 24	36			Sneigrove	f	10 50	7 50	
7 51	9 30	41			Cheltenham	f	10 44	7 43	
7 59	9 39	45			Inglewood	f	10 38	7 38	
8 04	9 46	47			Forly of Credit	f	10 30	7 34	
8 09	9 51	50		Lv.	Catawaq 54	Lv	10 21	7 25	
8 13	9 59	53			Catawaq 54	Ar	10 15	7 20	
8 20	10 05	55	Ar		Aiton	f	10 10	7 15	
8 30	10 15	58			Melville	f	10 07	7 10	
8 38	10 25	61	Lv.		ORANGEVILLE 56	Lv	10 05	7 00	
8 48	10 35	64			ORANGEVILLE 56	Ar	9 55	7 00	
8 58	10 45	67			Laxa	f	9 49	6 51	
9 04	10 54	75			Laurel	f	9 43	6 48	
9 10	11 03	79			Crombies	f	9 36	6 38	
9 17	11 12	83			Shelburne	f	9 24	6 33	
9 25	11 20	88			Melanchton	f	9 14	6 24	
9 30	11 26	91			Corbetton	f	9 08	6 18	
9 36	11 38	95			Dundas	f	9 01	6 12	
9 46	11 49	99			Proton	f	8 52	6 05	
9 54	12 01	102			Saugene 55	f	8 40	6 00	
9 59	12 06	103			Fleasherton	f	8 29	5 54	
10 10	12 16	112			Markdale	f	8 20	5 45	
10 30	12 40	128	Ar		Berkeley	f	8 14	5 37	
					Holmes Centre	f	8 03	5 27	
					Chatsworth	f	7 55	5 13	
					Rockford	f	7 45	5 05	
					OWEN SOUND	Lv	7 45	4 55	
P.M.	P.M.	P.M.				A.M.	P.M.	A.M.	

TORONTO— WINGHAM—TEESWATER			
M 753 Ex. Sun.	Miles	TABLE 56	M 756 Ex. Sun.
A.M.	0	Eastern Time	P.M.
8:00	0	Lv. Toronto	7:10
10:05	55.8	Ar. Orangeville 53.	9:20
10:35	55.8	Lv. Orangeville 53.	6:50
10:50	55.8	Frasa	6:05
11:07	65.8	Amaranth	5:25
11:19	68.0	Walden	5:15
11:48	79.4	Grand Valley	4:40
12:04	84.3	Arthur	4:15
12:40	94	Kenilworth	3:52
13:12	102.3	Mount Forest	3:07
13:13	102.3	Wardell	2:43
14:51	16.3	Forville	2:33
15:10	18.3	Gorrie	2:28
2:08	24.7	Wroxeter	2:08
2:30	29.2	Wingham Jet.	1:58
3:15	34	WINGHAM	Lv
7:50	34	Glenann	1:27
7:51	39	TEESWATER	1:15

TORONTO—ELORA			
M 747	Miles	TABLE 54	M 748
A.M.	0 0	Eastern Time	P.M.
18.00	0 0	lv. Toronto 53	Ar 19.20
19.46	47 8	Ar. Cataract 53	lv. 17.25
11.00	47 8	lv. Cataract 53	Ar 16.00
11.00	52 3	Erin	5.40
11.00	56 0	Hillsburg	5.25
11.00	56 0	Orten	4.55
11.00	56 0	Balanced	4.35
12.10	61 8	Spier	4.20
12.20	74 8	Fergus	4.20
11.15	77 2	Ar. ELORA	lv. 13.30

Canadian Pacific service for the winter of 1954-55.

REMINISCENCES OF THE RAILWAY IN WELLINGTON COUNTY

edited by Bonnie Callen

The railway holds a fascination for many people. Here we journey back in time to an era when County residents of all ages relied on the railway for their transportation needs. Five life-long residents—Mildred Noble, Mary (Farquhar) Clark, W.C. MacKay, Flora (Halls) Nixon and Jean (Mrs. Thos.) Hutchinson—share their reminiscences of train travel in years gone by.

CHILDHOOD MEMORIES OF THE RAILWAY by Mildred Noble

(Mildred Noble has lived all her life in Minto Township. She grew up in close proximity to the C.P.R. Teeswater branch line, which ran through Minto on its route from Mount Forest west to Harriston.)

My parent's home was about ten rods from the Canadian Pacific Railway line, and each time the train passed by the house, the dishes would rattle. When the whistle blew for the crossing, all the young ones would hurry out to wave to the engineer and the man in the caboose. As children, it was a thrill to all of us, and never a train passed without a friendly wave.

The night train also gave us much pleasure and was a great bedtime reminder for children. We escaped to the movies every night of the week, thanks to the train. The movie was created by the flashing light of the train shining through my bedroom window, casting pictures on the wall as it showed through the trees.

The section men were all well known to my father, and they often left their work on the hand-car to sit at our gate for a friendly chat. The big boys (my brothers and their friends) would use the opportunity to take the hand-car and push it up and down the track for a joy ride. They were always scolded by Father, and the next time the section men would remember to put a padlock on the wheel.

During the depression my brother and a neighbour lad decided to go west on the harvest excursion to Manitoba and Saskatchewan. Although we had relatives in the West where they were headed, it still seemed a sad time to say good-bye. The lads were driven to Harriston to catch the C.P.R. train, and when the train crossed our farm, the boys stood at the back and threw peanuts at the children. Mother shed some tears, but the peanuts cheered us up, and we waved and waved until the train was out of sight.

The C.N.R. line ran north and south, and crossed the C.P.R. about two miles east of our farmhouse. This crossing was known as the Diamond. Every train had to stop at the diamond to change the crossing sign. There was also a flag station on the C.N.R. line about one and one half miles south of our home. I can remember Father and three or four of the older children in our family taking that train to the Royal Winter Fair. They walked to the station and flagged down the train, not sure if they would need tickets ahead of time, or whether they could just pay on the train. I also remember the home-coming that night. Mother knew when to expect the train, so we listened for the whistle. There was snow on the ground and a full moon in the sky, and it wasn't long before we could hear the group approaching.

I must not forget about the winter storm of 1947. I have pictures of my children taken beside the train buried in the snow banks. The train had just passed our farm before getting stuck. As the schools were closed, my husband took our two children to see the train and take pictures of it and the stranded crew.

Despite my fascination with trains, I didn't get a chance to ride one until I was in my thirties.

*IN PRAISE OF THE C.P.R.: A TEACHER REMEMBERS by
Mary Clark*

(Mary Clark is a well-known school teacher in the Elora area. In the following reminiscences, we learn about the role the railway played at the stan of her teaching career.)

At the end of June, in the year 1927, I became the proud possessor of a First Class Certificate for teaching in the Province of Ontario. It was inscribed to Mary Wright, of the Village of Elora, and allowed me to

teach in any Junior or Continuation School up to the end of what was known then as Form Three of High School.

*So far, so good! But to find a school needing a teacher was almost a hopeless task. Postage was much cheaper then, fortunately, and I sent out well over a hundred applications, regardless of where the school was situated. In fact, sometimes I didn't even know, but if it was advertised in *The Globe*, I answered.*

Finally, the miracle happened and I received a request to meet the Board of S.S. No. 10, West Garafraxa. At that time each school had its own local board composed of members of the community. Even getting to meet them was a problem because we didn't have a car. My father, John Wright, had been killed in a farm accident when I was a child. My mother, Mabel, had to sell our Pilkington Township farm and move to Elora to live with her mother. (Just before his death, my father purchased a Chevrolet. I remember him taking the family for a ride around a country block and my mother saying, "Jack, are you sure you know how to stop it?")

However, a family friend offered to drive me to meet the Board of S.S. No. 10 up the old 4th line, as it was known. The schoolhouse was quite a modern one for that time, built of red brick and with a full finished basement! It even had a furnace, burning wood of course, and that was a rarity.

S.S. No. 10 had thirty or more pupils ranging from Grade One to First Form of High School. I signed a contract for the princely sum of five hundred and fifty dollars per annum. It was arranged that I would board at the home of Mr. and Mrs. Richard McLelland, paying six dollars a week. (I must add here that no community could have been kinder or more helpful to a young girl just starting her career.) So far, so good!

The school was ten miles from Belwood, ten miles from Arthur and ten miles from Fergus. The old 4th line was a narrow country road with bush on both sides. No roads were ploughed then. Rail fences were taken down and a winter road was made. When I did go home, maybe once a month, how was I to get there Friday night and back by Monday morning?

At that time, Elora was indeed a railway centre, especially for the Canadian Pacific Railway. A train left Elora at 6:30 in the morning carrying passengers and freight. It stopped in Fergus, often half an hour

or more, to load freight at the Beatty Bros, plant, then continued on its way to the Cataract Junction, and returning to Elora at 12:30. In the afternoon the train left Elora at 2:30 and returned at 8:30 in the evening. All the men employed on the train had homes and families in Elora, and played an important part in the life of the village.

The 4th line of West Garafraxa continued to the Orangeville Road. The Shand Dam and Lake Belwood were only dreams of the future. The C.P.R. track followed, more or less, the Belwood Road, and where the 4th line crosses the tracks, a small flag station called Spiers was erected. Of course, there were no lights, but the station had a bench and a wood stove if you were brave enough to light it. Spiers Station was exactly five miles from my school.

So, when I went home on a Friday, I walked to Spiers and waited for the train, which came about 8 o'clock at night. It was called a flag station because when one heard the train coming, one had to stand on the tracks in the glare of the headlight and wave both arms frantically. Once the trainmen began to watch for me it was no problem. The train did not actually stop at the station. Rather, it slowed down and the conductor would pull me up the back steps. Then it was a clear ride home to Elora, and I think I paid under fifty cents.

That first fall of teaching was a nightmare to me, as I left school at 5 o'clock when it was already dark. From the time I was a small child I have lived in a village, maybe not well lighted, but certainly not as dark as a wooded, country road. At the advanced age of nineteen, I still thought wolves might attack. It seems foolish to me now, but not then. At that time there was some talk of wolves being seen in West Garafraxa. I remember asking a local resident about this and he answered, "I don't really know, but there are plenty of them in Algonquin Park and there is no fence around it." I never came down the wooded part of the 4th line that first year without thinking, "There's no fence around it!" As I sat in the dark flag station every strange noise alarmed me that first fall. The cries of raccoons, so lonely and sad, were strange to me and I had no idea what or who was causing them.

It was the period of the deep depression when many men were travelling the country looking for work where there was none. These men were not criminal or dangerous, but simply had no place to go, no unemployment insurance, and little or no social assistance. Each time the train slowed down for me and the conductor pulled me up the steps,

I would see several of these men jump from the ditch and catch on the side of the train. I am certain that the conductor saw them too, but he was a kind man and recognized their plight. Never once in the two years I sat in Spiers did any of them speak to me or make their presence known. They were truly "Gentlemen of the Road." After a short stop in Fergus the train would arrive in Elora at about 8:30. Usually some of the passengers were known to me.

I am proud to say that in the two years that I walked the five miles on unploughed roads, in storms or good weather, not once was I late to begin the school day. Of course, I have always loved walking and in my last year of high school I had good preparation for what was coming. Elora High School then gave courses only to the end of Grade Twelve. A close friend, Mabel Mortimer, and I decided we wanted first class teaching certificates, and the only way to get them was to take Grade Thirteen in the Fergus High School.

The only road open was the C.P.R. track, as the train left Elora at 6:30. So we walked to Fergus, took ten Grade Thirteen subjects and then walked home. It turned out to be a good apprenticeship for what was to come.

During my third year of teaching I was offered the Living Springs School, and although I was sorry to leave No. 10 where I had made many friends, I accepted as the distance to walk from the train track was only half as far. There was no flag station at the 2nd line, and the trainmen warned me that if an official from Toronto headquarters was on the train they would have to take me on to Spiers. Fortunately, that did not happen.

Essie Brown of Elora had taken a teaching position at Cull's School so we both left the train at the crossing beside her school. She went into the School and I walked to Living Springs. The following year I was taken on the Elora Public School staff to teach Grade Five and Six.

So, I left the C.P.R. behind but look back on the help it gave me with deep gratitude. It certainly played a big part in starting me on my teaching career. I sincerely hope that the time may come when trains will return to their rightful place in our transportation system. I do believe that in our fight against pollution and for cleaner air, the trains have a role to play.

A FREE RIDE ON THE C.P.R.

by W.C. McKay

(In this excerpt from his unpublished memoirs, W.C. McKay of Salem recalls a boyhood trip from Belwood to Fergus, where he had formerly lived. His lifetime career in electronics developed directly from the magazine he purchased that day.)

One day I decided to go to Fergus for some long forgotten reason. There were three ways of getting to Fergus available to me. One way to travel was to take the bike, which wasn't ideal because it was hard to pedal and carry parcels. I could also try to get a ride with someone, but that wasn't a good idea either, because you had to fit into the driver's schedule, and besides, there weren't too many people travelling to Fergus at that time. Or, I could take the train—the reliable C.P.R.—that left Belwood about noon and returned between 4:30 and 5:30.

The train cost about twenty-five cents each way, but if one didn't mind riding on top of a freight car, it was free! This method had been tried out, and I found it was OK as long as it didn't rain. So this particular day I was at the station waiting for the train to pull out, and as it gained speed, I found a freight car to ride upon. I spotted a tank car that had a platform along each side, offering a good place to sit and enjoy the half hour ride. So it was that I was sitting with my legs dangling over the side as we approached the bridge across the river on the 4th line. Suddenly it occurred to me that the platform on the tank car was about the same height as the heavy iron beam that supported the bridge, so I thought it would be better to locate myself between the cars until we passed the bridge. When we reached the river in a minute or two, speeding along at 30 miles an hour, I was shocked to see the iron beam of the bridge just inches away from the platform on the tank car. If I had been sitting where I was a few moments earlier, my legs would have been caught between the car and the bridge and would have been broken for certain. But I had moved, and stayed moved until we got to the switch tower at Fergus. The train had to stop there before pulling into the Fergus station. I then got off and walked down town. This saved the embarrassment that would have been inevitable if I had gone on to the station and was asked for a ticket.

After doing what was required down town I had some free time to spend before catching the train to go home. I went into Fairley's Drug Store to look at the magazines. Lo and behold, there was a magazine on radios called "Short Wave Craft." It was a treasure that I dearly wanted to have, so I decided on the spot to buy it. The cost was thirty-five cents which I barely managed to find in my pocket. I placed it in a bag with my other stuff and headed for the train.

When the C.P.R. pulled up and stopped at the switch tower, I climbed up the ladder of a freight car and settled down on the roof clutching my magazine and visualizing how I was going to enjoy reading it. When the conductor came up to the car he looked up and demanded, "What are you doing up there?" "Going to Belwood," I Replied. "Not up there, you're not," he said and then added, "Get off." I made no move. (After all, how could a bad-tempered conductor order me off the train when I was carrying an important magazine?) But he insisted by yelling, "I said get off." So, I climbed down and walked up alongside the train past the engine. As I passed, the engineer looked out his window and asked, "Did he make you get off, son?" I replied, "Yes, but he didn't say not to get back on."

As the train passed me, slowly gathering speed, I waited for the last car—the baggage car—then caught the railing and climbed onto the platform just outside the door, and stayed there all the way to Belwood. I could hear the conductor and the express men talking and laughing a few feet inside the door and hoped that they wouldn't open it and see me. They didn't. As we neared the Belwood station the train started to slow down, and I hopped off and started to walk down the road. Just then the conductor came out on the platform of the passenger car. He spotted me and I watched him closely to see what he would do. I knew that if he started to chase me I could hide in the trees along the river. However, he didn't come after me, although I am certain that he recognized the young boy he had kicked off the train in Fergus. I continued on up the road past the engine, and the engineer, looking out his window, gave me a little wave—and a big smile—and I returned the same, and continued home to supper and to read that magazine.

THE CANADIAN NATIONAL EXPRESS OFFICE IN FERGUS

by Flora Nixon

(Flora Nixon is the daughter of Allan Halls, a former C.N. express agent in Fergus. She shares her recollections of the family business.)

My father, Allan Halls, was the Canadian National Express agent in Fergus from the mid-1920s until his death in 1964. I started to work for him in 1932, when I was fifteen, and I think by that time he had been in business for six or eight years. He took over from Jimmy Russell, who had operated the business from a room in the James Russell and Sons store. My dad worked for Jimmy Russell, and learned the business in that way. The room is still there in Russell's store.

When my dad started in the business, he used a horse and waggon, or a sleigh in the winter time. Outgoing shipments had to be picked up and taken to the railway station, and incoming shipments delivered around the town. There was always a rush of business around Christmas—a lot of it was catalogue merchandise which people ordered from Eaton's or Simpson's. Many times we would be delivering up to midnight. I remember the first truck Dad bought. It was a half-ton pick-up. Every time he traded a truck in he got a bigger one. At the end we had quite a large truck.

My job was to calculate the charges and make out the shipping bills and to look after the office. There was often a great deal of stress in the job. There were always last-minute shipments; I would be making out bills in the truck on the way to the station, or at the station while the shipments were being loaded.

Canadian National paid Dad a retainer, plus a commission on the business he handled. All of the costs involved—office rent, vehicle costs, salaries, etc.—were Dad's responsibility. Canadian Pacific also had an express office in Fergus, and we competed with them for business. However, we could not handle a shipment to a destination where the C.P.R. had an express agent, and the C.N. did not.

We had to go to the C.N.R. station four times a day to catch the two southbound and two northbound trains. The southbound trains came around 8 a.m. and 5:30 p.m., and the northbound trains around 10:15 a.m. and 8 p.m.

We handled every conceivable kind of item: dry goods and hardware for local merchants, washing machines and freezers from Beatty Bros., paper products from Moore Business Forms, films for the Grand Theatre, daily newspapers, and even money—sometimes as much as \$50,000 for Beatty's payroll. I guess the most unusual shipment we ever handled was a pair of monkeys for a farm family east of Fergus. Breeding stock such as pigs and mink were often shipped by express, and of course, baby chicks from Tweddle Chick Hatcheries—one of our largest clients.

Shipping baby chicks could be nerve-racking. To minimize their travel time they were not picked up until the last minute before train time. I remember one time driving a load to the station, where the train was waiting for our arrival. Dad was on the back of the truck, holding the cartons in place. Near the station, I rounded a corner too fast, and threw Dad and half the load onto the road. With the help of a person who was driving behind us, we managed to catch most of the chicks and stuff them into the cartons when Mr. Tweddle appeared on the scene. At that point the stress of the situation got to me, and I started to cry.

People shipped by express because of the fast delivery time and good service. For example, dressed poultry leaving Fergus on the evening train would be delivered in Montreal the next morning. Cut flowers shipped from Brampton would arrive in Fergus the same day.

When my dad died my brother Murray was looking forward to carrying on the business, but he didn't get the opportunity. Within a year or so, in 1966 I think, Canadian National Express operations in this area were centralized in Guelph, and the Fergus office was closed.

RAILWAY MEMORIES

by Jean F. Hutchinson

(Jean (Mrs. Thos.) Hutchinson, a former teacher, is well known as West Garafraxa's historian.)

A few times in my girlhood we came to Fergus by train at Christmas time. We travelled from Waldemar through Orangeville to the Cataract, via the Teeswater branch of the C.P.R., then changed to the Credit Valley branch. I always felt nervous going over the Forks of Credit bridge, built on a curve in the ravine. No doubt, it was because I had

heard of the 1915 train accident there, when many passengers were killed.

* * *

My first experience on an overnight train was in July 1916, when, at the age of six years, I accompanied my younger sister and our mother to northern Ontario, where we visited Mother's sister for two weeks. We caught the C.P.R. passenger train to Toronto at Waldemar (near Grand Valley), about 5 p.m. In Toronto, we transferred to the northern route, known then as the Temiskaming and Northern Ontario line.

It was great excitement for the children to get undressed inside the enclosure of curtains. I remember my mother said she would not bother taking off her corsets that night.

At Cobalt in the morning I remember crossing a trestle across a lake that had been drained. From there through Haileybury, New Liskeard and Englehart, we passed through continuous evergreen forest. The town of Englehart was closely surrounded by forest.

Our uncle, Craig Johnston, was a railway engineer who made a short run of ten miles out to Charlton. There we spent a few hours at the home of a former Luther Township girl, Mabel Hickock, whose husband operated a sawmill at Charlton.

On the return trip from Englehart, we again spent the night on the train, arriving in Toronto in the morning, and returning to Waldemar before noon. I was glad to be home, for the black flies loved me. They ate me alive.

* * *

In December of 1916, Mother took my sister and me to see Santa Claus at Eaton's and Simpson's in Toronto. We went by train from Waldemar to Union Station, then took the street car to the east end and stayed with Mother's cousin. A few years later our parents took us to the Toronto Exhibition. We took the morning train, got off at Parkdale, and returned on the evening train.

* * *

Two of my high school teachers at Grand Valley were Miss Bessie Facey and Miss Allison Douglas. When they went home to Mount Forest for the weekend they went on the C.P.R. on Friday evening about 5 p.m. and returned Monday about 9 a.m. It meant they were a few minutes late for school those mornings, but that was not a problem.

* * *

In 1928-29 I attended Toronto Normal School, the training school for Public School teachers. All travel on holiday weekends was by train. I always took the streetcar from the centre of the city to Weston station because it was less busy than Union Station. The previous summer, 1927, Mother had taken me to Toronto, and pointed out the fact that the main streets ran north-south and east-west. She said, "Get a few of them straight in your mind, and there is no need to become lost."

* * *

In October of 1953 I was one of several former school teachers who had the privilege of joining a Teachers' Convention trip by train to Ottawa. It included the whole inspectorate of Wellington County and a number of former teachers like myself.

We caught the train at our closest C.N.R. station, mine being Fergus. At Guelph, our coach was hooked onto the end of the train to Toronto. Sometime after dark at Union Station, our coach was added to the Ottawa train.

The 'sleeper' was made up after leaving Toronto, and created considerable excitement, especially among the people who had never slept on a train. We slept two to a berth at the lower level to save on expenses. The younger teachers climbed on a step ladder to the upper berths. The beds were comfortable, but there was a lot of chatter and visiting among friends after the curtains were drawn. We were slow in settling down for the night, and morning came early. However, we did arrive in time for breakfast.

WORKING ON THE RAILWAY

by Harris Bell

I began my railway career with Canadian National Railways in the Brussels, Ont. station in 1937, working as the caretaker. When I enlisted in the army during World War III was trained as a wireless operator. After the war I decided on a job with the railway, and wrote the examination to qualify as an operator. Soon I was on the spare board for the Stratford division of Canadian National.

The spare board consisted of men who were not permanently assigned to a specific position. They were sent wherever a man was needed, when someone was sick or on vacation, for example. An operator had a number of duties: receiving train orders and giving them to the train crews, looking after billing, receiving and sending telegrams, selling tickets, and doing the bookkeeping for the station.

Train orders were an important part of the operation of the railway, especially when trains were running late or when extra trains were on the line. A train order was an instruction from the dispatcher to a train crew to wait at a certain station to pass another train, or to proceed until further instructions were issued. Most of the time train orders were only used for the way freights because the passenger trains were on schedule. These orders were sent and received by morse code until teletype machines were installed in 1965. Telegrams for the general public were handled by code as well.

My first permanent job was not as an operator, but as a shed man at Acton, but I didn't stay there long. In 1950 I was sent to Elora as an operator, and six months later I went on the relief staff, where I stayed for 14 years. I worked all over the Stratford division, which included the C.N. lines north of Guelph.

The smaller stations only had a single operator-agent in the 1950s, but larger ones like Fergus also had assistants working various shifts, and sometimes a shed man to handle freight shipments. At stations between Palmerston and Guelph the hours were usually from 8 a.m. to 5 p.m. The agents were in charge of the station, and had to requisition all supplies and forms once a month. They also had to report

on anything that required repair or maintenance, but the actual work was the responsibility of other departments of the railway.

Local shippers took their freight to the storage shed at the station, and the shed man would load it into a boxcar. Often, in the 1950s there would be one carload in and one out each day at stations like Harriston, Elora and Fergus. Small shipments and packages were loaded directly into a boxcar on the way freight each day. A way freight travelled in each direction every day, switching freight cars at all the stations, but later the service was reduced to every second day.

Mail and express were handled on every passenger train when I began as an operator. Each town had its own freight and express delivery man. They worked under contract with the railway. Later on, the express was transferred to trucks, but trucks were no faster for express. When the trucks began they made their deliveries and pick-ups at the railway stations.

In 1964 I became the permanent agent at Fergus. There were three men at the Fergus station then. A second operator came on duty about noon and stayed until 8 or 9 at night. Later this position was cut and soon only one man was left. I had to do everything myself.

All the stations between Guelph and Palmerston were on one telegraph line from the dispatcher's office. It was possible to listen in on other lines as well, such as the one for the stations south of Guelph. Fergus could be a busy station for telegrams. At most stations 10 or 12 telegrams would be handled in a good day, but Fergus would often receive 40 telegrams a day for Beatty's alone. Telegrams had to be phoned or delivered in person. Handling the telegrams for Beatty's could take a lot of time. Most telegrams were for businesses.

A lot of grain was handled on the line between Guelph and Owen Sound. Grain qualified for through rates; it could be taken from the elevator at Owen Sound by train, delivered to a mill and processed, then be reloaded onto a freight car for forwarding, but the freight charge was the same as if the grain had gone straight through to its destination. Wilson's mill in Fergus shipped quite a bit of oatmeal out under these rates. At one time they shipped graham flour as well. A lot of their shipments were to Leamington. Eventually the rates became too high and this traffic petered out. Now all the mills operate their own trucks.

At one time a freight train was made up at Palmerston that ran straight through to Toronto, making few or no stops along the way. It

consisted of traffic picked up on the branch lines, and would consist of 40 to 60 cars, with perhaps 25 of these grain. It usually left Palmerston after midnight and returned later the same night or early in the morning.

The biggest shipper in Fergus, and anywhere on the Guelph to Palmerston line, was the Beatty plant, later GSW. A shipper who wanted a car could order it in the early morning and have it delivered later the same day by the way freight. In the 1950s, furniture was shipped out at the towns with furniture factories and a lot of lumber was shipped in. There was also a lot of gravel and stone shipped from Durham at very cheap rates.

Coal shipments came in until the early 1960s. The last coal in Fergus was consigned to Cecil Martin. Sometimes coal cars for Elora received the wrong routing, and were sent to the C.N. station instead of the C.P., where the coal sheds were. Manley Wilson, the Elora coal man, usually unloaded these cars at the C.N. station.

Livestock shipments were common in the '50s and '60s. Cattle were still being shipped at Fergus after the station closed in 1972. Outgoing cattle shipments ended first. The shippers said the railway rates were too high. At the end, most of the shipments were incoming cattle from the west, delivered in fall and winter, but this, too, eventually petered out.

The last big freight shipments through Fergus were the oil trains going to Douglas Point, near Port Elgin, in the 1970s. These trains consisted of about 80 tank cars, and ran a couple of times per week, but this traffic ended as well.

Passenger traffic was never heavy on the lines north of Guelph while I was with the railway. Sometimes there might be a dozen passengers at Fergus and Elora, but sometimes there were none. Often there were groups travelling together to a meeting or convention. The morning train carried two coaches, but this was to handle a large group who might show up at a station. Quite a few of the passengers were passholders—employees or pensioners of the railway who travelled free. Mail and express paid for these trains in the 1950s.

After the Fergus agency closed in 1972, I transferred to the Guelph station, and worked there until I retired in 1982. It was sad to see the branch railway lines decline and get phased out, and trucks take over all the freight, but I guess that's progress.

REVIEWS

Robert M. Stamp, *Riding the Radials*. Erin: Boston Mills Press, 1989.

Boston Mills Press makes a specialty of large-format illustrated history books on technological subjects. Riding the Radials, covering the history of the interurban electric railway lines in the Toronto area, is one of their more recent titles.

Wellington County residents will be most interested in the Toronto Suburban Railway, which operated from Guelph to Toronto in the 1920s. This was only one of a number of lines centering on Toronto, among which were the Metropolitan Railway, running north of Toronto on Yonge Street, the Toronto and Scarboro, and the Toronto and Mimico.

The author is a well-known historian, and the book is thoroughly researched and well written. The emphasis is on the operation of the lines and the growth and decline of the system, rather than detailed accounts of equipment and construction. The book features 15 maps and 90 photographs. Many of the pictures were taken along the lines, and will be of interest to those who know the Toronto area today. The effect of urban sprawl is a secondary theme of this book.

One of the weaknesses of these lines was that they were not properly integrated into the streetcar system of Toronto. The author shows how these lines experienced increasing difficulties in competing with automobiles and buses, but readers with an interest in the general subject of transportation history will wish the author had considered more fully the place of these lines in the overall transportation system, and perhaps compared the rather meagre handful of lines in the Toronto area with the vast interurban railway networks of Ohio, Indiana and California. The quality of workmanship and photographic reproduction in this volume is of the high standard we have come to expect from Boston Mills. Riding the Radials will provide many pleasurable hours to both serious railway historians and casual readers.

Steve Thorning

Westover, Ruth, ed. Fair Days and Fair People: 130 years of fall fairs 1859-1989. compiled and published by Harriston-Minto Agricultural Society, 1989.

Crow, Lyn. The Agricultural Society in Puslinch, 1840-1990. printed 1990.

1989 and 1990 were years to celebrate for the Harriston-Minto Agricultural Society and the Aberfoyle Agricultural Society as they marked founding anniversaries. The Harriston-Minto Agricultural Society finds its roots in the Minto Agricultural Society. To mark the occasion of their continuing service to area residents, committees were established to compile their histories, complete with photographs, prize lists and reminiscences.

Fair Days and Fair People was produced in 1989 by the Harriston-Minto Agricultural Society historians, and edited by Ruth Westover. Funding from a New Horizons grant enabled this group to take on the task of researching archival sources, local newspapers, and interviewing area residents who participated in the many clubs and shows sponsored by this Society.

The first agricultural fairs were associated with local markets where farmers were encouraged to promote agricultural pursuits in their community. Fairs featuring the best in horses, cattle, swine, goats, crops, arts, crafts and 4H activities have always been the focus of agricultural societies, and the involvement of the Minto Harriston Society ensured their annual success. This book is a testimony to the contributions of the Society's members as it traces the development of an important community service.

The first agricultural society in Ontario was formed in 1792 at Newark (Niagara), and the first fair was held five years later. In the early years, societies drew their membership from the surrounding districts, but their growing popularity soon led to township agricultural societies being formed, and Puslinch Township, in the south end of Wellington County, was no exception. The Puslinch Agricultural Society was formed in 1840. Lyn Crow's book The Agricultural Society in Puslinch, 1840-1990 provides a fascinating account of its evolution from the early days of the Puslinch "show" when local farmers could exhibit a sense of community pride in their successful crop yields and livestock herds. The Agricultural Society in Puslinch places the local society in

perspective with the province-wide improvements occurring in agriculture. Rare prize lists and agricultural certificates are scattered throughout the book, and serve to illustrate the incentives for agricultural improvement which sparked the agricultural society movement. The Society's name was changed to the Aberfoyle Agricultural Society in 1966, and it continues to serve the Puslinch farming community.

Other local agricultural societies would be wise to take note of the literary achievements of the Aberfoyle and the Harriston-Minto Agricultural Societies. Recording the history of the community clubs and organizations can bring to light new sources of information, and strengthen membership. Congratulations to those members who helped to compile these local histories.

Bonnie Callen

Hutchinson, Jean F. A History of West Garafraxa Township. Privately printed: 1989.

It was the "delightful hobby" of author Jean Hutchinson to research and write the history of West Garafraxa Township as part of a Centennial Project begun in 1967, and nurtured with determined affection to fulfillment in 1989.

Drawing on the township minute books, which date back to 1869, and on numerous other sources, including the minute books of five school sections and the Tweedsmuir Histories compiled by the three area Women's Institutes, Mrs. Hutchinson tells the story from the days of the Indian trails to the present.

At a glance it would seem no stone or person has been left unturned, from the early settlement of the township, through Century farms, farm organizations, schools, churches and cemeteries, hotels, the Shand Dam, Lake Belwood, and the community of Belwood itself.

The bulk of the material touches on the histories of the pioneers and families of longtime residence: Adams, Augustus to Young, Jim - all organized alphabetically by school area with details of their beginnings and descendants, lovingly embellished with human detail and narrative. The book will delight those writing family or house histories.

I cannot vouch for the accuracy of every historical detail within this sturdy volume, but can confirm the book's ability to lure the reader into the captivating story of a community rich in fact and anecdote; plenty of black and white illustrations nudge the story along.

At the end of the book Hutchinson salutes the pioneers, giving them "praise and credit for a job well done"; so too do we salute her.

Ian Easterbrook

REPORTS FROM THE ARCHIVES

GUELPH PUBLIC LIBRARY ARCHIVES

The Guelph Public Library Archives is currently adding a number of donations to its collection, which should provide new sources of information for both genealogical and local history researchers.

The Guelph Horticultural Society Collection was obtained through a donation made by Mrs. Wendy Hamilton. The materials will provide researchers with a history of this organization, founded in 1852. Included are minute books dating from the early 1920s, financial records, programmes and cultural notes and competition and show announcements. A number of histories of the organization are in the collection, as are Annual Reports from 1952-1987. Scrapbooks of clippings provide additional information on the organization.

The major addition to the business records is the IMICO Collection. International Malleable Iron operation in Guelph from 1913-1989. This small collection includes ledgers from the 1920s, early sales reports and minutes from the 1940s. Photographs of employees and blueprints of the early plant are also part of the collection.

The St. James the Apostle Anglican Church Collection is a good resource for church history in Guelph. The collection contains minute books, brochures and booklets, liturgical materials, service bulletins and parish reports. Church publications, including parish magazines dating from the 1890s, and church histories are included. The records of church organizations form part of the collection, as do clippings, photographs and posters. Transcripts of interviews with older members will be of special interest to researchers.

These collections are currently being added to the Archives' holdings and will be available for use by researchers in the library's public reading room.

Susan R. Waterman

UNIVERSITY OF GUELPH LIBRARY ARCHIVAL AND SPECIAL COLLECTIONS 1990 was a big year for the Archives and Special Collections at the University of Guelph Library. The entire area was renovated, which gave us a new environmentally controlled reading room, allowing ten more individual study carrels, as well as eight shared spaces, a fifteen-seat seminar room and a new work room for permanent staff. Compact shelving was installed, providing twice as much space for rare books. Shelving space has increased by sixty per cent. The renovation added approximately 4,100 square feet to the section. We also gained new display cases, an A.V. room and a new name, The Wellington County Room honouring the county as the major contributor to the Library Building Renovation Fund.

Since the theme of this issue concerns railway history, I thought it appropriate to call attention to our travel collection in general.

There are several rare books concerning early travel in Upper Canada, many of which are first editions or valuable facsimile reprints, including the works of artist W.H. Bartlett.

In the Archives the Ralph Beaumont Collection includes research notes, correspondence and photographs of trains relating to three publications written by Ralph Beaumont.

Another acquisition is a photo album which has over 239 photographs and other mementos of the Ice Breaker Ermack, Baltic and Arctic Voyages, 1899.

The Canadian Railway Guide consists of several gazetteers, maps, correspondence, post office listings, name changes, personal books and railway memorabilia, 1869-1980.

George Sleeman's papers include the correspondence, legal documents, tickets, passes and a railway map concerning the establishment and operation of the Guelph Radial Railway Co., Guelph, 1877-1911.

The Imperial Traction Company Album includes 145 photographs of views along the lines. A map marks the route through Waterloo, Wellington and Middlesex Counties.

The Ontario Railway Bridge Picture Collection contains 25 photos showing bridges with gangways, surveyors and locomotives over the Grand and Thames Rivers, etc.

The Toronto and Guelph Railway Company Album illustrates engineering drawings of railway bridge construction, including viaducts, culverts and abutments.

The Walter Shanly Notebook has information concerning the Toronto and Guelph Railway, 1851-1857. It was transferred from the University of Western Ontario Regional Collection.

There are many more collections, too numerous to list. They can all be easily accessed through the Library's CD ROM system. An alternative venue is Section N, Travel and Communications in Past Forward: A Guide to the Archival Collections: University of Guelph Library, compiled by Nancy Sadek, 1990.

Gloria Troyer

WELLINGTON COUNTY MUSEUM AND ARCHIVES The Wellington County Archives collection has grown with the recent acquisition of several documents of local significance. The number of photographs of Wellington County people and places reached the 10,000 mark with the acquisition of the Burnett Collection. This represents a 100 per cent increase in just eight years. The photograph which bears this landmark number is a black and white print showing the construction crew behind the Bissell Dam, Elora, dated September 29, 1909. The Burnett collection includes dozens of prints of Fergus and surrounding area.

This spring, almost 200 photographs still retained in private hands were copied and placed in the Archives. This was the result of a successful outreach program offered in the communities of Clifford, Arthur, Hillsburgh and Aberfoyle.

Genealogists will be pleased to note the acquisition of a marriage licence register kept by a local Justice of the Peace, William Reynolds of Elora. The register covers the period 1854 to 1878. A name index has been generated to provide quick and easy access to this valuable record. The Stevens collection offers a fascinating look at the personal and professional life of Robert Phillips, Sr., a Scottish immigrant who left a successful teaching position in Bath, Ontario to establish a drug store in Fergus in 1867. This collection was the primary

source of research for Robert Stevens' book The Path We Came By, also on file in the County Archives.

In 1989, the Archives was pleased to acquire a diary written by Nichol Township farmer James Ross, detailing farm and family life, and the excitement surrounding the construction of the Ross family farmhouse. In 1990, the diary of his father, William, was donated, complementing the earlier acquisition. William Ross was Clerk of the Town of Fergus and a farmer who was actively involved in community and church life. The diary covers the period 1887 to 1894.

Several street plans for Wellington County communities were also acquired in 1990, including an 1847 street plan of Elora which records names of prospective buyers.

Bonnie Callen

GUELPH GENERAL HOSPITAL ARCHIVES The Guelph General Hospital Archives have records dating to the early days of the Hospital and School of Nursing. The nearly 500 items include annual reports, nursing uniforms, patient registers, minutes of meetings, photographs and other ephemera documenting the life of the Hospital from 1875.

In the spring of 1990, the funds were secured to have the Archives collection catalogued. Each item was accessioned, professionally indexed, preserved and placed in archivally sound containers and housed in a separate room in the hospital.

The organization and documentation of the collection allows for easy and efficient access by researchers and interested members of the public. The majority of the materials are available for consultation by appointment, although access to some material is restricted. A photocopier is conveniently located for researchers' use.

Ultimately, the collection will be incorporated into the library's on-line catalogue (target date: April 1991).

For more information call 822-5350, extension 259, or write to the attention of the Dr. William Howitt Memorial Library, Guelph General Hospital, 115 Delhi Street, Guelph, Ontario, N1E 4J4.

Brenda Vegso

OUR CONTRIBUTORS

Ralph Beaumont is the Information Officer with the Grand River Valley Conservation Authority. A lifelong fan of railways, he is the author of Steam Trains to the Bruce.

Harris Bell of Elora was employed as a Canadian National station agent prior to his retirement.

Bonnie Callen is Archivist at the Wellington County Archives.

Donald Coulman teaches at John F. Ross high school in Guelph. He is the author of Guelph: Take A Look At Us! which was published in 1977.

Gregory Oakes practises law in Elora. He is an active researcher and writer of local history.

Stephen Thorning of Elora is completing a doctoral thesis on Ontario's private bankers. His popular column, "Valuing Our History," appears weekly in the Elora Sentinel.

Gloria Troyer is with Special Collections at the University of Guelph Library, where she catalogues new archival acquisitions.

Brenda Vegso is the Librarian in charge of the Archives at the Guelph General Hospital.

Susan Waterman is Curator of the local history collection at the Guelph Public Library.

Cover sketch of "Old '81" by artist Brian Dalton, Minto Glen. A symbol of Palmerston's railway past, this locomotive was built in 1910, and saw service in south-western Ontario until it was retired and donated by the C.N.R. to the town in 1958.

*Editorial assistance, page design and layout: Kathleen Scott
Printed by Ampersand*

giving to the great Giver for his bounteous goodness toward us.—*Advocate.*

Great Western Railway

WELLINGTON, GREY & DROUCE SECTION

Central Fair at Guelph.

10th, 11th & 12th OCTOBER.

On above days a special Passenger Train will run as under:

Harriston	dep. 8 a.m.	Palmerston	8.30 a.m.
Moorefield	" 9.05	Drayton	9.25 "
Goldstone	" 9.40	Alma	10.00 "
Fergus	" 10.35	Elora	10.45 "

Calling at Murdock's crossing at 11.00 a.m.
Returning will leave Guelph at 4.30 p.m.
each day, stopping at Murdock's crossing.

Fare for the double journey, from Harris-
ton \$1.00; Palmerston \$1.00; Moorefield
90c.; Drayton 80c.; Goldstone 80c.; Alma
70c.; Fergus 50c.; Elora 50c.

Tickets will be issued at Alma, Fergus and
Elora by any of the regular passenger trains
on above days in addition to the special—
good to return up to Saturday p.m., 14th
inst., by trains as per time table.

W. K. MUIR,
GENERAL SUPERINTENDENT.
G. W. R. Office, Oct. 4th, 1871.

LOCAL NEWS.—We shall be glad, at all
times, to receive items of Local News, accidents,
or any incident which may be interesting
the locality in which.