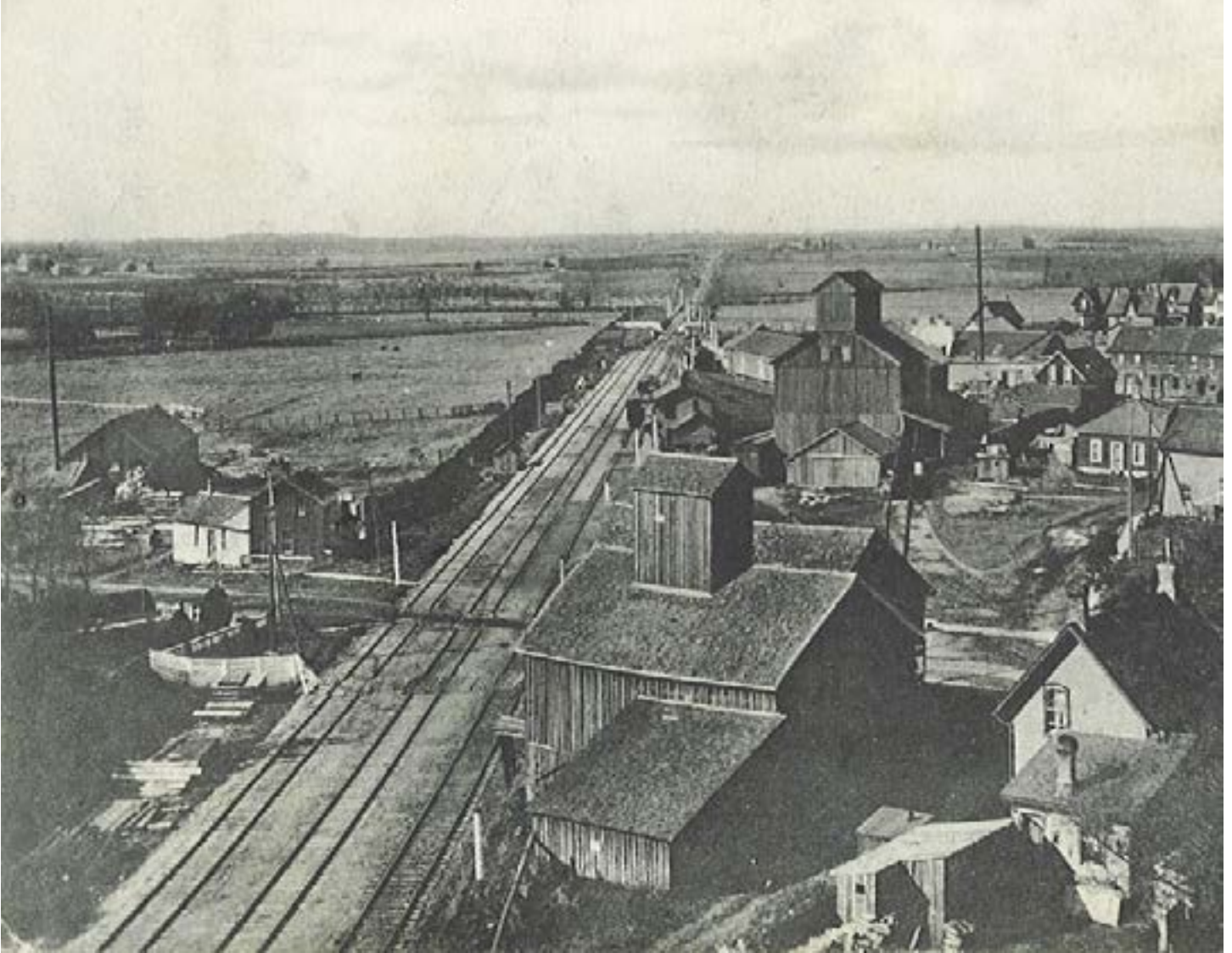


The Railway Through Dufferin



The Story of Our Railway and Activity Ideas

Grades 4-8

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A Note for Educators

The following resource provides a summary of the railways in Dufferin County.

There were two main railways that traversed through the County. The story of the Toronto, Grey and Bruce Railway comprises much of the narrative. It was eventually incorporated into the Canadian Pacific Railway. It consisted of a mainline to Owen Sound, and the Teeswater Branch through Amaranth Township.

The Credit Valley Railway is the second railway. It makes up a small section of this resource. It too was eventually incorporated into the Canadian Pacific Railway.

The summary is largely chronological, but also includes sections focused on weather and terrain and the railway. There are many historical photographs from the Museum of Dufferin (MoD) Collection and newspaper articles from local, historic newspapers to contribute to the narrative.

A list of activity ideas for several curricular subjects, can be found at the end of the document.



Postcard of the CPR station at Orangeville, ca. 1908. It also shows the Cement Works. MoD Collection, P-2947.

TORONTO, GREY & BRUCE RAILWAY.	
ORANGEVILLE	Dep. 7:15 a.m. 11:35 a.m. 5:40 p.m.
South	Arr. 11:15 a.m. 4:25 p.m. 8:30 p.m.
	Dep. 11:30 a.m. 4:45 p.m.
North	Arr. 11:15 a.m. 5:20 p.m.
West	Dep. 11:45 a.m. Arr. 11:00 a.m.

Orangeville Sun, September 16, 1880.



Photograph of a steam engine heading north towards Orangeville, 1959. This train was used for steam excursions after diesel became more prominent during the late 1950s. MoD Collection, P-2996.

The Toronto, Grey and Bruce Railway



Map showing one of the proposed routes, and the actual route to Owen Sound. Source: Thomas F. McIlwraith, *Toronto Grey & Bruce Railway: 1863- 1884*. MoD Collection, LH-0270.

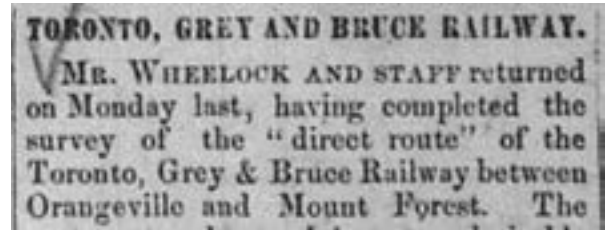
On March 4, 1868, the Toronto, Grey and Bruce Railway (TGBR) was granted a charter to construct and operate a railway in the Counties of Grey and Bruce that would connect Toronto to Teeswater (South Bruce, Bruce County) and Owen Sound.

This line was meant to provide access to the area's resources and encourage settlement. At this point in time, Dufferin County did not exist yet. Instead, the area that is now Dufferin County were parts of Grey, Wellington and Simcoe Counties.

The TGBR ultimately constructed two lines through Dufferin County, one that ran north and south from Orangeville to Owen Sound (the mainline) and another operating west and east, from Orangeville to Mount Forest (Teeswater Branch).

Building the Railway

The route for the railway shifted several times. This happened when the route was planned through Mono Mills and the farmers there intentionally overpriced their land that the railway would need to build the railway. It was then shifted to cross through Orangeville. The railway attempted to continue on from Mount Forest to Owen Sound (as shown on the map on the previous page), but then shifted to cross near Primrose and Horning's Mills, however farmers there also overpriced their land. As a result, the route to Owen Sound was constructed from Orangeville, and would cross through Amaranth Township and Shelburne. Laurel and Crombie's stations were an alternative to the planned Whittington Station, because the landowner would not sell.



Orangeville Sun, December 2, 1869.

The land had to be cleared of forest and prepared for the track. This involved pulling out and removing tree stumps. In many cases, local men used oxen and handheld tools. However, winter weather made this work challenging. Workers used wagons to move the dirt cleared with picks and shovels, but the cool temperatures would freeze the axle grease and make the wagon wheels difficult to use.

By the spring of 1871, the railway was completed to Orangeville. Then eight months later, the branch line was constructed to Mount Forest. In 1873, the mainline through Shelburne to Owen Sound was complete.

Financially, the municipalities in the County, as well as external sources, contributed to the railway. This included bonuses, such as a \$500 bonus offered by Luther Council if the railway was complete through the area by a certain time. However, because of the weather and



Train station at Grand Valley, 1875. MoD Collection, P-0351 A.

money, the railway was not constructed in East Luther until after the 1870 deadline. The Railway Company and Luther Council fought about the bonus in court, with Luther Council ultimately winning. The Railway then did not provide East Luther with a station. Those in the area had to use the station at Waldemar in Amaranth Township until a station was eventually built in 1875. This station was still a distance away from Luther Village (also known then as Little Toronto, ultimately Grand Valley), which was the largest settlement in East Luther. As a result, those travelling to the station used horse-drawn transportation that operated like a bus transit system.

Operating the Railway

Orangeville Station and Fraxa Junction

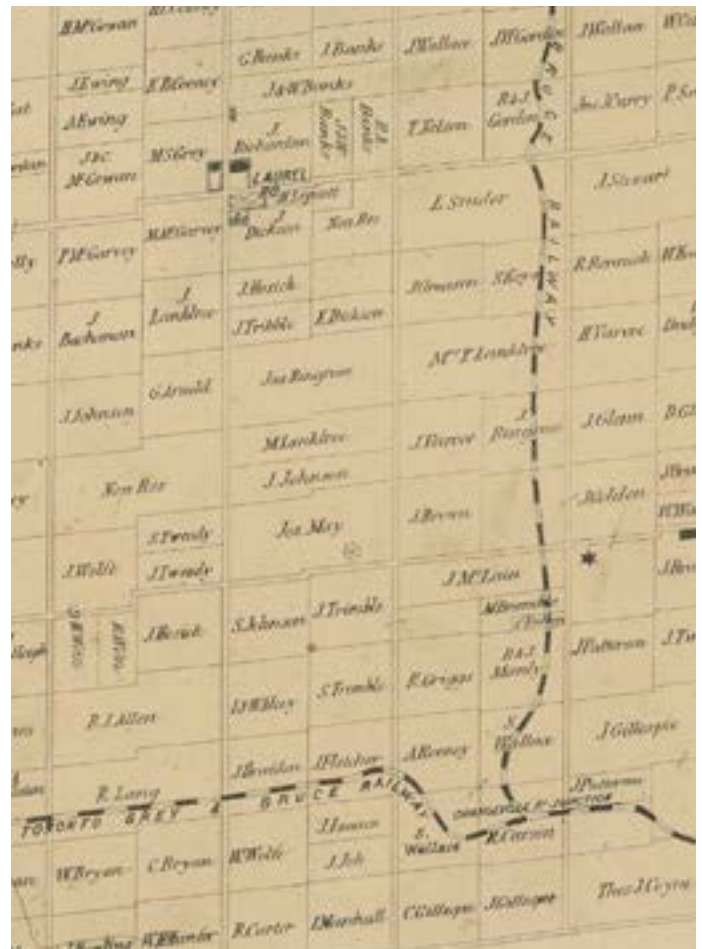
The station at Orangeville was the first stop in Dufferin County for trains coming from the southern regions. This station was equipped with a turntable. Workers would pull a switch to alter the direction of the train.

In 1906 a passenger station was built at Orangeville with a circular waiting room. The previous one had burned, possibly because of a spark from a train, and passengers had to use the freight shed while the new one was being built. Trains from both directions passed through this station from various locations, including to and from Teeswater, Walkerton and Owen Sound. Like Fraxa Junction, Orangeville was a central place where many met coming and going.

Fraxa Junction, known as “Fraxie” but previously referred to as Orangeville Junction, was where the western route to Mount Forest and the northern route to Owen Sound met. This made Fraxie a busy station.



Stenograph of the CPR railway yards and buildings at Orangeville, ca. 1900. It also shows the grain elevator, turntable and switchyard. MoD Collection, P-0587.



This map shows Fraxa Junction, then known as Orangeville Junction, and the railway lines through Amaranth Township. The two lines split from Fraxa with the mainline running north and south, and the Teeswater branch route, running west and east.

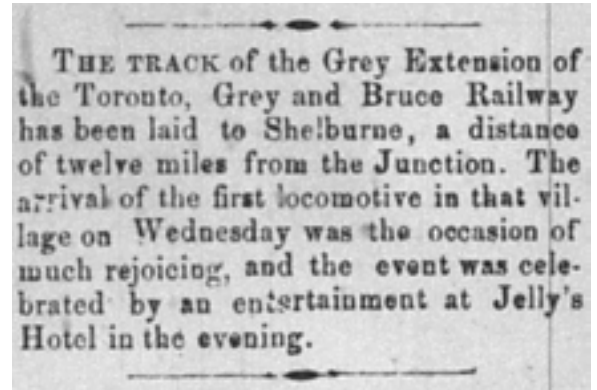


Postcard of Fraxa Junction train station, date unknown. The photograph also shows Bill Brawley and his family. Brawley was station master there. MoD Collection, P-1370.

Operating the Railway

Orangeville to Owen Sound (Mainline)

In June 1873, the first train made it to Shelburne around 12:30 in the afternoon. The “Owen Sound” was meant to carry just the press and dignitaries, but many people had caught a ride hanging off the side. It had departed from Toronto around 8:00 a.m. that morning, making several stops on route. The train also held a cargo, including oysters, to celebrate the new train reaching the settlement. There was both a feast at the station along the railway, and later in the day, at Jelly’s Hotel. This celebration lasted most of the day with many staying as the train continued on north.



Orangeville Sun, October 31, 1872

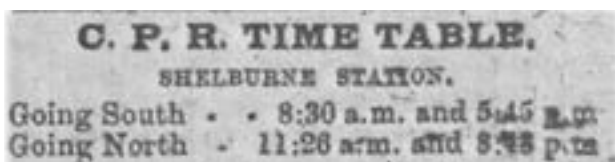
From Orangeville to Owen Sound, the stops along the mainline were Laurel, Crombie’s, Shelburne, Melancthon and Corbetton. At Laurel Station there was an elevator, weigh scales and stockyards, which assisted with livestock. The Laurel Station was also the location of the first local telephone that could be used by the public.



Photograph of Melancthon station and grain elevator, 1906. MoD Collection, P-1563.

Crombie’s station was named after the landowner, Samuel Crombie (1824-1899), where the station was built. At this station there was a water tower, an elevator, barns, sheds for potatoes and a waiting room for the passengers.

During the 1880s, a telegraph line was constructed in Shelburne that stretched to Dundalk. Money was also raised around that time to build a bigger station in Shelburne, which operated until 1913, when replaced with another building. The Shelburne station also had stockyards, which were operated by the people in town, until 1899. At this point, the railway took over operation of the stockyards, which were enlarged and a weigh scale added. This change was also brought about because the smell of the stockyards would waft over town, resulting in many suggesting the stockyards be moved. Though the railway enhanced the stockyards, they were not moved until 1913 when people again insisted on their relocation.



Shelburne Free Press, July 30, 1903

Operating the Railway

Orangeville to Mount Forest (Teeswater Branch)

After leaving Orangeville and passing through Fraxa Junction, along the track heading west to Mount Forest, there was a stop at Amaranth and the stations at Waldemar and Grand Valley.

In 1876, Amaranth Station was destroyed by fire and a flag stop was constructed in its place. This meant that unless there was a signal, like a flag, or there were passengers to get off at this spot, the train would not stop here like at the stations.

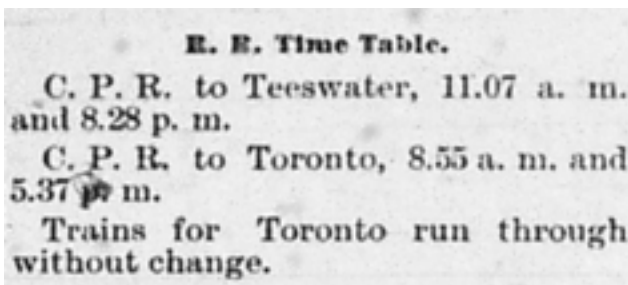
While Amaranth Station was where primarily lumber and grain were moved, Waldemar Station shipped out livestock. The stop at Waldemar also consisted of a water tower, elevator and stockyards. There was also a telegraph and an agent who lived at the station until 1930, when a new station was built that did not include a space for the agent and their family to live.

Waldemar Station was a bustling place until Grand Valley got their own station. Then business at Waldemar was reduced.

The station at Grand Valley also consisted of a water tower, with water pumped from the Grand River.



Waldemar Station, date unknown. MoD Collection, P-3185 B.



Grand Valley Star and Vidette, April 3, 1902.



Photograph of a steam engine crossing over farm fields, heading west to Waldemar, 1953. MoD Collection, P-3400.

Changes on the Tracks

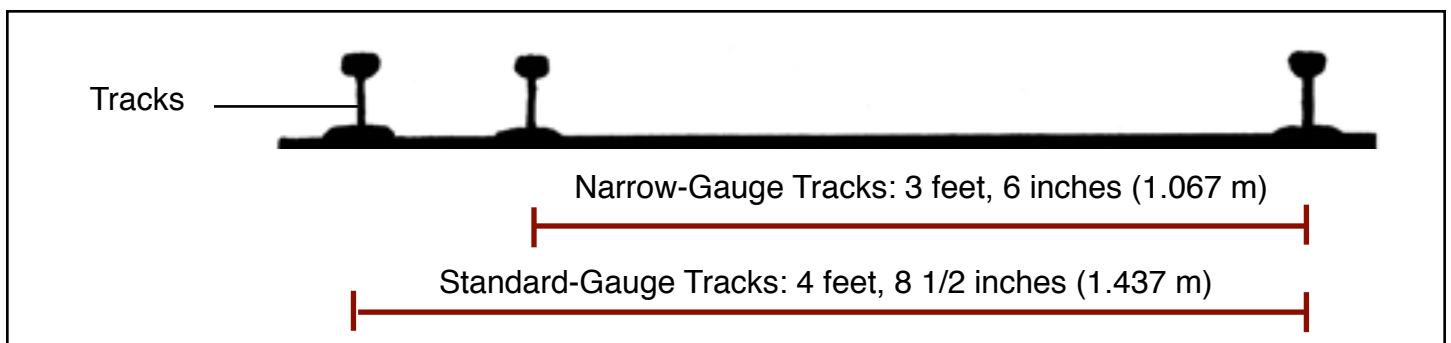
By the 1880s, the TGBR faced a major challenge. The railway was built using a narrow-gauge track, differing from other railways at the time that used standard-gauge. The narrow-gauge was cheaper to use for the track compared to standard-gauge. But the same strategy the railway used to save money initially, was then costing them money.



Steam engine, the 'Caledon' at Orangeville in 1872. It was a double-header engine used by the TGBR but was scrapped after the gauge size was changed. It was not able to do the work it was built for, such as take heavy cargo up Caledon Mountain. MoD Collection, P-2574.

The train cars that used standard-gauge could not go on the narrow-gauge track. This meant cargo had to be moved on to different cars whenever the trains met a change in gauge size, which took time and cost money. The amount of business on the tracks was good and needed, but the small gauge and trains were not able to carry large or heavy loads. At times there were things to be transported, but because of the smaller trains, there was not enough room. Neighboring counties, such as Grey, Peel and Bruce, also insisted a change be made.

Eventually, the railway had to convert the narrow-gauge track to the standard size, a shift from 3 feet, 6 inches to 4 feet 8 ½ inches. This conversion began in 1881 and was completed within three years. Infrastructure, such as bridges, also had to be altered with the widening of the tracks. The Grand Trunk Railway Company invested in the TGBR and assisted with the conversion. However, it was an expensive transformation. The same year it was completed, the Ontario and Quebec Railway leased the railway from TGBR. Then by 1884, the line had been taken over by the Canadian Pacific Railway (CPR).



The Credit Valley Railway

CREDIT VALLEY RAILWAY.

AN APPLICATION will be made to the Legislature of Ontario at its next session for power to construct a Narrow Gauge Railway from Orangeville, by the Valley of the Credit, to Brampton and Streetsville, with a branch from Streetsville to Milton and another to Toronto, crossing the Humber at Lambton. Mr. George Laidlaw, the projector of Narrow Gauge Railways in Canada, is the promoter of this scheme, and the energy, tact, and ability with which he advocates any project in which he embarks, and the success which usually attends his efforts, go far to insure the completion and success of the undertaking.

Those who do not know the resources of the country which this railway is designed to serve, would be apt to regard the undertaking an unprofitable enterprise, especially as the district is already served to a considerable extent by railways; but they could scarcely fall into greater error. The country is exceedingly rich and populous, the Credit Valley has an immense water-power, and would, if it possessed railway communication with Toronto, and the system of railways radiating in all directions from that city, become a great manufacturing center. The vast quantities of grain which would be brought from Grey and Bruce by the Toronto, Grey & Bruce Railway, or at least a large portion of it would be switched off on the Credit Valley Line, and turned into flour at the mills on the Credit, and a trade would be created and developed by the railway, independent of the business now carried on, which would itself form quite a source of profit to any line. As the Credit Valley is free from the engineering difficulties which the Toronto, Grey and Bruce Railway had to surmount in crossing the ridges in Caledon; the construction of the projected road would not necessarily be an expensive work. Sharp and steep gradients, could altogether be avoided, so that the road could be economically worked, and maintained.

In February 1871, the Credit Valley Railway (CVR) was granted a charter to construct a railway connecting Toronto and St. Thomas (Elgin County). A track also ran between Streetsville (Mississauga) and Orangeville, connecting Toronto, St. Thomas and Orangeville. Then another branch began at Cataract Village (Caledon), crossing through East Garafraxa Township, to Elora. Transporting resources, including cordwood, was an important reason for the construction of the CVR. Cordwood was greatly desired in urban settlements like Toronto.

The CVR was planned and surveyed between 1872 and 1873, and by 1874, the land needed for the railway was almost completely acquired. Work constructing the tracks began in 1875.

The project was quite costly, due to the construction of the track in the Credit Valley. It was not until 1879 that the railway was complete to Orangeville, with the route on to Elora. Unlike the TGBR, this railway was constructed using the standard-gauge track.

The TGBR bypassed East Garafraxa, and most roads or transportation routes were focused in the southern part of the township. The TGBR's route and stations were close enough to the township's border in Amaranth Township (less than 2 kilometers), and helped build businesses within its borders. However, East Garafraxa's council was extremely supportive of having a CVR branch route and station built within the township's borders.

Orangeville Sun, September 22, 1870

The Credit Valley Railway

Although, the land for a station was bought in the East Garafraxa Township, and initial construction began on a station, it was not completed until much later. In the meantime, other buildings were built at the site, including elevators, warehouses and stockyards. By the late 1880s, these buildings became the village of Orton, complete with a post office. Orton was created because of the railway, and was initially known as Little Chicago, where goods such as livestock and butter were shipped.

While Orton was established and flourished with the coming of the railway, the opposite happened to some places it bypassed. An old pioneer settlement, Craigsholm, dating back to before the mid-nineteenth century, became a ghost town. It once consisted of a school, hotel, store, post office and other businesses. However, with the railway and other routes going around Craigsholm, the businesses and services closed.

The Ontario and Quebec Railway acquired the Credit Valley Railway in 1883, and the following year it was absorbed into the CPR. During this whole time, East Garafraxa continued to ask for a station to be built, but it was not until around 1908 that a station was constructed at Orton with a stationmaster.

Credit Valley Railway !	
CHANGE OF TIME.	
ON and after MONDAY, September 6th, 1880, trains will arrive at and depart from Orangeville as follows :	
Depart.	
7:20 A.M.—No. 4 Express, for Brampton, Streetsville, Toronto, and all stations on Main Line.	
9:40 A.M.—No. 16 Accommodation, for all stations on Elora Branch.	
3:15 P.M.—No. 8 Express, for Brampton, Streetsville, Toronto, and all stations on Main Line.	
7:00 P.M.—No. 18 Accommodation, for all stations on Elora Branch.	
Arrive.	
8:25 A.M.—No. 13 Accommodation, from Elora and intermediate stations.	
11:15 A.M.—No. 3 Express, from Toronto, and all stations on Main Line.	
4:35 P.M.—No. 15 Accommodation, from Elora and intermediate stations.	
8:10 P.M.—No. 7 Express, from Toronto, Galt, Ingersoll, and all intermediate stations.	
Through Coaches between Orangeville and Toronto. No. Delay. Fast Trains. Sure connections.	
G. LAIDLAW, President.	JAS. ROSS, Superintendent.
Toronto, August 31, 1880.	36.

Orangeville Sun, September 9, 1880



Photograph, Credit Valley Railway, CPR locomotive going through high snowbanks south of Orangeville, ca. 1880. MoD Collection, P-4671.

Weather and the Railway

Weather continued to play a significant role in the railway after it was constructed. A lot of snowfall - like in 1904 when it snowed so much there was eighteen feet of snow - would often impede the trains. This was particularly so between Shelburne and Melancthon Stations, where the snow would often cause the train to become stuck. In 1874, the snow buried an engine in this section which was freed almost a month later when springtime brought warmer temperatures, and in 1875 a whole train was buried for several weeks.



Winter on the railway in Shelburne, 1904. MoD Collection, P-0450.

Other places in Dufferin County also experienced challenges from winter weather. Laurel Station was buried in snow so deep in 1895, that a tunnel was dug from the tracks to the building. Snow even led to the TGBR removing Laurel Station because the company had to pay \$70 to free it every time a train got stuck there. However, this was only temporary because Amaranth Township wanted the station and declared they would take back the \$30,000 bonus it gave to TGBR. The Railway returned Laurel Station, but moved it to a different location that would be accessible by a road.



Grand Valley Star and Vidette, March 6, 1947.

Trains would attempt to cut through the snow by backing up and driving forward into the snowbank several times, but would often become stuck, buried, or derailed. Other engines would try to force them out but this did not always free the trains. Most of the time, when trains would get stuck in the snow, those who lived near would set out with horse-drawn sleighs to gather the passengers.

For a while the "Caledon" was the only engine that had a snow plough. Even after other engines were fitted with ploughs, winter weather still impeded the ability for the trains to make it to all of their stops. In 1947, the train could not get to Grand Valley for more than two weeks, and near Waldemar, two engines and a train had to be dug out by twenty-five people with tools from the local store.

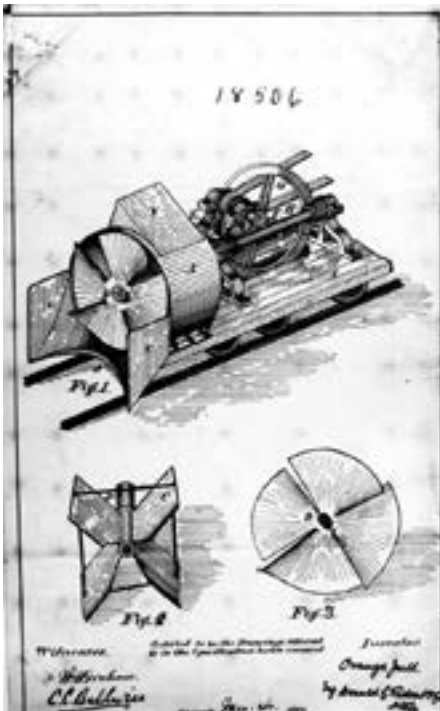
Orange Jull and the Snow Plough



Photograph of Orange Jull, ca. 1885. MoD Collection, P-0008.

Orange Jull (1845-1920) invented the rotary snow plough (patent number: 18506) around 1884, which greatly assisted the ability of trains to continue to operate during the winter season.

The snow plough operated: “upon the railway track like an ordinary snow-plow, but instead of making headway by dint of sheer force and dividing the snow-drifts, it removes the snow bodily from the track by means of a set of rapidly revolving steel shovels operating in a great drum.” It was able to remove different types of snow and ice from the train tracks, doing “the work of a hundred laborers” moving “at the rate of twenty miles an hour, being thus one of the greatest labor saving inventions ever brought before the attention of railway managers.” (“The Jull Snow-plow.” *Shelburne Free Press*, January 12, 1888)



“Item: Patent Number 18506,” *Library and Archives Canada*, 2013, <https://www.bac-lac.gc.ca/eng/discover/patents-1869-1919/Pages/item.aspx?Id-Number=18506&> (accessed 4 March 2020).



Photograph of the Jull Rotary Snow Plow in Orangeville, no date. MoD Collection, P-0259.

Terrain and the Railway

In addition to weather, the terrain of Dufferin County led to challenges even after the railway's construction. Between Orangeville and Fraxa Junction, the tracks crossed over steep terrain, the steepest after the Horseshoe Curve. As a result, there were engines that would specifically help the trains up steep inclines, then go back to Orangeville once the train made it over the peak. Or the train's engine would take part of the train's cars on past the peak, leave it there and return to get the other part to bring over as well. Similarly, trains would use one of these two strategies when maneuvering the Horseshoe Curve around Caledon Mountain.

Trains helping others up hills led to an even busier track and because the line was singular, a system was established to maintain safety and ensure there were no wrecks. When a train left Fraxa Junction, heading south for example, the driver would take a "staff" or a token to the next station. When the train reached the next station with the staff, a train heading north could then proceed, taking the staff back to Fraxa Junction. The staff symbolized that no other trains would be coming from that direction until the staff was returned by a train heading in the opposite direction. This staff system was used until 1965. Another safety precaution was sounding the train's whistle every time the train met a road.



Map showing the section of the TGBR known as the Horseshoe Curve in Caledon that went around the mountain. Source: McGill University, "Township of Caledon," *Canadian County Atlas Digital Project*, 2001, <http://digital.library.mcgill.ca/CountyAtlas/Images/Maps/TownshipMaps/pee-m-caledon.jpg> (accessed 4 March 2020).



This engine was often at Orangeville and would help other trains up inclines, such as Caledon Mountain. There is also cordwood on the right used for fuel. Photograph was taken at Melville Cross station, ca. 1900. MoD Collection, P-2577.

Though there were many wrecks, one of the most significant occurred on the steep Horseshoe Curve in 1907. The train had been heading for the Canadian National Exhibition and derailed. The wreck resulted in seven deaths, with another hundred and fourteen injured. Many of the passengers on the train, including those who were injured or died, were from Dufferin County.

Supplying the Trains

Water tanks, initially constructed of wood but later of metal, were built along the track every sixteen to twenty-four kilometres. These were filled by rain or by wind-powered pumps. Other buildings, including granaries, freight and engine sheds, were also constructed out of wood. Orangeville and Shelburne were some of the points along the railway where the trains could get more supplies such as coal, wood for fuel and water. Shelburne's water supply was constructed in the early 1900s and consisted of a forty metre well and a water tank. The wooden tank and tower were sold during the late 1920s, and a steel system replaced it. However, diesel engines, which grew in prominence during the 1940s and 1950s, did not require the water supplies that steam engines did.

Initially, there were about twenty trains for the TGBR. They were named for places they went to or prominent shareholders. In addition to the "Owen Sound", there was also the "Caledon" a 42 ton engine, which operated until 1881 and burned wood, and the "Mono", a 25 ton engine. On one occasion during 1876, the latter engine travelled from Toronto to Owen Sound in two hours and forty-eight minutes, which was a speed of about 72 kilometres an hour (45 miles). At the time, this speed was very impressive. In 1881, this engine was altered to work with standard gauge, then passed on to the CPR. The "Steamship Express" was also another engine that operated before the CPR took over the railway. During the 1870s and 1880s, it initially did about two trips a week back and forth from Owen Sound, but by 1910 it did five trips a week.



Photograph of an 840 Engine at Orangeville station, preparing to take on water, 1952. MoD Collection, P-2998.

It took about 4 hours and 45 minutes to travel between Toronto and Shelburne. If the train was running greatly behind schedule or needed to get to its destination faster, the speed could be increased to 40 or 48 kilometres (25 or 30 miles) an hour, depending on the weather that day.

When the CPR took over the railway, there was then a change in the type of trains that operated on the line. Previously the trains had been smaller, steam engines. With the wider-gauge track, the trains were larger, eventually diesels, then 'Dayliners'. The amount the trains carried increased. In addition, this changed the sounds the people of the Dufferin County would hear as the trains passed by their farms and through towns.

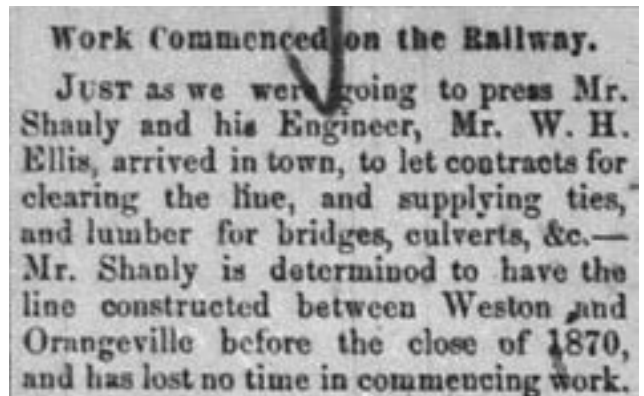
By the early 1960s, steam engines were no longer used, except for some maintained for the occasional historic journey.

People of the Railway

The railway created many different jobs, both while it was being constructed and after it began operating. Land had to be cleared, each station needed caretakers and trains needed to be operated. This section features just a small portion of the people, and their roles, that worked on and along the tracks.

Clearing Land

Men throughout the County were contracted to clear land in preparation of the tracks, such as Richard Slack Jr. (1841-1892) in 1870, who worked the section between Shelburne and Melancthon Station. Also, in the same year, William (1854-1938) and Richard Small (1854-1941) cleared land where the station buildings would be in Shelburne when they were just sixteen, with the help of oxen.



Orangeville Sun, December 9, 1869.



Photograph of an engine at Fraxa Junction in 1936 when the Cockerills lived there. MoD Collection, P-0513.

time there, Eveline M. (Hornett) Cockerill (1910-2006) looked after the station, shipping out cream and selling Canadian Pacific Money Orders, while James C. Cockerill (1907-2001) was foreman. During the 1930s, there were eight trains transporting passengers that would pass through the station every day. The Cockerills also experienced heavy snow fall at Fraxa Junction, with the station frequently becoming partially buried.

Station Agents

The stations throughout the County saw many agents over the years. For example, at Shelburne Station, Alexander Smith (born 1852) became the agent in 1873, then James Williams, starting in 1883, held the position for over two decades. Syd Rands (1879-1960) was the next Shelburne Station agent. He had learned telegraphy during the late 1890s and worked at different places throughout the province, but became Shelburne's station agent in 1925 until 1945.

The Cockerills lived at Fraxa Junction from the 1930s until 1972. For much of their

23	Christian, Mrs. Harry (W), married woman, Laurel.
24	Cockerel, Clifford, caretaker, Fraxa Junction.
25	Cockerel, Mrs. Clifford (W), married woman, Fraxa Junction.
26	Cockerel, Mrs. Thomas (W), widow, Orangeville, R.R. 2.

Source: "Voters List for Dufferin-Simcoe," 1935, ancestry.ca (accessed 10 February 2020). It shows the 'Cockerels' (Cockerills) living at Fraxa Junction.

People of the Railway

At the Corbetton Station, Myrtle (Orr) Lambertus (1903-1978) assisted her husband Albert George Lambertus (1900-1943). He had been the station's agent for over a decade when he passed away in 1943. Myrtle Lambertus then became the station's agent, continuing to live there with their two children and carrying out the duties of agent, such as the money orders and selling tickets. She eventually moved to Orangeville, where she married another worker of the railway, Stanley Brawley (1908-1963), who was a conductor on the CPR.



Map showing the track north of Shelburne (bottom right on the map). The route continued on to Melancthon and Corbetton Stations. McGill University, "Township of Melancthon," *Canadian County Atlas Digital Project*, 2001, <http://digital.library.mcgill.ca/CountyAtlas/dufferin.htm> (accessed 26 March 2020).

Section Men

Section men were responsible for maintaining and repairing part of the track. Benjamin Tansley (1846-1924), after immigrating from England, started in construction while the TGBR was being built during the early 1870s. He worked on the section from Orangeville to Owen Sound. Tansley then became the head section man, or roadmaster, of the track north of Shelburne, which he held for almost two decades. William Winters (1848-1928) worked for the railway from 1880 to 1914 when he retired. He first worked as a section foreman near Shelburne, then as section head, after Ben Tansley, in 1892.



Photograph of William Winters, a section foreman, and his railway crew in Shelburne, ca. 1906. MoD Collection, P-2903.



Photograph of Shelburne Railway Station in 1906. William Winters is in photograph. MoD Collection, P-2901.

Impacts of the Railway

The TGBR, other than the Credit Valley Railway in East Garafraxa, was the only railway to really cross through Dufferin County. It brought many economic and social changes, and greatly altered how people lived.

Economic Impacts

The railway brought with it many economic changes and developments. The railway created jobs, such as station agents, section men and conductors. Many people who worked for the TGBR/CPR did so for their whole lives. In addition, the railway created the need for many businesses along its tracks. For example, travel by horse and carriage did not all together stop with the opening of the railway.

There was still the need to travel to and from the stations (such as Grand Valley), through the interiors of the towns and to places not serviced by the railway. Horse-drawn services were provided by more significant stops on the railway and for hotels, which offered larger carriages resembling a bus service. Towns such as Orangeville, also had liverymen which allowed people to rent their carriages while in the area. Farmers would sell wood for the trains to the railway. A cord was bought for 3 cents a 1 1/2 km (or 1 mile) when travelling shorter trips, and less than 3 cents when travelling for longer.

Before the railway, moving resources, such as food and lumber, from one place to another was a challenge. Resources were moved by wagon through Orangeville to neighboring counties to connect with the Grand Trunk Railway. This method not only took a long time and cost a lot of money, but was also impeded by bad weather. With the railway, resources such as natural (lumber, stone) and agricultural goods (grain, livestock) were moved much faster.



Photograph of WJ Davey's CPR Station Bus, "The Davey Cartage Company, Shelburne, 1906. The bus would take train passengers to Shelburne hotels. In the winter it operated with sleighs, and in the summer it functioned with wheels. MoD Collection, P-1568.

Impacts of the Railway

HOCKLEY AND MONO MILLS.

Of our return trip by way of these villages, we need say but little. Hockley gently slumbers in the Valley of the Not-tawa, but notwithstanding this there is a prospect of its becoming a lively business corner some day. It has a store, a saw mill, and blacksmith shop. Mono Mills is not growing, yet a considerable amount of business is done. Mr. J. F. McLaughlin owns a flouring mill here, and also a store. Messrs. J. and H. Allen have also very good stores, and Dr. Lawrence is about opening a drug shop. Among the other industries carried on in the village, the carriage works, wagon and blacksmith shop of Mr. J. Simpson are the most important. There are two churches, two hotels, and a school house in the place. The country around Mono Mills is equal to any in the province, but the trade of the village must always remain limited to a small section, the current of trade, in consequence of the construction of railways and common roads, having been diverted into other channels. From Mono Mills to Orangeville we saw nothing worthy of note, save that the road sadly requires to be improved, and that the Councils of Mono and Caledon are derelict in their duty to the traveling public generally, who may have occasion to pass over this highway, and to a large number of the ratepayers of these townships who use it daily, in not seeing that the necessary repairs have been made. It is too late to do anything this year, and next, we fear our complaint will be forgotten.

Orangeville Sun, November 14, 1878

The railway influenced towns and settlements throughout the County, both those it connected to and those it did not. As a result of TGBR going around communities like Mono Mills, Primrose, Horning's Mills and Rosemont, they did not develop the same as settlements along the finished route and remained small in size.

In an early newspaper article, Mono Mills is described as limited because of its distance from the railway: "the trade of the village must always remain limited to a small section, the current of trade, in consequence of the construction of railways and common roads having been diverted into other channels." ("Hockley and Mono Mills," *Orangeville Sun*, November 14, 1878)

In comparison, Orangeville, Shelburne and Grand Valley became very prominent in the County.

Many saw the significance of the having the railway, including James Huxtable of Horning's Mills. He attempted to connect the settlement to the main line at Melancthon Station with a line known as the Cascadella Railway. However, this connecting line was not constructed.

Impacts of the Railway

THE TOWN OF ORANGEVILLE, besides being the most important town in the County of Dufferin, is one of the most prosperous in the Province. It has a clean and business-like look, indicating both good taste and enterprise on the part of the citizens. It is situated in the township of Garafraxa in the County of Dufferin, on the River Credit. It is a railway centre of considerable importance, being at the Canadian Pacific Railway junction to Owen Sound and the junction of the line to Teeswater, with two roads to Toronto, one by the Credit Valley and the other by the Toronto, Grey and Bruce. Its geographical position makes it the distributing centre for a large area of country.

Orangeville Sun, March 14, 1889

Orangeville

The railway increased business in Orangeville during a time when Canada was going through a depression in the 1870s. It also led to an increase in settlement and surveys near the train station. Orangeville's population doubled between the early 1860s and early 1870s, in part because of the railway.

While the railway was being built, the Railway Hotel and other buildings were constructed for the workers and their families. By 1871, there was also a restaurant located near the station. In addition, other developments occurred in the settlement because of the railway, including a wooden sidewalk, connecting Broadway to the station. Businesses were established, such

as boarding houses and passenger wagons, which would transport people to and from the railway.

The business on the railway itself was also plentiful. From Orangeville, butter was the first of the goods to be shipped, destined for Toronto then on to Liverpool, England. This shipment left in August 1871, and consisted of about four hundred containers, with ice to keep them cool. In another example, more than thirty thousand bushels of wheat and thirty thousand pounds of pork were moved out of Orangeville in January 1872.

Shelburne

Within the first several weeks of the railway crossing through Shelburne, about twenty tons of goods were moved. This increased to over twelve hundred tons being moved in 1885, within just a week. In 1880, the Shelburne granaries actually broke open from being overfilled and grain went all over the train tracks. Shelburne developed greatly because of the railway, with new homes built and businesses established.

It was not till 1872 that the village began to grow rapidly. In that year the T., G. & B. Railway was built and with it came a rush of settlers to the surrounding country, and Shelburne became a market town.

Shelburne Free Press, May 7, 1896

Impacts of the Railway

Grand Valley

Grand Valley prospered as well, most notably in relation to moving out livestock. Those who lived in Grand Valley when the railway was being built benefited financially because they boarded the workers, charging \$3.00 per week. Grand Valley did not get a station until after the railway was operating but despite the delayed and distant station, the settlement flourished. This is largely because of Waldemar, which was located along the railway route and was prospering with multiple and varied businesses, as well as a growing population. However, similar to when the railway was trying to plan their route through the County, land prices were too high and people moved on to Grand Valley. Although Waldemar had great economic potential, the cost of land resulted in stifled settlement. In 1873 it was noted that within three years the settlement grew from one home to thirty. There was also an increase in the amount of businesses, including three general stores, a hotel, as well as three churches and a school.

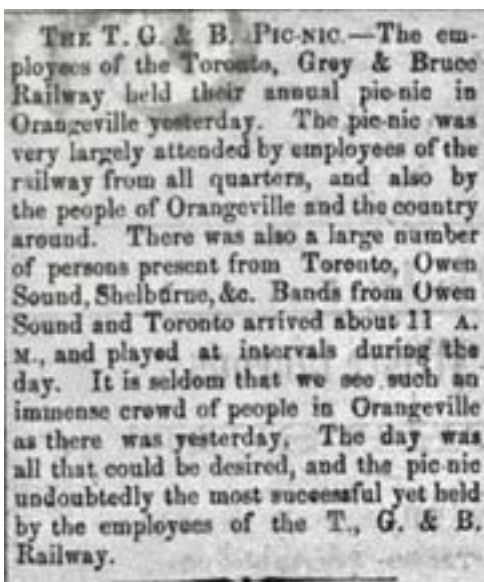
Social Impacts

The railway became a source of entertainment, as well as a way to socialize and celebrate. People were able to get to their destinations much faster than before. They were able to travel more easily to see family and friends in places such as Toronto. Stations, especially at Orangeville and Fraxie, became central locations where people met with the trains coming and going, often

at the same time. People would also gather at stations for send-offs or farewells. This happened during World War I and World War II, when soldiers travelled by train to training camps before departing for overseas.

Many events such as picnics, tours, the Canadian National Exhibition and the Queen's birthday, were occasions when there would be additional trains run and cost for fare was reduced. There were two events that were particularly grand. One was the Twelfth of July which was a dinner and games organized by the Orange Lodge and the other was the Railway Picnic organized by TGBR held in Orangeville. The picnic in 1876 had about five thousand people in attendance, two bands, food and drinks, games, dancers and booths. Other groups too, used the railway for excursions and group functions.

When travelling by oxen, the speed was about three km per hour, coach was five km per hour and horse back was eight km per hour. In comparison, the railway increased travel speed to twenty-four km per hour.



THE T. G. & B. PICNIC.—The employees of the Toronto, Grey & Bruce Railway held their annual picnic in Orangeville yesterday. The picnic was very largely attended by employees of the railway from all quarters, and also by the people of Orangeville and the country around. There was also a large number of persons present from Toronto, Owen Sound, Shelburne, &c. Bands from Owen Sound and Toronto arrived about 11 A. M., and played at intervals during the day. It is seldom that we see such an immense crowd of people in Orangeville as there was yesterday. The day was all that could be desired, and the picnic undoubtedly the most successful yet held by the employees of the T., G. & B. Railway.

Orangeville Sun, August 24, 1876

Changing Times



Photograph of a CPR mixed train in Amaranth, 1956. MoD Collection, P-2997.

that at first made trips daily, then ultimately three trips weekly, from Toronto to Owen Sound during the last decade or so of passenger transportation on the route.

Though freight trains continued after the end of passenger service, they too met their demise. Stockyards, located at different stations along the railways, were not used with the introduction of the highways and truck travel.

Supports, such as water towers, were for the most part, demolished. Stations along the routes closed, their buildings sold and moved or dismantled, such as Amaranth Station which was relocated to East Garafraxa. The station at Orangeville was used into the 1970s but was ultimately moved into Orangeville, the building converted and used as a restaurant.

Now a plaque commemorates the TGBR in Orangeville near the intersection of Townline and Mill Street. Old railway routes, such as the Credit Valley line, operate as trails for recreation.

Just as the railway changed how people travelled by horse and carriage, cars also altered travel by train. After 1932, from Orangeville to Mount Forest, there were mixed trains offered to passengers. These were a combination of passenger cars and freight cars, but represented a significant change. Along the old CVR route through East Garafraxa, passenger trains no longer ran by 1920, with the last of mixed trains running in 1957. By October 30th, 1970, there was no longer passenger transportation on the routes to Mount Forest and Owen Sound. This included the 'Dayliner' trains



Orangeville Sun, January 21, 1932.

Activity Ideas

Social Studies

- Have students research a role related to the railway (e.g. telegraph agent, conductors, brakeman, engineers, section men, firemen, mail carriers).
- Provide the students with a topographical map and plan out the best route for a railway considering the terrain (e.g. avoiding or going around high terrain, bridges over rivers). Have the students include all the requirements for a map (legend, compass). Various maps, including topographical, can be found through Dufferin County's website: <https://dufferincounty.maps.arcgis.com/apps/webappviewer/index.html?id=12d3f2171d1444859397df789e6ac166>.
- Have the students create a chart with the benefits of the railway (travel, jobs), and research the negatives of the railway (environmental).
- Highlight as a class, or students working in groups, the various challenges of building the railway (people, terrain, weather) and the consequences of those challenges.

Math

- Craft word problems related to the railway's timetable (e.g. If the train is at Fraxa Junction at 8:00 am, what time would it make it to Shelburne Station? The train is going 50 km an hour and the two stations are 25 km apart).
- Word problems related to speed and comparison (e.g. Travelling by oxen the speed was about 3 km per hour, coach was 4 km per hour and horse back was about 8 km per hour. In comparison, the railway increased travel speed to 24 km per hour. How long would it take you to travel 120 km by each method; could also have students practice converting between miles and km).
- Have the students plan a trip with a travel itinerary using the historical timetable and map of the train route. Or after learning about the history of the train in Dufferin County, have students plan an itinerary related to a train that exists today and transports people in Canada. Maybe their trip takes them across Canada and over several days! To add another layer, this trip may have a budget. This will also introduce students to time zones, and/or the 24 hour clock.

The Arts

- Vanishing Point art (lesson plan is on the MoD Learning Hub).
- Create your own postcard of a destination along the railway in Dufferin County. Have the students complete the postcard with all the appropriate elements, including image, greeting, address and stamp.
- Create a poster marketing a travel itinerary, excursion or a destination related to the railway. (Cross curricular with Language Arts: Media Literacy).
- Students draw what they think trains may look like in the future and what they may be used for (transportation, fun trips, moving resources). This could be done as Bell Work.

Activity Ideas

Language Arts

- Have students write a newspaper article on an event related to the railway narrative.
- Write a story about a character on a train (who are they, where are they going, why are they going there, when is this taking place, what is the problem and solution). This could be written as a comic book, a play, a short story, etc.
- Have students, in groups, research and argue for the railway company to build the railway through their township/town.
- Read books related to trains or the railway as a class, or have students read them individually. Students can then write a book review or share what their book is about with the class. There are some books suggested below but review them to make sure they are suitable for your students.
 - Suggested books related to trains for younger grades: *Steam, Smoke, and Steel: Back in Time with Trains* by Patrick O'Brien, *Trains: Steaming! Pulling! Huffing!* by Patricia Hubbell, *Dinosaur Train*, by John Steven Gurney, *Locomotive*, Brian Floca.
 - Suggested books related to trains for older grades: *The Railway Children*, by E. Nesbit, *The Kids Book of Canada's Railway: and How the CPR was Built*, Deborah Hodge, *The Train to Impossible Places: A Cursed Delivery*, P.G.Bell, *All Aboard!: Canadian Flyer Adventures*, by Frieda Wishinsky, *John Blair and the Great Hinckley Fire*, by Josephine Nobisso, *Freedom Train*, Evelyn Coleman, *The Prairie Train*, Antoine O'Flatharta.

Science and Technology

- Problem solve a negative aspect of the railway (after researching these elements). What can be implemented to reduce or eliminate this negative impact.
- Create a model train and track out of recycled materials that is able to move and stay on track.
- Research the differences between various types of a trains (e.g. steam, diesel) and how they changed travel, etc.

Physical Education

- Play train themed games such as:
 - Loose Caboose
 - Omnikin Ball Game: Run Away Train
 - Travelling Train

Life Skills

- Go over safety tips related to trains with students (e.g. staying off tracks, never driving over tracks when the lights are flashing). This would also be a good time to play the sound of a train whistle so students know what to listen for.
- Have students research what they should have at home or in a survival kit for a vehicle in the winter in case they are ever snowed in or stranded like those in Dufferin County's past.

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MUSEUM OF
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