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FRONT COVER. Heading home for Christmas! On December 24, 1969, a CP Rail commuter train, consisting of no less than twelve Budd R.D. Cars, was pictured at Montreal West station en route to the Lakeshore.

Photo by Fred Angus.

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CPR and TSR Tracks Through Etobicoke

By Robert G. Burnet

I. INTRODUCTION

The railway is not made of terminal ends alone. Along the right-of-way, hamlets, villages, towns, and cities exist. All are unique and built for a specific purpose. It has been a desire to branch off the mainline and examine local railway origins, why certain tracks were laid or not laid, and why stations got their names. It is also necessary to pinpoint factual routes over those that others claim existed but, in reality did not or their thoughts are not accurate. The parts, therefore, present a richer culmination of the total.

II. ETOBICOKE ORIGIN

Before the arrival of the white man to Southwestern Ontario, the Wyandot, Iroquois, and Mississauga native peoples lived at different times around what is now Toronto. On 9 September 1615, the explorer Etienne Brule changed that by becoming the first white man to 'discover' this area. For another two hundred years, white settlers trickled into the County of York, displacing different Indian cultures.

Lord Dorchester, the first Governor-General of Canada, began reconciliation with the Mississauga, the last Indians in this area. The negotiations, begun in 1787, were to purchase all Indian land east and west of the Humber River and approximately twenty-eight miles north. In time, the transaction became known as the Toronto Purchase. Local historians and records disagree if the treaty was signed; further, the boundaries from the Etobicoke River to Scarborough Bluffs apparently only existed in Simcoe's or Dorchester's mind. The consensus, however, is September 23, 1787, when the Mississaugas met the British Crown at the Bay of Quinte. The settlement included 250,808 acres sold to the Crown for a mere seventeen hundred English pounds sterling cash, and an undisclosed amount of merchandise given to the Mississaugas.

With the Canada Act of 1791, the Lieutenant-Governors of Upper and Lower Canada were authorized to divide their provinces into districts, counties, towns, or townships. On 16 July 1792, Governor Simcoe officially separated Upper Canada into nineteen Counties. Towards the end of 1792, a survey had been completed and the Etobicoke boundaries defined: the Humber River, Lake Ontario, Etobicoke Creek, Toronto Township, the Gore of Toronto and, Vaughan Township.¹ Etobicoke was allotted 29,540 acres.

As part of the Simcoe survey, land parcels were first allocated to United Empire Loyalists. The lots were generally prime agricultural land, located along a water route such as Lake Ontario or one of the rivers and creeks.

Once the area had been defined (surveys in the 1700s were most often determined by waterways or a line drawn on an existing map) land sections were made. The Ojibway Indians had called the area "WAH-DO-BE-KAUG" meaning "Where the Black Alders grow."² Over the years, many spellings and pronunciations were derived. However, "... the first provincial land surveyor, Augustus

Jones, came closest with 'ATO-BE-COAKE'.³ Other spellings were: A-DOO-BE-KOG; ETOBICOAK, and TOBY COOK.⁴ The latter name was used on many maps until about 1795. Simcoe, who reportedly did not like using Indian names on English settlements, made an exception in 1795 to allow the name of Etobicoke to be used. Since the area was originally an Indian Hunting Ground, it is possible that is why it was left with the original Indian name.

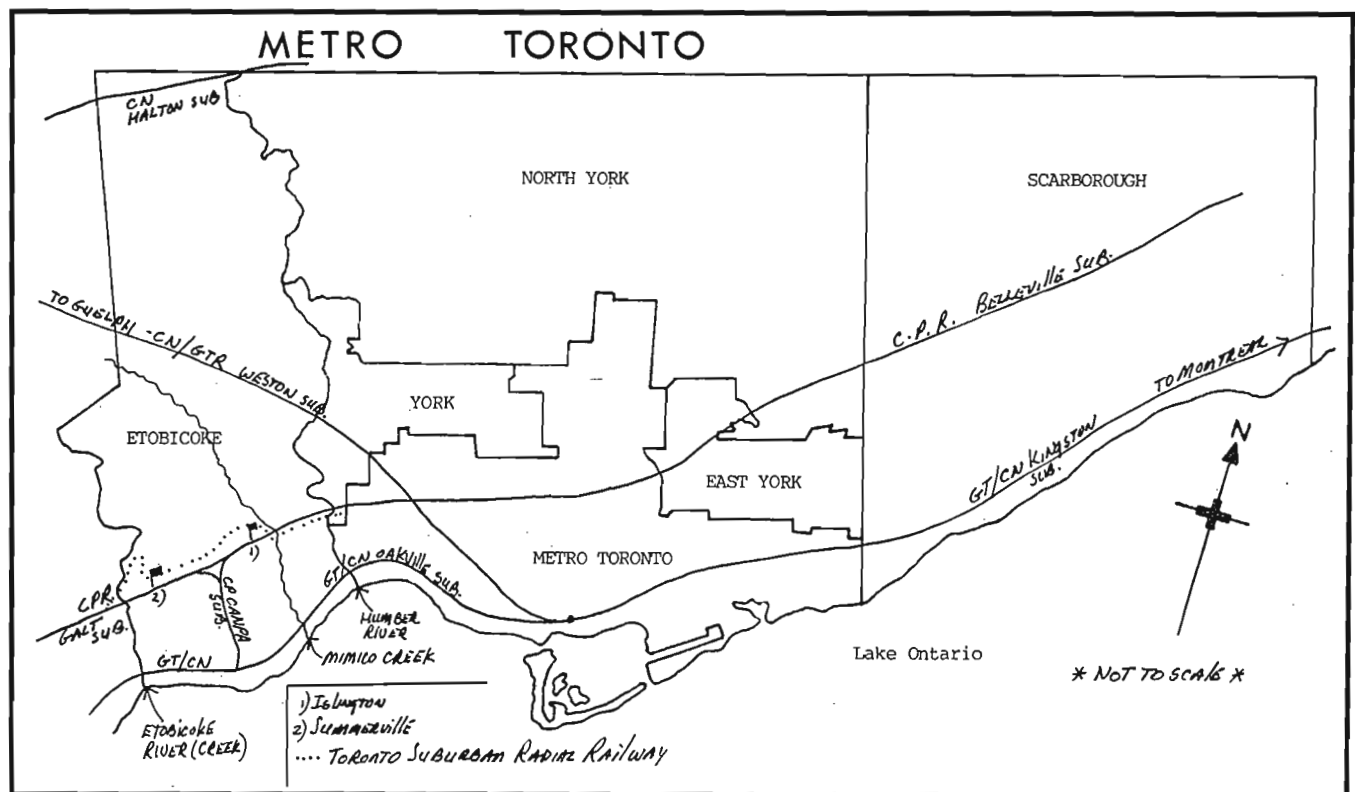
Roads had not yet been utilized as part of most settlements. Water routes were the primary means of connecting centres. Paths did exist, and Indian trails crisscrossed the area. As a result, in 1794, Simcoe ordered the construction of a military highway running west from York. This road would cut across the Province, and would be known as the Dundas Highway, or Dundas Street. Dundas Street, like many early roads, followed sections of old Indian trails. By 1816, public stage coaches were using Dundas Street. In 1826 the stage coaches travelled to and from York to Niagara following the lakeshore. In 1851, the "... Western Mail Stage left Liddell's Building on Church Street in Toronto every day at 6. P.M. for Hamilton."⁵ A connection with this stage in Islington also existed.

On August 3, 1805, the Toronto Purchase was finally clarified at the Credit River, where the Indians had 'agreed' to resettle.⁶ Significantly, while York began to thrive, Etobicoke had only eighty-four residents. By 1809, it leaped to 137.⁷ Note, however, the census at this time was extremely biased and not accurate: women were rarely counted unless a wife of a prominent political member; girls, male/female orphans, and single men were rarely recorded; only male children of registered married couples, and husbands were counted. Thus it is likely the white population was higher.

III. ETOBICOKE BACKGROUND

At the local level, Etobicoke began to form communities as early as 1793. The precursor mill on the Humber River's west bank was called Milton Mills, later Lambton Mills. "The original mill on this location was built by the Government, probably in August of 1793. It was the first mill of any type on the Humber River, and was one of the earliest indications of settlement in Etobicoke Township."⁸ William Gamble, an early settler to Etobicoke, later purchased this thriving saw mill.

In 1835, the recorded population of Lambton Mills was 500. This area was named after Lord Lambton, the first member of the British Government to visit the site. By 1837, William Gamble had a new grist mill constructed beside the Humber River. After ten years of successful operations, it burned down. Gamble decided to relocate further downstream. A new mill, where the famed Old Mill of today exists, was built. By 1857, Lambton Mills had developed into two centres opposite each other at the Humber River. The County of York was on the east side of the river, with the Township of Etobicoke on the west bank. Both villages were located along Dundas Street. At this site, several other grist, saw



The boundaries of the City of Toronto are changing. This map from 1967, details the Toronto townships. Only the railways discussed in the article are outlined here.

(Courtesy of Ed Warda, Head of Geography, Richview Collegiate Institute, Etobicoke)

and flour mills existed. The township would continue to grow, spreading further west along Dundas Street through Etobicoke. No Lambton railway station was ever constructed in Etobicoke, but one did exist in York.

The next village west of Lambton Mills was believed first settled by George and Mary Johnston in the late 1700s. The original name for this village was Mimico. Further down the Mimico Creek was the village of Mimico-on-the-Lake. In 1835, Mimico-on-the-Lake wanted a Post Office closer to their community. This meant the name of the Post Office would need to be abbreviated to simply Mimico. The people living along Dundas Street in the original Mimico met at a town meeting on October 14, 1858 to discuss the name change. At the meeting held by the Etobicoke Agricultural Society at Thomas Smith Inn, several new village names were suggested. No names met with approval. Smith's wife, Elizabeth, had recently returned from visiting her English birthplace. She was obviously respected in the community as E.C. Fisher, the Society's president, asked if she might suggest a suitable new name. Elizabeth answered by calling it Islington where she had been born. It was unanimously accepted. Years later, along the newly constructed Credit Valley Railway, the Islington Station was constructed. It began as a flag stop on the west side of today's Islington Avenue. However, in early 1920, the CPR had developed plans for a proposed new and larger station east of Concessions A and B, later Islington Avenue.

Summerville, Etobicoke's third small community in the area, was first known as Silverthorne. John Silverthorne, a United Empire Loyalist, settled in the west end of Etobicoke along the Etobicoke River. Silverthorne established a large grist and saw mill on the east side of the Etobicoke River, just north of Dundas Street, about half a mile north of the old Indian Trail that the CVR/CPR would later follow. As early as 1807-08, the population around the Silverthorne estate was growing, and the name was changed to Summerville. By 1812, Summerville had expanded west across the Etobicoke River into Peel, again along Dundas Street, and not far from villages of Dixie and Cooksville. About 1818, Summerville had increased to about 200 residents, with two hotels, stores, a tavern, blacksmith, and other craftsmen shops.

In 1820, the dam at the Silverthorne mill, and another one further downstream run by Colonel Smith of the Queen's Rangers, met with complaints from the Brampton community further upstream. These dams had become so extensive for the operation of the mills, that salmon and suckers could not migrate north. In 1851, William Ward, another early settler, was the first to install a steam powered mill along the Etobicoke River. Silverthorne later converted to steam when he saw its efficiency. This partially solved the dam problem. By 1865, the population was still 200; sixteen years later only 250.

Summerville is also significant as William Lyon Mackenzie, of Mackenzie Rebellion fame, fled to the house of Absolom

Wilcox. His house was west of Summerville along Dundas Street. Dundas Street had now been completed as far as the town of Dundas, Ontario; it was known as a "... pretty good stone road."⁹ At about 2 A.M., Mackenzie was the last to leave the Paul Pry Inn, south of the famed Montgomery Inn. His escape was assisted with a horse given to him by a local farmer. The rebels chased after him for some time until he escaped to the Wilcox farm house in Summerville.

IV. OVERVIEW OF THE CREDIT VALLEY RAILWAY

The Hamilton and Toronto Rail-road Company, chartered in 1846, was the first railway built through Etobicoke west of York (Toronto). Interestingly, under Statute of Canada 1846 Chapter 110, incorporation was only initiated as nothing was built of substance. However, Statute of Canada 1852 Chapter 44 provided incorporation of the Hamilton and Toronto Railway Company. It was to build "... from the terminus of the Great Western Rail-road at Hamilton to Toronto [along Lake Ontario's lakeshore]"¹⁰ Further, the H & T "... agreed to lease the road to the Great Western Ry. Co. on completion by the terms of an agreement executed November 1, 1853. Under an agreement made March 23, 1854, the H & T Ry. Co.'s road was to be [fully] vested in the Great Western Ry. Co. effective from completion."¹¹ This was finally administered February 29, 1856 and made effective May 1, 1856. Etobicoke now had its first railway passing along the lakeshore.

The second railway through Etobicoke was the Grand Trunk Railway. In 1856, the Grand Trunk (GTR) built a line running north from Toronto cutting through Etobicoke at Weston, and crossing towards Georgetown and Guelph. The GTR did not build any branches south or north to penetrate into Etobicoke.

It was not until May 25, 1882 that the Great Western Railway was amalgamated into the Grand Trunk System. This was not made effective, however, until August 12, 1882.¹² The GTR was therefore growing into a vibrant railway monopoly throughout southwestern Ontario, especially along the lakeshore and northern part of the Township.

By 1871, most of Etobicoke's population had settled along the Lake Ontario waterfront, and along the GWR/GTR tracks. Fruit farms were established in the south and grain grew in the north. There were approximately 288 land owners, 269 tenants and 33 farmer's sons as registered voters and property holders. Etobicoke's collective population was 2,985 and was regarded as "... one of the best agricultural areas in the province"¹³

On February 15, 1871, the Statutes of Ontario date the first charter assigned to the Credit Valley Railway. The Credit Valley Railway (CVR) was the third company to lay tracks west from Toronto. Under Victoria 34 Chapter 38, the CVR was incorporated to construct their right-of-way from Toronto to Orangeville "... via Lambton, [Etobicoke], Streetsville and Brampton, with a branch from Streetsville to Milton, Galt (Cambridge), Berlin (Kitchener), or Waterloo."¹⁴ They would also make connections with the Michigan Central Railroad and town of St. Thomas. Later statute amendments, such as 35 Victoria 1872 Chapter 47, and 36 Victoria 1873 Chapter 80, would "... authorize [the CVR] to subscribe share capital to \$500,000 and issue permanent debenture stock at the rate of \$20,000 per mile at 5% interest"¹⁵

The Credit Valley Railway had its origin under George Laidlaw. Laidlaw began his career in Canada working at Gooderham and Worts Distillery as a youth. Later, Laidlaw developed a prosperous grain business. He had considerable personal interest in the railway scheme. Laidlaw and others in the Milton-Toronto area had acres of what seemed like limitless cordwood - a vital commodity for locomotives and heating homes within the City of Toronto. He was aware that "... in the early days of railroads, the woodburning locomotives could carry only a limited amount of fuel, making it necessary to stop every 50 miles [or so] to replenish the supply from great stacks of wood piled at intervals along the way - to get the train rolling without too much loss of time, passengers often helped with the loading"¹⁶ He had developed and nurtured close and powerful friends like William James Gooderham of the Gooderham and Worts Distillery. Gooderham was also the Reeve of Streetsville in 1869 and stood to gain significantly if the railway junction was established in his town. Later, another powerful friend was George Stephen of the CPR.

Laidlaw set out to acquire financial support from the people and communities along the proposed railway route. The right-of-way would be laid between Toronto, Milton, and St. Thomas. In 1871, the Credit Valley received \$350,000 from the City of Toronto. The "... province and municipalities along [the proposed] CVR [raised the] sum of \$1,468,000."¹⁷ (Some sources refer to a figure starting at \$1,035,000 with a maximum at \$1,468,000.) Other communities contributed various amounts such as Peel \$75,000, Milton \$30,000, and Streetsville \$20,000. Significantly, a bonus from the community could not be collected until the railway was completed and operational in that area. Likewise, the government subsidy would not be granted until a specific number of track miles was completed, usually ten miles. Therefore, it was in a railway company's best interest to build quickly.

Then, in 1873, an economic depression struck Canada. Hugh D. Lumsden, Civil Engineer and surveyor, began his survey for the CVR from Toronto to Milton and between Streetsville and Orangeville in 1873 despite the economic climate. The actual survey performed by Lumsden was not difficult as it followed an old Indian Hunting Trail in many sections, especially through Etobicoke to where Summerville was located. This survey was completed to Milton on March 13, 1873. The next year, grading of the right-of-way began under Chief Engineer John C. Bailey towards Milton. Later, James Ross took over this role.¹⁸

At this time, the CVR was strained for funds. Laidlaw had several labour problems where employees demanded their long overdue wages. To compound difficulties, a ship loaded with rails and other needed equipment from Britain was lost at sea. A new contract had to be renegotiated, which further delayed track laying. Fortunately in 1874, the Province of Ontario determined that it would be in the best interest of the province if all railways built, being built, or to be built, were laid in standard gauge dimensions. As a result, Laidlaw switched plans from broad to standard gauge, granting him additional and badly needed funds from the Government.

By October 29, 1874, at a Toronto Board meeting, it was announced that "... the building of the railway so far, had been done extremely well and the bridges at the Humber and Credit Rivers, if equalled are not surpassed in the Dominion...."¹⁹

ONTARIO AND QUEBEC

RAILWAY

1884

TIME TABLE.

1884

Commencing Saturday, 1st March, 1884.

CREDIT VALLEY RAILWAY.

—MAIN LINE—

Station	Time	Express	Mail
GOING WEST			
Montreal, G.T.R. Dep.	10.00 a.m.	10.30 p.m.	
Fredericton, C.P.R. Dep.	10.15 p.m.	10.30 p.m.	
Braceville, G.T.R. Dep.	10.45 a.m.	10.30 p.m.	
0 Toronto (Zoo) Dep.	7.15 a.m.	8.30 p.m.	8.10 p.m.
1 Parkeville	7.45	8.15	8.20
2 West Toronto	8.01	8.15	8.25
3 Lakeside	8.07	8.35	8.35
4 Tillson	8.15	8.50	8.50
5 Dixie	8.22	9.00	9.00
6 Cookville	8.30	9.15	9.15
7 Springfield	8.38	9.30	9.30
8 Brantford	8.45	9.45	9.45
9 Stratford Junction	8.50	10.10	10.10
10 Honey J.	8.55	10.25	10.25
11 Milton	9.00	10.40	10.40
12 Cambridge	9.05	10.55	10.55
13 McRae	9.10	11.10	11.10
14 Solon	9.15	11.25	11.25
15 Leam's	9.20	11.40	11.40
16 Galt	9.25	11.55	11.55
17 Dundas	9.30	12.10	12.10
18 Ayr	9.35	12.25	12.25
19 Waterloo	9.40	12.40	12.40
20 Drumbo	9.45	12.55	12.55
21 Woodstock	9.50	1.10	1.10
22 Reachville	9.55	1.25	1.25
23 Ingersoll	10.00	1.40	1.40
24 Wingham	10.05	1.55	1.55
25 Paris	10.10	2.10	2.10
26 Hamilton	10.15	2.25	2.25
27 Edmonston	10.20	2.40	2.40
28 St. Thomas (Zoo) Arr.	10.25	2.55	2.55
29 Detroit, M.C. & A. Arr.	10.30	3.10	3.10
30 Toledo	10.35	3.25	3.25
31 Bay City	10.40	3.40	3.40
32 Grand Rapids	10.45	3.55	3.55
33 Chicago	10.50	4.10	4.10
34 St. Louis	10.55	4.25	4.25
35 Cleveland, C.H. & G. Arr.	11.00	4.40	4.40

ORANGEVILLE & ELORA BRANCHES.

CREDIT VALLEY RAILWAY

Station	Time	Express	Mail
GOING NORTH			
0 Brantford Dep.	7.10	7.25	7.30
1 Stratford Junction	7.20	7.35	7.40
2 Hamilton	7.30	7.45	7.50
3 Chesham	7.40	7.55	8.00
4 Brampton	7.50	8.05	8.10
5 Edmonston	8.00	8.15	8.20
6 Cambridge	8.10	8.25	8.30
7 Chesham	8.20	8.35	8.40
8 Riverdale	8.30	8.45	8.50
9 Forks of Credit	8.40	8.55	9.00
10 Church's Falls	8.50	9.05	9.10
11 Erie	9.00	9.15	9.20
12 Hillsburg	9.10	9.25	9.30
13 Orangeville	9.20	9.35	9.40
14 Douglas	9.30	9.45	9.50
15 Spies	9.40	9.55	10.00
16 Fergus	9.50	10.05	10.10
17 Elora	10.00	10.15	10.20
18 Ayr	10.10	10.25	10.30
19 Milton	10.20	10.35	10.40
20 Orangeville Arr.	10.30	10.45	10.50
GOING SOUTH			
0 Orangeville Dep.	7.00	7.15	7.20
1 Northville	7.10	7.25	7.30
2 Ayr	7.20	7.35	7.40
3 Elora	7.30	7.45	7.50
4 Fergus	7.40	7.55	8.00
5 Spies	7.50	8.05	8.10
6 Douglas	8.00	8.15	8.20
7 Orangeville	8.10	8.25	8.30
8 Hillsburg	8.20	8.35	8.40
9 Church's Falls	8.30	8.45	8.50
10 Forks of Credit	8.40	8.55	9.00
11 Riverdale	8.50	9.05	9.10
12 Chesham	9.00	9.15	9.20
13 Campbell's Cross	9.10	9.25	9.30
14 Edmonston	9.20	9.35	9.40
15 Brantford	9.30	9.45	9.50
16 Cambridge	9.40	9.55	10.00
17 Meadville	9.50	10.05	10.10
18 Stratford Junction	10.00	10.15	10.20
19 Brantford Arr.	10.10	10.25	10.30

TORONTO, GREY & BRUCE RAILWAY.

—MAIN LINE—

Station	Time	Express	Mail
GOING NORTH			
Montreal, G.T.R. Dep.	9.00 a.m.	11.30 p.m.	
Fredericton, C.P.R. Dep.	1.15 p.m.	3.30 p.m.	
Ottawa, C.P.R. Dep.	10.45 a.m.	10.30 p.m.	
Braceville, G.T.R. Dep.	3.04 p.m.	4.04 p.m.	
0 Toronto (Zoo) Dep.	7.30 a.m.	8.00 p.m.	8.00 p.m.
1 Parkeville	7.40	8.10	8.10
2 Callow	7.50	8.20	8.20
3 Weston	8.00	8.30	8.30
4 Emory	8.10	8.40	8.40
5 Humber Summit	8.20	8.50	8.50
6 Woodbridge	8.30	9.00	9.00
7 Kleinburg	8.40	9.10	9.10
8 Bolton	8.50	9.20	9.20
9 Moon Road	9.00	9.30	9.30
10 Cardwell Junction	9.10	9.40	9.40
11 Hamilton, R.R.W. & G. Dep.	9.20 a.m.	3.40 p.m.	
12 Barrie	9.30	4.00	4.00
13 Alton	9.40	4.10	4.10
14 Calloway	9.50	4.20	4.20
15 Charlton	10.00	4.30	4.30
16 Alton	10.10	4.40	4.40
17 Orangeville	10.20	4.50	4.50
18 Orangeville Junction	10.30	5.00	5.00
19 Laurel	10.40	5.10	5.10
20 Comber	10.50	5.20	5.20
21 Shelburne	11.00	5.30	5.30
22 Malton	11.10	5.40	5.40
23 Shelburne	11.20	5.50	5.50
24 Ingersoll	11.30	6.00	6.00
25 Fergus	11.40	6.10	6.10
26 Cambridge	11.50	6.20	6.20
27 Markdale	12.00	6.30	6.30
28 Watley	12.10	6.40	6.40
29 Wainfleet	12.20	6.50	6.50
30 Arndt	12.30	7.00	7.00
31 Chatham	12.40	7.10	7.10
32 Rockford	12.50	7.20	7.20
33 St. Vincent Road	1.00	7.30	7.30
34 Owen Sound	1.10	7.40	7.40

TEESWATER BRANCH.—T., G. & B. R.

Station	Time	Express	Mail
GOING WEST			
0 Orangeville Dep.	10.15	10.30	10.35
1 Amersham	10.25	10.40	10.45
2 Wainfleet	10.35	10.50	10.55
3 Watley	10.45	11.00	11.05
4 Wainfleet	10.55	11.10	11.15
5 Amersham	11.05	11.20	11.25
6 Kitchener	11.15	11.30	11.35
7 Mt. Forest	11.25	11.40	11.45
8 Paris	11.35	11.50	11.55
9 Markham	11.45	12.00	12.05
10 Fergus	11.55	12.10	12.15
11 Wainfleet	12.05	12.20	12.25
12 Wainfleet Road	12.15	12.30	12.35
13 Teeswater Arr.	12.25	12.40	12.45
GOING EAST			
0 Teeswater Dep.	7.00	7.15	7.20
1 Wainfleet Road	7.10	7.25	7.30
2 Wainfleet	7.20	7.35	7.40
3 Paris	7.30	7.45	7.50
4 Mt. Forest	7.40	7.55	8.00
5 Markham	7.50	8.05	8.10
6 Fergus	8.00	8.15	8.20
7 Wainfleet	8.10	8.25	8.30
8 Wainfleet	8.20	8.35	8.40
9 Amersham	8.30	8.45	8.50
10 Kitchener	8.40	8.55	9.00
11 Orangeville	8.50	9.05	9.10

GOING SOUTH

Station	Time	Express	Mail
0 Owen Sound	1.10 a.m.	7.30 p.m.	7.30 p.m.
1 St. Vincent Road	1.20	7.40	7.40
2 Rockford	1.30	7.50	7.50
3 Chatham	1.40	8.00	8.00
4 Arnold	1.50	8.10	8.10
5 Wainfleet	2.00	8.20	8.20
6 Watley	2.10	8.30	8.30
7 Markdale	2.20	8.40	8.40
8 Wainfleet	2.30	8.50	8.50
9 Dundas	2.40	9.00	9.00
10 Colleton	2.50	9.10	9.10
11 Malton	3.00	9.20	9.20
12 Comber	3.10	9.30	9.30
13 Shelburne	3.20	9.40	9.40
14 Laurel	3.30	9.50	9.50
15 Orangeville Junction	3.40	10.00	10.00
16 Alton	3.50	10.10	10.10
17 Orangeville	4.00	10.20	10.20
18 Charlton	4.10	10.30	10.30
19 Cardwell Junction	4.20	10.40	10.40
20 Calloway, H.R.W. & G. Dep.	4.30 a.m.	7.50 p.m.	
21 Alton	4.40	8.00	8.00
22 Barrie	4.50	8.10	8.10
23 Hamilton	5.00	8.20	8.20
24 Moon Road	5.10	8.30	8.30
25 Bolton	5.20	8.40	8.40
26 Kleinburg	5.30	8.50	8.50
27 Woodbridge	5.40	9.00	9.00
28 Humber Summit	5.50	9.10	9.10
29 Emory	6.00	9.20	9.20
30 Callow	6.10	9.30	9.30
31 Parkeville	6.20	9.40	9.40
32 Toronto	6.30	9.50	9.50
33 Braceville, G.T.R. Arr.	6.40 a.m.	10.00 p.m.	
34 Ottawa, C.P.R. Arr.	6.50	10.10	10.10
35 Fredericton, G.T.R. Arr.	7.00	10.20	10.20
36 Montreal	7.10	10.30	10.30

These particulars, which show the time of departure of the several Trains are all given subject to be amended, and will not be liable to be altered, except in case of accident, and will not be liable to be altered, except in case of accident, and will not be liable to be altered, except in case of accident.

—CONNECTIONS—

TORONTO	ST. THOMAS
GRAND TRUNK RAILWAY.—For all points in Eastern Ontario, Quebec, and the Maritime Provinces.	MICHIGAN CENTRAL RAILWAY.—For Oakton, Windsor, Detroit, Chicago, St. Louis, and all points South, West and North-West.
NORTHERN & NORTH-WESTERN RY.—For Buffalo, Collingwood, and the Muskoka District.	NEWCASTLE AND CARDWELL
NORTHERN & NORTH-WESTERN RAILWAY.—For Hamilton, Niagara Falls, and Port Dover.	NORTHERN & NORTH-WESTERN RAILWAY.—For Hamilton, Port Dover, Paris, Collingwood, Port Hope, and Muskoka District.
GRAND TRUNK RAILWAY.—For Oshawa, Barrie, Kitchener, and Brantford.	MOUNT VERNON
GRAND TRUNK RAILWAY.—For Paris, Brantford, Woodville, Clinton, and Cambridge.	GRAND TRUNK RAILWAY.—For Durham.
GRAND TRUNK RAILWAY.—For London and Aspley.	LEARNINGTON
	GRAND TRUNK RAILWAY.—For Tottenham, Woodville, C. Park, Woodville, and Brantford.

While the Credit Valley built towards Milton and Orangeville, construction continued simultaneously towards St. Thomas and along the other branches. The first unofficial train to use the rails from Lambton to Milton occurred December 7, 1876; this was a construction train. Later, the first published newspaper account of a Credit Valley freight train was November 15, 1878. Newspaper reports spoke "... of good things to come as the first freight passed over the line on Saturday last in the shape of a new stationary engine from the firm of P & FA Howland of Lambton Mills. The arrival of the first passenger train is looked for shortly."²⁰ And, "On November 5, 1879, the first construction train arrived in Lambton Mills from Toronto and reports tell that the work is 'being pushed forward with energy and despatch.' Track laying was proceeding at the rate of one mile per day."²¹

The official opening of the Credit Valley Railway was September 19, 1879. The first revenue train to complete the route to Milton occurred Monday, May 17, 1880. It was generally reported that this was "... a feather in the cap of Sir John A. Macdonald to grant by legislation that which neither the Northern or [sic] the Grand Trunk would give under any circumstances."²²

It would not be long before the Canadian Pacific's power entered into the CVR picture. When the economic recovery began about 1878, Laidlaw had been hinting at abandoning or selling off his interest in the CVR. George Stephen (June 5, 1829 - November 29, 1921) entered the picture when the CVR was failing and almost insolvent. Stephen's involvement was the act of an altruistic and wise business man. Also, several wealthy men from Toronto, Hamilton, Montreal and New York, met under E.B. Osler's leadership. They were interested in financially reviving the CVR. With Stephen's assistance, these entrepreneurs obtained control "... at fireside prices, of a line that was sure to be the basis of a national railway's southern Ontario feeder system."²³ An amended charter under Statute of Canada 1880 Chapter 54, now gave the CVR specific rights: to build beside the GTR and Northern Railway in Toronto; to lay their tracks on the south side between Queen and Bathurst Street, and, to obtain running rights over the Northern Railway along with certain waterfront lots between Simcoe and John Streets. Previously, the CPR was denied all access to Toronto.

Interestingly, Laidlaw helped Stephen take over the Toronto Grey and Bruce Railway in 1881. It was essential the Toronto Grey and Bruce (TG&B) be under CPR control. The TG&B would provide a route for equipment and materials the CPR would require to build their line north of Lake Superior.

In May 1881, a charter was granted to link the CPR tracks with the Ontario and Quebec Railway Company (O&Q). This amalgamation would ensure the CPR enough traffic to feed into their transcontinental line. The O&Q built from the Canada Central Railway connection at Perth, through Peterborough, across the northern suburbs of Toronto, into West Toronto. It was this connection the CPR wanted to obtain for their Toronto access. The

CPR intention then, was to use the lines of the Toronto Grey and Bruce and the Credit Valley. As a result, on July 26, 1883, the TG&B was leased to the O&Q, with direct access to Toronto, Owen Sound, and a branch to Teeswater. The CVR became part of the O&Q on November 30, 1883, resulting in 122 mainline miles with branches to Streetsville, Orangeville, Church's Falls (Cataract) and Elora. The London Junction Railway between Woodstock and London had been leased by the CVR to the O&Q on November 19, 1883. Next, the CPR obtained the O&Q on January 4, 1884.

With consolidation under the Ontario and Quebec Railway Company, the CPR had gained considerably in the central area of Etobicoke Township and more significantly, southwestern Ontario generally. Direct rail connections were now made through Quebec, eastern Ontario, Perth, Peterborough, the Toronto area. With the TG&B and CVR, Canadian Pacific was into the Bruce Peninsula (TG&B) and St. Thomas (CVR).

On May 1, 1884, the Ontario and Quebec, Toronto Grey and Bruce and the Credit Valley Railways were organized into the Ontario District of the CPR. Significantly, "... it was decided to abandon the road number distinctions between Eastern and Western Division locomotives, as well as the blocks for yard engines, and assign new available numbers indiscriminately. Consequently, the twenty-two ex-TG&B and nineteen ex-CV locomotives were numbered between 156 and 196 in what had been the Western Division block..."²⁴

V. CREDIT VALLEY AND CANADIAN PACIFIC BRIDGES IN ETOBICOKE

Etobicoke, beginning at the west bank of the Humber River, provides an interesting starting point. Etobicoke was originally part of the Ontario Division, Bruce Subdivision, London Section. Later, it was renamed to the Galt Subdivision to honour Sir Alexander Tilloch Galt (1817-1893). Galt, the son of a Canadian statesman, later entered the Canadian Parliament himself in 1849. He became John A. Macdonald's conservative finance minister. From 1880 to 1883, Galt held the honoured position of High Commissioner to Britain. It was generally known Galt provided the CPR with many added financial perks but did nothing but annoy Sir John. However, the CPR honoured his name with this subdivision posthumously. Just east of the Humber River, the Ontario and Quebec Railway first constructed their steam locomotive shops and yard. Much of the original structure remains, with smoke burnt wood rafters, old 1880 rail and the original parallel transfer table (which still operates). The Credit Valley too, had storage tracks and maintenance facilities at Parkdale, east of Dufferin Street.

The first geographic hurdle to challenge the CVR, was bridging the Humber River. The first bridge constructed was built "... by J.C. Bailey, [Chief Engineer of the CVR], who had superseded Mr. Holt, his resident engineer, Mr. J. McCalman, and

OPPOSITE: Ontario & Quebec Railway Public Timetable 1884

Note the Timetable's date as compared to the actual Ontario & Quebec Railway's acquisition; the railway companies, and station names, most now a memory.

(Author's Collection)

his superintendent of Bridges, Mr. T. Watts.²⁵ The bridge was completed sometime in November 1874, with track laid about 1876. On Friday, October 2, 1874, the Woodstock 'Sentinel' reported that "... This structure alone gives the C.V.R. a certain prominence as it is pronounced to be the finest bridge of its description on the continent. The spans are built on the 'Howe' truss principle; one of 115 feet, one of 138 feet and three of 105 feet each, making a distance of 568 feet of truss at a height of 95 feet above the River. There are 800,000 feet of timber, almost 118,000 pounds of iron and 3,186 yards of solid masonry in the piers supporting the spans."²⁶ Considerable fill was also required to stabilize and level the east bank. In a letter dated December 6, 1876 from the CVR Chief Engineer on the project, he describes the Humber Bridge as "... having bridge timbers of 14 by 14 pine as piers with the piers being carried down to bedrock."²⁷ Bridge ties were white oak and fencing of cedar rails and posts.

About November 11, 1881, major repairs were undertaken on the bridge. It was found that considerable fill was again required at the east end of the bridge due to river erosion at the bottom. Timbers and ties too, had rotted and needed replacement.

As traffic improved under the CPR, a second mainline track was authorized around 1907-08. The second track, built south of the original CVR track, would extend from Lambton Yard to the east end of the bridge. The bridge would remain single track, then the second track continued west to meet with the planned Canpa Subdivision at mileage 9.6. The second track was suspended however, until October 1913; it was later pushed west from the Canpa Subdivision through Cooksville to Milton, and into Guelph Junction. However, a traffic congestion nightmare soon developed at the Humber bridge. After considerable planning, the Humber Bridge was completely rebuilt to handle a double track route, reopening for operations in December 1914. Interestingly, the bridge was the last single track section to be double tracked between Leaside and Guelph Junction.²⁸ (Major work was not done on the bridge until 1979-80 when GO Transit helped to upgrade the bridge - triple tracking the bridge is now rumoured.)

The next bridge encountered crossed Mimico Creek. Originally, the Indians named this creek "Lamabineconce River." The area immediately around the creek was known as "Omimeca - The resting Place of the Wild Pigeons."²⁹ From the Indian name, Mimico developed. The bridge was made of three Howe truss spans. The total length being 150 feet: the west span at 37.5 feet; middle span at 75 feet, and the east span of 37.5 feet. Significantly, the Toronto Suburban - yet to be built - would have a subway under the west span of the CPR tracks on the west side of the creek.



Mimico Creek bridge. The left span of the Mimico Creek trestle is where the Toronto Suburban once had a subway under the mainline of the CPR between 1917 and 1935. The spans closest were added in 1913 when this right-of-way was double tracked. Islington Station was a quarter mile to the left of the photo.

(Author's photograph, February 9, 1994)

Original piers of stone and masonry, were replaced with concrete in 1913, and again in 1922-3.

The final bridge required was over the Etobicoke River, the boundary between Etobicoke and Peel. In 1790, Simcoe wanted to call this river the Smith River. It was to honour the efforts of 'Major-in-Command of the Second Corps of the Queen's Rangers', Samuel Bois Smith. However, Simcoe's Executive Council of the Legislature of Upper Canada overturned his suggestion, instead calling it the Etobicoke River. Some maps around 1875 refer to this River as Pallett's Creek. It too, was a three-span Howe truss bridge measuring 200 feet: the west span at 50 feet; the middle span at 100 feet and the east span of 50 feet. Interestingly, this bridge has the only original CVR bridge pier along the Galt Subdivision between the Humber and Guelph Junction. It clearly shows that the original track is today's Number Two track at this location. By mileage 12.06, the original track then becomes Number One track. Other work down on the piers at this time was in 1913.

A report to the Directors in 1875 states "... there are now finished the Humber, Mimico, Pallett's Creek ... bridges and 2174 linear feet of small trestling on the mainline"³⁰

VI. ETOBICOKE CVR / CPR STATIONS

Station construction had been carried on concurrently as the Credit Valley laid their single track mainline. As Etobicoke had a small village population at this time, only a flag stop was first warranted. This stop was constructed at mileage 8.75, just west of Concessions A & B, now Islington Avenue. A small team track

siding of 593 feet with a Number 9 switch at the west end, ran east to the flag stop. Also built was a large loading ramp parallel to the mainline and siding. From the flag stop siding, a through siding extended west 3,965 feet to Kipling Avenue. This flag stop structure remained at this location until 1921 when it was torn down.

On May 10, 1920, the CPR engineering department submitted plans for a proposed new station at Islington. On June 24, 1920, these plans were approved. The new Islington station was constructed on the east side of Islington Avenue where it remained virtually unaltered until 1971. Although this station did not have a siding, the original flag stop siding remained. The through siding was extended from Kipling Avenue to Highway 27 in the late 1940s to service the growing industries along the right-of-way. This was again expanded in 1979-80 to the Etobicoke River in preparation for GO train service.

Islington Station was torn down about April 1971. This would later make way for the Number One North Passing track from Royal York to the Etobicoke Creek ten years later. The loading ramp remained without the siding until 1975 when it was removed.

ISLINGTON STATION SUMMARY

i) First Station:

First Built CVR ca. 1876-1878 - Flag Stop - Mileage 8.75, west side of Concessions A and B, south of Canning Avenue on the north side of single track mainline. Original Platform 145' 9" - Second platform constructed 1912 also 145' 9" for new double track mainline on south track. No telegraph or telephone operator - did not handle commercial or railway telegraph traffic, or passenger tickets. Torn down 1921 - replaced with second station to the east

(Compiled from various sources in authors collection)

ii) Second Station:

CPR proposed early 1920 - plans approved June 24, 1920. relocated east side of Concessions A & B (now Islington Avenue) on north side of double tracks, mileage 8.81. Platform north track 250' by 8' - angled west end resulting in north part 250' by 8' and south part

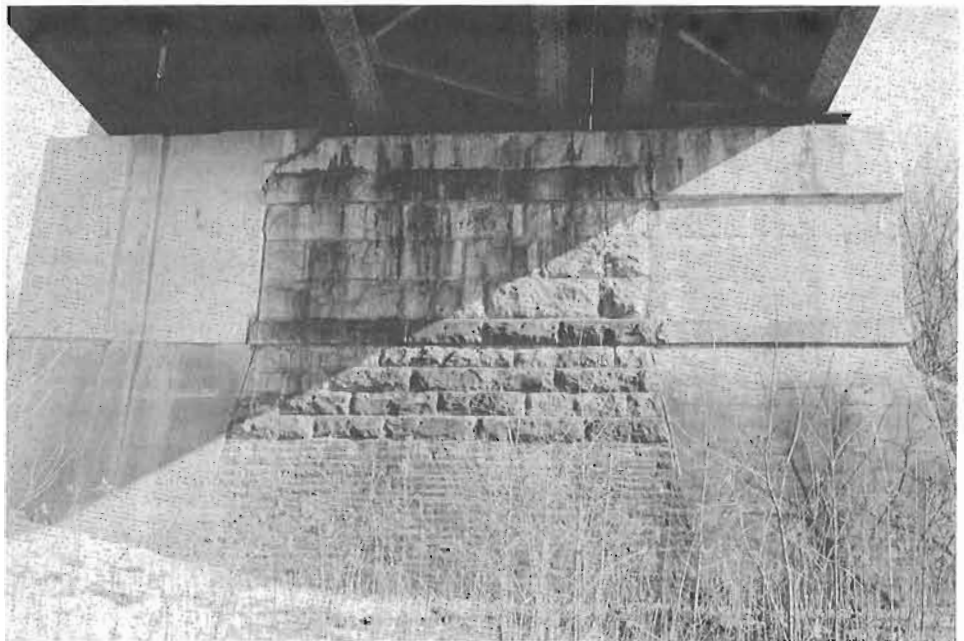


Etobicoke River Trestle and Original Pier

ABOVE: This photograph, taken in January 1994, is the bridge over the Etobicoke River, Mileage 11.8. Three spans are used, the east span being hidden behind dense undergrowth and trees.

BELOW: The only original Credit Valley Railway bridge pier. This was the single track main line of the Credit Valley and is today's Number Two Track at this location. The right pier (south) was added in 1913 when the track was doubled to Guelph Junction (today's Number Three track). The left pier is today's Number One track on the north side, added 1980.

(Author's Photos)



260' by 8'. Day-Night Operator position created 1920 lasting to 1963 - Day Operator (Caretaker-like position) only 1964 to 1970 - Handled railway and commercial telegraph traffic- Train Order



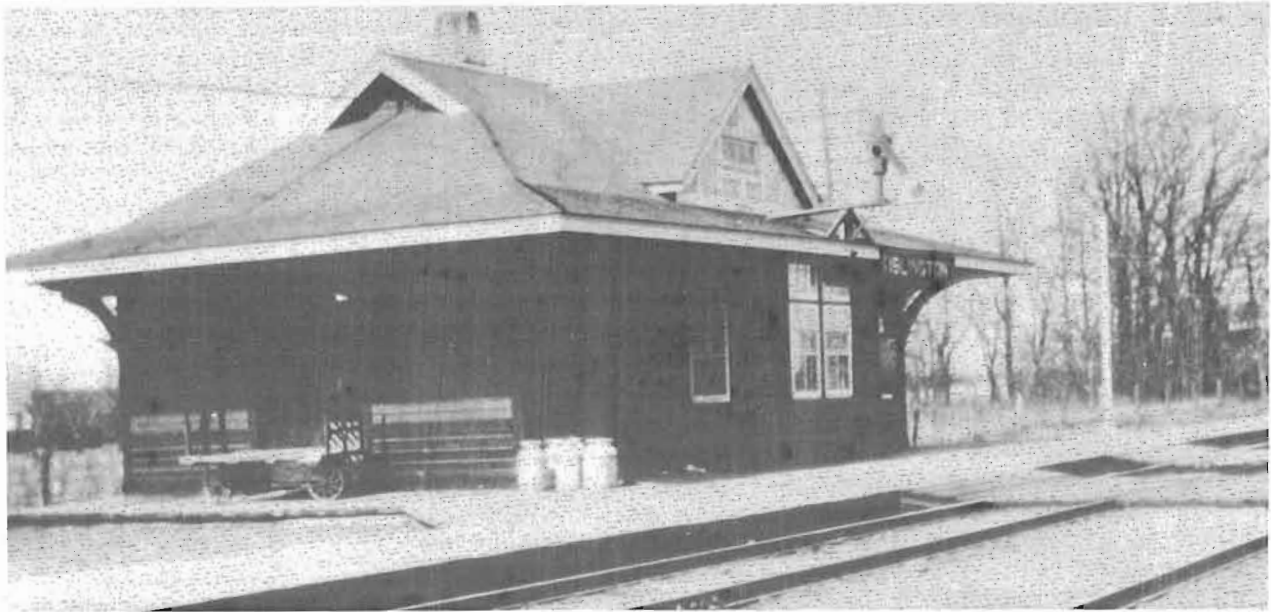
A rare photograph of the original Islington Flag Stop on the west side of today's Islington Avenue. It was first constructed about 1876 and lasted until 1921. It provided a shelter for passengers in the small waiting area. Fruit (apples and cherries) were often sent directly from here. Note the double track dating this photo between 1914 and 1920. Also the unique signal for flagging trains.

(Randall Reid, Montgomery Inn, City of Etobicoke)



Train wreck, 1908. This photograph was made into a postcard and sent from Islington to Lambton Mills for one cent. The message on the back reads: Islington Oct. 15/08 Dear Alice this is a scene of the wreck here at Islington a few weeks ago. I hope you are well love from Jesie [Dunn].” No other details are apparent except it occurred on the single track mainline just east of the flag stop.

(Randall Reid, Montgomery Inn, City of Etobicoke)



Telegraph Call: NS. Flag and regular stops for Local trains - 'The Michigan' #635 flag stop (only named train stopping) - local trains flagged or stopping 1920 to 1959 included:

EAST:	WEST:
#642, #754, #640	#755, #753, #705
#756, #706	#629, #707, #629 Sunday only
#632 Sunday only	

- no passenger stops or flags after 1959 - last #307/308 passing Islington (Toronto-Owen Sound) listed April 26, 1970 - last #337/338 passing Islington (Toronto-Windsor) listed April 25, 1971. 9.7 Islington mileboard removed by track crews May 1979

(Compiled from maps and authors collection)

These photographs of Islington station were taken about 1921 or 1922. Little structural changes were made to this station between 1921 and 1971. Again, note the typical dolly and milk cans, telegraph poles and lines ran behind (or north) of the station. The Niagara Power transmission towers (later OHEPC) are just to the south. The Toronto Suburban had their track and subway a quarter-mile east of this photograph. (Randall Reid, Montgomery Inn, City of Etobicoke)



ABOVE: Ken Daniel took a very poor sketch and recreated this wonderful drawing of the last Summerville flag stop. The stop appeared this way about 1960 after being removed from mileage 10.8 and relocated once more at Highway 27 and Vicker's Road, mileage 10.75. It was later covered with 4 by 8 plywood and painted boxcar red. Wiremesh screens were placed over the glass windows. The structure, becoming a shed for switchmen at the Queensway Piggyback Yard just west of this location, was removed in 1971.

(Drawing by Ken Daniel, Head of Art, Richview Collegiate, Etobicoke)

The second stop in Etobicoke was Summerville, constructed by the CPR. Although the community of Summerville was established as early as 1808, it never developed a large population. As a result, the CPR constructed a small flag stop in 1906 at mileage 10.9. Interestingly, this stop was torn down during the 1940s and replaced with a wooden shanty-like structure. It was relocated to mileage 10.8 (or 10.85). It remained here until 1955 when it was finally discontinued as a flag stop. The structure was then relocated to mileage 10.75 for use by train crews switching the north and south service tracks and the Queensway Piggyback yard. It remained until 1971 when it was torn down.

Summerville Flag Stop Summary. built by CPR 1906 at mileage 10.9. Flag stop only - located on north side of double tracks. No 'name' trains flagged here. No telegraph or telephone operator required. No siding, relocated twice ending as a trackside shanty, mileage 10.75. Removed from Public Timetables ca. 1955. Trains flagged 1906 to 1952 (none after 1952):

EAST:	WEST:
#642	#641, #755, #753
	#631, #707

(Compiled from authors collection)

BELOW: This may be the only photograph of the original Summerville flag stop, taken in 1906 first built. This view is looking east from the original location at Mileage 10.9. Note the wonderful lines and curves to this structure. Significantly, the CPR (ex-CVR) mainline is still single tracked. Notice the raised platform. At this location, marshes once existed. Later, in the early 1940s, it was moved to mileage 10.85 or 10.8 where a road can just be seen. This crossing, further east, was once Queen Street then renamed North Queen Street. The crossing was removed in 1969.

(Molly Sutherland, Etobicoke Historical Board, Clerks' Office, City of Etobicoke)




VII. CANPA SUBDIVISION

The Canpa Subdivision was a late addition to the Galt Subdivision in Etobicoke. On April 9, 1896, the Grand Trunk Railway granted the CPR running rights over their Toronto-Hamilton tracks. This was done to prevent the CPR from building their own line between the two cities and taking freight and passenger traffic away from the GTR.

It is significant to note at this point the incorporation of the Toronto Terminals Railway (TTR). Before Toronto Terminals was established, many delayed hours were wasted by CPR trains at Bathurst Street trying to gain access into West Toronto-Parkdale from the west. Many complicated switching manoeuvres and doublings would take place. When relations between the GTR and CPR improved, an agreement was signed on July 26, 1892 providing joint use of Union Station. It was not until July 13, 1906 however, that the Toronto Terminals Railway (TTR) was incorporated.³¹ This company did not own any operating railway equipment. It was primarily organized to control twenty-six miles around the Toronto area. The TTR also had power to acquire land as needed. The CPR and GTR (later CNR) cooperatively owned the TTR. As a result, major traffic congestion was relieved, but access to West Toronto-Parkdale remained difficult. This resulted in plans and later construction of the Canpa Subdivision.

In April 1909, the CPR notified the Ontario government that it intended to proceed with a new rail construction application. Permission was sought to build the 2.6 mile track from the Galt Subdivision south track, to a junction with the GTR west of Mimico. The application stipulated that a new line would be laid west of the original Islington Station, cross Kipling Avenue (then a dirt road level crossing), cut south through the Toronto and Niagara Power property (later Ontario Hydro Electric Power Commission), and connect west of the new GTR Mimico Yard. Surveys were completed, tracks laid, and the subdivision was operational at the end of 1909. An interlocking tower was constructed at the junction of the GTR/CPR. This branch or cutoff later became known as the Canpa Subdivision (origin: CANadian PACific). With the Canpa Subdivision, east and westbound freight trains could completely avoid entrance into the Toronto area. Interestingly, the TTR controlled traffic out of Union westbound as far as Cooksville although under the CPR Galt Subdivision timetable authority. (This was many years before Agincourt Yard was constructed.)

Along the Canpa Subdivision, a small yard and wye at the top end of the yard (north) was built. The yard originally had two tracks stretching from the CP mainline to just north of North Queen Street. As there was (is) quite a grade, angle cocks had to be closed and hand brakes set on cars left on these tracks. The Canpa was (and is) double tracked, allowing for east/west bound trains to travel south/north without delay. At one time, coal from the United States was left just south west of the wye. It would be piled here for the steam hungry locomotives at Lambton Yard. Occasionally, coal was reshipped to Lambton, but as often as not, locomotives would be run light to the wye, topped off, and returned to Lambton to tie onto their train.

		CANADIAN NATIONAL RAILWAYS CLEARANCE	CN-710 8-61
STATION	<u>Canpa</u>	<u>June 14</u>	19 <u>67</u>
TRAIN	<u>Ex CPR 8151 West</u>		
ORDERS FOR YOUR TRAIN ARE	<u>704-706 - 711 - 712 - 713 - 798</u>		
THE NEXT TRAIN AHEAD FROM THIS STATION LEFT AT	_____		
OK AT	<u>1002</u>	<u>R.L.M.</u> DISPATCHER	<u>[Signature]</u> OPERATOR

1967 CPR Extra 8151 Clearance card. The Toronto Terminals once controlled train operations, under the CPR timetable, at this location. The Clearance, and Form 19y orders, some of the last hooped up from the CNR tower on the fireman's side, carried CPR 8151-8141 out to Burlington this day. Later, orders were hooped up at Burlington for the eastbound trip. This procedure lasted until 1969.

(Author's Collection from George A. Copeland that day after the ride)

Originally, Ontario Hydro had a loop track built around their west property. This track was to service many hydro facilities and buildings; a little known Hydro Museum was also present here. In 1966, this loop track had a few short term visitors: CN Muskoka News (nee CNoR 213), CN 5107, CP 2839, CP 5361, a CNR cafeteria car, and the CNR 15089 School on Wheels. (Fortunately, all but the cafeteria car were restored: CNR 5107 is in Kapuskasing; CP2839 is in the United States; CN Muskoka News is in Clementsport, Nova Scotia as CNR 1521; CPR 5361 is in Depew, New York, and School on Wheels 15089 to Clinton, Ontario.)³² After new locations for static display had been determined for the above power, the equipment was moved out and the loop track lifted. The property was then leased to Canadian Pacific. The CPR quickly transformed the area into a busy piggyback yard. This later developed into the active Obico container yard with minimal piggyback service.

Operationally, westbound trains would run to Obico, travel south then stop at North Queen. The head end brakeman then walked across the road and unlocked the telephone box calling the GT/CNR for clearance permission through Toronto Terminals - this lasted until the TTR was cut back in 1969 to mileage 1.3. When permission was received, he locked the phone box, activated the crossing gates (or provided flag protection on the road), waved the train ahead and climbed back on the engine. Often as not, the operator at Canpa Junction would hoop orders to the train crew on the fireman side of the cab. Today, the CP Rail RTC telephones the CN for a time, then radios the crew. Little delay is created at this location today.

Canpa has mostly seen freight traffic. Passenger trains had to run through Islington, Cooksville to Guelph Junction to Hamilton, or depart directly from Toronto Union. No recorded trains reveal any scheduled passenger traffic through the Canpa, but transfer and deadhead moves did occur. (Today, GO trains use the Canpa

Rules governing the running of trains between Toronto Junction, Toronto (Union Station), and Lorne St. Junction.

All trains between Toronto Junction and Parkdale will run on line clear orders issued by Despatchers at Toronto. All trains between Parkdale and Bathurst Street Junction will be governed by the following instructions.

1. All Canadian Pacific Railway trains running to and from Union Station, Toronto, will enter and leave the Union Station tracks at Bathurst Street Junction.
2. All trains and engines coming east must take the north track from double track junction, Parkdale, to Bathurst Street Junction. The switch at Parkdale double track junction, when set for north track, will by night show a green light, and target will not be visible by day.
3. All trains and engines going west must take the south track from Bathurst Street Junction. The switch, at double track junction, at Parkdale will show a red light at night, and the target across the track by day when the switch is set for south track.
4. No train or engine must pass under first semaphore west of Queen St. Subway while set at danger. This applies to trains or engines going to shop tracks as well as to main line tracks.
5. The semaphore at Central Prison diamond is for the protection of engines shunting to and from Central Prison yard, and no train or engine going in either direction must pass or foul this diamond until semaphore shows "All right." As Central Prison siding will only be used in daytime, there will be no light on this semaphore.
6. The semaphore west of Strachan Avenue, on the south side of double track, is for the protection of cross-over near West Cattle Market from north to south main line. When this signal is at danger, West bound trains must stop at Strachan Avenue and wait until signal is changed, and East bound trains reduce speed to four miles per hour until cross-over is passed.
7. No train or engine must leave Parkdale, going east, until "All right" signal has been given by the switchman at the double track junction east of Parkdale Station.
8. Trains going west must not pass the semaphore east of double track junction at Parkdale until it has been lowered, and the "All right" signal has been given by switchman in charge.
9. Conductors of all trains must register at Parkdale.

All trains between Bathurst Street Junction and Lorne Street Junction, Toronto, will run as per Union Station time table and be governed by special rules contained therein regarding the working of the double track and signals.

RULES REGARDING THE USE OF SEMAPHORE SIGNALS AT TORONTO JUNCTION AND THE LEVEL RAILWAY CROSSINGS THERE.

Of the three semaphores on the Owen Sound section north of the signal box, that furthest north is for the protection of trains south of it on the Owen Sound section or on the tracks leading from the Owen Sound section to the North Toronto branch and to the London section. As to the other two semaphores, that on the east side of the Owen Sound section is for the protection of trains on the track leading from the Owen Sound section to the North Toronto branch and on the siding of the North Toronto branch, and for the protection of the level crossing of the North Toronto branch and Owen Sound section against southbound Owen Sound section trains, and that on the west side is for the protection of the level crossings of the Grand Trunk and North Toronto branch by the track leading from the Owen Sound section to the North Toronto branch against southbound Owen Sound section trains.

Of the two semaphores on the North Toronto branch east of the signal house, that on the north side is for the protection of the level crossings against trains approaching it on the siding, and that on the south side against trains approaching it on the main line.

The semaphore south of the signal house on the Owen Sound section, the semaphore on the track leading from the London section to the Owen Sound section, and the semaphore west of the signal box on the main line, are all for the protection of the level crossings at the signal house.

The semaphore at the south end of the double track at Toronto Junction station is for the protection of trains on the tracks of the station, and the distant semaphore south of it again is for the protection of trains on the main line or foul of it south of the double track.

The first semaphore on the London section west of Toronto Junction station is for the protection of trains on the tracks east of it against trains approaching from the west.

The semaphore on the London section west of the west end of Toronto Junction yard is for the protection of the yard against trains from the west, and the distant semaphore west of it again is for the protection of trains on the main line west of the yard.

All trains and engines must approach all the above semaphores prepared to "stop," and no train or engine must pass under any of the above semaphores unless it is at "all right."

Trains or engines must not pass over any of the level railway crossings at the signal house without first stopping outside the semaphores provided as above for the protection of such level crossings in accordance with Rule No. 68.

SPECIAL NOTE.—Excepting regular passenger trains, all trains and engines approaching the signal house at Keele street from the east must stop east of the signal house, unless a signal to proceed is given by the Signalman.

SPECIAL INSTRUCTIONS FOR OWEN SOUND SECTION.

1. Conductors and Enginemen of trains or Special Engines running in either direction must keep a sharp look-out and have their trains under full control between Mono Road and Caledon, and between Orangeville and Orangeville Junction, having previously satisfied themselves by careful examination that their brakes, couplings and running gear are in perfect working order.

2. **CARDWELL JUNCTION.**—Freight trains must not run to Cardwell Junction to cross trains without special telegraphic order, or unless shown in Time Table.

3. **CALEDON GRADE.**—No engine or train must follow another from Caledon GOING SOUTH until the preceding engine or train has arrived at Mono Road; and no engine or train must leave Mono Road GOING NORTH within 30 minutes of any preceding engine or train. If wires are not working, southbound trains must wait 50 minutes at Caledon, and northbound trains 30 minutes at Mono Road from time preceding train left.

4. **ORANGEVILLE JUNCTION.**—No train must leave Orangeville Junction GOING EAST until preceding train has arrived at Orangeville. If wires are not working, must not leave within 30 minutes of any preceding train.

5. Conductor must stand on rear platform of last car, and be ready to apply brakes in case of train breaking loose when ascending the following grades, viz., Caledon, Orangeville and Owen Sound Grades. Conductors of freight trains must see that brakemen govern the rate of speed of their train while descending grades. The brakes must not be set so as to skid the wheels, and in descending heavy grades Conductors must see that brakes are not kept on too long, to heat the wheels. To avoid this, the brakes should be frequently changed from one car to another.

J. W. LEONARD, General Superintendent.

to bring trains back from Milton to be serviced at Willowbrook Yard in Mimico. Between seven and ten CPR trains run over the Canpa, to and from Hamilton and the United States along the CNR lakeshore line. The interlocking tower, replaced in the early 1960s by an all brick three floor building, is still in use today. The tower continues to assist the many GO, VIA, CPR and CNR trains passing by.

With the Canpa Subdivision added, extensive delays of CP freight trains to and from Hamilton ended.

VIII. TWO PROPOSED BRANCLINES FOR ETOBICOKE

Two branchline plans were initiated by the CPR. These plans developed about the same time as double tracking was occurring, the Humber River Bridge was planned for doubling, and the Canpa Subdivision completed.

The first branchline, initially called 'Line L-B' was proposed immediately west of the Humber Bridge in 1910. The engineering plans show a route moving north partially along what is now Royal York Road, and parallel to the Humber River through the communities of Humber Vale and Weston. It would meet up with the MacTier Subdivision just north of Weston. This branch would capture the growing number of new factories being constructed in central north east Etobicoke. Line B in this plan was an alternate track suggested in Weston, running by the Weston Cemetery and the Weston Power House.



Located at Obico Mileage 9.7, this mileboard stood sentinel until 1979-80 when the north service track (closest to sign) was replaced with CWR rail for GO Train service. The telegraph and telephone switching boxes (located immediately behind the mileboard) and poles were also removed at this time. This photograph, from a slide, was taken June 1959.

(Author's Photograph)

OPPOSITE PAGE: These rules appeared in the Ontario & Quebec Railway Employee Timetable Number 22, 1898 Ontario Division, London Section, before the Canpa Subdivision had been built and the TTR a significant influence.

(Author's Collection)



The north end of the Canpa Subdivision was once an easy area to access for photographers. This picture is of CVR/CPR 1057 in 1971 as she blasted through Obico at the north end.

(Author's Photograph)

A diamond had been planned for crossing the Grand Trunk Railway (tracks to Guelph) and back onto the former TG&B tracks in both cases.

By November 4, 1911, detailed engineering maps had been produced revealing the exact route of the branch. The route was now known as the 'Weston Cutoff.' By March 1912, the right-of-way was further detailed topographically.

The second proposed branchline, called Line A, was more extensive. This track would run from immediately west of the original Islington Station, in a north west fashion. This branch was unlike the Line L-B plan in that it would travel in a north-west direction through the agricultural parts of Etobicoke, following the Mimico Creek. A diamond was again planned with the GTR tracks.

By July 31st, 1912, a decision had been made. It was determined that if a line were to be built north through Etobicoke, the most advantageous route would be Line L-B. Topographically, it presented the least obstacles, the greatest potential of industrial growth and population. By now, it had become known as the "Lambton to Weston Branch of the Ontario and Quebec Railway." Line A was dropped due to its lack of growth potential and extreme expense in crossing the Mimico Creek over a dozen times.

However, both proposed lines were discarded after a brief life span of about two years. To this day, no branches have ever been constructed off the CPR in Etobicoke, except for the Canpa Subdivision.

IX. THE TORONTO SUBURBAN [RADIAL] RAILWAY THE FOURTH RAILWAY THROUGH ETOBICOKE

Meanwhile, another significant railway proposal was being created that would take effect shortly. The Toronto Suburban [Electric Radial] Railway Company can be traced to 1892. Its early predecessors were the City and Suburban Electric Railway, and the Davenport Street Railway. "The Davenport route was the first operating segment of the Toronto Suburban system, beginning 6 September 1892."³³ Service operated from Keele and Dundas Streets, along St. Clair Avenue, Ford Street, and Davenport Road. An extension in 1892 went west along Dundas Street from Gilmour Avenue to Lambton Park, on the east side of the Humber River. The TSR Lambton Line track "... crossed Scarlett Road, descended Lambton Hill, then swung around the loop [laid] in an open field."³⁴ It was recorded "... that the conductor would holler to the motorman to go slow around it so he could have a quick thirst-quencher..."³⁵ as the car passed the Lambton Hotel where passengers often waited. Under Statute of Ontario 1894 Chapter 94, the Toronto Suburban Street Railway Company was incorporated. The statute gave the TSR the right to acquire the complete assets of the City and Suburban Electric Railway and the Davenport Street Railway.

Allan Royce (1867-1918), a barrister and alderman for the area, was the largest TSR stock holder; later, he became its President when he gained controlling interests. Royce considered expansion west into the Township of Etobicoke and further to Dixie and Cooksville. Under Statute of Ontario 1900 Chapter 24, the Toronto Suburban Street Railway Company was abbreviated to the Toronto Suburban Railway Company. In 1904, under the Statute of Ontario 1904 Chapter 94, authorization was given to the TSR to "... lease or sell to the Toronto and Hamilton Railway Company or the Niagara, St. Catharines and Toronto Ry. Co..."³⁶ With this Statute, extensions were approved to Hamilton, the Niagara Peninsula, Brampton, Guelph and Woodbridge. The Township of Etobicoke granted a franchise to the TSR to cover the full length of Dundas Street, west of the Humber River as the first section in the proposed Hamilton extension. Soon, surveys were completed, grading began, tracks laid, power lines tapped, and structures began going in from Lambton Mills. However, work was sporadic because of lacking capital, workers, and the potential takeover interests being expressed by the Ontario Hydro Electric Power Commission (OHEPC).

Royce, reportedly disappointed at the failure of the proposal, the poor work so far achieved, and a consistent no profit situation, sold his interest to Mackenzie and Mann of the Canadian Northern Railway in 1911. It was at this time that a more serious and better planned proposal was made to carry the line from Lambton Mills to Guelph. It was hoped the CNoR acquisition would bolster the struggling Toronto Suburban. However, under Mackenzie and Mann, labour problems continued to surface. Poor weather and World War One contributed to further labour woes. Although construction of the radial lines virtually stopped, planning for the future continued.

Two other railway companies showed an interest in the Toronto Suburban Railway: Adam Beck of the Niagara Power Commission, and later Henry Thornton of the Canadian National Railways. Adam Beck (June 20, 1857 - August 15, 1925) had

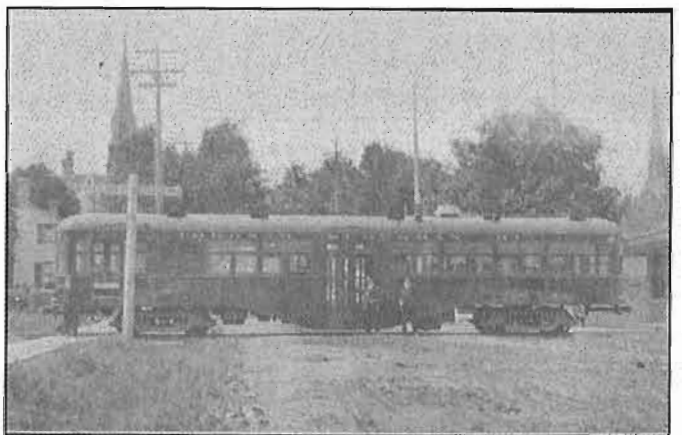
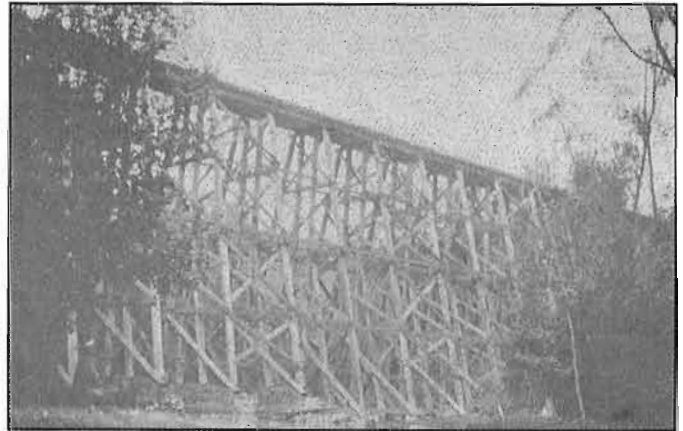
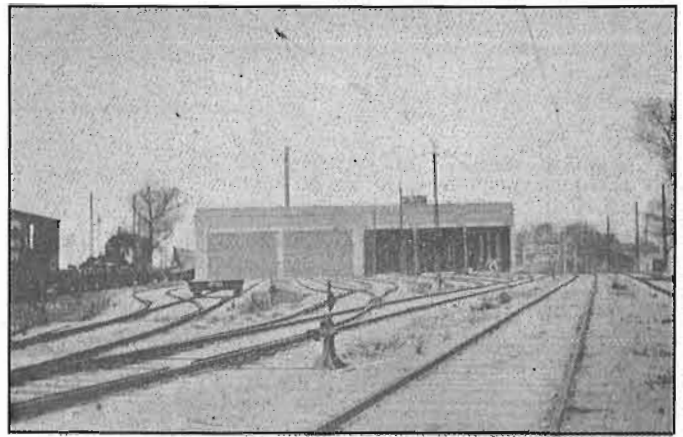
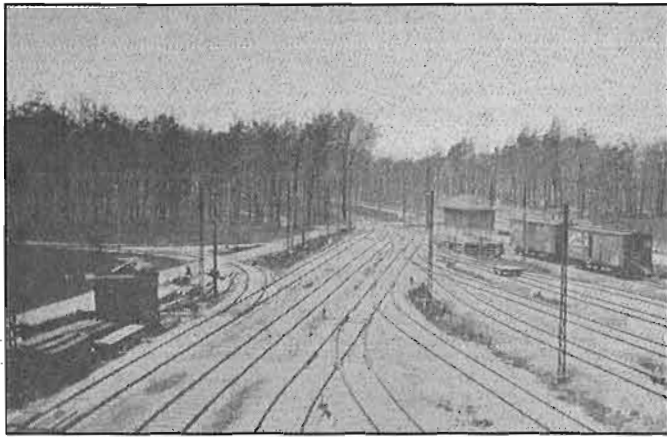
established the OHEPC and was its president from 1906 to 1925. In 1912, Beck proposed and promoted a scheme for electrical use in Ontario. First, he wanted a public electric service that would cover and service the province. The public supported this endeavour, and cities began to install hydro systems. Since Beck was in government and the Mayor of London, in 1913 he introduced legislation to support his plan. His legislation allowed municipalities to build radial railway lines. Adam Beck "... began a campaign to bring his people the benefits of cheap hydro-electric power ... he advocated in a series of public towns a provincially-owned hydro-electric system providing cheap electrical energy for industrial and economic development."³⁷

Secondly, Beck wanted to electrify Ontario with publicly owned and operated radial railways. At this time [about 1908], Beck noted about twenty-three hundred gas powered cars existed in the province and were not a threat to rail passenger service. Roads outside the city limits were unpaved and impassable during inclement weather. Radial railways, however, could handle those people without a car. In 1912, about 360 miles of radial track existed, albeit, in an unconnected structure with other radial systems. Beck wanted to unite this haphazard structure into one unified electric-rail organization.

Beck's theme, therefore, was to expand and unify the existing radials. His most ambitious right-of-way proposal was from Toronto to Sarnia via Guelph, Kitchener, Stratford and London. He insisted that Hydro's entry into the electrified radial railway was a logical step for the company. The OHEPC could provide the electrical power on demand; technical experts existed to build and handle power problems; even the right-of-way could parallel the transmission towers. To prove his point, the London and Port Stanley Railway in his London municipality, was Beck's first electrification project. By 1915, the whole system was electrified and was a model system for others to witness.

Adam Beck's plan had one serious flaw. Financing would initially be from Hydro bonds, secured in full by debentures, and issued by the local municipalities where the radial was served. Sought after federal subsidies, however, were not granted and would not be forthcoming. The province refused outright to guarantee the bonds. This caused the local townships to consider the fact they would have to bear any deficit. Quixotically, Beck insisted that he would only construct a line if the line proved it could be self-supporting. Though the OHEPC would undertake construction, operate and maintain the lines, set passenger fares and levels of service, no one felt the plan would achieve the expected results Beck assured.

CN President Henry Thornton (November 6, 1871 - March 14, 1933) saw that Beck's plan would fail. Thornton formed a subsidiary electric railway company under the CNR and named it the Canadian National Electric Railways (CNER). The official opening, long delayed, of the TSR extension occurred on April 14, 1917, from Lambton Mills through Etobicoke and on into Guelph. However, the TSR continued to struggle, then, in 1918, the Canadian Railway Council under 1918-2331 (September 23) authorized the sale of the Toronto Suburban to the newly formed Canadian National Railways when the CNoR went bankrupt. After the war, there was a brief hopeful revival, but this proved to be false hope as cars and highways were becoming reality.



Some scenes along the Toronto Suburban Railway.

TOP, LEFT: Lambton Yard, showing the switches and "Y".

TOP, RIGHT: Lambton Yard and car barn.

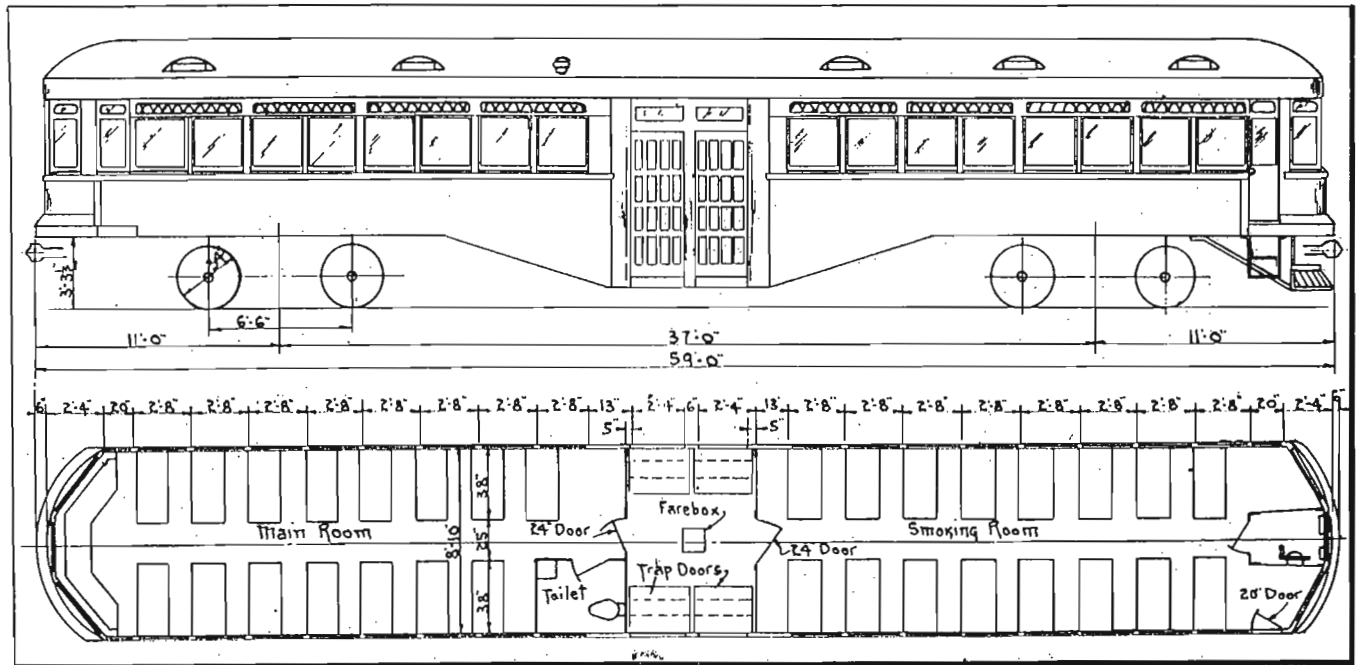
MIDDLE, LEFT: The steel bridge across the Humber River.

MIDDLE, RIGHT: A more typical trestle of wooden construction. This one is over the West Fork of the Credit River.

BOTTOM, LEFT: A standard shelter on the TSR.

BOTTOM, RIGHT: A TSR passenger car in service on the line to Guelph.

All photos from the Canadian Railway and Marine World, August 1917.



Drawing of one of the ten TSR passenger cars built by the Preston Car & Coach Co. in 1916 and 1917 for use on the line to Guelph. Canadian Railway and Marine World, March 1916.

In 1920, Premier Drury appointed a commission to re-study the OHEPC plan. Ten months later, the radial system was condemned by the commission. One reason cited was the radial lines could no longer be self-supporting, requiring government assistance. The commission also cited that Ontario had plans for a massive highway project. As a result, "The Hydro Commission gradually lost interest in its railway undertakings, abandoning some lines they owned and turning back others to the municipalities [and steam railways] for which Hydro had operated them."³⁸ Interestingly, the peak year of radial construction was achieved in 1913, however, "... 1920 was probably the last year of real [interurban] strength. The fade-out, ... became apparent with the rapid growth of the automobile industry."³⁹

In 1922, the Statute of Ontario 1922 Chapter 35 was issued authorizing the Hydro-Electric Power Commission of Ontario to purchase the TSR, under the guidance and planning of Adam Beck. But, on November 13, 1923, the CNR sold the TSR Toronto city tracks and routes to the Toronto Transportation Commission. Also, the Toronto Eastern Railway Company, that operated through Whitby, Oshawa, Bowmanville and Cobourg, was amalgamated with the TSR under Privy Council order 1923-2443 (December 17). The remaining lines to Guelph and Woodbridge were left with the CNER. Nevertheless, in 1925 the Woodbridge line was cut back to Weston with the remainder abandoned in 1926. The Guelph line survived until 1931.

X. THE TORONTO SUBURBAN ETOBICOKE ROUTE

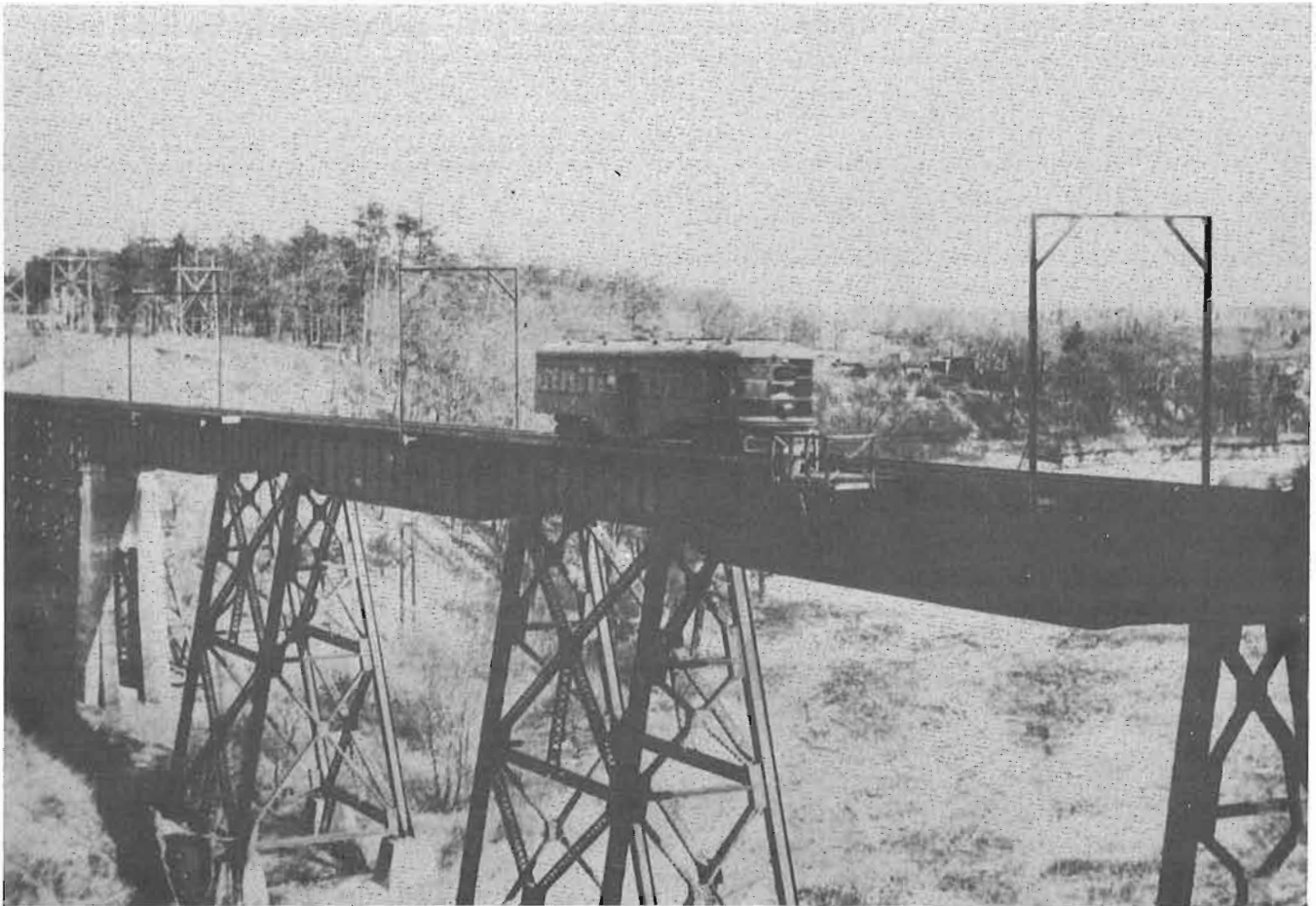
West from Lambton Mills and immediately paralleling the Canadian Pacific Galt Subdivision at the Humber, the Toronto Suburban crossed the Humber River on an 82-foot high steel bridge. This bridge was thirteen feet lower than the Canadian

Pacific bridge at the same location. Five steel spans were used to cross over the river. Interestingly, after the TSR was abandoned, the spans were sent to British Columbia after a flood destroyed a bridge.⁴⁰

The Toronto Suburban tracks then travelled west, continuing to parallel the Canadian Pacific Railway and Niagara Power Commission transmission towers to Montgomery Road; here they curved sharply south west and across the Mimico Creek. From here the tracks turned north under the third span of the CPR mainline. The rails now moved west behind the CPR Islington flag stop and on into the Village of Islington. From here, the radial went west approximately fifty feet north, operating behind the stores and shops along Dundas Street until it met with the junction of Kipling, Dundas and Bloor Streets. Here the TSR tracks again paralleled the CPR but on the north side of Dundas until they reached Summerville at the Etobicoke River. Here the tracks veered sharply north and west in a wide arc, then came back south and into Peel.

When leaving Lambton Mills, several stops were designated. Of particular note are the named stops of Islington and Summerville, both of which the CPR and TSR maintained a shelter. Other Etobicoke stops on the TSR are detailed in Appendix C.

The Toronto Suburban operated by 1500 volts Direct Current. Part of the initial service was from the substation in Islington only 200 feet south of the CPR Galt Subdivision. Power was obtained from the Niagara Power Commission's transmission towers at Kipling Avenue. These towers paralleled the CPR railway tracks; the Toronto Suburban was immediately next to the towers. The radial cars were modelled after the passenger coaches of the Grand Trunk and Canadian Pacific. In addition, they collected 600 volts DC, from the overhead trolley wire.



Possibly the only photograph of the Toronto Suburban operating just west of Lambton Mills carbarns. This car was captured on the TSR Humber River Bridge. Note the far east end of the trestle still has wooden trestling. This was later filled in. The piers are still present at this location. This photograph was taken from the CPR Humber River bridge about 1931. It is possibly the last trip the TSR made that year. (Randall Reid, Montgomery Inn, City of Etobicoke)

Operationally, no telegraphic communication or train orders were ever installed or issued. Instead, telephone circuits, strung mostly on their own poles from Lambton to Guelph, provided the operational communication base for the entire system. Initially, two cars travelled each way between Lambton and Guelph.

Passenger and freight traffic began April 21, 1917. The radial-interurban was more like a local passenger line with electric freight motors hauling freight or express. Milk was often transported on passenger cars or the electric express car. Fruit too, especially apples and cherries, was often transported.

At Cooksville, an interchange with the CPR existed. It was here the CPR often left rails, ties, and new or used radial and railway cars. From a 1924 Diary brought to the author's attention only a few years ago, a few interesting notes are entered about the CPR interchange and a GTR car left there:

"Thurs. June 26 - Fair.

... Car 32 at Weston - arrives on flat from Lambton Barns via Cooksville and C.P.R.,...

Fri. July 11 - Fine. Very hot.

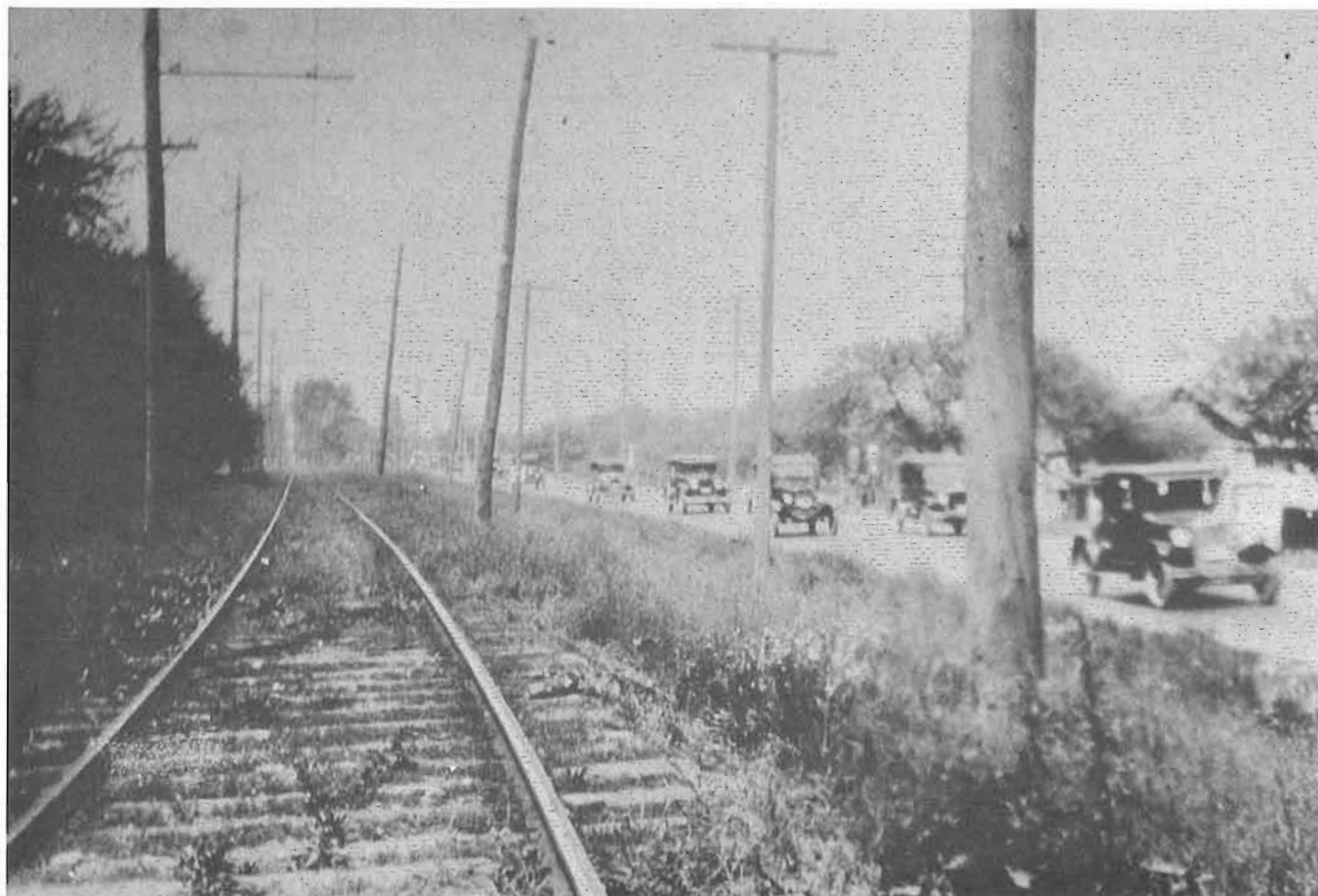
At Lambton Barns first thing in morn., G.T. passenger car being tested out to Guelph as a trailer on [July 12]. Mr. E.B. Walker and Mr. McAlpine [cousin of author] and G.E. expert at Lambton during morning looking into details re relay (selector trouble) on Guelph passenger car. G.T.R. passenger car between Lambton and Guelph. Would not clear Meadowvale Subway. Track gang dug tracks out and lowered same. Went on 4-05 p.m. car to Churchville subway and went on special afterwards to Acton ... Horse killed between Meadowvale and Churchville Subway (Motorman Osbourne) late at night."⁴¹

and

"Sat. July 12 - Fine - Orange Day

Special car with G.T.R. trailer running Islington to Acton. Parade taking place in Acton."⁴²

Another interchange existed with the CNR at West Toronto. Under CNER, the eastern terminal at Lambton was moved to Keele and St. Clair Avenue between 1923 and 1924.



This photograph, looking eastward, shows the TSR right-of-way on the north side of Dundas Street near Shaver Avenue in Etobicoke about 1920. Note the large number of cars and how busy it is with people exploiting their new independence. It was this freedom that helped to end the Toronto Suburban's existence. Ontario had more than 150,000 cars in 1920 and this number was constantly rising. Note also the many poles in the picture: telegraph poles of the CPR (six beams); city telephone poles (single beam), and power poles and TSR telephone poles along their right-of-way. The TSR had their own independent telephone circuit.

In 1920, the Etobicoke Board of Education developed a 'Continuation School.' This school was for adult students. Students from Cooksville, Dixie and Summerville used the TSR to get to Islington Public School as a stop existed outside the main door on Canning Avenue (now Cordova). At this time, with World War One over and the economy 'roaring,' "... the Canadian National remained optimistic about the Toronto Suburban/Toronto Eastern network of radial lines around the city of Toronto..."⁴³ They remained this way until about 1924-5.

XI. ISLINGTON SUBSTATION TROUBLESOME

The Islington Substation in Etobicoke presented many operational problems for the TSR. The following entries from the 1924 Diary reveal some personal insights into the many difficulties CNER employees had, not only along the line, but delivering consistent power supplies.

"Thurs. Jan 24 - Fair

Very bad flashover at Islington from Car. Stop 25. Circuit breaker grounded on latter. "Smoke" came out of H.T. switch at Islington.

Fri. Jan 25 - Light snow fall early morn. Turning colder. Flash over at 9-36 A.M. at Islington and Georgetown Rotaries. Another at 11-30 A.M. at Islington. Cause not clear. Line 29 kicked out each time.

Wed. Jan 30 - very mild

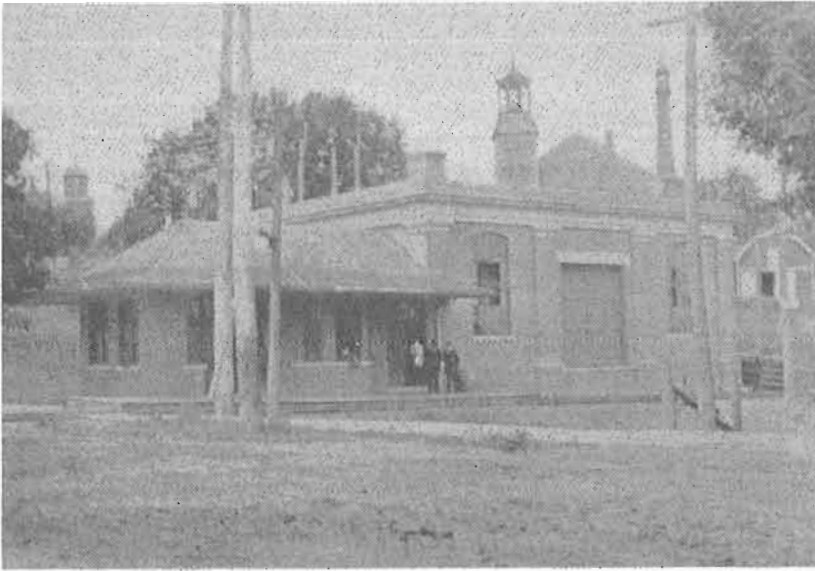
... Mr. Woodhouse at Lambton at 2 p.m. Discussion with him over Islington relays etc. Arranged with him to take test on same next week.

Tues. Feb. 5 - Sleet. N.E. Winds - Heavy snow for 3 hrs late afternoon

... Flashover at Islington S.S. at 7-30 A.M. due to grounded lead on Car. Whole system thrown out....Another "flashover" at Islington rotary at 6-04 P.M. Cause not clear but Car 101 Motorman Coburn at Stop 3 at the time.

Sat. Feb 9 - Very Cold

... Ayehart at Islington S.S. during morning. Put repaired ammeter in feeder panel. Same not act very satisfactorily. Still sticking. Ayehart reports comm. of Islington machine wants attention.



*A substation of the Toronto Suburban Railway.
Canadian Railway and Marine World, August 1917.*

Tues. Feb 12 - light snow - east winds
... Difficulty in keeping Islington breaker in place.

Sat. Feb 16 - Fair. East winds
... Made all arrangements for cleaning up Islington S.S. machine at night. Went there in morning with Ayehart to size up the situation Authorization given to go ahead with putting in high speed breakers at Islington and Georgetown Substations.

Sun. Feb 17 - East winds Snow flurries
At Islington S.S. from Mdt. up to 7-30 A.M. with Ayehart and Schoefield. Cleaned up D.C. com. and removed arc deflectors board etc. and repaired the same.

Thurs. Feb. 21 - N.W. Winds Heavy Snowflurries
Rcvd. word at house that trouble had developed at Islington S.S. Ayehart sent out. Went afterwards and found it caused by negative feeder parted under floor between machine and rail. Lying in a pool of water. Found cable connecting ground wire corroded away also. Had to splice negative with two single wires. East end traffic much delayed thro' shutting down station....

Sun. Mar 2 - Fair S.W. Winds and snow flurries
Ayehart and Schoefield putting in ground wire at Islington Substation early hours of morning.

Fri. June 6 - Warm. Fair.
Line gang working C.P.R. subway at Islington ... Guelph line gang working on 16 [degree] curve at S.S.

Sat. June 7 - Fine.
... Made arrangements for truing up journals and brasses at Islington S.S.

Sun. June 8 - Very fine
Went to Islington S.S. at Mdt [Midnight] (Sat.) standard time with R. Carter (his car) and Ayehart to overhaul journals and brasses.

Found lower babbitt [sic] on A.C. end hot but not top babbitt in places badly pitted and also journal itself with projection. On D.C. end bottom babbitt worse than on A.C. corresponding to top one about same as top one on A.C. side. (Cleaned up shaft on D.C. side.) Cleaned up all. All this trouble due to flashovers. Put in new oscillator machines. Got home at 7 A.M. standard. Mr. E.B. Walker also came in on job at Islington S.S.

Tue. June 10 - Fine and cool
... Trouble with 101 during afternoon and evening. Two flashovers at Islington S.S.⁷⁴⁴

The TSR subways provided interesting and annoying problems in 1924. As a result, much thought had gone into a level crossing and diamond at Islington with the CPR rather than the subway under the tracks. It appears that the small wooden trestle over the creek would remain, but instead of curving north under the CPR trestle, the TSR wanted their tracks to continue west until Islington Avenue then swing north over a diamond. A similar set up was being completed in Guelph at Speedwell with the CPR about the same time. However, the tracks were never altered. The diary shows some planning of interest.

"Tues. April 15 - Fine
.. Went to Islington S.S. during morn with Mitchell. Looked into crossing data over C.P.R. tracks etc.

Thurs. April 24 - Warmer
... Carter and Mitchell with line gang at noon taking measurements on steel towers over C.P.R. tracks. Power cut off for the purpose.

Wed. April 30 - Dull and Mild. Heavy rains during evening.
... Wilkie and MacDonell at Islington marking out new crossing just west of switch at Bloor Street.

Thurs. May 1 - Fine. Colder.
... Pipes toncan arrvd at Guelph for Eversons new track crossing at Islington - west of switch.

Tue. May 20
... At Islington during late afternoon with F. Mitchell looking into labour cost and procedure etc in laying out new wire crossing changes over C.P.R.

Tue. June 3 - Dull - King's Birthday
... went to Islington S.S. with Mr. Woodhouse and Carter during afternoon and looked over proposed crossing re-arrangements over C.P.R. etc. Went to Kipling Av. with them in car afterwards at lake front and looked over proposed new end pole connections on right of way immediately north of C.P.R. subway.

Thurs. June 5 - Fine and Warm
... Mr. E.B. Walker in office during morning. Went to Islington S.S. at 10-15 A.M. standard with Ayehart and went to C.P.R., H.T. crossing. Mr. Wass and E.B. Walker there who advised that Mr. Oliver did not want money spent on crossing [at Islington]; to put new crossarms on steel poles and leave line of construction as at present.

Mon. June 21 - Very Cold - Fair N.W. winds
 ... Letter from Mr. Oliver's office taking vigorous exceptions to handling of new proposed 13,000 volt A.C. crossing at Islington. Ansd. same."⁴⁵

The level crossing and diamond was never installed.

Of interest also, a few entries exist about the Humber River bridge and Summerville.

"Wed. Jan 30

At Humber Bridge during afternoon. Noted shoots used by contractors on bridge not sufficient clearance for cars. Advised Mr. Wilkie.

Fri. Feb 1 - Fair and Dull.

8-40 A.M. Car (Cooksville) struck apparently shoots on Humber Bridge being used by contractors. Same causing lot of trouble and not safe.

Tues. Feb 19 - N.E. Winds - cold. Worst snow storm for many years.

... At 5-30 P.M. Guelph phone system went out of business! Afterwards found due to guy wire on T.S.R. pole Summerville Subway being alive and fouling phone line.

Wed. Mar. 5 - Dull cooler.

... Line car on Guelph line; put new bridge hangars on Summerville subway ...

Tues. Mar. 25 - Fine and Mild.

... Met Mr. Wass at Lambton Terminus after who complained that Guelph line gang were making a mess of fixing Hydro phone poles at base of new dump Humber Trestle at Lambton. Met Mr. E.B. Walker after at Lambton and went with him to Humber Bridge and saw the said poles which were securely propped altho' leaning over to one side.

Mon. May 26 - Fine and cooler.

F. Mitchell and R. Carter going over track from Summerville to Streetsville examining bonds, condition of cattle guards etc.

Tues. May 27 - Fair.

Carter going over cattle guard conditions between Summerville and Lambton.

Sat. July 19 - Fine.

... Guelph line gang putting in lights and cross-bonding preparators to track and bridge men taking out stringers and ties on trestle portion of bridge."⁴⁶

One other interesting entry in the diary concerned the Royce family, even at this late date. Mr. Royce had been gone since 1918. On Saturday, May 24, Victoria Day, when there was "Heaving rains from early A.M.", the diary adds this simple but effective sentence: "Burial of Mrs. G.C. Royce during afternoon."⁴⁷

XII. TSR DEMISE

Looking back almost sixty years, the TSR was definitely ahead of its philosophical time. Royce had the initial idea to extend the Toronto Suburban west, but was not far-sighted enough to achieve it. Sir Adam Beck, knighted in 1914, tried next. Beck also failed in his many attempts to create an interconnected network of electric radial lines using his power generated from Niagara Falls. Next, the Canadian Northern Railway made a feeble attempt at

developing the system. Finally, when Sir Henry Thornton created the subsidiary company, CNER, it looked as if possible success would be realized. Instead, the TSR took just a little longer to die.

The CNER never turned a profit and a few reasons can be cited. One reason was the track. Although the initial plan was to allow for standard gauge and a roadbed built to sustain high speed connections between Toronto and Guelph, it never happened. The cars were certainly capable of high operational speeds and were generally trouble free. However, "... in the construction of the line, an effort was made to keep costs down, and in order to avoid property damage in many places, the line was full of curves, which made it necessary to reduce the speed of the cars."⁴⁸

Too many travelling options developed for the public to use. For instance, better service along the CPR from Toronto, West Toronto, Islington, Guelph Junction, Guelph and St. Thomas; and the GTR/CNR line through Weston, Georgetown and Guelph, or along the lakeshore. Then, in the 1920s and 1930s with the rise of the car and bus, and tied to the completion of Highway 7 between Toronto and Guelph, virtual failure for the Toronto Suburban was written. More people began enjoying their independence with their own convenient car. As a result, the TSR only carried 300 passengers per day in 1930 between Toronto and Guelph, while Highway 7 nurtured 1662 cars and nine buses along its route.⁴⁹ Between "... 1926 and 1930, passengers declined from 358,564 to 237,386 while operating revenue fell from \$205,051. to \$144,450. Net losses during the period averaged \$194,000 a year."⁵⁰ However, public pressure on the government to maintain a satisfactory level of service persisted until they had to say no when the Depression of the 1930s deepened.

On Saturday August 15, 1931, the last TSR run was completed. Simultaneously, the TSR defaulted on bond interest payments. Almost instantly, the line went into receivership and operations ceased. In 1934, the remaining bond holders received only 25 percent. On September 13, 1935 the Receiver was released. At this time, the rails, structures, powerlines, and telephone poles were removed. Most of the TSR equipment was quickly and quietly scrapped. Even though "Thornton proved just as visionary as Mackenzie and Beck..."⁵¹ he, too, failed after giving it a tremendous try.

XIII. EPILOGUE

Etobicoke has been fortunate. Almost equally divided into thirds, the railways have been built. Uniquely, steam and electric trains operated directly parallel one another for several miles, separated by a cedar rail fence and approximately fifty feet. But this lasted only fourteen short years.

The radial remains obvious in some locations today: the piers at the Humber River still stand; where the power station was at the Mimico Creek, a few concrete abutments protrude from the tons of earth used to construct the public pool and tennis courts, and the CPR subway is now a path through a park. The right-of-way can also be seen with a tuned eye behind the shops along Dundas Street in Islington, then it disappears. It is once more picked up for a short distance where the Summerville stop once stood in a large public park.⁵² A Creative Learning Centre is built here now, but few know the Toronto Suburban Radial Railway once carried passengers and freight from this location.



ABOVE: The Canpa Subdivision is almost hidden amongst the Hydro's transmission towers and buildings at Kipling Avenue. Power for the Toronto Suburban was fed from this location to the Islington Substation. At the bottom of the photograph is the CPR Galt Subdivision. At the top right, one can see a CPR train pulled by a solo Alco S2 on the Canpa Subdivision waiting at North Queen for clearance from the CNRITTR. The Hydro buildings and facilities on the right of the photograph were removed and the CPR Piggyback-Container Yard at Obico was constructed. The roadway at the left is Kipling Avenue where a bridge over the tracks was built.

(Vicki Tytaneck, Records Officer, City of Etobicoke)

The front trucks of CP3083 (including 4207/8224/4211 and 58 auto racks on the First Oakville) are directly over the Toronto Suburban right-of-way subway. The photo was taken approximately where the small wooden trestle of the TSR crossed the Mimico Creek and just west of the Substation. The TSR right-of-way can easily be spotted north of the bridge, curving up towards Canning (Cordova) Avenue and Islington Public School. (Author's Photograph)

APPENDIX A

CREDIT VALLEY - CANADIAN PACIFIC RAILWAY STATISTICS

I. 1871 - OFFICERS AND PROVISIONAL DIRECTORS OF THE CVR

George Laidlaw	J.S. McMurray
C.J. Campbell	Robert Hay
Frank Shanley	H.L. Hime
John Burns	W.H. Beatty
H.P. Dwight	

1882, June 30

George Laidlaw, President	
E.B. Osler, Vice-President	
H.E. Suckling, Secretary-Treasurer	
James Ross, Chief Engineer and General Superintendent	
John Burns	J.L. Morrison
W. Arthurs	Honourable Robert Hay
P.D. Cooper	W.J. Baines
C.D. Rose	

II. WAGES - 1870S

ROLE:	WAGE PER DAY:
Station Agent	\$1.00 - \$1.75
Engineer	\$1.75 - \$2.50
Fireman	\$1.45 - \$1.70
Brakeman	\$1.25
Baggage man	\$1.40
Conductor (Mail)	\$1.80 (for 176 mile trip)
Conductor (Local)	\$1.80 (for 130 mile trip)
Conductor (Mixed)	\$1.70 (for 85 mile trip)
Spiker	\$1.10

(Compiled from various sources)

III. ROLLING STOCK:

i) December 31, 1879

9 steam locomotives / 100 cars leased as required

ii) March 1880

15 steam locomotives / 350 freight cars
18 passenger cars - leased others as required

iii) As of June 30, 1882:

3 engines houses and shops
19 locomotives
12 first class passenger cars / 9 second class passenger
8 mail, baggage, express cars
250 box and cattle cars / 195 platform (flat) cars
13 line cars⁵³

iv) Credit Valley Locomotives

ENGINE NUMBER/ ENGINE NAME	TYPE	CHANGED TO CPR NUMBER/CLASS
1		4-4-0 178 - no class
2		4-4-0 179 - no class
3		4-4-0 191 - no class
4		4-4-0 192 - no class
5		4-4-0 193 - no class
6		4-4-0 1/195 - no class
8		4-4-0 1/180 - no class
10		4-4-0 1/189 - no class
11		4-4-0 190 - no class
14		4-4-0 1/181 - no class
15		4-4-0 182 - no class
16		4-4-0 183 - no class
17		4-4-0 184 - no class
18		4-4-0 185 - no class
19 J.L. Morrison		4-4-0 186 - no class
20		4-4-0 187 - no class
21		4-4-0 188 - no class
266		4-4-0 1/194 - no class
584		4-4-0 1/196 - no class ⁵⁴

v) 1884 "Named" Passenger Cars when CPR acquired CVR:

- a) . CVR Parlor car "Credit River"
CPR renamed it "Shawenegan" in August 1886
CPR sold it to E&N in July 1901 it becoming "Ladysmith"
E&N scrapped car in 1937
- b) . CVR Parlor car "Grand River"
CPR renamed it "Montmorency" in September 1886
Sold to E&N September 1901 becoming "Strathcona"
E&N scrapped car in 1930

c) . Although not part of the CVR, the car "Etobicoke" existed, purchased by the CPR in December 1888. It was an ex-South Eastern Parlor car (20/5) named the "City of Montreal". The E&N purchased it December 1912 and kept it named "Etobicoke" until it was scrapped in 1937⁵⁵

IV. CVR 'FIRSTS'

i) CVR "... first practical model of a Rotary snow plow at Parkdale in the early 1880s. This plow was designed by Orange Jull of Orangeville from a concept originated by a Toronto dentist, Dr. J.W. Elliott."⁵⁶

ii) Miss Louisa Cooper, a resident of Etobicoke living in Islington, was the first person to solicit enough private money from the community to build a narrow concrete sidewalk along Islington Avenue from the CPR original Station to Dundas Street.

V. TRACK MILEAGES IN ETOBICOKE

i) Galt Subdivision:

Miles from Toronto	Locations/Industries Past and Present	*Elevation above L.Ontario
0.0	Toronto, Union Station	254
1.1	Bathurst Street	
1.3	Tecumseh Street (or 1.2)	
2.2	Parkdale Station (or 2.3)	305
3.5	Dundas Street	
3.8	Bloor Street Station	371
4.3	Dupont Street	
4.5	West Toronto Station	
4.7	Toronto Junction	394
4.9	West Toronto	
5.51	Canadian Liquid Air	
5.73	Welders Supply	
5.8	Lambton Yard limits	
5.83	Dominion Bridge	
5.88	Anthes Steel	
5.91	C.I.L.	
6.01	Dundas Lumber Company	
6.14	F. Hyde and Company	
6.4	Belt Line Ry Crossing later Lambton Station	399
6.6	Lambton Station	399
6.65	United Co-Op later Hercules Sales	
6.8	Scarlett Road	
6.9	Golf Club Flag Stop --- Etobicoke / York boundary ---	
7.4	Humber River (west side) High Water 312 feet Low Water 303 feet Bed 301 feet	399
7.62	Lambton Lumber Siding lifted 1978	
7.65	Royal York Road	
8.35	Montgomery Road	
8.6	Mimico River Bed 378 feet	400
8.7	new Islington Station	400
8.75	old Islington Station	400
8.9	Bloor Street	
9.06	Area H - Consumers Glass	
9.6	Obico COFC Piggyback Yard and Wye Beaver Lumber now TTC Kipling Kipling GO Station (1980)	
10.13	Shorncliffe Avenue	

10.2	Lake Simcoe Ice Lifted 1989	
10.4	Kingsway Lumber later MacMillan-Boedel Lumber/now Woolco Lifted ca 1970-1	
10.45	A&P	
10.5	Oliver Lumber Q and O Paper	
10.75	last Summerville location	
10.8	Summerville 1940s Highway 427	
10.9	Summerville Flag Stop	400
11.07	Lennox	
11.19	McNair Dominion-A&P Warehouse	
11.4	Queensway	
11.42	Queensway Piggyback Yard now COFC yard (ANNEX) Yard lifted 1990 North Queen Street crossing removed October 1969 now Mastor Road	
11.8	Etobicoke River Bed 333 feet --- Etobicoke / Peel boundary ---	375

* Elevation noted when known
 * Lake Ontario high water 247; low water 243⁵⁷
 (Compiled from various sources of the author's)

ii) CANPA Subdivision Mileages:

Miles	Locations/Industries Past and Present
0.0	Galt Sub-Canpa Junction
0.91	North Queen Street (or 0.90)
1.02	Coleman
1.21	Queensway Avenue first known as Queen Street (Public Rd)
1.4	Ford Motor Company Westinghouse Company
1.56	Evans Avenue Hinde & Dauch spur later Domtar Boyle Midway White Hall Pharmacy
2.01	Booth Brush Company Ltd W.L. Ballantine Company Ltd
2.12	Goodyear Tire lead
2.21	Horner Avenue
2.6	Junction with GTR/CNR

(Compiled from various sources of the author's)

iii) Toronto Terminals Railway:

Because mileages vary, conflict and up grading continues, mileages are not consistent. Timetable errors also occur where mileage signs and stations are present one year and gone the next, only to return the following table.

1906 - approximately 26 miles total with mileage 0.0 Union Station to 14.2 Cooksville - operate under CP Galt Subdivision tables.

1920 - 0.0 to 9.6 Obico-Canpa Subdivision
Canpa (measured from Union) 0.0 to 12.2
Obico to Canpa Jct. with GTR/CNR 9.6 to 12.2

1955 - 0.0 to 14.2 Cooksville (most frequent limit)

1967 - 0.0 to 12.6 Dixie

*1969 - April 27, 0.0 to 14.2 Cooksville

1969 - October 26, 0.0 to 1.3 Tecumseh Street

1981 - October 25, 0.0 to 1.1 Bathurst Street

1994 - 0.0 to 1.1 Bathurst Street continues

* last time TTR part of CPR Galt Subdivision

(Compiled from various sources of the author's)

iv) Curves and Gradients 1880s:

Main line Radius 1910 feet

Ratio of Straight to curved track is 9:16 over 96 miles

Sharpest Curve is 5 degrees or 1146 feet

Steepest Gradient 1.1% or 53 feet to the mile

v) Rail Used 1870s to ca1884:

Main line: 56 pounds per yard

Sidings: 54 pounds per yard

Ties: 2340 per mile

CPR replaced main line 1884 with 72 pounds per yard

Interestingly, the author found and preserved in 1960 a seven-foot dated piece of 1872 rail at Mileage 9.6 along with its spike (broken), a rail fastener, bolt, nut, and screw

vi) Today 1994 Rail Used:

Main line: 136 Continuous Welded Rail #1,2,3 tracks-1980/81

Sidings: wide range of 85 to 100 pounds per yard dates range from 1942 to 1949, some 1950/53/54

South Service Track-Obico Yard to Annex: mostly 100 pounds per yard / 1942 to 1959

Inside rails on bridges: 80-85 pounds per yard dates 1902, 1911, 1919, 1923 to 1929

North service track upgraded and lengthened 1979-80 to CWR from Humber River to Etobicoke River / most sidings lifted except A&P, Oliver Lumber, Lennox, McNair (originally off north main line track)

VI. PAST TRAINS THROUGH ETOBICOKE:**a) First Official Train Toronto to Milton: September 19, 1879**

Time: Left Toronto 10:55 a.m.

Streetsville 11:25 a.m.

Arrive Milton 11:46 a.m.

Crew: Conductor Flanagan

Engineer Spragge

Fireman Phipps

Baggageman Ryan

b) Return Trip Milton to Toronto:

Time: Left Milton 12:26 p.m.

Streetsville 12:51 p.m.

Lambton 1:12 p.m.

Toronto 1:35 p.m.

Crew: Conductor Flanagan

Engineer Greenshields

Fireman Cameron

Baggageman Ryan⁸

c) CPR Name Trains along the Galt Subdivision:

NOTE: . (FI) = Flag Stop Islington

No flag stop for these trains at Summerville

EAST:

WEST:

i) 1895

Eastern Express (FI)

Chicago Express

Montreal Express (FI)

Western Express (FI)

Express

Express

Mixed

Mixed

Except Sunday (FI)

Except Sunday (FI)

ii) 1898

#4 Thro' Express (FI)

#3 Thro' Express (FI)

#6 Thro' Express (FI)

#5 Thro' Express (FI)

#10 Local Express (FI)

#11 Local (FI)

iii) 1920

#20 The Canadian*

#19 The Canadian

#634 The Michigan (FI)

#635 The Michigan (FI)

#22 The Wolverine

#21 The Dominion

* The Canadian lasted until April 1955 when the name was transferred to the new Budd stainless steel transcontinental train

iv) 1923

#20 The Canadian

#19 The Canadian

#22 Dominion Overseas

#21 The Dominion

#634 (The Michigan)

#635 The Michigan (FI)

v) 1936

#20 The Canadian	#19 The Canadian
#38 The Royal York (semi-streamlined)	#37 The Royal York (semi-streamlined)
#22 The Overseas	#21 Chicago Express
#634 (The Michigan)	#635 The Michigan (FI)

vi) 1940-1955

#20 The Canadian	#19 The Canadian
#38 The Royal York	#37 The Royal York
#22 The Overseas	#21 Chicago Express
#634 (The Michigan)	#635 The Michigan (FI)

vii) 1959

names dropped/Islington & Summerville not listed

#360 RDC Dayliner	#359 RDC Dayliner
#38	#37
#22	#21

viii) 1971

No trains listed in Public Timetables as of April 25, 1971
(Compiled from various sources of the author's)

d) Last Days of Steam Power on the Galt Subdivision:

The following is a list of steam power used from Lambton Yard to London - June 1958 to December 1959 - spotted at Islington and Summerville stations.**

807 (s9-60)	2203 (s8-60)	2839 (Penn.)
5153 (s12-59)	815 (s9-60)	2214 (s8-60)
2857 (s4-61)	5394 (s8-61)	953 (s5-61)
2228 (s3-60)	5405 (s5-65)	999 (Delson)
2235 (s2-60)	3507 (s4-61)	5406 (s11-61)
1004 (s3-61)	2238 (s6-61)	1057 (SSR)
2332 (s10-61)	5102 (s3-61)	1088 (s11-64)
2414 (s4-61)	5118 (s9-60)	1092 (?)
5135 (s10-61)	1098 (Penn.)	5147 (s8-61)

**Disposition in brackets: s = Scrapped Month-Year

- Penn. = Pennsylvania
- SSR = South Simcoe Railway
- Delson = preserved at Delson, Quebec CHRA

Often spotted along the Canpa Subdivision was 5375 (s11-60) and 5394 (s8-61).

Note: These steam train spots were unofficial until verified for me by George A. Copeland, a retired CPR locomotive fireman and engineer. Most of the engines were assigned at Lambton and fired by Mr. Copeland.

VII. TRAINS THROUGH ETOBICOKE IN 1994:

i) Galt Subdivision - Local:

	Cooksville	Streetsville
	Canpa Industrial	Obico Industrial
	Leaside Industrial	
9C	18C	19A/B 60A/B 66B/C 69A

ii) Galt Sub - Through:

	EAST			WEST		
500	502	504		501	503	505
506	508	510		507	509	511
516	528-Roadrailer			515	529-Roadrailer	
904	908	916		901	903	907
922	926	928		909	915	923
				925	929	

iii) Using Canpa Subdivision

	Canpa Industrial	Obico Industrial
	Cooksville	First Oakville
	Second Oakville	Ford Turn
EAST:	520 522 526 558	
WEST:	519 521 523 525 557	
	Acid Train as required	

iv) GO Transit Commuter Service

First Galt Sub Timetable October 25, 1981. This timetable and trains remained in effect until January 6, 1989.

	EAST	WEST
	350	351
	352	353
	354	355

Effective January 9, 1989

	EAST	WEST
	350	351
	352	353
	354	355
	356	357
	358	359

On April 28, 1990 trains were renumbered and expanded:

EAST:	150 152 154 156 158 164 166
WEST:	155 157 159 161 163 165 167

APPENDIX B

GRADE CROSSINGS AND SEPERATIONS

i) CPR:

Credit Valley Railway grade crossing between the Humber River and Etobicoke Creek consisted of crossbuck signs, cattle guards and cattle fencing through farm land.

As the village of Islington spread west, farms began to slowly disappear, and automobile traffic increased. More grade crossings were created requiring 'wigwags' and later electrical gates, flashing lights and ringing bells. By the late 1940s, the Etobicoke Council realized something had to be done at the Royal York Road, Bloor, Kipling, and Islington crossings. In 1954, 7 1/2 million dollars was allocated to eliminate these crossings:

\$3 1/2 million for a car underpass at Bloor and an overpass over the CPR tracks at Kipling;

\$4 million for a tri-level car under-overpass at Dundas and Royal York Road.⁵⁹

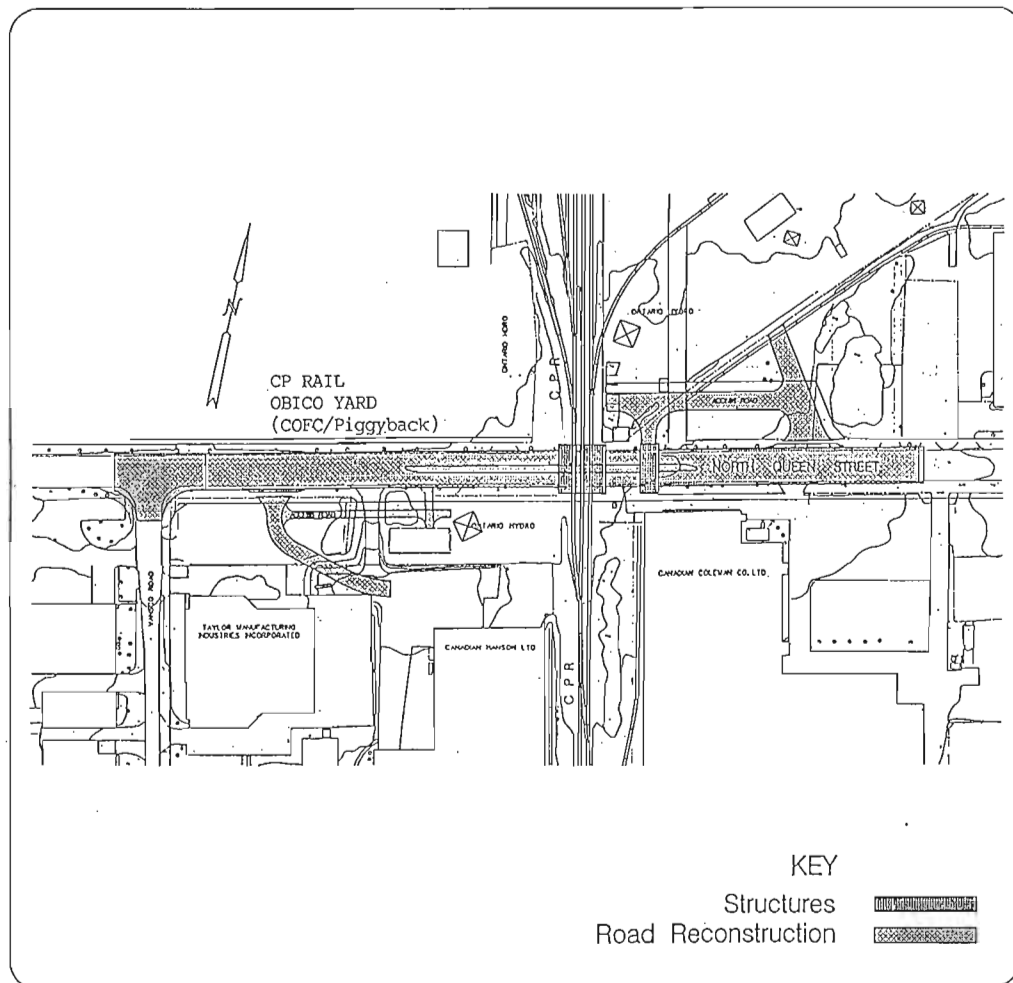
The latter construction made engineering history. It was the first ever tri-level structure created in Canada to go under and over railway tracks.

Grade crossings remained at Montgomery Road, where the CPR experienced constant problems with students at the area high school. Several protection attempts were made: crossing gates for pedestrians; an actual crossing guard; CPR police kept a close watch, and even cattle gates for pedestrians were tried, to no avail.

The Shorncliffe grade crossing was bad during rush hours, as trains crossing here blocked the heavy truck traffic coming off Dundas south to North Queen Street.

A crossing also existed at mileage 11.42 where North Queen Street once extended and again crossed CPR tracks. It was removed April 1969.

Not until 1979 did Etobicoke lose all of its grade crossings along the CPR. With the introduction of fast GO train service,



This map details the extensive work planned for the removal of the North Queen Street CP Rail level crossing just west of Kipling Avenue.

City of Etobicoke Infrastructure Program, March 3, 1994. Page 7.

underpasses were constructed at both Montgomery Road and Shorncliffe.

On March 3, 1994, a significant announcement was made affecting the Canpa Subdivision at North Queen Street. In a press release made in the House of Commons, it was stated that "... a joint federal - provincial investment [would be made] to construct an overpass to carry North Queen Street over the CPR tracks...." (Federal Press Releases, March 3, 1994, page 30). The construction of the bridge would alleviate the delays experienced by the heavily traveled transport truck route along the street, especially into CP's Obico COFC - Piggyback yard at the same location. CP Rail trains will also benefit from safer setups and setoffs and more track to manoeuvre.

The total project cost is \$9.5 million, broken down as:

Federal Grant (29%)	2.7 million
Provincial Grant (28%)	2.7 million
City of Etobicoke (28%)	2.7 million
CP Rail (15%)	1.4 million

(City of Etobicoke Infrastructure program, March 3, 1994, Page 8)

Construction was scheduled to begin in 1994 with completion set for late 1995. The last two remaining Canpa Subdivision crossings, at Evans Avenue and Horner Avenue, are not currently scheduled for similar work.

(Source: Jean Augustine, Liberal M.P., Etobicoke-Lakeshore).

II) TSR:

In the City of Toronto, many politicians rallied to defeat the TSR entering Toronto city streets. The bus, car and truck were

becoming so numerous by 1917, politicians often “dragged their feet”⁶⁰ to grant the TSR permission to cross certain streets. This obviously meant that no progress could be made if only some of the streets could be crossed and not others. Primarily targeted were the slow freights that blocked cars, trucks and buses.

In Etobicoke, however, few problems were recorded. Engineering maps reveal that the TSR had marked and signed crossings throughout their stretch of track in Etobicoke, as well as many cattle guards and signed farm lanes. Grade crossings were at 66 foot intervals, 300 foot intervals or as required at farmers lanes and road crossings.

One known accident occurred at Poplar Avenue. The 1924 Diary states:

“Wed. Mar 12 - Fair. Dull

... Mr. Spencer of Dominion Rly. Bd. at Lambton Barns. Took him out to Poplar Av. Islington and showed him scene of auto accident some time ago. Seemed to think that trees should be thinned out.”⁶¹

APPENDIX C

TORONTO SUBURBAN STOPS IN ETOBICOKE

STOP	NAME / LOCATION NOTES	STRUCTURE			
			10	Montgomery Road (now Royal Avon Crescent) - once opposite Dominion Bridge Company now Michael Power High School	shelter - east side
1	West Toronto	shelter			
2	Lambton Mills - east side of Humber River	shelter - also used Lambton Hotel			
3	Church Street and Dundas sometimes referred to as Stop 9. (later Royal York Road)	shelter - east side	11	approx. 200 feet west of Stop 10 at Lane	unknown
4	unclear - farmer's lane? sometimes referred to as Eaton Farm actually Stop 18/19	unknown	12	east side of Bloor at Kipling, Dundas and Bloor Streets Junction	shelter - north east side of Bloor Street
5	unclear - farmer's lane? on Montgomery Estate Sometimes referred to as Stop 20 or Summerville	unknown	13	unclear - likely on D. Harris farm	unknown
6	Montgomery Road south of Dundas Street near School	unknown	14	unclear - likely on G. Woods farm	unknown
	Between Stop 6 and 7 was the TSR Islington Substation approximately 200 feet south of CPR Number One; about 200 feet west of present Montgomery Road, and 50 feet north of the TSR track - on close examination of the area, some concrete foundations are slightly visible, buried under tons of earth to make way for the Public Pool and Tennis courts.		15	unclear - likely on S. Barrett farm	unknown
7	Islington Avenue behind CPR station	unknown	16	unclear - likely on W. Marshall farm	unknown
8	Islington Public School at Canning	shelter - west side	17	unclear - likely on W. Marshall farm	unknown
9	Islington - opposite Butcher see Stop 3 above Shop	shelter - northwest side	18	Public Road and Dundas Street / T. Eaton Farm See Stop 4 above	shelter - east side
			19	T. Eaton Farm See Stop 4 above	shelter - east side
			20	Summerville - at Mill Road approx. 225 feet east of Etobicoke River in Peel Township See Stop 5 above	shelter

END NOTES

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2. Ibid., Pg. 15
3. Ibid., Pg. 15
4. Ibid., Pg. 15
5. Given, R.A., A Story of Etobicoke, Pg. 45
6. Ibid., Pg. 9
7. Heyes, E., Etobicoke, from furrow to borough, Pg. 15
8. Given, R.A., A Story of Etobicoke, Pg. 24
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10. Dorman, R., Statutory History of Railways in Canada, Pg. 89
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26. Ibid., Pgs. 41-2
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41. Diary, June 26 / July 11, 1924
42. Ibid., July 12, 1924
43. Stamp, R.M., Riding the Radials, Pg. 149
44. Diary, Jan.24 to June 10, 1924
45. Ibid., April 15 to June 21, 1924
46. Ibid., January 30 to July 19, 1924
47. Ibid., May 24, 1924
48. Given, R.A., The Story of Etobicoke, Pg. 43
49. Stamp, R.M., Riding the Radials, Pg. 144
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51. Stamp, R.M., Riding the Radials, Pg. 143
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56. Wilson, D.M., The Ontario and Quebec Railway, Pg. 43
57. White, J., Altitudes in the Dominion of Canada 1901, Pgs. 29-30
58. Filey, J., The Credit Valley Railway, Pg. 59
59. Heyes, E., Etobicoke from furrow to borough, Pg. 163
60. Stamp, R.M., Riding the Radials, Pg. 98
61. Diary, March 12, 1924

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Ken Daniel, Head of the Art Department, Richview Collegiate Institute, Etobicoke: recreated a wonderful drawing of the last Summerville flag stop.

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Molly Sutherland, City of Etobicoke, Clerk's Department - provided the long sought after photograph of the original Summerville flag stop.

Vicki S. Tytaneck, Records Officer, City of Etobicoke - provided photographs and copies of the original CPR survey maps of the proposed branchlines.

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Rail Canada Decisions

By Douglas N.W. Smith

VANISHING RAILS TO OTTAWA

Overview of Ottawa's Railways

In the 1990s, Ottawa's industries revolve around politics, education and computer technology. Only remnants remain of the once mighty lumber mills which were the largest employers in the city during the Victorian era. Lumber barons with names of Booth, Bronson, Perley, and Eddy were as well known as the leading political figures of the day. With its vast lumber mills, Ottawa was a prime target of railway builders. After the last railways were completed in 1910s, twelve lines radiated from the capital serving all points of the compass. To the north ran Canadian Pacific's former Ottawa & Gatineau Valley Railway running from Hull to Maniwaki. To the east went CP's former Quebec, Montreal, Ottawa & Occidental Railway (QMO&O), the Canadian Northern, CP's subsidiary the Montreal & Ottawa Railway, and the Grand Trunk's former Canada Atlantic line. These lines all ran from Ottawa to Montreal. To the south ran the New York Central from Ottawa to Helena, New York, and CP's former Bytown & Prescott Railway (B&P) from Ottawa to Prescott. To the west went the Canadian Northern's line from Toronto to Ottawa via Smiths Falls, CP's former Central Canada Railway from Ottawa to Carleton Place and points west, the Grand Trunk's former Ottawa, Arnprior & Parry Sound Railway from Ottawa to Depot Harbor on Georgian Bay, the Canadian Northern's line from Ottawa to Capreol, and CP's former Pontiac & Pacific Junction Railway from Hull to Waltham. Few cities in the Dominion could boost such an array of rail service.

With the decline in the fortunes of the lumber industry as the timber sources of the Ottawa Valley moved ever further away from the capital, the railways began to abandon lines. The process began in 1939, when CN abandoned the section of the former Canadian Northern Ottawa-Montreal line between Ottawa and Hawkesbury. Matters remained at a standstill until 1957 when the New York Central pulled up its Ottawa-Helena, New York line.

Almost thirty years would pass before the next abandonments. In 1986, CP abandoned the former Montreal & Ottawa Railway trackage between Ottawa and Rigaud, Quebec. That year, it also received permission to abandon the former Ottawa and Gatineau Valley Railway from Hull to Maniwaki. Subsequent negotiations saw the section from Hull to Wakefield sold to the municipal governments of Hull, Chelsea and Wakefield. After several years of dormancy, steam powered passenger excursion trains began to operate between Hull and Wakefield in 1993.

The 1990s are taking the highest toll upon the capital's rail lines. In 1990, CP abandoned the former Central Canada Railway trackage between Ottawa and Carleton Place. The following year, CP pulled up the remaining portion of the former Pontiac & Pacific Junction Railway between the Bristol Mines and Hull. While CN obtained permission in 1988 to abandon its line from suburban Nepean to Arnprior, service was maintained while the shipper paid

a surcharge on shipments until the trackage was conveyed to the Arnprior-Nepean Railway in 1992.

CN received permission to abandon its line from suburban Richmond to Smiths Falls in 1991. This trackage was sold to VIA in order to maintain Ottawa-Toronto passenger service. At the beginning of 1995 the status of the twelve rail lines in the 1910s was as follows: five were abandoned, three were transferred to new owners, and four were left in the hands of CN or CP. By the end of the year, CP had severed the former QMO&O and B&P lines and CN had embargoed the former Canadian Northern Ottawa-Capreol line west of Pembroke.

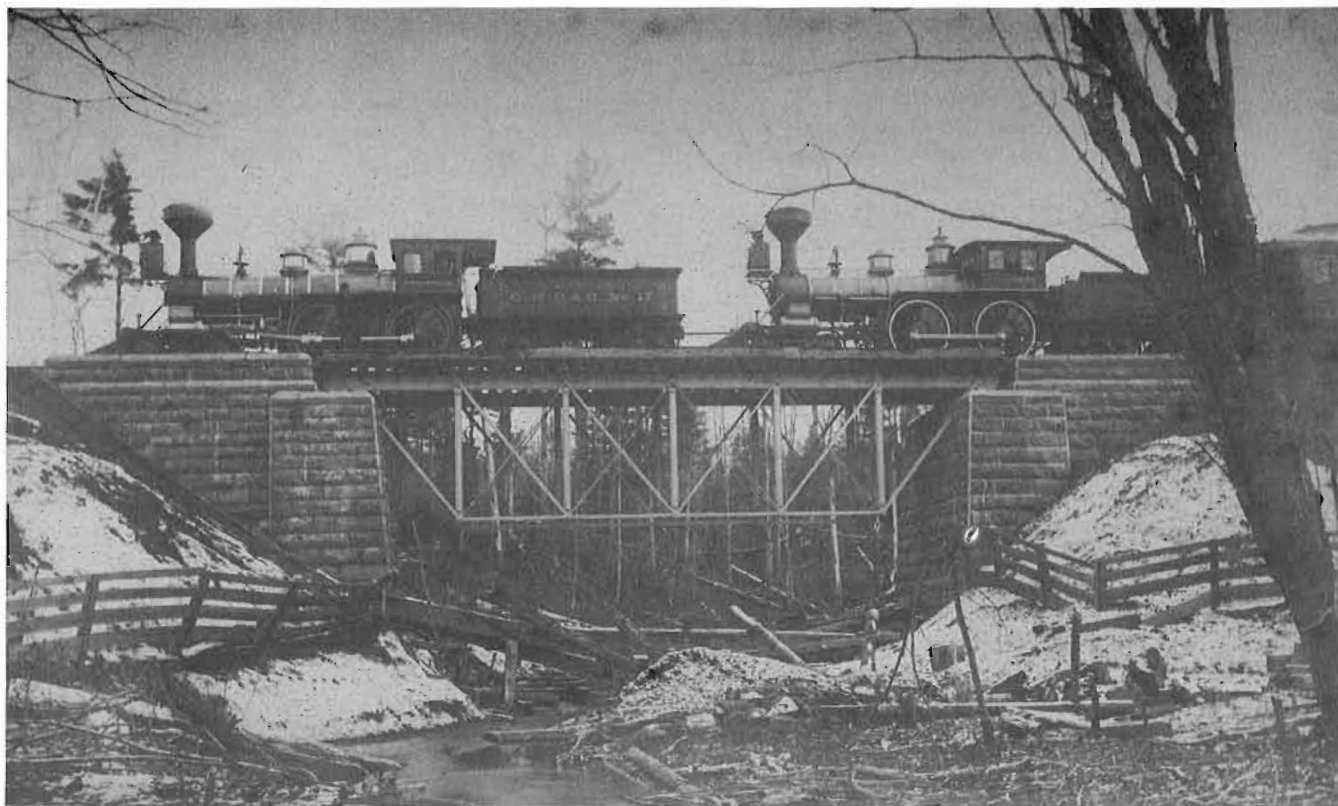
Bytown & Prescott: Ottawa's First Railway

In the 1850s, railwaymania swept the Province of Canada. The colonists recognized that the railway would free them from the six month inertia when the waterways were unusable. Numerous projects were projected and died for lack of financial viability. At this time, Ottawa was buried deep in the backwoods of Upper Canada, noteworthy only for the increasing output of its lumber mills.

In August 1850 the Bytown & Prescott Railway was chartered to link the two communities in its title. Designed to provide a rail link between the lumber mills at Bytown and the booming American markets to the south, the railway was constructed with a gauge of 4 feet 8 inches instead of the standard provincial gauge of 5 feet 6 inches. This gauge would allow it to interchange cars with the Northern Rail Road being built as part of a great railway project linking Boston to Ogdensburgh, New York. Loaded cars would be ferried across the St Lawrence between Ogdensburgh and Prescott.

Construction started in September 1851, but was hampered by the miles of pile trestles which had to be built across swampy land. With work on the road bed well advanced, the company ordered its rails from a Britain in May 1853. As they arrived after navigation had ceased on the St Lawrence River, they spent the winter in Montreal. Rushed to Prescott the following spring, the rails reached Spencerville on June 21st and Kemptville on August 9th. Christmas Day found the work train in Bytown. Regular service began four days later. As Bytown changed its name to Ottawa, the railway amended its title in 1855.

The company never lived up to expectations, primarily because the lumber mills continued to send their output to the United States by the cheaper canal boats. In 1862, the company went into receivership. Seven years later, it emerged as the St Lawrence & Ottawa Railway (StL&O). Trying to improve its competitive position, the StL&O built a branch to the Le Breton Flats on the west side of Ottawa in 1871 to serve the major lumber mills. Ill-fortune, however, continued to dog the railway. In 1881, it again entered receivership. Its securities were purchased by Duncan McIntyre, a member of the syndicate formed to construct the CPR. In 1884, the company was leased to CPR for 999 years.



Quebec Montreal Ottawa & Occidental Railway locomotives "Argenteuil" and "St. Laurent" on the bridge over Salmon Creek, Que. This photo was taken by Alexander Henderson in 1878.

National Archives of Canada, Merrilees collection, photo No. PA-164704

The acquisition appeared to have been made for strategic purposes, as it gave CP control of all three rail lines then serving the capital.

The main use made by CP of the StL&O was as a route for coal. CP and the New York Central jointly operated a car ferry across the St Lawrence. When Prescott became the head of navigation for the lake boats in 1932, grain traffic also flourished. With the opening of the St Lawrence Seaway in 1959, this traffic quickly died out.

On April 12, 1995, the Agency approved an application by CP to abandon its trackage between Prescott and Oxford Station, a distance of 15.3 miles. The northern section between the junction with CP's Montreal-Toronto line at Bedell and Ottawa appears to have a secure future. With the abandonment of the former Central Canada Railway trackage between Carleton Place and Ottawa and the severing of the QMO&O Montreal-Ottawa line, this is CP's last connection to the capital. As long as the paper mills along the remaining segment of the QMO&O continue to ship by rail, this segment of the old Bytown & Prescott will continue to exist.

Quebec Montreal Ottawa & Occidental Railway

The communities lying on the north shore of the St Lawrence and Ottawa Rivers in Quebec had long coveted the railways which the communities lying south of these rivers

enjoyed. In 1854, the Grand Trunk completed its line from Montreal to Levis, opposite Quebec City, and the Bytown & Prescott Railway opened its line to Ottawa. Responding to local agitation, the government chartered the North Shore Railway in 1853 to build from Quebec to Montreal via Trois-Rivieres and the Montreal Northern Colonization Railway (MNC) in 1869 to build from Montreal to Ottawa along the northern bank of the Ottawa River. Four years later, the powers of the MNC were enlarged allowing it to build to a junction with the Canadian Pacific Railway near North Bay. On July 24, 1873 a contract was signed with Duncan Macdonald of Montreal and Harry Abbott of Brockville under the name Duncan Macdonald and Company to build a rail line from Montreal to Aylmer, Quebec with a branch from Ste Therese to St Jerome.

Work commenced on the line in 1873, but the rate of progress was not sufficient to meet the contract deadline of October 1, 1875. The reason was the perennial one - lack of money. Accordingly the contract with the contractor was revised in January 1874 guaranteeing them a payment of \$1.8 million in cash from the provincial government. To complete the line, the contractors had to place \$3 million in bonds on the British market. Try as they might neither Duncan MacDonald or Hugh Allen, the President of the MNC, were able to sell the bonds due to the opposition of the Grand Trunk.

In the summer of 1875 work was suspended as the credit of the MNC and the contractors was exhausted. The North Shore Railway which was struggling to build from Quebec City to Montreal was in a similar position. This left the government in a difficult position. It had invested over \$650,000 in the two railways. As well, the Jacques Cartier Bank, one of the province's major banks, was faced with possible collapse as it had loaned the MNC large sums on the basis of promised municipal and county subsidies.

These, however, would only be paid when the lines were completed. To save the situation, the provincial government took over the two railways in 1875 amalgamating them into the Quebec, Montreal, Ottawa & Occidental Railway. The last part of the title reflecting the expected role of the railway as the eastern connection for the Canadian Pacific.

Following the takeover, the government and Macdonald negotiated a new contract. In 1876, the trackage between Montreal and St Jerome was opened and the following year the trains began running to Hull. While the line was in operation, storm clouds loomed on the horizon. By June 1878, over \$3.9 million had been spent on the western portion of the QMO&O (the old MNC). This was \$300,000 over the amount of Macdonald's contract. As well, there remained an estimated \$500,000 in work to do to bring the line up to contract standards. Compounding the headaches was a political argument over the best route for the Quebec City line to access Montreal.

The provincial government approached the elections of May 1878 with wariness. Racked by scandals over heavy debts because of its railway policy as well as an economic depression and religious strife, the government faced a difficult campaign. Its outcome was a tie between the Liberals and Conservatives. Hampered by his lack of a working majority, the Premier, Henri-Gustave Joly, a Liberal, was placed in a difficult position.

Until the election of 1878, the government had left the western portion of the railway in the hands of Macdonald. Under the terms of his contract, Macdonald was entitled to operate the line for his own profit until construction was completed. The government had been reluctant to oust him before the provincial elections because MacDonald controlled a prime source of patronage, namely railway jobs. After the election, there followed four months of negotiations.

Finally, the Premier lost patience and ordered the seizure of the railway. Between August 28 and September 2, 1878, the *Montreal Gazette* related the story of a little known, but one of the most colourful incidents, in Canadian railway history.

The story opens on August 26th when the Quebec government served Macdonald with a notice that his contract had been cancelled and ordered him to turn over the railway, its equipment and appurtenances. This was followed on the 28th with a notice threatening the employees with dismissal if they assisted Macdonald in withholding possession of the railway.

The Gazette commented that the attempt of Joly to obtain possession of the QMO&O western division on the eve of the Dominion election had excited considerable attention. It claimed that the Premier was following the suggestion of the Dominion's Liberal Prime Minister Alexander Mackenzie who wanted to use the possibilities of patronage appointments to railway jobs as a

lever in the coming Dominion election. Joly, however, denied that the elections had any thing to do with the attempt to seize the railway. The contractors held the contrary point of view. *The Gazette* pointedly asked the public to judge whether there had not been enough time to resolve the matter.

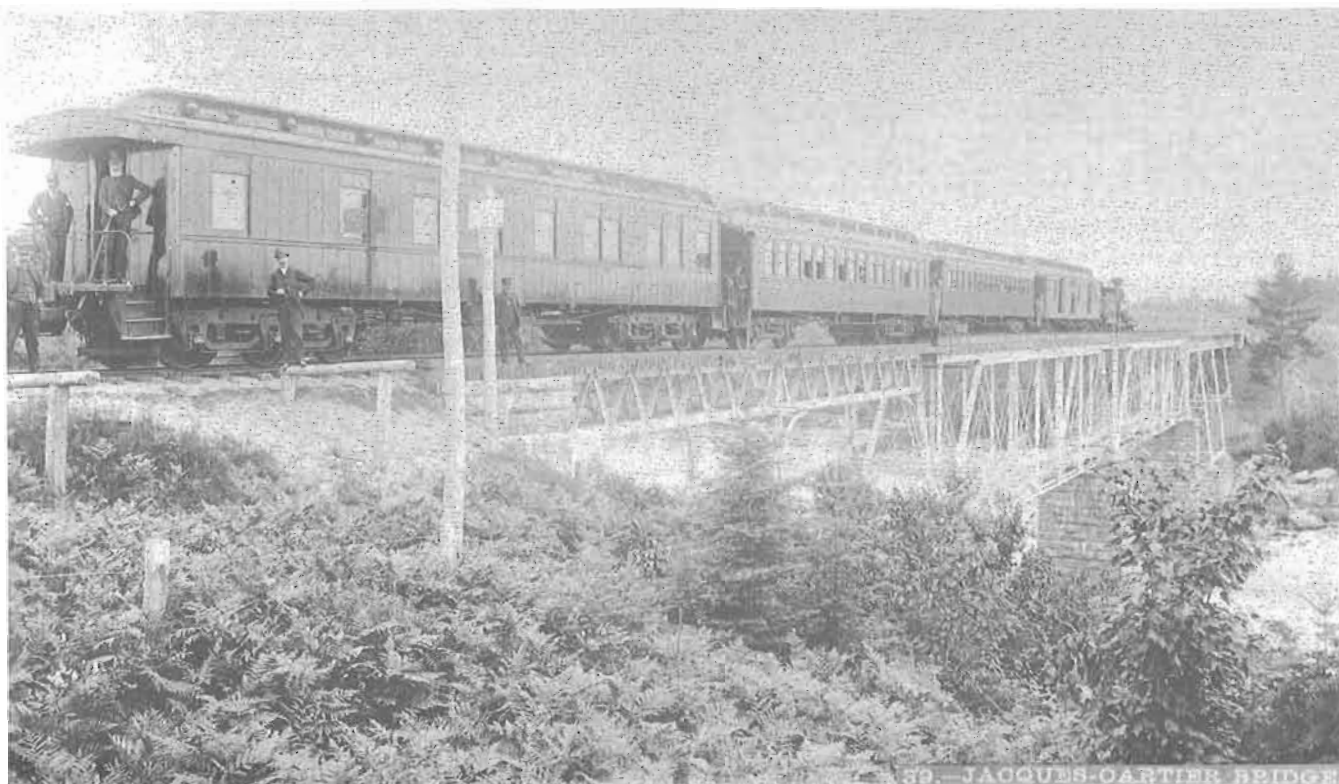
On September 1st, Macdonald and the Premier met. They discussed his offer to turn the railway over to the government if it would agree to pay him \$5,000 per month pending the result of arbitration. This sum equalled the net earnings Macdonald was making from the operation of the railway. The two men could not agree on the terms of this offer.

Expecting trouble, Macdonald cancelled the regular trains between Montreal and Ottawa on August 29th. On the same day as his ill-fated meeting with Premier, Macdonald secured an injunction from Judge Rainville restraining Joly and P A Peterson, Chief Engineer of the Government, from interfering with the road. In his statement to the court, Macdonald alleged that he had done all that could be expected in the execution of his contracts. Completion of the work had been interrupted and delayed for over twelve months while he await plans and instructions from the government appointed railway commissioners for bridges. These delays Macdonald stated were caused by the malicious combination of the provincial railway commissioners with Mr Peterson. Macdonald claimed that the government had ceased paying him for work done in November 1877 and owed him over a million dollars.

The writ was made returnable on September 3rd and was served upon the above name gentlemen. With the writ in hand, MacDonald announced regular service between Montreal and Ottawa would resume on the morning of August 31st. The train did not get further than Mile End station, as Mr Peterson, acting under instructions from the Government, seized the road at Hochelaga. Resistance was feared at Mile End station. At 1900, ten men, a detachment from the B Battery on St Helen's Island, were ordered to march to Mile End and take possession of the QMO&O station. At the same moment an order was given to Lieutenant-Colonel Fletcher to furnish Mr Peterson with two hundred men from the volunteer force of reservists. Accordingly, the commanding officers of the 65th Rifles, the 6th Fusiliers, and the Montreal Garrison Artillery were ordered to furnish each 60 men. In a flanking move, Mr Coutlee, the Sheriff of Aylmer, seized the QMO&O facilities in Hull and left them in charge of 20 special constables.

In response to these actions, Macdonald collected a large force of his employees, armed them, and ran all his rolling stock onto a siding in the gravel pits beyond Ste Therese. Here follows a report from *The Gazette* of September 2nd, 1878:

As the gravel pits are in a naturally fortified place, two hundred men, well-armed and determined, could hold it against any odds. For this reason, it was determined to send the main body of the Volunteers thither on August 31st. Accordingly, as soon as possible the ill-fated Montreal-Ottawa train, which had been held up all day at the Mile End Station, was made use of and additional cars coupled on to accommodate the troops. It is no easy matter to procure volunteers at half past seven on a Saturday night, and it was half past eleven, when the quota from Colonel Martin's Sixth Fusiliers marched into the depot at Mile End, commanded by Captain Blaiklock having trudged the whole distance from the City



A train of the QMO & O Railway on the bridge across the Jacques Cartier River about 1878. The rear car appears to be either an official car or a parlour car.

National Archives of Canada, photo No. PA-33160.

Hall. They had reached within a mile of their destination when the rain commenced to fall, and by the time they had gone half a mile further were making headway through a blinding storm of wind and rain . . . The men of the Sixty-fifth arrived about the same time, under command of the Major, accompanied by four officers. Mr Peterson welcomed the troops very warmly, and hurried them on board the train. Mr Louis Perrault was left as the magistrate in charge of the Mile End station . . . All sorts of rumours were prevalent, as to the track being torn up and demolished, so that it was at slow speed the train progressed. A force of 60 men and four officers from the Montreal Garrison Artillery was ordered to Hochelaga, and took possession of the station at that point, while the force of ten men at Mile End was reinforced by Lieutenant Nelson, of the Sixth Fusiliers, and a force of 16 men.

When September 1st dawned, the government was in control of the Montreal and Hull ends of the railway, while Macdonald and his 200 men had ten locomotives and much of the rolling stock in the Ste Therese gravel pit. Watching them were 130 men of the 6th Fusiliers and 65th Rifles. While the government was determined to takeover the road, it wished to avoid a bloody confrontation and sought a peaceful surrender by a show of force. Consequently, it decided to reinforce the troops at Ste Therese. At 1230, the order was given to Colonel Labranche of the 65th Rifles to call out his entire regiment.

The plan of operation was for Colonel Fletcher to command the attack at Ste Therese, should one be deemed necessary.

Colonel Bacon would proceed to Hull leaving a detachment at the stations on along the line.

At the gravel pit, the locomotives had been partially dismantled and the parts hidden. Using a hand car, squads of ten to a dozen men pumped to the outskirts of Ste Therese and cut through the fields to some safe houses where they got their meals.

Between 0800 and 0900 on September 2nd, Mr Rouselle, the Sheriff of the District of Terrebonne, took possession of the station at Ste Therese. He then proceeded to the gravel pit backed by assembled troops. One wonders what thoughts went through their minds as they headed to their destination. Recognizing the impossibility of his position, Macdonald surrendered to the troops leaving the matter in the hands of the courts.

While this was transpiring, Sheriff Coutlee and Mr Massey, the Assistant Government Chief Engineer, travelled by carriage from Hull to Papineauville taking possession of the stations along the line. A special train with thirteen military men was sent from Ste Therese at 1500 to meet them at Papineauville. This train proceeded to Hull where the soldiers relieved the special constables.

Another special train left St Therese at 1700 carrying 40 military men and Sheriff Rouselle. After the Sheriff took possession of each of the stations between St Therese and Papineauville in the name of the Government, six soldiers were left to guard at each station. With the entire line in its hands, the government restored regular service on September 3rd.

While Macdonald tried to regain control of the railway through the courts, the provincial government was faced with the need to complete work on the railway. The 40 miles of track between Papineauville and Hull needed ballasting, 54 land claims still remained to be settled, and the supply of equipment was woefully inadequate. At this time, the western division had only 10 locomotives, 8 passenger cars, 3 baggage and mail cars, 25 box cars, 121 flat cars and 2 snow plows. It was estimated that \$560,000 was needed to put the line in satisfactory condition. A further \$400,000 would be needed to build a bridge across the Ottawa River.

At the same time, money had to be found to complete the eastern division. This section was completed from Quebec City to St Martin Junction on February 14, 1879. While the railway now linked the first three cities in its corporate title, it had yet to achieve its stated link with the "Occidental", a fancy term for the West. From the time of the floating of the ill-fated Canadian Pacific Railway scheme in the early 1870s, plans called for the MNC and its successor to link Montreal to the transcontinental line. The junction point was variously at Deep River or Pembroke, Ontario. The railway would have run along the Quebec side of the Ottawa River to a point close to either community where a bridge would be built over the river.

The straightened financial circumstances prevented the province from carrying out the plan. On May 15, 1879, the Dominion government granted the QMO&O authority to bridge the Ottawa River between Hull and Ottawa. The point selected was just to the west of downtown Ottawa where the largest sawmills in the city were located. At the Ontario end of the bridge, the QMO&O would connect with the Canada Central and St Lawrence & Ottawa Railways. Wasting no time, the QMO&O completed the Prince of Wales Bridge over the Ottawa River in 1880.

Having completed the long dreamt of railway linking Quebec, Montreal and Ottawa, the provincial government promptly sought to dispose of it. After spending \$13 million to construct the railway, the government found that its earnings were not sufficient to service its cost. The profligate spending by the province on railways across much of the province during the 1870s had wrecked its finances. In May 1880, the Honourable Joseph-Adolphe Chapleau, a Conservative who had become Quebec's premier in 1879, journeyed to Ottawa seeking to have the recently elected Conservative government of Sir John A Macdonald either purchase the QMO&O for \$7 million or to grant a Dominion railway subsidy to the provincial line. While the Prime Minister refused such aid, he did promise to use his influence with CP officials.

In the fall of 1880, Chapleau underlined the seriousness of the province's position saying that the financial existence of the Province of Quebec depended upon the sale of the railway. There followed months of negotiations with the CPR, the Grand Trunk, Northern Pacific Railway, and syndicates led by Canadian shipping magnate Sir Hugh Allan and Louis-Adelard Senecal.

Joseph Hickson, the General Manager of the Grand Trunk, was interested in acquiring the property which would give his company a monopoly on traffic to Quebec and provide it with a line to Ottawa. On March 3, 1881, he wrote to the Prime Minister: "*Your Quebec friends would not listen to reason last year and*

asked a price for their railway which it was impossible for anyone who ever intended to pay to give. They rely on the Dominion Government helping them or forcing the CP to buy. Is either thing to be done?"

Following receipt of a new charter for the transcontinental railway project in 1881, the CPR wasted no time extending its lines from the designated eastern terminal point at Callander (near North Bay), Ontario. The Canada Central, which was completing a line from Brockville and Ottawa to Callander, was taken over in June 1881. A Montreal terminal was viewed as an essential element in the transcontinental project. Its port would permit CP to tap trans-Atlantic shipping.

While the CPR considered building its own Ottawa-Montreal line along the south bank of the Ottawa River, it eventually decided to acquire the QMO&O line. This stemmed from two factors. First, coupled with its purchases of Ottawa's other two railways, the company would have a monopoly on all the traffic from the city. Second, the Dominion government wanted to assist the conservative government of Chapleau. The Prime Minister exerted strong pressure upon George Stephen, the CPR President, to raise its offer from \$3 to \$4 million for the Montreal-Ottawa section. The deal was completed in 1882. CP, however, refused to take over the eastern section. Three years later, after much political chicanery, CP agreed to acquire the line to Quebec City.

The former QMO&O remained CP's only link to Montreal until 1887 when the Ontario & Quebec Railway completed its line between Montreal and Toronto via Smiths Falls, Ontario. At Smiths Falls connections were made with the transcontinental line via the former Central Canada Railway system. This became the preferred route for transcontinental freight traffic. In 1898, a CP subsidiary, the Montreal & Ottawa Railway, completed a high speed rail line from a junction with the Quebec & Ontario Railway at Vaudreuil to Ottawa.

Four years later, CP moved to take over the Ottawa, Northern & Western Railway, which controlled rail lines from Hull to Maniwaki, and from Hull to Waltham. What made the property particularly attractive was the Royal Alexandria Bridge, the new railway bridge linking Hull and Ottawa. Following this acquisition, CP rerouted its transcontinental passenger trains over the Montreal & Ottawa Railway, thereby relegating the former QMO&O to a secondary main line.

Traffic over the line remained healthy, fuelled by the paper mills and paper product plants at Thurso, Gatineau, and Hull. In addition, CP operated a local passenger service on this line, for many years using conventional trains, and later with Budd RDCs. The 1980s brought changes. In November 1981, VIA operated the last regular passenger trains over the route. With growing competition, CP began to consider ways to reduce its network. In the early 1990s, the company embargoed the mid section of the line between Thurso and Ste Therese. The paper traffic on the northern end of the line was routed via Ottawa to a connection with Montreal-Toronto main line at Bedell, Ontario. The automotive plants in Ste Therese continued to be served from Montreal. Given the small amount of traffic between Thurso and Ste Therese, the company applied to abandon the 62.1 miles of line. The National Transportation Agency approved the measure on April 3, 1995 authorizing the abandonment for six months from the date of its decision.



CN 4-6-2 locomotive 5521 on passenger train 27, from Newcastle to Fredericton, N.B., crossing the the Nashwaak-River at Marysville in April, 1952.

Photo by Kenneth S. MacDonald.

NO MORE RAILS TO FREDERICTON

The Alexander Gibson Railway and Manufacturing Company (AGR&MC) was the only major Canadian railway ever named for an individual. Extending from Chatham to South Devon, New Brunswick, it traversed the central portion of the province.

Its genesis lay with two remarkable individuals who were products of the Victorian age. Alexander Gibson was the leading lumber baron of the province. He also was the founder of the village of Marysville where he built a large cotton mill employing 2,000. His partner in the construction of the railway was Jabez Bunting Snowball of Chatham who also made his fortune from lumber milling.

The first component of the AGR&MC to be built was the Chatham Branch Railway. While the 9 mile line from Chatham Junction, where connection was made with the main line of the Intercolonial Railway (ICR), was completed in 1874, it did not open until 1876. Between these two years, Snowball acquired the bankrupt railway at a Sheriff's sale. To increase the traffic moving over the line, it was extended approximately 9 miles from Chatham Junction to Blackville, a large lumber milling point.

Faced with retreating timber stands, both men were drawn to the untouched centre of the province. To permit ready access, they agreed to construct a railway from South Devon, on the north bank of the Saint John River opposite Fredericton, to a junction with the Intercolonial. A charter for the Northern & Northwestern

Railway (N&NW) had been granted by the New Brunswick legislature in 1872. Between 1875 and 1882, surveyors were in the field but no construction was started. Tired of the lack of progress, Gibson and Snowball ousted the Montreal-based directors, Hugh Allen and Alexander Galt, at a meeting in 1883. Armed with a provincial government subsidy of \$3,000 per mile voted in 1882 and the Dominion government one of \$3,200 per mile subsidy voted in 1883, the two lumbermen set to work building the railway.

By the end of 1885, the line had been pushed 60 miles northward from South Devon and 20 miles south from Blackville. The two construction forces meet at Doaktown. The entire line was officially opened to traffic on January 1, 1887. To bring the railway to Fredericton, the Fredericton and Saint Mary's Railway Bridge Company built a large bridge over the Saint John River. The 1.3 mile long line was opened for traffic on November 14, 1888.

Perhaps it was inevitable that the two partners, each so used to commanding, would have a falling out. At a directors' meeting, Snowball ousted Gibson as President of the line. Gibson, however, gained an upper hand by purchasing control of the Bridge Company and routing his considerable traffic away from the N&NW. Chastened, Snowball agreed to sell his interests in the N&NW and the Chatham Branch Railway to Gibson. In 1890, the two railways were merged to form the Canada Eastern Railway. In 1898 it was renamed the Alexander Gibson Railway and Manufacturing Company.

Four years later, when it returned to the Canada Eastern name, prosperity was elusive. The Dominion government took possession of the Bridge Company in August 1904 as it had failed to make payments on advances received from the government. The Canada Eastern was sold to the ICR on October 1, 1904, though the company claimed a year's grace before turning the property over to it. The transfer to the ICR was finally made on April 19, 1905.

In March 1936, the Fredericton bridge was destroyed by floods. A new bridge, built by CN opened, in 1938.

Fredericton remained the terminal point for the ICR trackage until 1915 when the Saint John & Quebec Railway opened its trackage. This line was to provide Saint John with a connection to the ill-fated National Transcontinental Railway at Edmundston. In 1915 the trackage between Centreville and Gagetown via Fredericton opened. Construction then ceased for the duration of World War I. After the war, the project was briefly revived. In 1920, 38 miles of track were completed from Gagetown to Westfield Beach. Trackage rights over CP from Westfield Beach were used to reach Saint John.

With the construction of the Mataquac Dam west of Fredericton, the section of line between Fredericton-Woodstock disappeared beneath flood waters in 1964. The Gagetown-Westfield Beach portion of the old Saint John & Quebec Railway was ripped up in the 1980s. The trackage between McGivney, the junction with the former National Transcontinental main line between Moncton and Edmundston, and Derby Junction, the connection with the former Intercolonial Railway Moncton-Campbellton main line, was abandoned on January 5, 1985.

On March 29, 1995, the Agency authorized CN to abandon its remaining trackage between McGivney and Gagetown thirty days after its order. This decision ended rail service to Fredericton as the Agency had previously authorized CP to abandon its remaining trackage in the city in 1993.

WINDSOR WAYLaid

On June 14, 1995, the Agency authorized CN to abandon one of the earliest pieces of rail line in the Province of Ontario. On January 27, 1854, the Great Western Railway opened the London-Windsor section of its main line. This was the final portion of its Niagara Falls-Windsor line to be completed. From the first, it was a heavy duty traffic route for the Great Western, and its successors, the Grand Trunk and Canadian National.

The collapse of the Penn Central Transportation Company in 1971 had major repercussions on CN's line. In 1976, the United States government created the Consolidated Rail Corporation, an amalgamation of the bankrupt railroads serving the Northeastern States. One of the many constituents of the Penn Central had been the Canada Southern Railway (CSR), which controlled a rail line from Niagara Falls to Windsor. Currying favour with the American unions who wanted to keep American freight traffic south of the border, Conrail removed most of the through freight traffic which had used the CSR as a short cut between the Atlantic seaboard and Detroit. As the CSR was now shorn of its major source of traffic, Conrail decided the company was more of liability than an asset and decided to sell it.

After many twists and turns, CN and CP became its owners in 1985. Oddly the prime asset which interested the two companies was not the CSR itself, but one of its subsidiaries - the Detroit River Tunnel Company. To connect with the American railways at Detroit, both CN and CP were using car ferries which were both expensive and time consuming. Control of the tunnel would permit the two companies to eliminate this bottleneck. To access the tunnel, CN negotiated trackage rights over the CSX System line from Chatham to Fargo, where it joined the CSR.

The tunnel, however, had a few drawbacks. Built in 1910, it could not accommodate oversized auto racks and double stacked container cars. After several years of considering the options, CN decided to spend its money replacing its Sarnia-Port Huron tunnel. Construction of the new tunnel at that point would permit CN to significantly upgrade service over its Montreal-Chicago main line.

CP decided to proceed on its own and enlarged one bore of the Detroit tunnel to accommodate its needs. CN decided the former Great Western line from Chatham to Windsor was redundant as its new route from Chatham to Windsor over CSX and CSR could accommodate all its Windsor freight traffic.

On June 14, 1995, the Agency authorized CN to abandon its operations over the Chatham Subdivision from Bloomfield, a point just west of Chatham, to Tecumseh, a suburb of Windsor. The only glitch is that this trackage is used by VIA for its Toronto-Windsor service. A year earlier, VIA had completed a multi-million project to raise operating speeds on the route and refurbish the Windsor station.

VIA is faced with two options: it can purchase the trackage or reroute its trains over the adjacent CP line. Interests in the Michigan State Department of Transport and in Windsor favour the second option as it would permit VIA to institute through Toronto-Chicago trains via Windsor and Detroit through the Detroit Tunnel.

Either option will be costly. A new connection would have to be built between the CN and CP line west of Chatham, a station provided in Windsor, and changes made to the CP line to minimize interference between the freight and passenger trains as the single CP line is one of the busiest in eastern Canada.

A NEW SHORT LINE

In 1889, the Waterloo Junction Railway Company was incorporated to build and operate a railway from Waterloo via St Jacobs and Elmira to Elora or Listowel. The first 1.75 miles between Berlin (Kitchener) and the adjacent town of Waterloo was completed that same year. Another ten miles from Waterloo to Elmira opened for traffic on November 27, 1891. Four days later, the company was leased to the Grand Trunk Railway which had operated the line from its inception. The Grand Trunk perfected its control over the line by amalgamating with it in 1893.

In August 1995, the Agency approved an agreement for CN to sell it all the trackage of the former Waterloo Junction Railway to the Waterloo-St Jacobs Railway. The new company plans to operate diesel-powered tourist trains over the line. CN will provide freight service for two years, after which time the WSJ is expected to do so.

OTTAWA VALLEY OUT

On June 8, 1995, CN and CP announced that their partnership agreement to merge their rail lines up the Ottawa Valley had not been renewed. Under the terms of the agreement, CN and CP would have shared the CN trackage from De Beaujeau, Quebec to North Bay. CP would have abandoned its trackage from Smiths Falls to Pembroke and from Petawawa to Mattawa, leaving only a Pembroke-Petawawa spur to serve the military base. Consequently, the Agency rescinded its orders authorizing the abandonments. In September 1995, CN embargoed its trackage between Pembroke and Callander, effectively severing Montreal's and Ottawa's direct link to the CN's transcontinental line.

SHORT TURNS

On April 3, 1995, the Agency authorized CN to abandon the Newton Subdivision between Stratford and Palmerston and the remaining portion of the Owen Sound Subdivision between Palmerston and Harriston, a total of 44.9 miles. With this abandonment, the last of the CN trackage in the Bruce Peninsula will disappear. In 1992 the Canadian Agra Corporation, through the Bruce Energy

Centre Limited, offered to purchase this trackage and rebuild the previously abandoned 53 mile line from Harriston to Douglas Point, near Southampton. As the provincial government adopted labour protection legislation which would have made the operation of this trackage unprofitable as a short line, the company withdrew its offer in August 1994.

On June 13, 1995, the Agency ordered CN to continue to operate the 1.6 mile section of its Sorel Subdivision between Tracy and Sorel as it concluded there was a reasonable possibility that the trackage would become economic.

On September 19, 1995, the Agency ordered the Quebec North Shore & Labrador Railway to continue to operate its passenger service. Between Sept Isles and Labrador City, Labrador, the company operates three round trips per week in June, July and August and two round trips per week the remainder of the year. To serve Schefferville, Quebec, the company operates one round trip per week from Ross Bay Junction. In 1994, the QNS&L replaced its conventional passenger car fleet of streamlined cars acquired from Canadian Pacific and the Southern Railway with eight Rail Diesel Cars acquired from VIA.

Moose Jaw Memories

By R.N.L. Davies

Following the appearance of the article on the Moose Jaw Electric Railway in the March - April 1995 issue of Canadian Rail, the following very interesting observations were received from Mr. R.N.L. Davies.

My memories of the Moose Jaw Electric Railway cover about the last five years of operation. I was 10 years old in 1932 and I doubt if I would have any clear memories before I was 5, which would be 1927.

When I was quite young, I drew a picture of a Moose Jaw car, and I numbered it 107. As I grew older I became aware of other street car systems and noted that they all started their car numbers from No. 1, so I reasoned that 107 was a figment of my childish imagination. Now it seems that I was right and had no doubt ridden on the actual 107. This ought to lend some credence to my childhood memories.

I remember the cars as being predominantly green in colour with reddish brown roofs. If, as seems likely, they were cream above the belt line, I either ignored it, or they were very dirty! Given the financial state, repaints were likely few and far between, and the cars as I saw them may have been a far cry from their original condition. I never saw a shiny Moose Jaw street car.

The type of destination sign I remember is that shown on the lead car (107 again!) on page 52 (top), which consisted of a square tube with the route name lettered on it, and a rectangular cut-out in the centre, into which was inserted a coloured glass RED for BELT LINE, GREEN for ATHABASKA, and BLUE for SOUTH HILL. There must have been a colour for PARK LINE, but I do not recall it. Some time before the end of service, operation over the 4th Avenue viaduct, and on up to Coteau Street, was discontinued and the remainder of the South Hill trackage was

combined with the BELT LINE to form the NORTH & SOUTH LINE. Cars toured the BELT LINE as usual, and from High and Main, went east on Manitoba, south through the subway, and west on Coteau, returning by the same route.

I remember travelling this line once, probably very near the end of service. Somewhere west of 4th Avenue, on Coteau, we approached the turning loop, and as there were no prospective riders in sight, travelled non-stop around the loop and headed back. No time clock to punch here!

Once when my mother and I wanted to board a car at 4th Avenue and Ominica Street, it swept by as we were running for the corner. As we paused, breathless, I was astounded to see the car backing up to take us aboard.

Is it any wonder that I have fond memories of this almost forgotten system? Forget the dismal finances and dilapidated equipment. The Moose Jaw Electric Railway had CHARACTER. Let us credit those employees who kept their sense of humour in adversity.

The only thing I can add about the trackage is that there was double track on 4th Avenue, north from High Street past Ominica. I would guess that double track extended as far as Athabaska Street, as this stretch was used by two routes.

About 1927 I had my first ride on a Regina street car. Asked for my opinion, I said that the Regina cars were "shabby". I never applied such a word to the Moose Jaw cars, but then I considered them to be special, then as now.

Canadian Railroaders in Battle Zones

Canadian Pacific Staff Bulletin, November - December 1944

The interest of the members in our recent issue devoted to the railways in World War II has prompted one further article. Our member Mr. T.O. Plant has provided a copy of the November-December 1944 issue of the Canadian Pacific Staff Bulletin from which the following article is taken. It is fitting that, at the end of the 50th anniversary year of the end of the war, that this article be reprinted.

Their years of experience in Canadian railroading and the readiness with which they have adapted themselves to the European way of railway operations are now being demonstrated to good advantage by members of the Railway Operating Unit of the Canadian Army Overseas on the continent.

The group, which includes a large number of former company [CPR] employees, has since the invasion of France, set up an excellent railroad system which in the efficiency of its operations reflects the training gained on lines on this side of the Atlantic.

Now experts in the handling of European rolling-stock and masters of old country railway terminology, the Canadians are eagerly awaiting the green light to Berlin. Meantime, under the command of Lt.-Col. Francis E. Wootton, M.C., E.D., a former assistant superintendent of the company in Kenora Ont., members of the unit are fast pushing their right-of-way in the direction of the German capital.

Among their many duties, the Canadian railroad soldiers are kept particularly busy repairing old and battered rolling-stock and other equipment, much of which has been captured from the retreating enemy, this work going on continuously night and day.

Take over German Equipment

As far as the Canadians are concerned, a box car has no nationality, and much of the Allied war supplies is now being rushed toward the front lines in cars that only a few months ago were being used by the Germans for the same purpose!

In one area the Canadians have established block-houses at 10 minute intervals along the line, in which skilled observers keep a watchful eye for any mechanical trouble, shifting loads, or other defects as the trains speed their way to and from the battle zones. If he senses anything amiss, he immediately notifies the watchman at the next block-house who stops the train upon its arrival and effects the necessary repairs or adjustments.

For its communications the Canadian section of the line employs a telephone system in addition to teletype machines. These are operated by the Telegraph Operating Section composed of signalmen from the Royal Canadian Corps of Signals, and working as part of the Railway Operating Group.

The accomplishments of the Canadian Railway Operating Unit have drawn high praise from officials of the British railroads and Army personnel, the boys having, as one railway official puts it, "acquitted themselves in a manner which reflects credit both to the battalion and to Canadian railways in general."

PHOTOGRAPHS ON OPPOSITE PAGE:

1. *Its motor blitzed by Allied bombs, this roundhouse turntable in France is being operated by improvised hand cranks. Operators are Spr. Anthony Scanlan of Nelson B.C., Cpl. Roy Tapsey, a former company fireman at Fort William Ontario, and Cpl. Jonnie Culvar of Port Credit Ontario.*

2. *French box cars now being used by Canadian railway operating units overseas can still carry (as in the last war) "40 men or eight horses". Here S/Sgt. Fred Cook, a former company section foreman at Foxford Sask., and Capt. G.K. Brown of Asbestos P.Q., give a "horse car" the once over.*

3. *Teletypists play a prominent role in the Canadian Railway Operating Group's communications system in France. Operators shown here are, from left, LICpl. Gerry Birch, Edmonton, and Signalmen Kenneth F.L. Palmer, formerly automatic typist, C.P. Communications Dept., Toronto.*

4. *Cpl. Gordon G. Swart, of Cowley Alberta, a former agent and operator for the company on the Medicine Hat division, is shown hard at work in the control room of a Canadian operated railway line in France.*

5. *Members of the American Transportation Corps hand over a train to a member of the Canadian railway operating group in France. From left, Capt. George Young, a former company fitter at London Ont., Sgt. Wally Severson, Lieut. Roy Bridges, and Sgt. Larry Safford, of the U.S. Army Transportation Corps.*

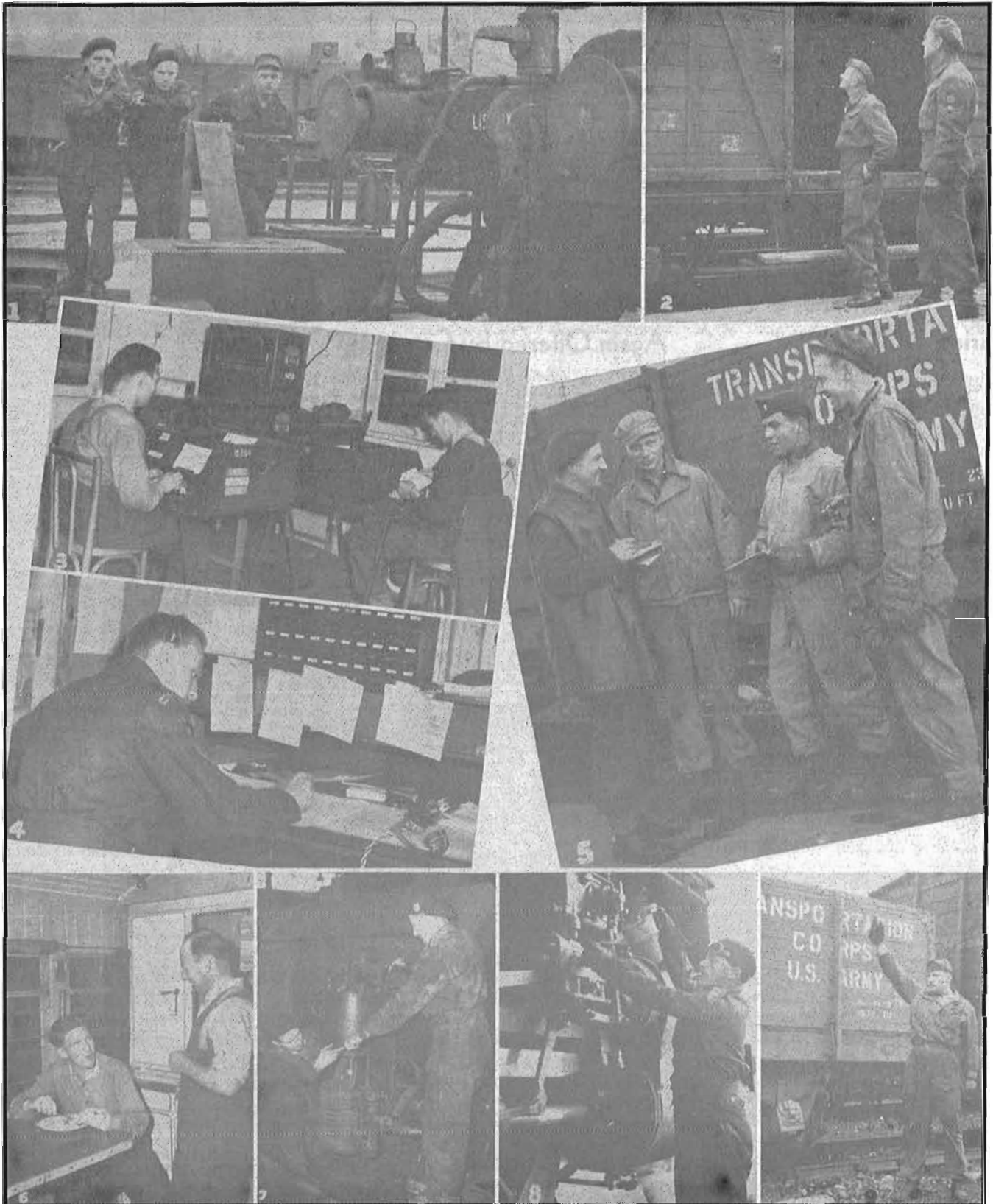
6. *Spr. Gerald E. Loyst, left, former bridge and building painter on the company's Trenton division, enjoys a mealtime chat with LI Cpl. Joseph A. D'Angio, formerly a company rail welder on the Bruce division.*

7. *Adjusting the air pump on a locomotive behind the front lines are, from left, Spr. Ed. Layton, fitter's mate, formerly an employee of Eastern Abattoirs, Montreal, and Spr. Bill Gage, Toronto.*

8. *Engineer Spr. John C. Oxtoby, former company locomotive fireman on the Ontario district, oils up his locomotive for duty somewhere in France.*

9. *Cpl. Bill Hardy of Windsor Ont., who before enlisting was employed as a company yardman and relieving foreman in Windsor yards, gives the engine ahead the well-known "high-ball" sign.*

Canadian Army Overseas Photos.



Salem and Hillsborough Update

By Mike White

The Salem & Hillsborough received CN locomotive 1754 on September 7, 1995. Work got under way the evening of the 6th, and the Irving men were on the job at 0700 hours sharp. The unit had been spotted on a track parallel to the main road alongside CN's Gordon Yard diesel shop in Moncton. The preparation time, loading the unit and securing same took all morning. At 1400 hours the unit was on its way and in almost no time it made the 11 mile trek to Pine Glen crossing. At the crossing it took approximately twenty five minutes to lift the two trucks, weighing a total of 22.5 tons, on to the rails, spotting same and then lifting the 76 ton unit and placing it on the trucks. During this time road traffic was tied up, but the motorists were soon taken up with the on-going lift and time went quickly.

The S&H crew had the Sunset Diner spotted just south of the crossing. Our ladies had the food bag on for the men. Pat Mckinley and Ed Bowes and all of us were very pleased to have the unit at this point. Pat, Ed and the S&H crew soon had 1754 ready to be deadheaded to Hillsborough by late afternoon. The day went well.

But all was not over yet. At 1900 hours, as the extra approached Salem station, the train was met by the RCMP and the Forest Service. One would never guess, or hope not to -- the crew was informed that families were being evacuated in the area as a forest fire was out of control. The fire threatened the Hiram Trestle and Downes Lumber Mill. The lumber mill, which presently employs 100 workers, was also destroyed a few years ago by fire. Getting so close to home, one might say, and being faced with another disaster, brought memories of the disaster of September 16 1994. Imagine having engines 8245 and 1754, along with the four car dining train consist, stranded on the north side of the trestle. This would really do us in again.

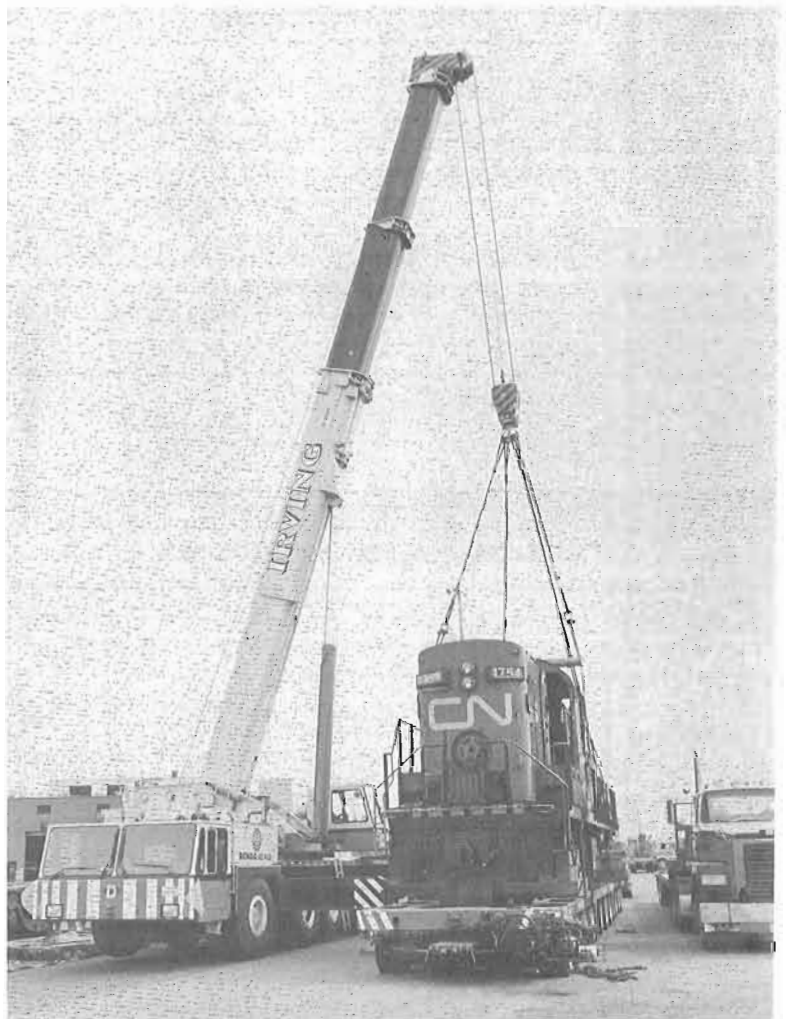
It was agreed to proceed through a blanket of smoke, with a foot patrol ahead, prepared to stop at any second. Soon the green flag was waving to proceed and Pat Mckinley kicked off the brake and opened the throttle. Once over the trestle it was easier going and the smoke was left behind. The train made it through to Hillsborough, and there again was one happy crew! The fire continued to burn out of control but in the late evening a heavy rain helped to bring the fire under control, as fire crews worked all night. The fire did not reach the trestle or the lumber mill.

The move of 1754 involved many persons, two police forces, N.B. Tel, N.B. Power, Modern Construction, CN Rail and, of course, the Irving Group who donated the move. On October 22 the N.B. Division is to have an appreciation night on board the Sunset Diner for all who assisted in this project. Our guests will enjoy a very pleasant meal as we make a round trip to Baltimore.

On September 16, 1995, exactly one year after the fire, S&H 1754 took the Sunset Diner out with approximately 90 guests from CN Rail, Moncton, who make this trip an annual event. There was lots to talk about, not even to mention the nearby forest fire.

This trip will bring our operating year to a close, and will also bring a much needed rest for all the volunteers. The season is quite demanding on the volunteers, but since it is a labour of love we all manage quite well to attend to our duties at home and make time for the railroad. The Fall is busy and we have 23 more charters to complete as the season comes to an end.

In closing, the season went well and the railroad had many visitors. In addition, the N.B. Division and the S&H created the largest blueberry shortcake, which made the Guinness Book of World Records. The cake weighed 1640 lbs, and measured 49 feet 4 inches long and 9 feet wide! It was built on a 50 foot flat car.



1754 being unloaded, September 7 1995. Photo by Mike White.

Report of the CRHA Annual Awards Committee

By J. Christopher Kyle

Chairman, Annual Awards Committee

I am pleased to be able to announce the winners of the 1994 Annual Awards. The entries maintained a consistently high level.

LIFETIME ACHIEVEMENT AWARD

Walter J. Bedbrook

Also nominated was Dean Tiegs.

PRESERVATION AWARD

The Canadian Northern Society

ARTICLE AWARD FOR 1994 IN A CRHA PUBLICATION

The Canadian North Eastern Railway

By Mervyn T. Green

Canadian Rail No. 442, September-October 1994

Also nominated were:

The Train Masters

By Hugues W. Bonin

Canadian Rail No. 438, January-February 1994

The "Top Fifty" Rail Spots in Pacific Canada

By Mervyn T. Green

Canadian Rail No. 442, September-October 1994

Foreign Locomotives and Power Units in British Columbia

By Mervyn T. Green

Canadian Rail No. 439, March-April 1994

The Victoria Bridge Issue

Edited by Fred F. Angus

Canadian Rail No. 443, November-December 1994

The Opening of the Yonge Street Subway

By Hollie Lowry

The Turnout, March 1994

A Celebration of Stainless Steel

By Richard Montgomery

The Turnout, in four parts, June, September, October 1994 and January 1995

Railroad Life in Harrison Mills

By Lorne Nicklason

The Sandhouse, September 1994

ARTICLE AWARD FOR 1994 - NON CRHA PUBLICATION

The Railways of Clarington

By Clayton W. Morgan

The Belvedere, No. 1, 1994

Also nominated was:

Last call in Montreal

By Charles W. Bohi and Leslie Kozma

Raiffan and Railroad, October 1994

BOOK AWARD

The Skyline Limited

By Robert Turner and David S. Wilkie

Sono Nis Press, Victoria B.C.

Also nominated were:

Trainscape Volume one

By Juris V. Zvidris

B.R.N.M.A., Calgary Alberta

Canadian Trackside Guide 1994

Bytown Railway Society Inc.

Ottawa, Ontario

A Celebration of Stainless Steel

By Richard Montgomery

Turnout Publications

I would like to express my profound thanks to the members of the committee and judges panel. They are:

Raymond Corley, Scarborough Ontario

Gerard Frechette, Montreal Quebec

Colin Hatcher, Edmonton Alberta

Derek Booth, Lennoxville Quebec

Allan Graham, Alberton Prince Edward Island

Christopher Andreae, London Ontario

Robert D. Turner, Victoria British Columbia

*BACK COVER: A CN snowplow extra at Stratford, Ont. in 1977.
Photo by Bill Thomson.*

Canadian Rail

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