

Toronto's Credit Valley Railway, Photo Gallery, CPR's Glen Yards, Heritage Business Car

Le chemin de fer de Credit Valley de Toronto, Galerie de photos,
Le triage Glen du CPR, Patrimoine ferroviaire

Canadian Rail

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FRONT COVER: The Credit Valley Explorer makes its way across the Forks of Credit trestle during a fall excursion in 2010. Visitors travel from near and far to ride this scenic route as they did during the original Credit Valley Railway era in the 1880s. Steve Bradley.
 BELOW: Reproduction of the September 1878 Credit Valley Railway timetable. Stan Smaill collection.

PAGE COUVERTURE : Le Credit Valley Explorer s'engage sur le pont des Forks of the Credit lors d'un voyage d'excursion à l'automne 2010. Les voyageurs suivent ce trajet panoramique comme ils auraient pu le faire sur le parcours original du chemin de fer du Credit Valley dans les années 1880. Steve Bradley.

Ci-DESSOUS : Reproduction de l'indicateur de septembre 1878 du chemin de fer Credit Valley. Collection Stan Smaill.

Credit Valley Railway

Running in Connection with Port Dover Railway.

NO. 2 TIME TABLE, NO. 2.

Taking effect Monday, 9th September, 1878.

Miles.	GOING EAST.		STATIONS.	GOING WEST.		Miles.
	No.1.	No.3.		No.2.	No.4.	
0	A.M. 7.40	P.M. 4.00	Dep. Ingersoll.	Arr. 9.15	5.25	10
2	7.45	4.05	× Centreville.	9.10	5.20	8
5	7.55	4.15	Beachville.	9.00	5.10	5
10	8.10	4.30	Woodstock.	8.45	4.55	0
—	8.15	4.35	Arr. Woodstock, P.D. & L.H.R'y. Dep.	8.40	4.50	—

× Flag Station—Will stop on signal.

C. LAIDLAW,

Managing Director.

September, 1878.

Stan Smaill collection

The Credit Valley Railway in Toronto

By Derek Boles



“And from Chinguacousy’s fertile plains
We hear the thunder rally,
To open up wealth’s thousand veins,
Throughout the Credit Valley.”

Poem by Alexander McLachlan, 1874

For the Credit Valley Railway

(Chinguacousy is a former municipality and geographic township in Peel County)

From the commencement of construction in 1874 until its takeover by the Canadian Pacific Railway in 1884, the Credit Valley Railway Company only existed for a single decade. It was among a half dozen railways that operated in Toronto during the first 30 years of the railway era. Yet, more than the others, the name of the Credit Valley Railway (CVR) lives on today in public consciousness. In the 1970s, the name Credit Valley was revived as part of an ambitious plan to operate steam locomotive-hauled excursions in southern Ontario. In the 21st century a 37-kilometre section of the CVR survives as a popular tourist train operation and in the name of one of the Greater Toronto Area’s busiest model railway shops.

The published literature on CVR is considerably sparse. Other than a slim monograph published in 1974, there have been no books devoted to this important, although short-lived, railway. Perhaps the primary reason for this literary drought is a lack of photographic documentation, with only a handful of known images showing the CVR in operation prior to its absorption into the CPR in 1884.

Despite this limitation, the CVR was one of the most important acquisitions by Canadian Pacific during the period in which it was building its transcontinental railway. Today the former CVR right of way west of

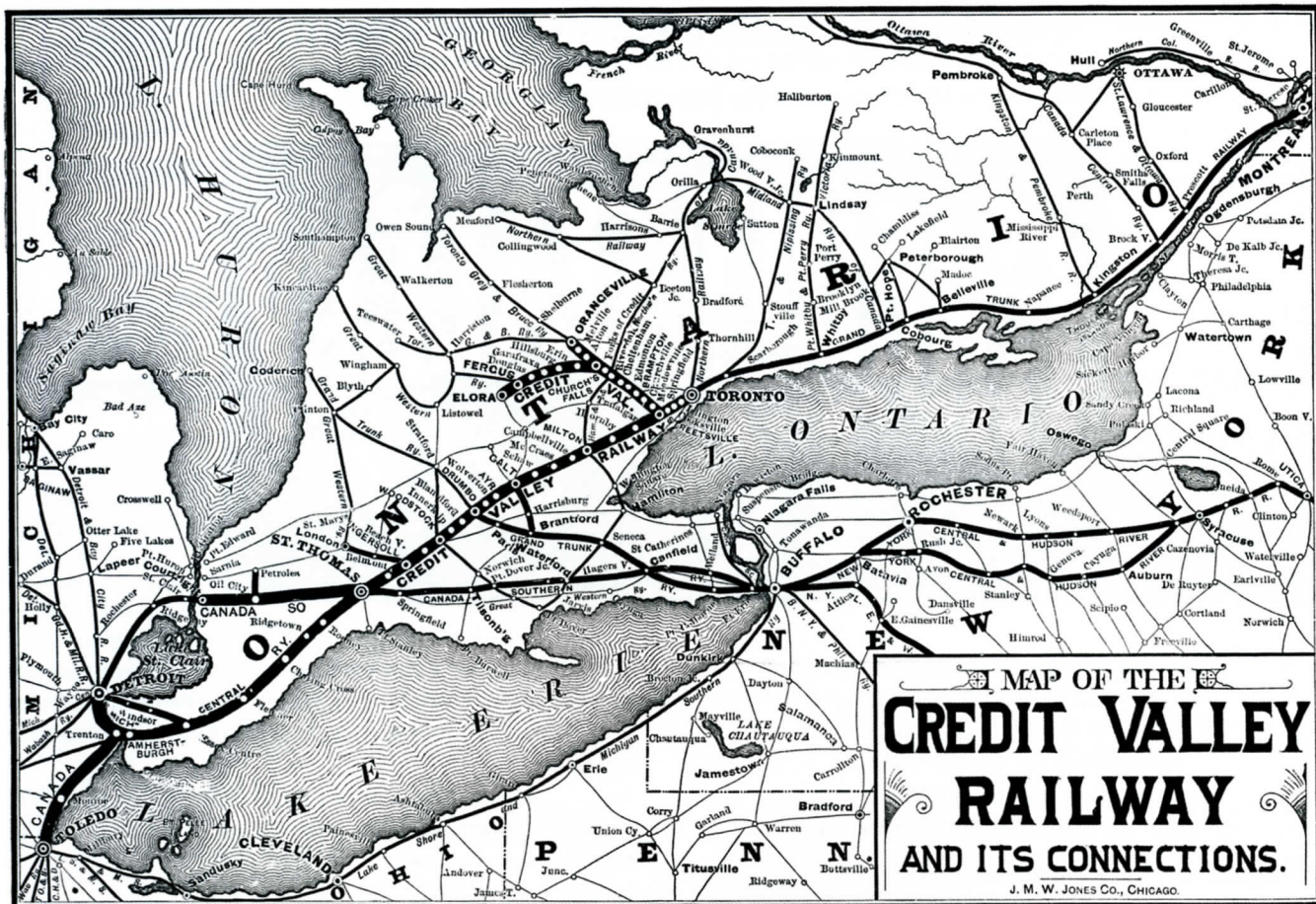
Toronto remains a critical link between Eastern Canada and the Midwestern United States. This route also carries GO Transit’s Milton service, one of its busiest commuter rail lines.

This article will outline the history of the CVR with an emphasis on its operations in and about the Greater Toronto Area.

Building the Credit Valley Railway

The railway era was relatively late coming to Canada West, as Southern Ontario was known prior to Confederation. The first steam powered passenger train had begun operating in Great Britain in 1825 and in the United States in 1830. By 1850, there were 9,000 miles of track in the U.S. and less than 60 in Canada, all of it in Quebec. The first revenue train departed from Toronto in May 1853. The initial phase of railway construction in the 1850s resulted in three railways out of Toronto: the Ontario, Simcoe & Huron (renamed Northern Railway of Canada in 1858), Grand Trunk and Great Western. These were all built to the broad gauge of 5’6” that was mandated by the colonial government. Following this initial flurry of railway building, an economic depression in 1857 ended any further expansion until the 1870s.

The CVR was incorporated in 1871 to build between Toronto and Orangeville by way of Streetsville and the Credit River Valley, the geographical feature that gave the railway its name. After the government abolished the broad gauge requirement in 1870, two new railways, the Toronto & Nipissing and the Toronto, Grey & Bruce were built to the narrow gauge of 3’6” and the CVR made initial plans to build to this gauge as well. However, by the time construction began on CVR in 1874, the narrow gauge phase was over and it was built to the standard 4’8½” gauge.



The CVR main line extended 121 miles from Toronto to St. Thomas, where it connected with the Michigan Central Railroad. Branches ran north from Streetsville to Orangeville and Elora. Today, the Canadian Pacific's Galt Subdivision operates over this line as far west as Woodstock. GO Transit's Milton corridor operates on the eastern end of this subdivision and is the only GO commuter line to run extensively on CP track. CVR October 1883 timetable.

La ligne principale du CVR s'étend sur 195 km (121 miles) de Toronto à St-Thomas, où il se raccorde au Michigan Central Railroad. Deux branches partent au nord de Streetsville, vers Orangeville et Elora. Aujourd'hui, la division de Galt du CP exploite cette ligne vers l'est jusqu'à Woodstock. Le corridor Milton du GO Transit utilise la partie est de la division; c'est la seule ligne de banlieue à emprunter largement la voie du CP. Horaire d'octobre 1883 du CVR.

The promoter behind all three of these new railways was George Laidlaw, a Scottish-born Torontonian who had immigrated to Canada in 1855. Laidlaw was known as the "Prince of the Bonus Hunters," a moniker based on his ability to find government agencies and municipalities willing to subsidize new railway construction. These investors were often towns that had been bypassed during the initial phase of railway construction in the 1850s and now found themselves at an economic disadvantage without a rail link. Another important motivation for these municipal subsidies was to break the near monopoly that Grand Trunk had enjoyed in southern Ontario for almost two decades. In Toronto particularly, GTR was despised for its high-handed manipulation of local politicians and its absentee British management unwilling to respond to local priorities. Laidlaw was able to raise \$1,165,000 for his Credit Valley project from various municipalities, including \$350,000

from the City of Toronto, the equivalent of \$6 million today.

Beyond his promotional efforts, Laidlaw was not involved with the actual construction nor the operations of Toronto & Nipissing and Toronto, Grey & Bruce railways that essentially only serviced the hinterlands of Toronto. It was soon apparent that Laidlaw had far more ambitious plans for his new Credit Valley Railway. While CVR would build branch lines from Streetsville to Orangeville and Elora, the main line was to extend all the way to St. Thomas, 111 miles west of Toronto, where it would connect with Canada Southern Railway, providing access to Detroit, Chicago and the American Midwest. Thus did CVR become known as the "Third Giant," ranking after the Grand Trunk and Great Western railways that also provided connections from Toronto to the vast and lucrative American markets. Laidlaw not only promoted and built Credit Valley, he served as the

railway's president.

Among the most formidable engineering challenges facing CVR was the bridge over the Humber River at Lambton, three miles north of the river's mouth at Lake Ontario. This was a timber bridge supported on stone piers and was described by the Woodstock Sentinel in 1874: "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 on the bridge and 3,186 yards of solid masonry in the piers supporting the span."

Unlike Grand Trunk, whose construction of the huge bridge over the Ganaraska River in Port Hope had delayed the opening of the Montreal-Toronto line for several months in 1856, CVR's Humber River bridge was completed in 1874, years before revenue trains began operating over it.

An even greater challenge for the railway, although more from a legal rather than an engineering perspective, was access to Toronto. CVR entered the city along the northwest rail corridor through Parkdale that had already been established by the Northern, Grand Trunk and Toronto, Grey & Bruce railways. In 1878, CVR purchased from the provincial government ten acres of property on the west edge of the city, northeast of King and Dufferin streets, where it built a four-stall engine shed and turntable. Although the municipality of Parkdale was actually west of Dufferin Street, the railway facilities located on the east side of the thoroughfare were known by that name and became CVR's principal Toronto terminal for locomotive and car maintenance. In June 1879 the railway solicited bids for the erection of blacksmith and machine shops on the site. The problem at Parkdale was that the Northern Railway had spitefully built a new passenger station south of Queen Street that effectively blocked Credit Valley's entrance into the city. The CVR was able to build a right-of-way on the western side of this corridor, but this required complicated switching moves in order for trains to reach its terminal facilities and passenger station at Parkdale and the railway had no access at all to downtown Toronto and Union Station.

This awkward arrangement would have fatal consequences for Credit Valley. On May 10, 1879, a CVR inspection train was touring the line and carried a private car filled with investors and officials, including president George Laidlaw. South of Queen Street, the train pulled into a siding to wait for a Grand Trunk locomotive that would haul the train into Union Station. When a GTR engine approached, the crew of the CVR switcher assumed it was coming to pick up the car and aligned the switch into the siding, not realizing that this locomotive had no intentions of slowing down but was actually

heading farther up the line. The engineer was not able to stop the locomotive in time and it plowed into the car, seriously injuring several prominent Toronto businessmen and propelling CVR investor and board member James Gooderham out onto a pile of ties. His injuries were fatal and he died the next day.



The Governor-General of Canada, the Marquis of Lorne, officially opened the Credit Valley Railway at Milton on September 19, 1879. His Excellency is seen here at the centre of this view. Below him and to the right is CVR promoter George Laidlaw. From *Trail of the Swinging Lanterns*, by John S. Copeland, 1918.

*Le gouverneur général du Canada d'alors, le marquis De Lorne, inaugure le chemin de fer du Credit Valley à Milton le 19 septembre 1879. On l'aperçoit ici au centre de la photo. En bas et à droite de son Excellence se tient George Laidlaw, le promoteur du CVR. Tiré de *Trail of the Swinging Lanterns*, par John S. Copeland, 1918.*

The Commencement of Operations

Credit Valley Railway was under construction for six years before regular passenger train service began in Toronto in 1879. This was not the first section of the CVR to open as it had begun service between Woodstock and Ingersoll in September 1878. Some contemporary

published accounts have erroneously reported that the line opened between Parkdale and Milton in 1877. In November 1878, track laying of the 55-pound rail was still in progress at Lambton Mills, where Dundas Street crossed the Humber River, and was proceeding westward at the rate of about a mile per day. On November 9, 1878, the first revenue freight was delivered by Credit Valley in Toronto, a stationery engine for the firm of P. & F.A. Howland, a flour mill located along the Humber River. Many years later, the ruins of this structure would be incorporated into the popular Old Mill Restaurant complex.

The lengthy delays in construction were primarily related to Credit Valley's precarious financial situation. Full payment of Toronto's construction bonus was being withheld until the tracks reached east as far as Bathurst Street. The situation was further aggravated by the loss at sea of the SS Copia. The steamship had departed from Barrow, England on September 11, 1878 with 1,700 tons of rails and fastenings for delivery to the CVR and was lost at sea. An alternative supply was located in Buffalo, but this further delayed construction by months.

The first verifiable date for a revenue CVR passenger train in Toronto was September 1, 1879. The Globe reported that the company had built a simple passenger platform at Queen Street in Parkdale and that a proper station was under construction. Two trains a day were scheduled in each direction between Campbellville and Toronto. The date coincided with the opening of the new Toronto Industrial Exhibition, which was entering its second year as an annual fair and already attracting enormous crowds from all over the province. The CVR's Parkdale station wasn't as conveniently located as the Great Western station located adjacent to the Exhibition entrance on Dufferin Street so CVR employed horse-drawn omnibuses that shuttled up to 600 passengers a day from Queen Street to the entrance. Once the Exhibition was over, regular passenger service between Campbellville and Toronto began on September 15, 1879.

The official opening of Credit Valley Railway was held in Milton on September 19, 1879 and the guest of honour was the Governor General of Canada, the Marquis of Lorne. His Excellency's private car brought up the rear of a five-car train that departed from Parkdale at 10 a.m. The locomotive, 'R.W. Elliott,' a 4-4-0 built in Kingston, decorated with flags and evergreens for the occasion, hauled the train. It was reported that the ride over the recently completed roadbed was much smoother than on some older more established railway lines. The return trip from Milton took 65 minutes and Lorne was back in Toronto by 1:30 p.m. in time for a scheduled visit to the exhibition.



Parkdale station was built in 1879 and served as CVR's Toronto passenger terminal until the road gained access to Union Station in 1880. Following the Canadian Pacific takeover in 1884, all passenger trains from Ottawa and Montreal continued to stop here until CPR built the more direct Don Branch from Leaside through the Don Valley to Union Station. Author's collection.

La gare Parkdale, construite en 1879, sert de terminus pour le CVR à Toronto en attendant que la voie atteigne la gare Union en 1880. Après la prise de contrôle du CVR par le CPR en 1884, tous les passagers provenant de Montréal et d'Ottawa s'arrêtaient à Parkdale jusqu'à ce que le CPR construise la branche Don, depuis Leaside jusqu'à la gare Union, en passant par la vallée de la Don. Collection de l'auteur.

With CVR now active in Toronto, traffic picked up considerably. In November 1879, the railways solicited tenders for new rolling stock that included 10 coaches, 4 baggage and express cars, 4 mail and smoking cars, 200 box cars, and 150 flat cars. On December 2, 1879, CVR began passenger train service between Toronto and Orangeville with an early morning train departing Orangeville at 7 a.m. and returning at 8 p.m. The locally generated excitement that normally attended the completion of a new railway may have been muted by the fact that Toronto, Grey & Bruce had already initiated passenger service between Toronto and Orangeville in 1871. However the citizens of Orangeville were now in the enviable position of having two competing railways providing a choice of service.

The opening of the Elora Branch was delayed by two weeks since the Great Western Railway had not yet installed a necessary diamond crossing at Fergus. On December 17, 1879, regular passenger service began on the 27.5-mile Elora line that branched off from the Toronto-Orangeville mainline at Church's Falls, later renamed Cataract. By this time there were four trains a day in each direction, to and from the Queen Street station in Parkdale.

Credit Valley Railway provided Torontonians with some of the most dramatic scenery to be seen within a pleasant day's round trip from the city. In an era long before the family automobile and when traveling long distances for recreation was a privilege only enjoyed by

the rich, daytime excursions from the city by steamship or train were the mainstay of the local tourism industry. Only a two-hour ride from Toronto was the spectacular Forks of the Credit, located in the railway's namesake valley, where the three branches of the Credit River joined together. CVR built a curved trestle 1,146 feet long and 85 feet above the river, which was surrounded by the scenic Caledon Hills. Two hundred yards from the Forks station the railway built an open recreation pavilion with seats, picnic tables, swings and a dance floor. Local newspapers were rhapsodic in their descriptions of the scenic delights available to city dwellers.

In order for the CVR to maintain its newly thriving passenger business, a more conveniently located downtown station was essential. At this point in Toronto's commercial development, the central business district was still concentrated east of Yonge Street. Both Great Western and Northern railways had initially built passenger terminals west of Brock Street (Spadina Avenue) but had relocated them east of Yonge in the mid-1860s. In 1873, Grand Trunk Railway had built a new Union Station between Simcoe and York streets, but it wasn't about to offer easy access to their new rival - the Credit Valley Ry. As a stopgap measure, the CVR established a downtown ticket office at 6 Wellington Street near Yonge Street where passengers could check baggage and purchase tickets.

Finally, on May 17, 1880, the Credit Valley obtained access to the Grand Trunk's Union Station, a facility that had thus far owed its "union" status to the few trains of the Toronto, Grey & Bruce that used the station. As if to provoke their new landlord, CVR scheduled a train to depart Galt a half hour after the Grand Trunk train, arriving at Union Station a half hour ahead of their rival. Once installed at Union Station, the CVR immediately reported a great upsurge in passenger traffic, however, their problems with the Grand Trunk and the other Toronto railways were far from over.

Throughout the railway era, passenger trains have furnished railway companies with considerable public relations status and glamour, but freight trains have usually provided the bulk of the profits. Credit Valley freight traffic was at a distinct disadvantage as long as downtown businesses had to haul their goods to and from Parkdale for shipment. The railway purchased water lots between John and Simcoe streets and was in the process of filling them in and building a large freight house and dock. A young entrepreneur named William Mackenzie, who had recently entered the railway contracting business, built the cribbing for this project. Mackenzie would later find fame and glory as the proprietor of the Toronto Railway Company, the municipal streetcar network, and the Canadian Northern Railway, the only transcontinental railway to have its headquarters in Toronto.



Credit Valley Railway moved into Union Station around the time this photograph was taken in 1880. This followed an acrimonious struggle with the Grand Trunk Railway, which tried to keep CVR out of downtown Toronto. National Archives of Canada, PA 146821.

Après une lutte féroce avec le Chemin de fer du Grand Trunk, qui voulait tenir le CVR hors du centre-ville de Toronto, le Chemin de fer du Credit Valley déménage enfin à la gare Union au moment où cette photo est prise. Archives nationales du Canada, PA 146281.

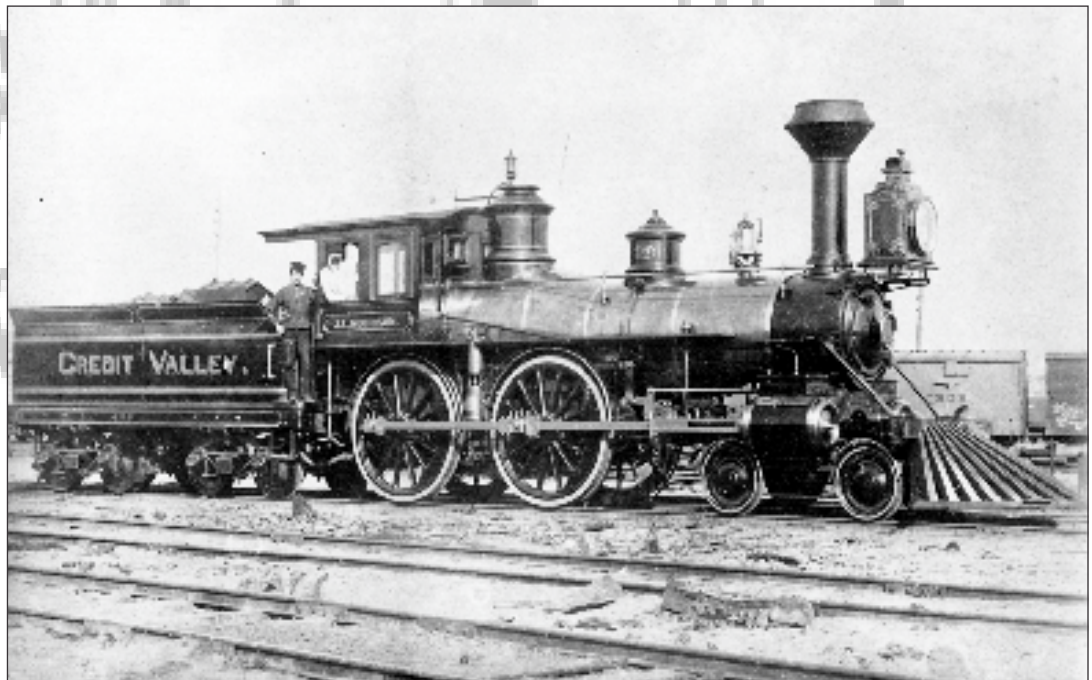


The CVR freight house at the foot of John Street is seen in this 1884 image looking east towards Union Station. The Toronto Railway Heritage Centre and Roundhouse Park currently occupy the space on the right. Toronto Public Library.

La halle à marchandises du CVR au bas de la rue John telle qu'on la voit sur cette image de 1884 quand on regarde vers l'est en direction de la gare Union. Le musée du Toronto Railway Heritage Centre et le parc de la rotonde occupent l'espace à droite. Bibliothèque publique de Toronto.

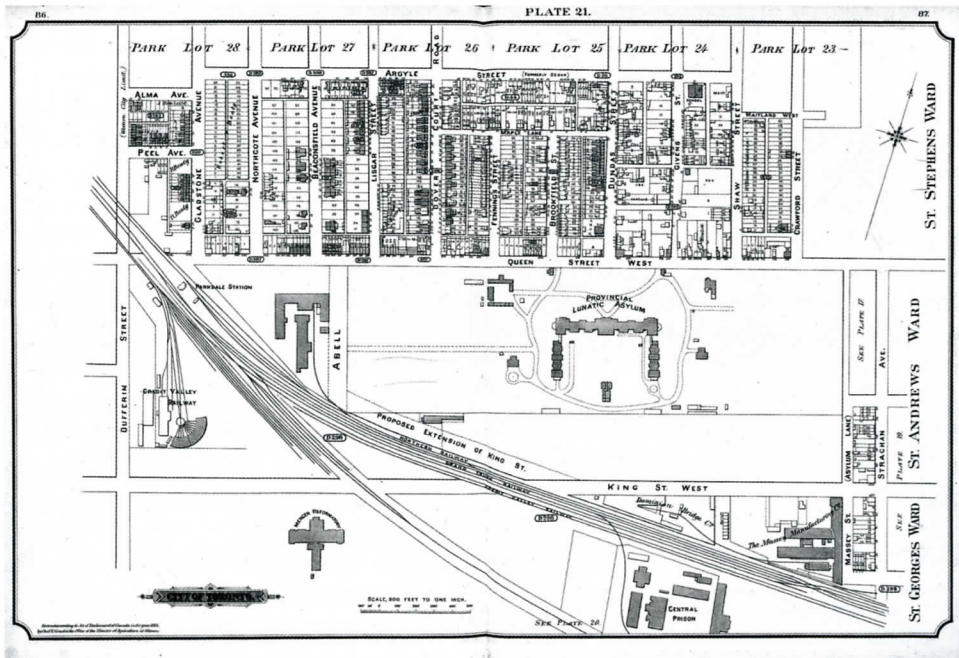
This rare photograph of a CVR locomotive shows the road's livery in some detail. The engine is Number 19, named after a CVR director and was built by the Canadian Locomotive Company at Kingston in 1881. Author's collection.

Cette photographie très rare détaille la livrée d'une locomotive de CVR. Il s'agit de la No 19, nommée d'après un directeur du CVR et construite par la Canadian Locomotive Company à Kingston en 1881. Collection de l'auteur.



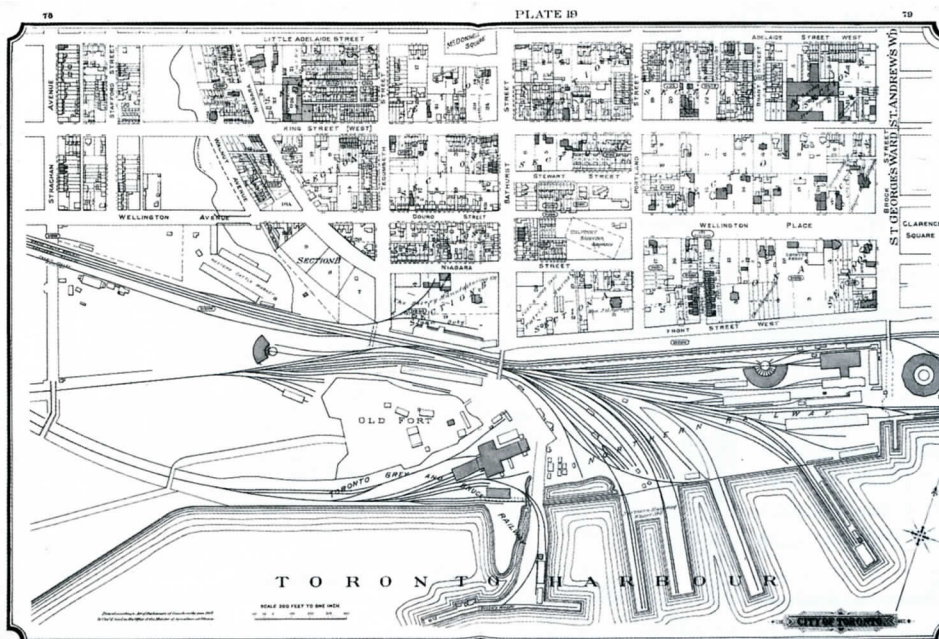
The problem for CVR was connecting this waterfront property with the main line, which was critical to the company's economic survival. No railway could prosper without direct access to the harbour and the capacity to interchange freight with the still extensive system of steamboats and sailing vessels that plied the Great Lakes. It had long been established that new railways could cross over existing lines as long as the newcomer paid for the crossing, maintained it, and

provided whatever staffing and facilities were required to keep it operating safely. The situation at the Toronto waterfront was that, to reach its own property, CVR had to cross over a total of thirteen tracks owned by four competitive railway companies, none of whom were prepared to facilitate easy access to a rival. The waterfront rail corridor was already severely overcrowded with little room for new installations.



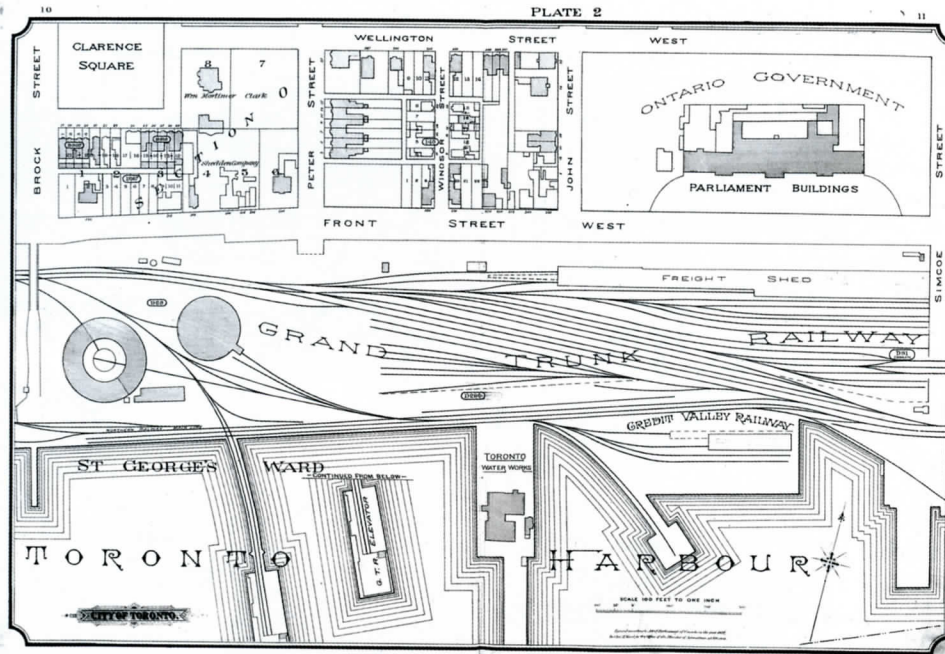
This Goad's insurance map from 1884 shows the Credit Valley Railway facilities at Parkdale. The building to the left of the words "Parkdale Station" is the Northern Railway station. The CVR station is the smaller structure further to the left. Also shown are the numerous tracks of other railways that the CVR had to negotiate in order to enter its own facilities. Goad map courtesy of CGI Insurance.

Cette carte de l'assurance Goad montre les installations du Chemin de fer du Credit Valley à la gare Parkdale en 1884. Le bâtiment à gauche de l'inscription Parkdale Station est la gare du Northern Railway. La gare du CVR est la petite bâtisse à l'extrême gauche. On y voit aussi plusieurs voies d'autres compagnies, que le CVR devait emprunter pour rentrer dans ses installations. Offert par les Assurances CGI.



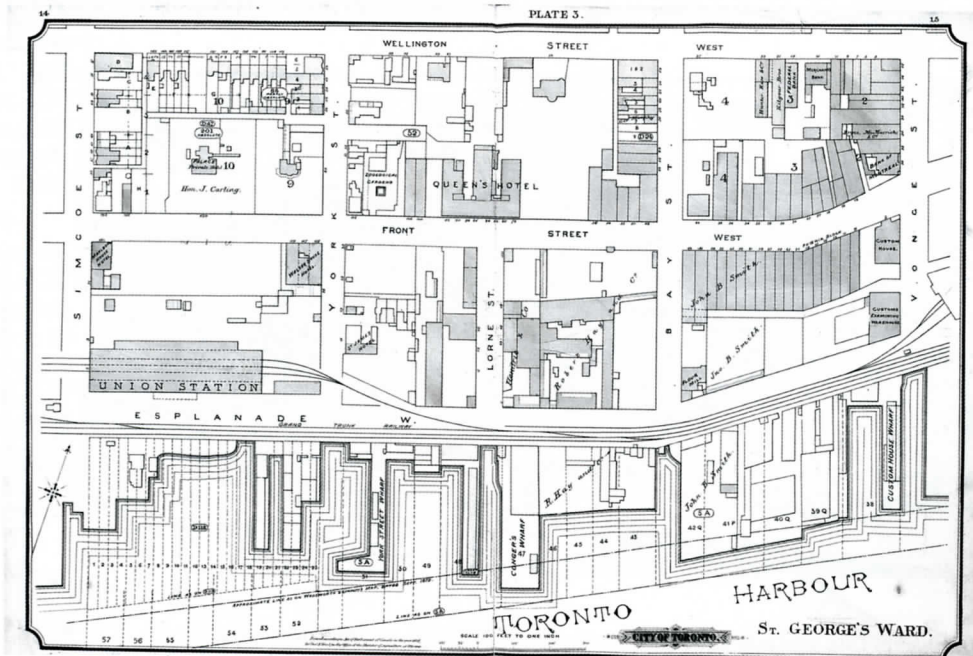
Continuing east from the previous Goad map, the Credit Valley trackage can be seen crossing Strachan Avenue on the left. Moving farther east is some more complicated track work that CVR had to negotiate to reach its water lot and freight shed on the waterfront. The TG&B facilities south of Fort York were originally built for the Grand Trunk Railway in the 1850s. Between Bathurst and Brock streets were the extensive facilities of the Northern Railway of Canada.

En continuant vers l'est à partir de la carte Goad, l'emprise du Credit Valley traverse l'avenue Strachan à gauche. Encore plus vers l'est, le tracé des voies se complique et le CVR doit négocier pour atteindre son entrepôt sur le bord du lac. Les installations du TG&B au sud de Fort York étaient à l'origine construites pour le GTR dans les années 1850. Entre les rue Bathurst et Brock se trouvaient les grandes installations du Northern Railway du Canada.



The Credit Valley freight house and dock interchange were located south of the Grand Trunk facilities between Brock Street (now Spadina Avenue) and Simcoe Street (now Lower Simcoe). In the 1920's, Canadian National would build their Spadina roundhouse west of John Street and Canadian Pacific would erect its new John Street roundhouse in the lower right quadrant.

La halle à marchandises du Credit Valley et les quais d'interchange sont situés au sud des installations du Grand Trunk, entre la rue Brock (maintenant avenue Spadina) et la rue Simcoe (maintenant rue bas Simcoe). Dans les années 1920, le CN voulait construire sa rotonde à l'ouest de la rue John et le CP voulait construire la sienne sur la rue John dans le quadrant inférieur droit.



East of Simcoe Street was Union Station, at the time owned and operated by the Grand Trunk but used by the Credit Valley as their Toronto passenger terminal from 1880 on. The current Union Station occupies the centre of this view. In the late 1880's, Canadian Pacific originally planned to build their Toronto terminal facilities by filling in water lots at the bottom of this view but after a land swap with the City of Toronto, relocated west of Simcoe Street and expanded the lots inherited from the Credit Valley Railway.

À l'est de la rue Simcoe, se trouvait la gare Union, propriété du Grand Trunk qui l'exploitait; elle était aussi utilisée comme gare terminus pour les passagers par le Credit Valley depuis 1880. La gare Union occupe le centre de cette vue. À la fin des années 1880, le CP avait d'abord prévu de construire son terminus de Toronto en remblayant les lots submergés en bas de la vue. Mais après un échange de terrains avec la ville de Toronto, il relocalisa son projet à l'ouest de la rue Simcoe et agrandit les lots hérités du Credit Valley.

The City of Toronto, having invested a fortune in the new railway, naturally sided with CVR in this dispute. The subsequent courtroom entanglements would eventually command the attention and efforts of the Prime Minister, Sir John A. Macdonald, as well as several members of his federal cabinet. By the time the issue was resolved in CVR's favour, the Privy Council was so fed up with the acrimony that it resolved to establish a separate arms-length Board of Railway Commissioners, although it was after the turn of the 20th century before that came to pass.

On Sunday, November 18, 1880, another skirmish erupted between the Grand Trunk and the Credit Valley, which had been building additional track along the north wall of the Central Prison west of Strachan Avenue. The Grand Trunk maintained a siding that crossed over the CVR right of way and erected a barrier along this track consisting of box cars, an engine and other structures to block CVR progress. Credit Valley superintendent James Ross rallied 100 workers to dismantle the GTR barricades, which occurred without incident except for complaints from nearby citizens who objected to this strenuous and presumably noisome Sunday activity. Ross published a notice in the *Globe* apologizing to the citizens of Toronto for the "desecration of the Sunday" and then explained why he felt such action was necessary. This wouldn't be the last time that CVR ran afoul of Ontario's blue laws that prohibited virtually any kind of productive activity on Sunday. A few days later, Credit Valley concluded an agreement with Grand Trunk that allowed its freight trains to use 2285 feet of GTR track between Bathurst Junction and Brock Street (Spadina) for a rental of \$1500 per annum, and 8 cents per freight car.

In February 1881, the Canadian Pacific Railway was incorporated to build between Central Canada and the Pacific coast, mostly through 3,000 miles of vast uninhabited wilderness. CPR required an eastern rail network to generate the freight and passenger traffic revenues necessary to keep the company solvent and to help pay for the building of the transcontinental railway. They built new lines where needed, but preferred to buy up existing railway companies. In March 1881, businessmen associated with Canadian Pacific revived the dormant decade-old charter of the Ontario & Quebec Railway that had been established to build a line between Ottawa and Toronto by way of Peterborough. The charter was revised to build from some point on the Canada Central Railway (by this time part of CPR) between Smiths Falls and Carleton Place, westward to a connection with the Credit Valley Railway at Toronto, "by the most direct and easiest route the physical features of the country will admit." The revised charter was much broader in scope with ample provisions for leasing, acquiring or amalgamating with other railways, advantages that Ontario & Quebec would make full use of in the next few years.

The Credit Valley's conflicts with Grand Trunk continued to flare anew. For several months in 1881, CVR withdrew from Union Station, either because they were evicted or they objected to the onerous terms extracted by Grand Trunk for the use of this facility. Effective April 18th, the Credit Valley announced that their passenger trains would utilize Northern Railway's City Hall station at the foot of Jarvis Street. Since the Grand Trunk blocked access along the Esplanade, this never occurred. Instead the Credit Valley began using the Northern's Brock Street (Spadina) station on May 4, 1881.



The CVR freight house occupies the centre of this segment from an 1896 "bird's eye" view of Toronto framed by Spadina Avenue on the left and York Street on the right. In 1897, the water lot south of the freight house was filled in and the Canadian Pacific Railway built the first John Street roundhouse, replaced by the present structure in 1929. Author's collection.

La halle à marchandises du CVR occupe le centre de cette vue du ciel de Toronto en 1896. Elle est bordée par l'avenue Spadina à gauche et la rue York à droite. En 1897, le Canadian Pacific comblera l'espace au sud de la halle et y construira la première rotonde de la rue John. Elle sera remplacée par la construction actuelle en 1929. Collection de l'auteur.



Following a squabble with the Grand Trunk Railway over Union Station in 1881, CVR moved into the Northern Ry. passenger station at the foot of Brock Street (Spadina Ave.) for several months. Toronto Public Library MTL 1179.

Après un différend avec le GTR à propos de la gare Union en 1881, le CVR déménage à la gare Northern Railway au bout de la rue Brock (avenue Spadina) durant plusieurs mois. Bibliothèque publique de Toronto MTL 1179.

Despite these difficulties, business was booming for the Credit Valley although their financial woes would continue throughout the company's existence. The CVR moved into a new downtown ticket office at 20 King Street West and established an omnibus and baggage wagon service between there and the Brock Street depot. In the spring of 1881, the railway purchased eight new locomotives from the Kingston Locomotive Works as well as a number of luxurious new passenger cars.

On September 5, 1881, Credit Valley apparently resolved its difficulties with Grand Trunk and moved back into Union Station. The timing was probably related to the CVR's completion of its 121-mile main line to St. Thomas. Regular passenger service from Toronto Union Station resumed on September 22, 1881. In St. Thomas, the CVR interchanged with the Canada Southern Railway at their magnificent Italianate train station completed in 1873. The Canada Southern operated across southern Ontario, connecting Buffalo, New York and Detroit, Michigan. The Railway was controlled by William K. Vanderbilt, and formed a part the sprawling New York Central empire-reaching Detroit, Toledo, Chicago and St. Louis.

The records and timetables indicating the consist of passenger trains on the Toronto-St. Thomas route during the three years it was under Credit Valley control are incomplete. A January 1882 Canada Southern timetable shows no through cars from Toronto operating beyond St. Thomas, but a CVR timetable for October 1883 does indicate through coaches operating from Toronto to Chicago.

GOING WEST

IN CONNECTION WITH

MICHIGAN CENTRAL R. R.

Miles to Chicago.	STATIONS.	TO CHICAGO.			
		4.50p.m.	11.30p.m.	1.00p.m.	7.10a.m.
518	TORONTO.....De	4.50p.m.	11.30p.m.	1.00p.m.	7.10a.m.
497	STREETSVILLE.....	5.40 "	12.21a.m.	1.44 "	7.59 "
549	ELORA.....	1.40 "	1.40p.m.	7.25a.m.	.....
547	FERGUS.....	2.00 "	2.00 "	7.32 "	.....
530	ORANGEVILLE.....	3.30 "	3.30 "	8.10 "	.....
525	ALTON.....	3.41 "	3.41 "	8.21 "	.....
522	CHURCH'S FALLS.....	3.58 "	3.58 "	8.30 "	.....
515	RIVERDALE.....	4.25 "	4.28 "	8.56 "	.....
503	BRAMPTON.....	5.02 "	5.02 "	9.22 "	.....
486	MILTON.....	6.08 "	12.49a.m.	2.5p.m.	8.26 "
460	GALT.....	7.07 "	1.45 "	3.55 "	9.16 "
450	AYR.....	7.33 "	2.08 "	3.15 "	9.39 "
443	DRUMBO.....	7.46 "	2.25 "	3.30 "	9.52 "
430	WOODSTOCK.....	8.20 "	2.56 "	3.55 "	10.21 "
421	INGERSOLL.....	8.40 "	3.17 "	4.13 "	10.40 "
397	ST. THOMAS.....	9.35 "	4.15 "	5.00 "	11.30 "
397	ST. THOMAS.....	.....	4.20 "	5.10 "	11.45 "
353	RIDGETOWN.....	.....	5.37 "	6.39 "	12.52p.m.
340	CHARING CROSS.....	.....	6.05 "	6.55 "	1.11 "
318	AMHERSTBURGH.....	.....	9.15 "	9.45 "	3.00 "
302	ESSEX CENTRE.....	.....	7.15 "	8.05 "	2.10 "
286	WINDSOR.....	.....	7.53 "	8.45 "	2.45 "
285	DETROIT.....	.....	8.25 "	9.15 "	3.15 "
285	DETROIT.....	.....	9.00 "	.....	3.45 "
290	WOODMEBE.....	.....	.....	.....	4.19 "
297	WYANDOTTE.....	.....	9.33 "	.....	4.19 "
302	SLOCUM JUN.....	.....	9.42 "	.....	4.28 "
345	TOLEDO.....	.....	11.00 "	.....	5.45 "
285	DETROIT.....	.....	9.10 "	11.20 "	5.20 "
545	LAFER.....	.....	11.2 "	3.30a.m.	7.45 "
309	SAGINAW CITY.....	.....	1.00p.m.	7.20 "	9.45 "
3.4	BAY CITY.....	.....	1.10 "	6.50 "	9.35 "
285	DETROIT.....	.....	9.55a.m.	10.10p.m.	4.25 "
256	YPSILANTI.....	.....	10.48 "	11.28 "	5.25 "
248	ANN ARBOR.....	.....	11.20 "	11.52 "	5.42 "
209	JACKSON.....	.....	12.35p.m.	1.05a.m.	7.15 "
177	MARSHALL.....	.....	1.50 "	2.03 "	8.27 "
164	BATTLE CREEK.....	.....	2.15 "	2.27 "	8.55 "
141	KALAMAZOO.....	.....	2.56 "	3.07 "	9.55 "
94	NILES.....	.....	4.20 "	4.35 "	.....
7	NEW BUFFALO.....	.....	5.07 "	.....	.....
57	MICHIGAN CITY.....	.....	5.30 "	5.48 "	.....
36	LAKE.....	.....	6.15 "	6.38 "	.....
00	CHICAGO.....Ar	.....	8.00 "	8.0 "	.....

Daily, Except Sundays.

DO NOT FORGET!

THE CREDIT VALLEY R'Y

IS THE BEST LINE TO

DETROIT, TOLEDO, CHICAGO, ST. LOUIS,

AND ALL POINTS WEST, SOUTH AND NORTH.

TO
Through Passengers

—o—

The CREDIT VALLEY RAILWAY is the natural route for all passengers coming out of Canada destined for Detroit, Chicago, or points beyond. It connects in Union Depots with the trains of the MICHIGAN CENTRAL R. R. Through coaches are run between Toronto and Chicago, via the CREDIT VALLEY AND MICHIGAN CENTRAL RAILWAYS without change. On arriving at Chicago passengers are met by the passenger agents of this line, who will assist them as far as possible. Parmalee's Omnibuses meet all trains of this line, and passengers holding through tickets will be transferred to the depot of the road over which their ticket reads **Free of Charge.**

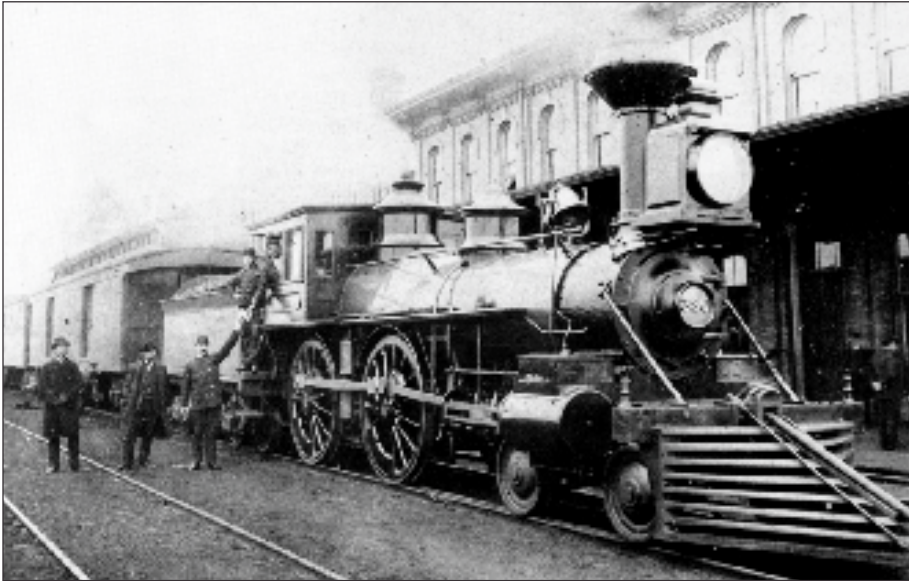
REMEMBER
The Credit Valley R. R.

Is the only Canadian Line running in direct connection with the old reliable "Michigan Central R. R."

And is the only line running Chair and Parlor Cars between **TORONTO and ST. THOMAS.**

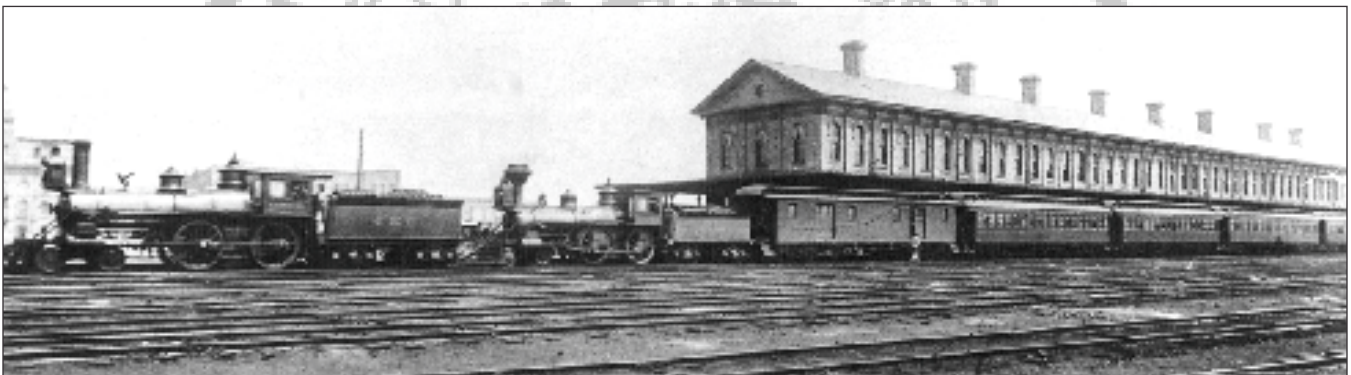
Credit Valley timetable dated October 1883

Horaires du CVR d'octobre 1883.



Westbound Credit Valley trains terminated at St. Thomas, Ontario at the magnificent Canada Southern station that opened in 1873. An eastbound Michigan Central passenger train is seen at the depot some time in the 1880s. Elgin County Pioneer Museum.

La ligne du Credit Valley se terminait à St-Thomas (On.) à la magnifique gare du Canada Southern inaugurée en 1873. Un train de passagers du Michigan Central en direction est, est arrêté au dépôt, quelque part dans les années 1880. Musée Elgin County Pioneer.



A double-headed Canada Southern passenger train prepares to depart St. Thomas in the early 1880s. Perhaps a number of Credit Valley passengers are aboard, having transferred at this location. The 1873 Italianate station is currently undergoing restoration. Library and Archives Canada PA209244.

Tiré en double traction, le train de passagers Canada Southern se prépare à quitter la gare de St-Thomas au début des années 1880. Il se peut que des passagers du Credit Valley se trouvent à bord, ayant transféré ici. Cette gare de style italien de 1873 est en cours de restauration. Archives du Canada PA 209244.

Credit Valley owned a number of sumptuous parlor cars that were in service between Toronto and St. Thomas but, again, the record is fragmentary. These cars were available to any first class passenger and there is no record of them being used on the Elora or Orangeville branches. There may have been a half dozen of these cars, some featuring 13 reclining chairs, drawing room, smoking room, lavatory and retiring room. Two of the cars were the 'Humber River' and 'Grand River', named after the most impressive waterways spanned by the railway and built by the Jackson & Sharp Company in 1882. There was also a 'Credit River' and a 'Thames River' and possibly two others, including the 'Ninth River'. The Cobourg Car Works of Cobourg, Ontario, built one of these cars. There is some evidence that two other parlor cars were purchased used from the New York Central Railroad and one of these was renamed 'Victoria',

although there is no river in Ontario honouring the reigning monarch at that time. There is further evidence that these cars were modified with a rounded end in an early attempt at aesthetic streamlining.

The CVR regularly expanded their terminal facilities in Parkdale. In 1881, the railway completed a 61x51 foot blacksmith shop, a 190-foot long car shop and tool shed with three tracks, a 132-foot long paint shop, a freight house, and a roundhouse. The railway only enjoyed the use of the new roundhouse for a few months before it was destroyed in a fire on April 25, 1882. Four engines were also damaged and the loss was estimated at \$40,000.

Ontario's blue laws continued to impede railway growth and profits and they proved to be a massive inconvenience for passengers. In the first decades of the railway era, trains simply did not operate on Sunday.

When the Grand Trunk established overnight trains between Montreal and Toronto in 1857, trains departing each terminal on Saturday night were forced to lay over in Kingston all day Sunday, not able to resume their journeys until after midnight on Monday morning. This proved to be a hindrance to the expeditious delivery of Dominion Post Office mail and the federal government passed legislation permitting trains that carried the mails to operate on Sunday. In October 1881, Credit Valley Railway tested the blue laws by establishing a Sunday morning train that departed Toronto Union Station following the arrival of Grand Trunk No. 4, the overnight train from Montreal. Soon notices began to appear in local newspapers urging people to “help stamp out this pernicious and lawless traffic by not traveling on this train.” So strong was the public outcry that the CVR discontinued the train in November after a public apology from superintendent James Ross. In 1883 Ross became manager of construction through the Rocky Mountains for the Canadian Pacific Railway. He was a prominent figure in the famous photograph taken during the Last Spike ceremony at Craighellachie in 1885. Later Ross became a wealthy capitalist and a key figure in building the streetcar systems in Toronto and Montreal.

The Canadian Pacific Railway Shows Interest

On May 26, 1881, three of the most important officials connected with the Canadian Pacific Railway, Donald A. Smith, George Stephen, and R.B. Angus returned to Montreal from an inspection trip to Winnipeg by way of Chicago. Their special train was routed over the CVR. When their train covered the 21 miles from Streetsville to Toronto in 24 minutes, they were reported as being “highly pleased with the line.” The CPR recognized the importance of the Credit Valley as the foundation of a trunk line through southern Ontario facilitating the movement of a vast amount of traffic from west of the Great Lakes to the Eastern Seaboard.

It was not publicly known at the time, but George Stephen was in fact already deeply involved with the affairs of the Credit Valley Railway, although as a personal investor, not in his capacity as the Canadian Pacific Railway's first president. Stephen had arranged financing and purchased over \$1 million of CVR debentures from his good friend George Laidlaw in order to facilitate the completion of the line. In 1884, Stephen would use these personal bonds to help guarantee financing for the construction of Canadian Pacific's transcontinental line during the railway's most threatening financial crisis.

On September 11, 1881, another group of CPR officials returning from Winnipeg flew over the nineteen miles of CVR from Streetsville to Parkdale in nineteen minutes. Upon their arrival in Toronto, a meeting was held in the Queen's Hotel on Front Street to discuss a

possible merger of four railways: Great Western; Ontario & Quebec; Credit Valley and Toronto, Grey & Bruce. The last was particularly desired for its Georgian Bay port at Owen Sound, which would provide steamship connections to western Canada and a supply route for the construction of the CPR's transcontinental line along the isolated north shore of Lake Superior.

The Grand Trunk was understandably mortified at the prospect of this merger. A mighty corporate struggle ensued for the next several years as the GTR and CPR competed to purchase, control and consolidate southern Ontario's smaller railways into their own systems. Initially, the Grand Trunk appeared to have the upper hand with its takeover of the Toronto, Grey & Bruce in 1881, whereupon the GTR undertook the conversion of the 3'6" gauge railway to standard gauge.

The Grand Trunk then turned its attention to the Great Western Railway. For many years, the GWR had been the second most important railway in the province, connecting Toronto with Hamilton and the Niagara peninsula, where a bridge over the Niagara Gorge provided direct rail access to New York and the U.S. eastern seaboard. From Hamilton, GWR extended west to London, Windsor and the Midwestern U.S., using a car ferry link across the Detroit River. During the summer of 1882, the Grand Trunk concluded what amounted to a hostile takeover of the Great Western.

The Grand Trunk now had control of all lines connecting southern Ontario with the U.S. except one, the Canada Southern Railway, which was controlled by the New York Central's William K. Vanderbilt. While in New York, George Stephen had arranged with the American rail magnate an interchange between the Canada Southern and CVR at St. Thomas. From there, traffic was forwarded on to Amherstburg, 20 miles south of Windsor, and by ferry and bridges across the Detroit River into the U.S. In 1883, Vanderbilt extended the Canada Southern trackage to Windsor and relocated the Michigan Central car ferry crossing to the Windsor-Detroit area.

By June 1882, passenger traffic on Credit Valley had so increased that it had to borrow surplus cars from Canada Southern. The CVR annual report for the year ending June 30, 1882 showed an inventory of 3 engine houses and shops, 19 engines, 12 first class and 9 second-class cars, 8 mail-baggage-express cars, 250 cattle and box cars, 195 flat cars and 13 lime cars. Not included in the inventory were a number of passenger cars under construction at the Cobourg Car Works when an 1881 fire destroyed two buildings in which the cars were being built. Also lost in the conflagration was an elegant Credit Valley official car valued at \$8,000. The Cobourg Company did manage to deliver a dozen cars to CVR, including a first class coach that survived in work train service until 1954, when it was scrapped at West Toronto.

The connections with U.S. railroads in southwestern Ontario weren't just important because of the opportunities for Canadian railways to capture traffic originating in the Midwest and travelling directly through Canada to the Eastern Seaboard. Until the opening of the Canadian Pacific Railway's line north of Lake Superior in 1885, these connections also provided the only all-rail route between eastern and western Canada. In this capacity, Credit Valley Railway played a role in the settlement of Manitoba and Saskatchewan.

A Toronto real estate developer named John T. Moore established the Saskatchewan Homestead Company and chartered "solid express special" trains to convey settlers 1,720 miles from Toronto to Crescent Lake, about 100 miles northeast of Regina. The first train departed from Union Station on March 29, 1883 via Credit Valley Railway while its progress to the west was

breathlessly reported by Moore in a series of ads published in the Globe. As well as a list of the settlers, the ads also provided details on the CVR train itself (Engine No. 14, Driver John Carey, 1 platform car, 1 box car, 8 combination cars, 1 baggage car, 1 coach). The train was routed via a handful of American roads, finally completing its 4-day, 18-hour journey ("The Quickest Trip on Record") over the newly laid tracks of the Canadian Pacific Railway as far as Broadview, Saskatchewan.

It's not known to what extent Moore was able to deliver on his promise to the settlers of "happy homes on fertile farms" as Louis Riel's North-West Rebellion was about to erupt not far from Crescent Lake. Moore himself was later the principal promoter of the Toronto Belt Line Railway, whose grandest station was located at Moore Park, now one of Toronto's more exclusive residential neighbourhoods.

Construction on the Ontario & Quebec Railway began in 1882 but was thwarted by the Grand Trunk's continuing chokehold on rail access to downtown Toronto and the waterfront. The O&Q then bypassed Toronto by building their line north of the city limits from Leaside in the east, westward along the foot of the ancient Lake Iroquois shoreline, through the village of Yorkville to a meeting point with the CVR, which was named West Toronto Junction. At this location near Keele St. and Dundas Street West, the company built a station and would later build a freight yard and locomotive facilities. This site was still five miles northwest of the central business district and the Grand Trunk was determined to use every legal machination at its disposal, as it had against the CVR, to prevent the upstart Ontario & Quebec from accessing the waterfront and the city centre.

Miles from Toronto		GOING WEST.			
LOCAL TIME TABLE.					
STATIONS.		GOING WEST.			
	TORONTO..... LEAVE	7.10a.m.	1.00p.m.	4.50p.m.	11.30p.m.
22	PARKDALE.....	7.20 "	1.10 "	5.00 "	11.40 "
7	LAMBTON.....	7.31 "	.....	5.11 "	11.51 "
9	ISLINGTON.....	7.35 "	.....	5.15 "	.....
13	DIXIE.....	7.44 "	.....	5.25 "	.....
14	COOKSVILLE.....	7.47 "	.....	5.28 "	12.07 "
17	SPRINGFIELD.....	7.53 "	.....	5.34 "	.....
10	STREETSVILLE.....	7.59 "	1.44 "	5.40 "	12.21 "
21	" JUN.....	8.04 "	1.47 "	5.45 "	12.26 "
25	TRAFALGAR.....	8.10 "	.....	5.51 "	.....
24	HORNBY.....	8.17 "	.....	5.58 "	.....
32	MILTON.....	8.25 "	.....	6.08 "	12.49a.m.
39	CAMPBELLVILLE.....	8.4 "	2.20 "	6.25 "	.....
42	McRAES.....	8.46 "	.....	6.32 "	.....
45	SCHAW.....	8.52 "	.....	6.39 "	.....
52	LESLIES.....	9.06 "	.....	6.55 "	.....
57	GALT.....	9.16 "	2.55 "	7.07 "	1.45 "
63	DUMFRIES.....	9.29 "	.....	7.21 "	.....
67	AYR.....	9.39 "	3.15 "	7.33 "	2.08 "
73	WOLVERTON.....	9.50 "	.....	7.44 "	.....
74	DRUMBO.....	9.52 "	3.30 "	7.46 "	2.25 "
79	BLANDFORD.....	10.03 "	3.39 "	7.58 "	.....
82	INNERKIP.....	10.09 "	.....	8.05 "	.....
88	WOODSTOCK.....	10.22 "	3.55 "	8.20 "	2.56 "
91	BEACHVILLE.....	10.30 "	4.13 "	8.30 "	.....
97	INGERSOLL.....	10.40 "	.....	8.40 "	3.17 "
102	PUTNAM.....	10.50 "	4.23 "	8.51 "	.....
107	HARRIETSVILLE.....	11.00 "	4.33 "	9.04 "	.....
113	BELMONT.....	11.12 "	4.44 "	9.17 "	3.55 "
121	ST. THOMAS..... AR	11.30 "	5.00 "	9.35 "	4.15 "

Miles from Toronto		ORANGEVILLE BRANCH.			
	TORONTO..... LEAVE	7.10a.m.	.....	4.50p.m.	.....
21	STREETSVILLE JUN.....	8.10 "	.....	5.50 "	.....
23	MEADOWVALE.....	8.15 "	.....	5.55 "	.....
24	BRAMPTON.....	8.28 "	.....	6.08 "	.....
34	EDMONTON.....	8.38 "	.....	6.18 "	.....
38	CAMPBELL'S CROSS.....	8.46 "	.....	6.26 "	.....
39	CHELTENHAM.....	8.50 "	.....	6.29 "	.....
41	RIVERDALE.....	8.56 "	.....	6.36 "	.....
46	FORKS OF CREDIT.....	9.11 "	.....	6.49 "	.....
48	CHURCH'S FALLS.....	9.21 "	.....	7.00 "	.....
51	ALTON.....	9.28 "	.....	7.07 "	.....
53	MELVILLE.....	9.33 "	.....	7.11 "	.....
56	ORANGEVILLE..... AR	9.40 "	.....	7.20 "	.....

Miles from Toronto		ELORA BRANCH.			
	TORONTO..... LEAVE	7.10a.m.	.....	4.50p.m.	.....
21	STREETSVILLE JUN.....	8.10 "	.....	5.50 "	.....
48	CHURCH'S FALLS.....	9.21 "	.....	7.00 "	.....
52	ERIN.....	9.31 "	.....	7.10 "	.....
54	HILLSBURG.....	9.47 "	.....	7.18 "	.....
63	DOUGLAS.....	10.23 "	.....	7.40 "	.....
73	FERGUS.....	10.51 "	.....	7.58 "	.....
75	ELORA..... AR	11.10 "	.....	8.05 "	.....

Daily, Except Sundays.

To the Public.

The management have placed upon this favorite route, between Toronto and St. Thomas, a line of reclining seat chair cars, which for comfortable qualities, design, build, finish and arrangement of interior, are superior to any used by our rivals.

Each car has, beside the drawing room proper, a smoking room, a lavatory and retiring room. The seats in these cars ARE FREE to holders of through first-class tickets, enabling those who do not purchase sleeping car accommodation to rest in comfort. These cars are well worth the inspection and patronage of the travelling public, as no expense has been spared to make them the finest in use.

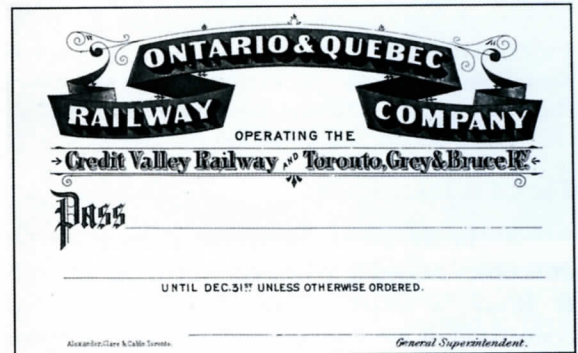
Make a note of this, and when you travel buy your tickets over The Credit Valley R'y, because you get the greatest amount of comfort for your money. Remember this is the

PALACE CAR ROUTE
BETWEEN
Toronto and the West & South-West

THE
Credit Valley Railway
IS THE

MOST DIRECT ROUTE
BETWEEN

Toronto, Milton, Galt, Drumbo, Woodstock, Ingersoll, St. Thomas, Brampton, Fergus, Elora and Orangeville.



Credit Valley timetable dated October 1883.

Horaires du CVR de 1883, reproduction Railfare.

There has been some speculation that the Credit Valley Railway came under the control of the Great Western, and later Grand Trunk, when those two railways amalgamated in August 1882. James Filby in his book on the CVR quotes a Chicago newspaper article in which a Great Western executive claims that GWR leased CVR for 999 years. This author has found no further corroboration that such an arrangement ever existed. None of the other published works on any of the three railways mention it, nor does Canadian National's thorough Synoptical History, which records in minute detail every corporate arrangement of its constituent railways. One can only assume that Great Western had its own reasons for planting such a story.



This is the only known photograph of the CVR in Toronto before it was taken over by Canadian Pacific. It shows the Parkdale roundhouse and turntable in 1884. The locomotive on the right is No. 18, a 4-4-0 built by the Canadian Locomotive Company at Kingston in 1881. In 1897, this facility was replaced by Canadian Pacific's first John Street roundhouse built on a lot purchased by the CVR. Some of the men pictured here would move to the new facility. Photograph courtesy of Paul Tatham; enhancement and scan by Ron Bouwhuis.

C'est la seule photographie connue du CVR à Toronto avant sa reprise par le CP. Elle montre la rotonde de Parkdale et son pont tournant en 1884. La locomotive à droite est la No 18, une 4-4-0 construite par la Canadian Locomotive Company à Kingston en 1881. En 1897, la bâtisse est remplacée par la première rotonde du Canadien Pacifique rue John, construite sur un emplacement acheté par le CVR. Plusieurs personnes sur cette photo devront déménager dans la nouvelle bâtisse. Gracieuseté de Paul Tatham, numérisation et amélioration par Ron Bouwhuis.

The CPR Takes Over

In any event, the Grand Trunk's own financial difficulties caused it to lose control of the Toronto, Grey & Bruce, a situation exacerbated by the expensive conversion of the line to standard gauge. Consequently on July 26, 1883 TG&B was leased to the Ontario & Quebec Railway. On November 30th, the Credit Valley was added to the Ontario & Quebec holdings. The corporate maneuvering ended when all three railways

were leased to Canadian Pacific on January 4, 1884. They became part of the CPR's Ontario Division on May 1, 1884.

The CPR purchased a building on the southeast corner of King and Yonge streets, where it consolidated the Toronto headquarters of the three railways and opened a downtown ticket office. An office for W.C. Van Horne was also fitted out on the second floor. It's not known how much time he spent there since he was constantly on the move while finishing construction of the transcontinental railway from Montreal to the Pacific Ocean. However, there is at least one recorded instance where the general manager took a personal interest in disposing of Credit Valley assets. In 1926, a retired Canadian Pacific executive named Alfred Price wrote in his memoirs that Van Horne had visited the Parkdale yards some time after the consolidation and spotted the two parlor cars that the CVR had purchased from the New York Central, which by this time were quite dilapidated. "One day, Mr. (W.C.) Van Horne was passing through the yard with Car Foreman Joe O'Brien, saw the cars and asked about them, and when told of the condition they were in said, 'Burn the damn things!' and before he had left the premises, the order was carried out."

The Canadian Pacific quickly made several post-amalgamation modifications. Between Toronto and Orangeville, they now had two separate lines, both of which remained in operation. However, CPR favoured the TG&B terminal facilities in Orangeville and abandoned the 3.3 mile parallel Credit Valley track south from there to Melville Junction on January 18, 1884. This was probably the first Canadian Pacific track abandonment anywhere in Ontario.

In 1883, the CPR had established a steamship service on the upper Great Lakes, with Owen Sound harbour as the eastern base. Initially this operation served primarily as a supply route for the construction of the transcontinental railway along the north shore of Lake Superior. Beginning in 1884, regular commercial steamship operations began with special 'Steamship Express' trains conveying passengers between Toronto and Owen Sound. Although these trains operated mostly over Toronto, Grey & Bruce tracks, at

Stan's Photo Gallery

JANUARY – FEBRUARY 2012

By Stan Smaill

French Version, Michel Lortie

Introduction

Happy New Year to our faithful readers and friends of Canadian Rail. Thanks also for all your kind comments about the magazine in general and the Photo Gallery in particular. We recognize the support of the various friends and members who contribute marvellous images from their personal photo collections, as well as the images made available through donations to the Association and now in many Fonds within the CRHA Archives at Exporail under the capable supervision of Josee Vallerand. Merci Josee!

One of our wonderful contributors who always supplies us with some of the best Canadian railway photography is Robert J. 'Bob' Sandusky of Oakville, Ontario. An active railway photographer for over fifty years, once again Bob has come through with a great selection of images depicting the Credit Valley Railway in the later CPR years. This gallery nicely complements the feature article in this issue of 'Canadian Rail' by Derek Boles. Thank you Bob! All Aboard for C.V.R. country!

Les photos de Stan

JANVIER – FÉVRIER 2012

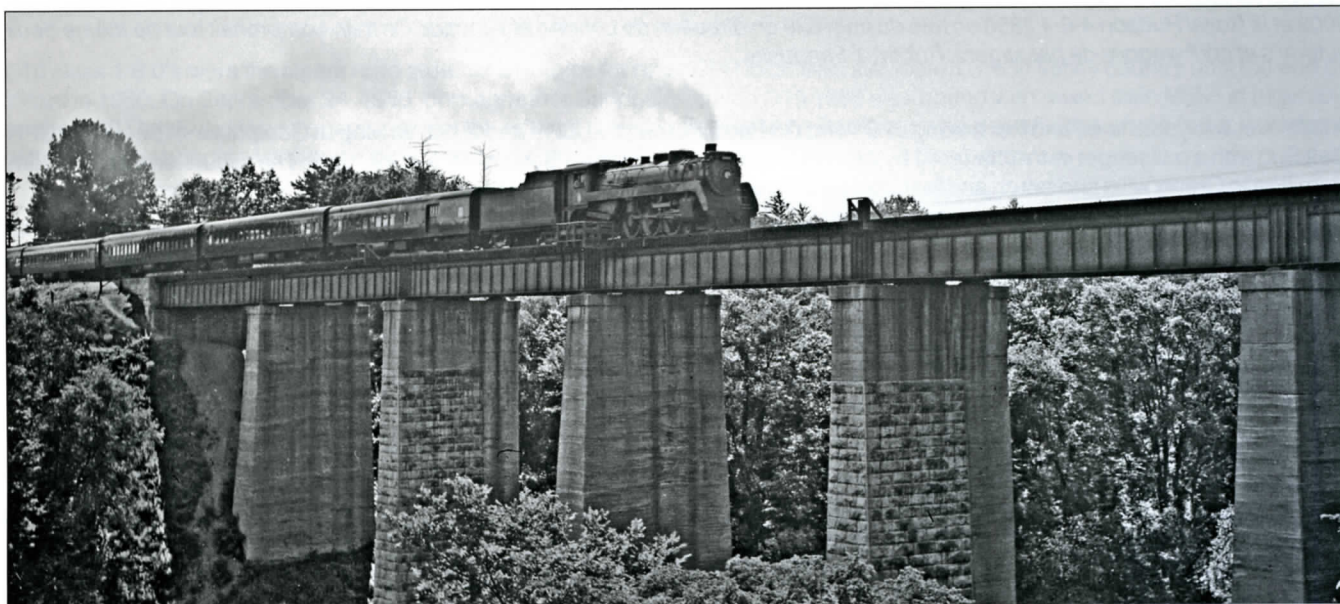
Par Stan Smaill

Version française : Michel Lortie

Avant-propos

Nous voulons, tout d'abord, souhaiter à nos amis et lecteurs de Canadian Rail une bonne et heureuse année 2012. Merci de tous les bons commentaires que vous nous avez fait parvenir au sujet de notre revue et concernant la présente chronique en particulier. Nous désirons également remercier les membres de la SCHF et toutes les personnes qui nous ont fourni de merveilleuses images tirées de leur collection personnelle, ainsi que Josée Vallerand, archiviste du Musée Exporail, pour sa précieuse collaboration.

Lun de nos nombreux collaborateurs, dont vous avez pu admirer les superbes photos publiées dans des numéros précédents, est M. Robert J. « Bob » Sandusky de Oakville, Ontario, qui prend des photos des chemins de fer canadiens depuis plus de 50 ans. Nous avons choisi de vous présenter un magnifique portefeuille de ses photos du Credit Valley Railway (CVR) prises à la fin de l'époque où le CPR en était propriétaire. Ceci fait suite à l'article de Derek Boles sur ce même chemin de fer, dans le présent numéro de Canadian Rail. Merci Bob! Allons faire un tour avec lui au pays du CVR!



An eastbound passenger train, possibly No. 22 with engine 2410, crosses the Humber River bridge in July 1952. The bridge piers tell the story. The stone pier sections supported the original 1874 Howe truss structure. When that bridge was replaced in 1887 by an iron span, the pier height was increased with concrete extensions. Finally, when the bridge was double tracked in 1914, concrete piers, that were erected to support the second track, were integrated with the original piers. Robert J. Sandusky.

Un train de wagons passagers en direction est, tracté par une locomotive à vapeur, emprunte le pont sur la rivière Humber en juillet 1952. Ce pont construit en 1874 avait des piliers en pierre de taille; il fut modernisé en 1887 et surélevé au moyen de coulées de béton. Puis il fut élargi en 1914 pour recevoir une deuxième voie et des piliers doubles avec coulée de béton intégrée, comme le montre la photo. Robert J. Sandusky.



In the Fall of 1953 a pair of the Toronto-Detroit the main line trains received Budd RDC's. However, when heavy traffic demands required increased capacity the RDC's were replaced or in some cases supplemented by coaches hauled by steam locomotives. In the right place at the right time, Bob Sandusky was near Streetsville, Ontario on Christmas Eve 1954 as Jubilee 4-4-4 3002 and Royal Hudson 2856 team up to move the holiday swollen consist of train 629 westbound to London and Windsor. Robert J. Sandusky.

En 1954, les trains tractés par des locomotives à vapeur avaient été remplacés par des autorails Budd. Toutefois, lors des périodes de grand achalandage, on devait remettre en service des locos à vapeur et des wagons supplémentaires pour aider celles-ci à transporter tous les voyageurs. Cette photo, prise près de Streetsville, Ontario, la veille de Noël 1954, nous montre la Jubilee 4-4-4 3002 et la Royal Hudson 4-6-4 2856 en tête du train 629 en direction de London et Windsor. Ce train comprenait tout de même deux autorails et neuf wagons de passagers. Robert J. Sandusky.

A little over two years later, another pairing of G1 and G3 Pacifics, this time 2214 and 2332, arriving at Guelph Junction, on the CPR Galt Sub with a passenger extra chartered by the National Railway Historical Society on July 19, 1959. The excursion train ran from Hamilton to Orangeville and return and featured six different steam locomotives! Those were the days! Robert J. Sandusky.



Un duo de Pacifique, les G1 2214 et G3 2332, arrivent en gare de Guelph Junction le 19 juillet 1959 en tête d'un train nolisé par la National Railway Historical Society. Ce train a parcouru la distance entre Hamilton et Orangeville aller et retour, en utilisant pas moins de six locomotives à vapeur! Quelle belle époque! Robert J. Sandusky.



Westbound on the Galt Sub! The afternoon way freight from Lambton Yard in Toronto to Orangeville in the charge of erstwhile D10 class 4-6-0 952 crosses the Credit River at Streetsville, Ontario on May 29, 1954. The Credit River forms a millpond once used by the nearby milling company which is still served today by CP Rail. Robert J. Sandusky.

En direction ouest sur la subdivision Galt, le train de marchandises local entre Toronto et Orangeville traverse le pont sur la rivière Credit à Streetsville, Ontario, le 29 mai 1954. À cet endroit, la rivière formait un petit lac où une scierie voisine entreposait ses billots; cette scierie est toujours desservie par le CP. Robert J. Sandusky.

D10 class 4-6-0's were the steam road switcher of choice for most CPR local train services in Credit Valley country until the end of steam in 1960. On September 24, 1955, photographer Sandusky lensed D10 1086 westbound with mixed train M655 at Ingersoll on the CPR Galt Subdivision operating over the original Credit Valley Railway. Bob's vantage point for this photo is back platform of the combine bringing up the rear of mixed train M660 bound for Port Burwell. Robert J. Sandusky.

Les locomotives à vapeur de la classe D-10 4-6-0 étaient utilisées avec presque tous les trains locaux du CP dans la région de la rivière Credit, et ce, jusqu'à la fin de l'ère de la vapeur en 1960. Le 24 septembre 1955, la D-10 1086 est en tête du convoi mixte M655 à Ingersoll, Ontario, sur la subdivision Galt, qui emprunte l'emprise originale du Credit Valley Railway. Bob a pris cette photo alors qu'il était posté sur la plage arrière du dernier wagon passager faisant partie du train mixte M660 en direction de Port Burwell. Robert J. Sandusky.





Not all steam era trains in CVR country drew D10 4-6-0's for power. Until the arrival of Budd RDCs, G5 4-6-2s were common power on passenger trains. Here train No. 706 from Owen Sound to Toronto leaves the flag stop at Forks of the Credit on June 28, 1955. The 1225 has just crossed the Credit River in this beautiful image from Bob Sandusky.

Cette belle photo, prise 28 juin 1955, nous montre que d'autres types de locomotives à vapeur ont circulé dans la région de la rivière Credit, avant l'arrivée de la diesel. Cette Pacifique G5 4-6-2 en tête d'un wagon passagers entre Owen Sound et Toronto passe sur le pont-jetée de la rivière Credit après avoir quitté l'arrêt sur demande de Forks of the Credit. Robert J. Sandusky.

Fergus, Ontario on the CPR Elora branch was a good source of freight traffic from Beatty Brothers farm machinery plant near the station. On May 8, 1954, westbound mixed train 747, with D10 4-6-0 963, stops to switch. Note the International of Maine CPR box car awaiting attention from 963 and her crew. Robert J. Sandusky.



La ville de Fergus, Ontario, située sur l'embranchement Elora du CP, était un endroit très occupé avec, entre autres, l'usine de machinerie agricole des Beatty Brothers installée près de la gare. Le 8 mars 1954, le train mixte 747 avec une D10 4-6-0 963 s'est arrêté pour échanger quelques wagons, dont un wagon couvert du CP de la division International of Maine. Robert J. Sandusky.



CPR D10 4-6-0 1088 is at Orangeville with a southbound mixed train back in 1957. The distinctive bunkhouse, which was home away from home to Toronto crews, is evident and the unique station stands in the background. The station still survives as a fine restaurant, albeit off the railway property, in the town of Orangeville. Robert J. Sandusky.

La D10 4-6-0 1088 du CP est en gare d'Orangeville, Ontario, avec un train mixte, en 1957. On peut voir à l'arrière-plan la gare ainsi que l'auberge de la compagnie, où logeaient les équipages de train en attente d'un retour vers Toronto. Cette gare existe toujours, déménagée hors du site original, et elle abrite maintenant un des meilleurs restaurants d'Orangeville. Robert J. Sandusky.

CPR G1 4-6-2 2203 and an unidentified G3 4-6-2 2300 big sister heel to the curve at Milton, Ontario on May 4, 1957. The 2203 is likely the 'push' engine which will assist the westbound manifest freight up the grade to Guelph Junction and maybe as far west as Orr's Lake depending on the train's tonnage. Robert J. Sandusky.

La Pacifique G1 4-6-2 2203 en précède une autre de même type en tête d'un train de marchandises à Milton, Ontario, le 4 mai 1957. Elle aide le train à gravir la pente très escarpée jusqu'à Guelph Junction et Orr Lake, où elle quittera le train pour revenir allège à Lambton. Robert J. Sandusky.





Montreal-Detroit through trains 21 and 22 were some of the first CPR passenger trains to get diesels. CPR's first FP9 1405 is in the lead at Milton on a blustery March 15, 1954. Modellers note: The FP9 is so new that the familiar "icicle breakers" have not been added. These were installed to protect the dome cars on the 'Canadian' and the 'Dominion' which suffered broken dome glass from striking icicles in tunnels. At the time of the photo the dome cars had yet to appear on the CPR. Robert J. Sandusky.

Les express 21 et 22 entre Montréal et Detroit ont été les premiers trains de passagers du CP tractés par des locomotives diesel. En gare de Milton, Ontario, par une froide journée du 15 mars 1954, la toute première FP9 achetée par le CP, la 1405, est en tête du train. Cette locomotive est flambant neuve et n'a pas encore été modifiée pour tracter les trains transcontinentaux tels que le Canadian et le Dominion. Ce train n'a pas non plus de wagons munis de dômes panoramiques. Robert J. Sandusky.

By 1956 the Budd RDC had replaced the steam hauled passenger trains in much of Credit Valley country. RDC equipped train 706 from Owen Sound met G1 2238 with a local freight at Brampton on October 13, 1956. After thirty years in storage, the brick materials from the CPR Brampton station were reassembled in 2010 to create a 'station' facade for the nearby Mount Pleasant arts and cultural facility. Robert J. Sandusky.



En 1956, les autorails Budd avaient remplacé les trains de passager tractés par les locomotives à vapeur dans la région. Le 13 octobre, le train 706 en provenance de Owen Sound est en gare de Brampton, Ontario, alors que la locomotive de type G1 2238 attend sur la voie d'évitement avec son train local de marchandises. En 2010, trente ans après la démolition de cette gare, les briques, qui avaient été conservées, seront réutilisées pour la construction de la façade du centre d'art de Mount Pleasant tout près de là. Robert J. Sandusky.



Six years after the Brampton shot, tiger striped CPR RDC's are still in charge of the train from Owen Sound. RDC-2 9112 is making a flag stop at the ramshackle station/shelter at Forks of Credit. The train is now No 306 and the year is 1962. Whose 1962 DeSoto is that? Bill Carr.

Six ans plus tard, en octobre 1962, les autorails Budd sont toujours en service. Le train no 306 en provenance d'Owen Sound fait son arrêt sur demande à la petite gare de Forks of Credit; une belle voiture De Soto de l'année attend les passagers. Bill Carr.

Bound for London with a vengeance! CPR RS10's 8570 and 8470 accelerate No. 21 away from Woodstock, Ontario on April 28, 1957. While the RS10's are doing a great job of imitating steam power with their smoke show, the smoke in the distance is likely from the D10 4-6-0 that will leave soon with the St. Thomas branch mixed train. The St. Thomas branch was part of the original main line of the Credit Valley system. Robert J. Sandusky.

Émettant un panache de fumée typique des locomotives Alco, deux RS10 du CP quittent la gare de Woodstock, Ontario, le 28 avril 1957. On peut voir à l'arrière-plan un autre panache de fumée, cette fois provenant d'une loco vapeur probablement, une D10 4-6-0, qui se prépare à partir pour St. Thomas avec un train mixte. L'emprise en direction de St. Thomas faisait partie du parcours original du Credit Valley Railway. Robert J. Sandusky.





The final years the passenger services on the CPR Galt Subdivision were entrusted to the RDC fleet. On April 27, 1970, train 338 is eastbound at Cooksville, Ontario in the charge of an unidentified RDC 2. The gradient on the right in the photo marks the route of the 1917-1931 Toronto Suburban Railway which interchanged with the CPR at Cooksville. Robert J. Sandusky.

Vers la fin du service passager sur la subdivision Galt du CP, on ne trouvait plus que des autorails Budd; ici, le train 338 se dirige vers l'est à Cooksville, Ontario, et l'autorail de tête est un RDC2. À la droite de la photo, on peut voir l'ancienne emprise du Toronto Suburban Railway, qui a fonctionné de 1917 à 1931 et qui communiquait avec le CP à Cooksville. Robert J. Sandusky.

A trio of CPR SW1200RS's led by engine 8146 switches at Streetsville, Ontario in the spring of 1976. The 8100's were among the diesels which finally vanquished steam power on the CPR by 1960. They were ubiquitous on local freights everywhere on CPR lines in southern Ontario. Not long after this photo was made, Streetsville station was closed as a train order office and demolished. Robert J. Sandusky.



Un trio de locomotives de manœuvre de type SW1200RS sont en gare de Streetsville, Ontario, au printemps de 1976. Les locomotives de la classe 8100 sont les diesel qui ont sonné le glas de la vapeur sur le CP en 1960. On les trouvait partout, utilisées à toutes les sauces, comme sur les trains locaux de marchandises, dans la région sud de l'Ontario. Peu après la prise de cette photo, la gare de Streetsville fut fermée et démolie. Robert J. Sandusky.



A scene which cannot be repeated. Until recently, GO Transit's Milton service, using CPR's Galt Subdivision required the deadheading of equipment between Milton and the layup yard at Guelph Junction. A new storage facility east of Milton and much longer trains makes this September 1983 scene a historic photo! Bill Carr.

Il ne serait plus possible de refaire cette photo. Jusqu'à tout récemment, les trains GO qui utilisaient la subdivision Galt du CP et avaient Milton comme terminus, devaient continuer à vide jusqu'à la gare de triage de Guelph Junction. La construction d'une nouvelle gare de triage à l'est de Milton et l'augmentation de la longueur des trains depuis donnent à cette photo prise en 1983 une valeur historique. Bill Carr.

In the fall of 1975, the Ontario Rail Association ran a memorable double header excursion featuring ex CPR A class 4-4-0 136 and ex CPR D10 1057 from Toronto to Owen Sound and return. Both engines were lettered Credit Valley as was most of the heavyweight passenger train consist. Here the double header nears Forks of Credit. Legendary CPR hogger Frank Bunker is in charge of the 1883 4-4-0. Stan J. Smail.

À l'automne 1975, la Ontario Rail Association a organisé un mémorable voyage en train de Toronto à Owen Sound aller et retour. Ce train était tracté par deux vénérables locos vapeur ayant déjà appartenu au CP, les 4-4-0 no 136 et la D10 4-6-0 no 1057. Pour l'occasion, les deux locos et les wagons passagers avaient été repeints avec le logo du Credit Valley Railway. Cette photo nous montre ce train passant sur le pont situé à Fork of Credit, Ontario. L'ingénieur aux commandes de la loco de tête, construite en 1883, est le légendaire Frank Bunker, retraité du CP. Stan J. Smail.





Heeling to the curve at Chatsworth, 136 and 1057 put on a show for the young girls out to witness a scene from yesterday. Thirty-six years later, both 136 and 1057 survive at the South Simcoe Railway in Tottenham, Ontario. The 136 just recently returned to active service on the SSR! Stan J. Smaill.

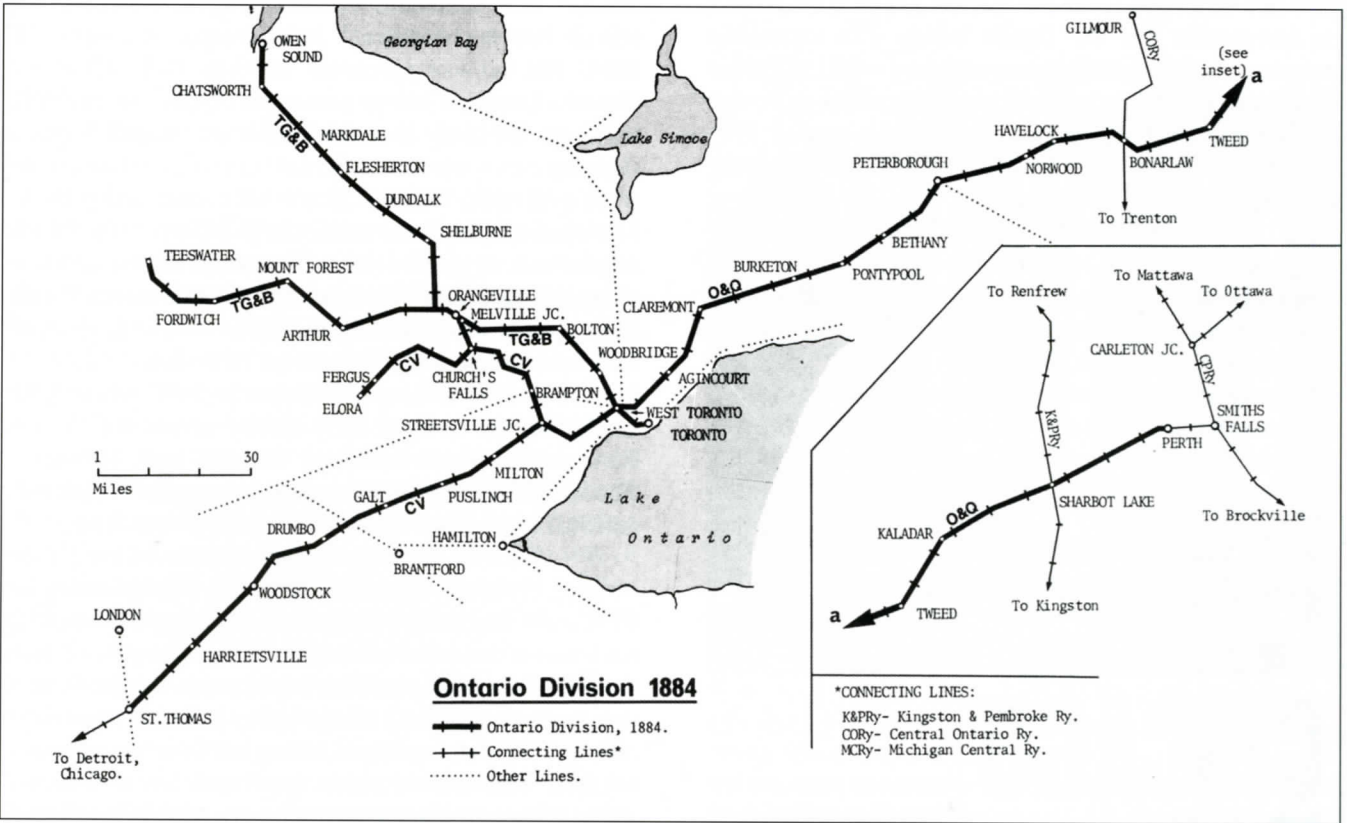
Le même train passant par Chatsworth, Ontario, et les deux locos vapeur donnent tout un spectacle aux enfants qui regardent passer ces machines d'un autre âge. Trente ans plus tard, la 136 et la 1057 sont toutes les deux conservées à Tottenham, Ontario, par le South Simcoe Railway. La 136 vient tout récemment d'être remise en état de marche! Elle doit incessamment reprendre du service sur le SSR. Stan J. Smaill.

The Orangeville-Brampton Railway is operated for its owners by Cando Contracting. One of Cando's units is a former Quebec North Shore & Labrador GP9, now numbered 1000. The venerable Geep has encountered some winter as evidenced by the snow above her plow pilot. February 11, 2003 and Bob Sandusky is still out shooting! Robert J. Sandusky.



Le chemin de fer Orangeville & Brampton est une petite ligne régionale gérée par Cando Contracting au bénéfice de ses propriétaires, qui utilisent une bonne vieille GP9 achetée d'occasion du QNS&L. Celle-ci semble avoir amassé beaucoup de neige en cours de route, en cette froide journée du 11 février 2003. Bob Sandusky est toujours là pour la prendre en photo! Robert J. Sandusky.

Continued from page 16



The integration of the Credit Valley into Canadian Pacific's Ontario Division in 1884 is illustrated in this map drawn by the late Omer S.A. Lavallee for his book Van Horne's Road published by Railfare DC Books.

L'intégration du Credit Valley par la division Ontario du Canadien Pacifique en 1884 est bien illustrée par cette carte du regretté Omer S.A. Lavallée, pour son livre Van Horne's Road.

ONTARIO AND QUEBEC RAILWAY

1884 TIME TABLE. 1884

Commencing Saturday, 1st March, 1884.

CREDIT VALLEY RAILWAY.					ORANGEVILLE & ELORA BRANCHES.					TORONTO, GREY & BRUCE RAILWAY.					
- MAIN LINE -					- CREDIT VALLEY RAILWAY -					- MAIN LINE -					
Miles	GOING WEST	St. Louis	Pacific	Express	Mixed	Miles	GOING NORTH	Mail	Assess.	Express	Miles	GOING NORTH	Mail	Mixed	Express
0	Toronto (Dep.)	7:45 a.m.	1:30 p.m.	3:10 p.m.		0	Streetville (Dep.)	7:40	7:40	7:40	0	Toronto (Dep.)	7:20 a.m.	8:10 a.m.	11:30 p.m.
1	West Toronto	8:00 a.m.	1:50 p.m.	3:20 p.m.		1	Streetville Junction	8:55	8:55	8:55	1	Montreal, G.T.P.	9:00 a.m.	11:30 p.m.	
4	Lansdown	8:07	1:55	3:28	12:34	2	Meadowville	9:00	9:00	9:00	2	Prescott	1:15 p.m.	3:30 a.m.	
9	Islington	8:12	1:58	3:30	12:37	3	Churchville	9:05	9:05	9:05	3	Ottawa, C.P.R.	10:45 a.m.	10:50 p.m.	
12	Dixie	8:22	2:02	3:35	12:42	4	Edmonton	9:13	9:13	9:13	4	Brockville, G.T.R.	3:05 p.m.	4:00 a.m.	
14	Cooksville	8:25	2:05	3:38	12:45	17	Campbell's Cross	9:30	9:30	9:30	17	Woodstock	7:20 a.m.	8:10 a.m.	11:30 p.m.
17	Springfield	8:33	2:09	3:44	12:53	19	Chesham	9:35	9:35	9:35	19	Parkdale	7:30	8:10 a.m.	5:00 p.m.
20	Stratford	8:40	2:13 p.m.	3:48	1:00	21	Riverdale	9:41	9:41	9:41	21	Carleton	7:37	8:25	5:00 p.m.
21	Stratford Junction	8:50	2:17	3:58	1:05	22	Forbes Creek	9:46	9:46	9:46	22	Weston	7:45	8:37	5:17 p.m.
24	Trillium	9:00	2:25	4:08	1:10	24	Spina	9:54	9:54	9:54	24	Emery	7:55	8:50	5:28 p.m.
27	Horseshoe	9:02	2:28	4:11	1:13	25	Spina	10:00	10:00	10:00	25	Hammer Summit	8:00	9:04	
29	Milton	9:10	2:35	4:18	1:15	26	Spina	10:05	10:05	10:05	26	Woodbridge	8:05	9:12	5:40 p.m.
32	Campbellville	9:25	2:45	4:28	1:20	27	Spina	10:10	10:10	10:10	27	Kilaburg	8:18	9:45	5:55 p.m.
34	St. Catharines	9:35	2:55	4:38	1:25	30	Alton	10:12	10:12	10:12	30	More Road	8:30	10:05	6:07 p.m.
42	London	9:50	3:10	4:53	1:35	32	Hamilton	10:15	10:15	10:15	32	Cardwell Junction	8:45	10:45	6:25 p.m.
45	St. Thomas	10:00	3:20	5:03	1:40	33	Hamilton	10:20	10:20	10:20	33	Barrie	9:02 a.m.	6:31 p.m.	
51	Windsor	10:15	3:35	5:18	1:45	34	Alton	10:25	10:25	10:25	34	Alliston	9:05 a.m.	6:34 p.m.	
57	Ayr	10:25	3:45	5:28	1:50	35	Orangeville	10:30	10:30	10:30	35	Collingwood	9:12 a.m.	6:40 p.m.	
72	Windsor	10:35	3:55	5:38	1:55	36	Orangeville	10:35	10:35	10:35	36	Charleston	9:25 a.m.	6:55 p.m.	
74	Drumbo	10:40	4:00	5:43	2:00	37	Orangeville	10:40	10:40	10:40	37	Alton	9:44	11:38	7:00 p.m.
79	Windsor	10:45	4:05	5:48	2:05	38	Orangeville	10:45	10:45	10:45	38	Orangeville	9:55	12:00	7:10 p.m.
81	Ingersoll	10:54	4:10 p.m.	5:57	2:10	39	Orangeville	10:50	10:50	10:50	39	Orangeville Junction	10:10	12:30	7:20 p.m.
87	Woodstock	11:00	4:15	6:02	2:15	40	Orangeville	10:55	10:55	10:55	40	Laurel	10:25	12:55	7:45 p.m.
89	Woodstock	11:05	4:20	6:07	2:20	41	Orangeville	11:00	11:00	11:00	41	Crombie	10:35	1:10	7:53 p.m.
92	Woodstock	11:10	4:25	6:12	2:25	42	Orangeville	11:05	11:05	11:05	42	Shelburne	10:49	1:13	8:00 p.m.
97	Ingersoll	11:20	4:35	6:22	2:35	43	Orangeville	11:10	11:10	11:10	43	Corbett	11:10	2:17	8:10 p.m.
102	Paris	11:30	4:45	6:32	2:45	44	Orangeville	11:15	11:15	11:15	44	Dundas	11:20	2:27	8:20 p.m.
106	Harristown	11:40	4:55	6:42	2:55	45	Orangeville	11:20	11:20	11:20	45	Flesherton	11:30	3:10	8:30 p.m.
112	Belmont	11:50	5:05	6:52	3:05	46	Orangeville	11:25	11:25	11:25	46	Chatsworth	11:40	3:25	8:40 p.m.
121	St. Thomas	12:00	5:15	7:02	3:15	47	Orangeville	11:30	11:30	11:30	47	Woodstock	11:50	3:40	8:50 p.m.
	Detroit, M.C.R. Arr.	3:00 p.m.	4:50 p.m.	8:10 a.m.		48	Orangeville	11:35	11:35	11:35	48	St. Vincent Road	1:18	5:40	
	Toledo	3:20	5:10	8:30		49	Orangeville	11:40	11:40	11:40	49	Owen Sound	1:30 p.m.	6:00 p.m.	10:30 p.m.
	Bay City	3:35	5:25	8:45		50	Orangeville	11:45	11:45	11:45	50				
	Grand Rapids	3:50	5:40	9:00		51	Orangeville	11:50	11:50	11:50	51				
	Chicago	4:05	5:55	9:15		52	Orangeville	11:55	11:55	11:55	52				
	St. Louis	4:20	6:10	9:30		53	Orangeville	12:00	12:00	12:00	53				
	Wahash	4:35	6:25	9:45		54	Orangeville	12:05	12:05	12:05	54				
	Cincinnati	4:50	6:40	10:00		55	Orangeville	12:10	12:10	12:10	55				

Two months before the Ontario & Quebec Railway became the Ontario Division of CPR, the O&Q issued this timetable. The former Toronto, Grey & Bruce line had already become the favoured route between Toronto and Orangeville. The original of this timetable hangs on the wall of the Credit Valley Explorer station in Orangeville.

Deux mois avant que le Ontario & Quebec Railway ne devienne une division du CPR, le O&Q publie cet horaire. L'ancienne ligne Toronto et Bruce est devenue la ligne privilégiée entre Toronto et Orangeville. L'original de cet horaire est accroché au mur de la gare du Credit Valley Explorer à Orangeville.

least one timetable from 1887 shows a boat train routed via Streetsville and the Credit Valley. The steamship expresses via Orangeville were continued until 1912 when the eastern steamship base was moved from Owen Sound to Victoria Harbour, which was then renamed Port McNicoll, after David McNicoll, the CPR Vice-president in charge of Ontario operations.

On April 21, 1884, the CPR introduced a Palace sleeping car between Toronto and Chicago. This would have increased the range of available accommodation to passengers as only parlour cars had previously operated between Toronto and St. Thomas on the CVR. Although CPR was acquiring its own roster of sleeping cars, those in international service were usually provided by the US connections. Since the sleeper was routed over the

Michigan Central west of St. Thomas, the Palace car was provided by the New York Central Sleeping Car Company established by Webster Wagner, who two years earlier had been killed by a rear end collision while riding in one of his own sleeping cars.

300

COMMENCING APR. 21st
NEW PALACE SLEEPING CAR
WILL BE RUN BETWEEN
CHICAGO
AND
TORONTO
IN BOTH DIRECTIONS, WITHOUT CHANGE, VIA THE
MICHIGAN
CENTRAL
AND
CANADIAN PACIFIC
R.Y.S. (C.V. DIVISION.)
LEAVING CHICAGO DAILY
EXCEPT SATURDAY, AT
4.15 P.M.
 Leaving JACKSON, 9.57 P.M.
 " DETROIT, 12.15 A.M.
 Arriving ST. THOMAS, 3.25 "
 " INGERSOLL, 5.50 "
 " Woodstock, 6.10 "
 " TORONTO, 9.40 "

LEAVING TORONTO DAILY
Except Sunday at 1.30 P.M. arriving in CHICAGO at 7.55 following morning.
THIS IS THE
ONLY LINE
OF THROUGH CARS BETWEEN
CHICAGO AND TORONTO
DINING CARS
Accompany the Train on the Michigan Central

F. S. WINTER

Shortly after the integration of Credit Valley into the CPR system, the railway introduced through sleeping cars between Toronto and Chicago via the Michigan Central Railroad.

Peu de temps après l'intégration du CVR par le CPR, on propose des wagons-lits entre Toronto et Chicago via le Michigan Central Railway.

The Canadian Pacific inaugurated passenger service between Montreal and Toronto on August 11, 1884. The railway promoted its twice-daily Montreal-Toronto-Detroit-Chicago passenger service via the CVR, although it's likely that this consisted only of through sleeping cars routed on different trains since it owned no track west of St. Thomas. This CVR connection with the Michigan Central was particularly irksome since CPR missed two of southwestern Ontario's most important cities: London and Windsor. The West Ontario Pacific Railway was incorporated in 1885 to build the 'Detroit Extension' west from Woodstock. The line to London opened in 1887 and on to Windsor in 1890, where CPR established its own car ferry service across the Detroit River with two side-wheelers, 'Ontario' and 'Michigan.' The former Credit Valley main line between Woodstock and St. Thomas then became a secondary branch line.

Back in Toronto, the upper floor of the Credit Valley's Parkdale station became the headquarters for CPR train dispatchers in Ontario. Hanging on the office wall was a macabre reminder to train crews of how dangerous their job could be. In plain view was the skull of cow that had derailed a Credit Valley train and caused the railway's first fatal accident, killing both the engineer and fireman. This morbid object apparently assumed iconic status in Toronto since a plaster replica was also on display in the CPR offices at King and Yonge streets.

In 1885, the CPR made some improvements at Parkdale. A new switch was installed near the Central Prison so that westbound passenger trains didn't have to back into Parkdale station. A new 65-foot turntable was



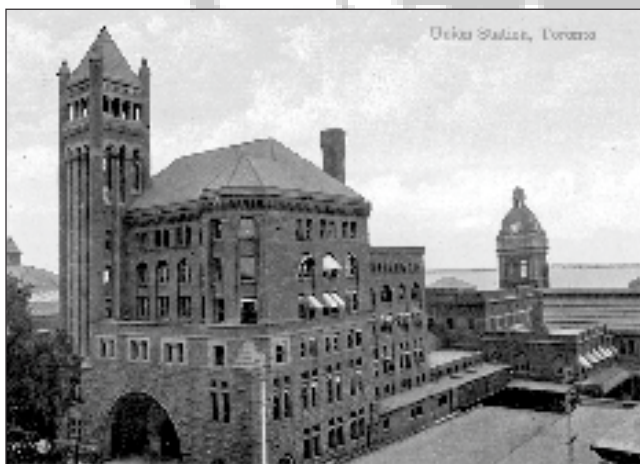
Around the time of the CPR takeover in 1884, Credit Valley offices were moved into this building at the corner of Yonge and King streets. Since 1881 they had been located behind the photographer on the right at 20 King Street West. In 1913, CPR built a 15-story skyscraper at this location, which they occupied until 1990. Author's collection.

À peu près en même temps que la reprise par le CPR en 1884, les bureaux du Credit Valley déménagent dans cet immeuble au coin des rues Yonge et King. Ils étaient situés depuis 1881 juste derrière le photographe à droite, au 20 Ouest de la rue King. En 1915, le CP érige à cet endroit un gratte-ciel de 15 étages, qu'il occupera jusqu'en 1990. Collection de l'auteur.

also installed to replace the wooden one, which, according to the *Globe*, “while it satisfied the requirements of the Credit Valley, is much too small and weak for the requirements of through traffic.” A new steam lathe for leveling locomotive wheels was also installed.

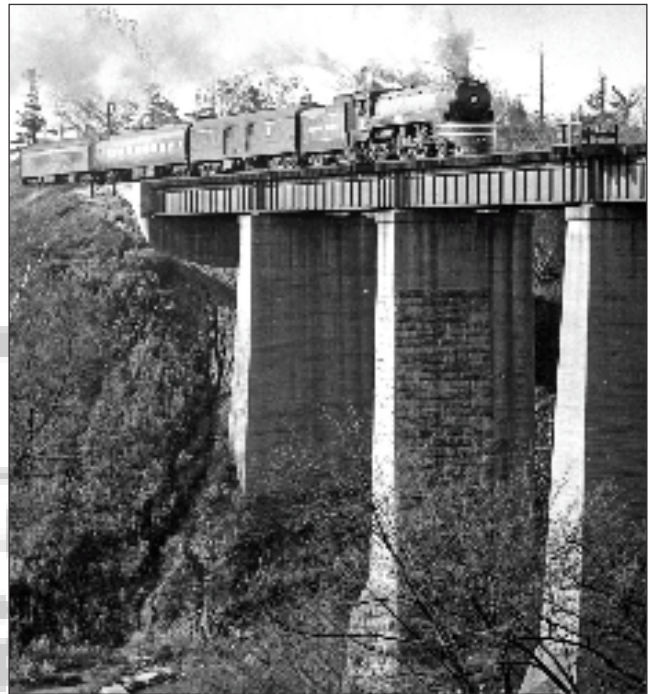
The Credit Valley Railway’s most significant contribution to North American railroading occurred months after its takeover by CPR. On April 1, 1884 the world’s first rotary snowplow was tested along the track between Parkdale and Queen’s Wharf. In the first decades of the railway era, winter operations were often crippled by snowstorms. The wedge plow merely pushed the snow aside but when there was a heavy snowfall, trains were often stranded until labourers could dig them out with shovels. The new rotary snowplow employed a large steam-powered cutting wheel and a specialized fan that digested the snow and propelled it well off to the side of the track. Although technical details of the first rotary plow are sketchy, the machine appears to have been constructed in the CVR’s Parkdale shops. Since it was late in the winter season, a gang of men was sent out with shovels to gather up enough snow from dark corners and shady locations. Once perfected, the rotary plow could cope with much deeper snow than previously and railways were no longer shut down for days at a time except in the most extreme circumstances.

The CVR’s most enduring legacy in Toronto to this day is the Credit Valley sandstone that was quarried at



The Credit Valley Railway’s most enduring legacy in Toronto is the brown sandstone quarried at Forks of the Credit. This stone can be seen today in the provincial Parliament Buildings and the Old City Hall. It was also used to build the Front Street extension to the old Union Station (1895-1931). Author’s collection.

L’héritage le plus marquant laissé par le Credit Valley à Toronto est cette pierre de grès brun tirée de Forks of the Credit. Elle a été utilisée pour construire le parlement provincial et l’ancien hôtel de ville. Elle a aussi servi pour la construction de l’agrandissement de l’ancienne gare Union, rue Front (1895-1931). Collection de l’auteur.



The bridge over the Humber River is seen in the 1950s view by the late Jim Beveridge. The bridge was completed by the Credit Valley years before they began operating trains. Although the wooden truss spans were replaced a few years after Canadian Pacific took over CVR, the masonry of the original 1874 piers can still be seen. Collection of Toronto Railway Historical Association, donated by the photographer, Jim Beveridge.

Le pont au-dessus de la rivière Humber en 1950, vu par le regretté Jim Beveridge. Le pont a été terminé par le Credit Valley quelque temps avant qu’il n’exploite des trains. Bien que les portées en bois aient été remplacées par le CP après sa reprise du CVR, la maçonnerie des piles d’origine datant de 1874 est toujours bien là. Collection de Toronto Railway Historical Association, don de Jim Beveridge.

Forks of the Credit and transported into Toronto on CVR flat cars. This pleasing reddish-brown stone was used to clad some of the city’s most prominent structures, including the Ontario Parliament Buildings at Queen’s Park (1892) and Old City Hall (1899). Vanished landmarks, that utilized this stone included Toronto’s first true skyscraper - the Temple Building (1902-1970) - and the Front Street headhouse of the third Union Station (1896-1931). In 1881, an average of 18 carloads of this stone was being transported into the city every day.

In 1887, the timber truss bridge over the Humber River was replaced with a new iron span. The line from Lambton to the west was double-tracked in 1911 but the gantlet bridge over the Humber remained a traffic bottleneck until it too was rebuilt with two tracks in December 1914. This was the last remaining length of single track between Leaside and Guelph Junction. Although the piers were extended and strengthened with concrete, the original 1874 Credit Valley stonework can still be clearly seen.

In the years after the CPR absorbed the CVR, the railway gradually relocated the Parkdale locomotive and maintenance facilities elsewhere. Passenger engine servicing was moved downtown in 1897 to the new John Street roundhouse, which was located just west of where the Credit Valley had erected its waterfront freight shed. Freight locomotive and heavy-duty engine maintenance was shifted to West Toronto, with only a car shop and freight yard remaining at Parkdale.

Around 1910 the Parkdale freight yard was expanded and the north-south track arrangement built by CVR was changed to an east-west alignment. After the 1964 opening of Toronto Yard in Scarborough, Parkdale remained busy as a sorting yard for local freight trains switching industries in downtown Toronto. In the 1970s

and 80s, these industries gradually closed down or relocated to the suburbs. On March 16, 1986, the last local freight train departed from Parkdale and the yard was then used for intermodal container traffic until it closed for good in October 1990.

In 1885 Parkdale became the site of Toronto's first grade separated crossing, or subway, as it was then known. With several tracks of each of four different railways crossing over Queen Street, this location had become a serious safety hazard and a hindrance to Toronto's westward development. As the city expanded, the demand for subways increased and a number of massive grade separation projects were carried out, culminating in 1930 with the completion of what is now known as the Union Station Rail Corridor. The Credit



This 1898 view is looking west along Queen Street from an upper floor of the Gladstone Hotel. On the far left can be seen the former Credit Valley Railway station at Parkdale. Dufferin Street is behind the station. The first underpass or subway was built here in 1884 and rebuilt in the 1890s shortly before this photograph was made. The tracks of four railways cross over Queen St. at this point. From top to bottom they are Credit Valley/CPR; Grand Trunk; Northern/GTR; Toronto, Grey & Bruce/CPR. The staircase adjacent to the track closest to the camera and partially hidden by the near bridge was built so streetcar passengers could access the CPR station and is still in place at this location, although recently blocked off by the city. City of Toronto Archives, Fonds 200, Series 376, File 2, Item 1.

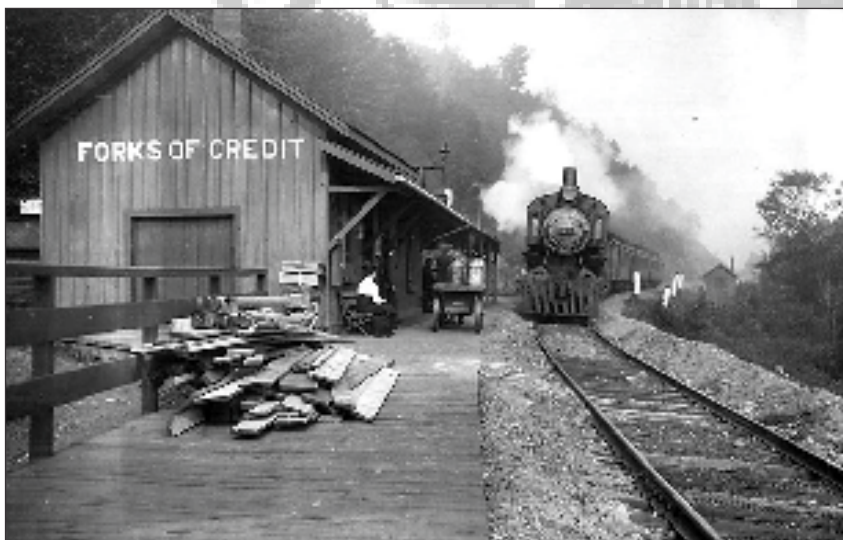
Cette vue de 1898 – en regardant vers l'ouest le long de la rue Queen – est prise d'un étage supérieur de l'hôtel Gladstone. Au loin à gauche, on peut distinguer l'ancienne gare du Credit Valley rue Parkdale. La rue Dufferin passe sous la gare. Le premier passage souterrain a été construit en 1884 et refait dans les années 1890 peu de temps avant que cette photo ne soit prise. À cet endroit, les voies de quatre réseaux passent au-dessus de la rue Queen. De haut en bas, il y a Credit Valley/CPR; Grand Trunk; Northern/GTR et Toronto, Grey & Bruce/CPR. Les escaliers adjacents aux voies les plus près de l'appareil photo, partiellement cachés par le pont, ont été construits pour permettre aux passagers des tramways d'accéder facilement à la gare du CPR; ils sont toujours là même s'ils ont été récemment condamnés par la Ville. Archives de la Ville de Toronto, Fonds 200, séries 376, fichier 2, item 1.

Valley's Parkdale passenger station survived until 1911 when it was replaced by a brick structure that remained in use until 1968.

Following the CPR takeover in 1884, the Toronto, Grey & Bruce line through Bolton became the preferred route between Toronto and Orangeville rather than the Credit Valley line, even though it had easier grades, more generous curves and higher engineering standards. This seems puzzling today as the CPR certainly recognized the limitations of the Toronto, Grey & Bruce route and there were at least three surveys and two proposals to realign the route before the turn of the 20th century.

The railway had cause to regret their dithering on September 3, 1907 when a CPR 'Exhibition Special' derailed on the scenically spectacular, but dangerous, Horseshoe Curve near Caledon, killing seven and injuring 114. The Toronto, Grey & Bruce had built the sharp curve around 1870 in order to ascend the Niagara Escarpment while saving money on engineering and construction. However, it wasn't until 1932 that CPR abandoned the 19 miles between Bolton and Melville Junction and the former CVR line became the sole route between Toronto and Orangeville.

The Elora Branch was the least profitable component of the CVR. Plans to extend the line to Elmira never came to be although the branch remained open for over a century. With freight traffic down to less than twenty carloads a year, the CPR abandoned it in 1987. Today it has been transformed into the Elora Cataract Trailway, a recreational path. Otherwise most of the Credit Valley right-of-way remains in operation.



A CPR train bound for Toronto pulls into Forks of Credit station circa 1905. Cans of milk await on the baggage wagon, probably bound for some city dairy. City of Toronto Archives, Fonds 1244, Item 1739.

Un train du CPR en direction de Toronto entre dans la gare de Forks of Credit aux environs de 1905. Les bidons de lait qui attendent sur le chariot à bagages sont sûrement destinés à des crémiers de la ville. Archives de la Ville de Toronto, Fonds 1244, item 1739.



In the second decade of the 20th century, a CPR train arrives at North Parkdale, the first stop westbound from Union Station. The designation of North Parkdale was used to distinguish these stations from the Grand Trunk's South Parkdale station located along the lakeshore. The station building seen here replaced the original Credit Valley station in 1911. Author's collection.

Dans la deuxième décennie du XXe siècle, un train du CPR arrive à North Parkdale, le premier arrêt vers l'ouest après la gare Union. Cette désignation de North Parkdale devait distinguer cette gare de celle du Grand Trunk, South Parkdale, située elle sur le bord du lac. Ce bâtiment semble avoir remplacé celui de la gare originale du Credit Valley en 1911. Collection de l'auteur.

Passenger Service along the CVR in the CPR Era

Following the completion of the Detroit Extension in 1890, which caused a falling out with Michigan Central, the CPR made arrangements with the Wabash Railroad to provide through service beyond Detroit to Chicago. This arrangement prevailed until 1914 when the CPR began using the Detroit River Tunnel and the newly completed Michigan Central Station in Detroit. On May 31, 1914, CPR inaugurated 'The Canadian', a Montreal-Chicago train that featured through standard and tourist sleepers, coaches, and a buffet-library-compartment-observation car, probably one of the Glen cars built in the company shops in 1909. 'The Canadian' remained the most prestigious train on this route until the name was appropriated for the CPR's new transcontinental streamliner in 1955. Other name trains operating over the CVR line west of Toronto included the 'Chicago Express', the 'Royal York', and the 'Overseas'.

In 1936, following several years of Depression-induced austerity, the CPR introduced four new streamlined trainsets for fast intercity medium-distance

passenger routes. The semi-streamlined 4-4-4 locomotives were dubbed "Jubilees" in tribute to the 50th anniversary of the commencement of transcontinental train service in 1886. The trainsets each consisted of a mail-express car, a baggage-buffet-coach and two coaches built at the National Steel Car Co. in Hamilton and CP's Angus Shops in Montreal. On September 27, 1936, two of these locomotives and one trainset were placed in service on the Royal York between Toronto and Detroit, reducing the travel time between the two cities to 5 hours, 35 minutes.



Train No. 38, the Toronto-Detroit "Royal York," prepares to depart from West Toronto station in 1938. By this time additional cars were already being added onto the 4-car streamlined trainset. CPR 4-4-4 No. 3000 was one of two F1's assigned to John Street for this service and was scrapped in 1958. Al Paterson photo.

Le train 38, le Toronto-Detroit Royal York, se prépare pour le départ de la gare de Toronto-Ouest en 1938. À cette époque, les voitures supplémentaires ont été déjà ajoutées sur la rame profilée de quatre voitures. La CPR 4-4-4 No 3000 était l'une des deux F1 assignées rue John à ce service; elle fut détruite en 1958. Photo Al Paterson.

In 1953, Canadian Pacific introduced Rail Diesel Cars along the Toronto-Detroit corridor. These 'Dayliners,' as CPR marketed them, would replace the 3000 series Jubilee steam locomotives used on this route since 1936. The RDC's were manufactured by the Budd Company in Philadelphia, the same firm that provided the stainless steel fleet for the new 'Canadian'. Heavy passenger trains remained the norm along the Toronto-Detroit main line throughout the 1950s. With the building of Highway 401, rail patronage evaporated and Dayliners completely took over this service by 1964. The two daily round trips were cut back from Detroit to Windsor in 1967 and reduced to one a day in 1969. The Toronto-Windsor trains were eliminated on July 3, 1971, ending all CPR passenger service over the former CVR and in southwestern Ontario.

Passenger traffic was seldom abundant on the Elora branch. The passenger trains were replaced by a mixed train in 1920, which was terminated in 1957.

By 1958 Dayliners were providing all passenger service on the Toronto-Orangeville-Owen Sound route.



CPR 9050 leading train No. 360 (ex-Windsor) approaching Eglinton Avenue east of Streetsville in late March, 1954. Bill Carr.

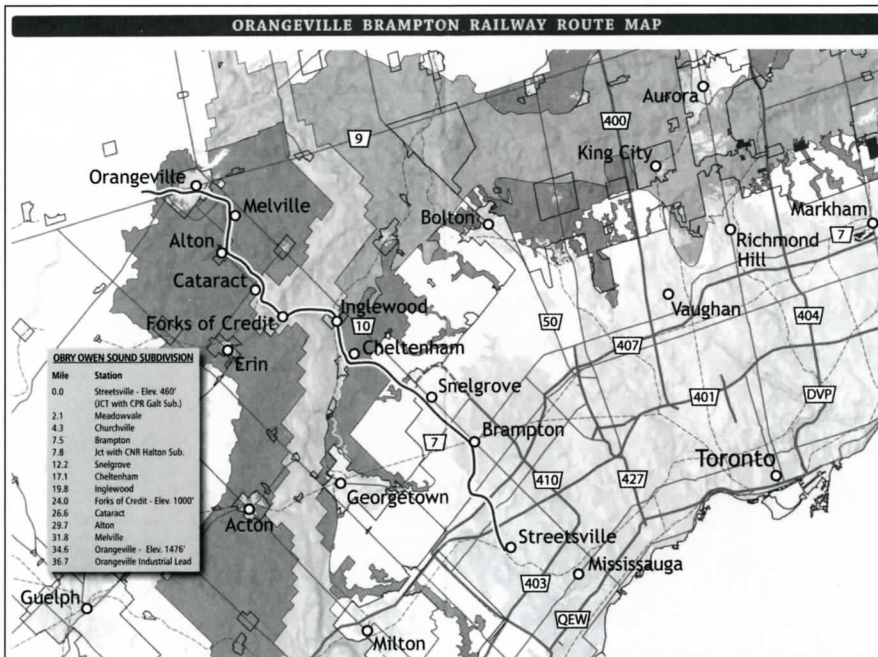
La 9050 du CPR, en tête du train no 360 (ex-Windsor), s'approche de l'avenue Eglinton, à l'est de Streetsville, à la fin de mars 1954. Bill Carr.

The two daily round trips were reduced to one a day in 1961, and three times a week by 1964. The trains were cancelled on October 30, 1970, ending CPR passenger service over the Streetsville-Orangeville segment of the CVR.

On October 26, 1981, GO Transit initiated commuter service over the old CVR main line between Milton and Toronto Union Station with three rush hour round trips on weekdays only. It is currently the only GO train route operating mostly over Canadian Pacific tracks. Today, it is the second busiest GO corridor with seven trains a day in each direction. It is scheduled to see all day service in the near future.

In 1995, Canadian Pacific abandoned the former Toronto, Grey & Bruce line from Orangeville north to Owen Sound. Following a failed attempt to convert it into a short line, the track was taken up in 1997-98. In 2000, the Town of Orangeville purchased the former Credit Valley Railway from a point 2.4 miles north of Streetsville to mile 36.7, just north of Orangeville. Dubbed the Orangeville Brampton Railway, the town engaged Cando Contracting Ltd to operate the line and deliver resource materials to local manufacturers via the CPR interchange at Streetsville Junction in Mississauga. In 2011 the town was negotiating to sell the line to the Highland Railway Group of private investors.

Recently, GO Transit purchased the lower 3.5 mile section of the CPR's Galt Subdivision from the west end of the Toronto Terminals Railway at Strachan Avenue to West Toronto. The Ontario Southland Railway acquired the Woodstock - St Thomas trackage from the CPR and began operations over this track on December 14, 2009. Thus in 2011 the only part of the CVR still in CPR hands is the 83-mile Galt Subdivision from West Toronto to Woodstock.



The route of the Orangeville-Brampton Railway (which actually runs to Streetsville) is outlined on this map.

La carte indique le tracé de la ligne Orangeville-Brampton qui passe actuellement par Streetsville.



During the afternoon rush hour on October 3rd 2008, GO MP40PH No. 608 is pushing Train 153 from Toronto to Milton, the only segment of the CVR that still has regular passenger service. This was photographed from the Wallace Avenue pedestrian bridge just north of Bloor Street. The train is occupying the west side of the railway corridor as did the original Credit Valley Railway in the 1880s. In the distance on the right, Train 207 is on its way to Georgetown over a route put into service by the Grand Trunk Railway in 1855. Daniel Dell'Unto.

Pendant la période de pointe de l'après-midi, le 3 octobre 2008, la GO MP40PH No 608 pousse le train 153 de Toronto à Milton en empruntant le dernier segment du CVR ayant encore un service régulier de passagers. La photo est prise depuis la passerelle de l'avenue Wallace juste au nord de la rue Bloor. Le train passe sur la partie ouest du corridor ferroviaire tout comme le faisaient les trains du chemin de fer du Credit Valley dans les années 1880. Un peu plus loin, à droite, on aperçoit le train 207 en route vers Georgetown sur une voie mise en service par le chemin de fer du Grand Trunk en 1855. Offert par Daniel dell'Unto.

Credit Valley Railway Revivals

For a railway company that disappeared in 1884, the Credit Valley enjoyed several moments in the spotlight well into the 20th century. On May 1, 1960, the famous “end of steam” triple-header steam locomotive excursion carried 1,100 people between Toronto and Orangeville. Two of the locomotives used on this railfan excursion, Canadian Pacific 4-4-0 No. 136 and 4-6-0 No. 1057, would continue to burnish Credit Valley rails in the 1970s.

The Ontario Rail Association was formed in 1972 with the objective of gathering steam-era locomotives and passenger cars, restoring them to operation, and establishing an operating heritage railway in the Greater Toronto Area (GTA). The association acquired a fleet of heavyweight passenger cars and the two locomotives were restored at CPR’s John Street roundhouse. The first excursion in 1973 operated between West Toronto and Orangeville. Since most of the equipment was Canadian Pacific, the group decided to call the operation the Credit Valley Railway in homage to the original and to name the passenger cars after various CVR stations. Over its first three years, the group operated 23 excursions in the GTA. Their search for a permanent home was thwarted by vociferous NIMBYism from local residents who considered a steam train operation to be too “dirty.” The excursions proved unsustainable in the long term and the locomotives and rolling stock became part of the South Simcoe Railway tourist train operation in Tottenham, where they remain today.

At the same time that ORA was operating its excursions, the old CVR played a substantial role in Canadian publishing that has benefitted the rail enthusiast community in recent years. In 1974, James Filby wrote a small book about the CVR, “The Third Giant”. When Filby could find no one willing to



Credit Valley No. 1057 hauls its first excursion between West Toronto and Orangeville at Forks of Credit on May 27, 1973. James A. Brown.

La No 1057 du Credit Valley tire le premier train d'excursion entre Toronto-Ouest et Orangeville à Forks of Credit, le 27 mai 1973. James A. Brown.



In October 1975, ex-CPR Nos. 136 & 1057 haul an Ontario Rail excursion near Chatsworth, Ontario south of Owen Sound. The two locomotives and first four coaches are labelled Credit Valley. The green car on the back is 'Temagami', former Temiskaming and Northern Ontario/Ontario Northland business car 200, built by Pullman in 1914. Photo by Charles Crozier, Toronto Railway Historical Association Collection.

In October 1975, ex-CPR Nos. 136 & 1057 haul an Ontario Rail excursion near Chatsworth, Ontario south of Owen Sound. The two locomotives and first four coaches are labelled Credit Valley. The green car on the back is 'Temagami', former Temiskaming and Northern Ontario/Ontario Northland business car 200, built by Pullman in 1914. Photo by Charles Crozier, Toronto Railway Historical Association Collection.



The only surviving CVR rolling stock is the parlor car Grand River, built by Jackson & Sharp in 1882 and used to carry 1st class passengers between Toronto and St. Thomas. The car was rebuilt by CPR in 1886 as Montmorency and sent to the Esquimalt & Nanaimo on Vancouver Island. At some point it was renamed Strathcona and is now at the Alberni Valley Museum in Port Alberni, BC. The car is seen here in 2006. Hugh Grist.

Le dernier matériel roulant du CVR survivant est la voiture parloir Grand River construite par Jackson & Sharp en 1882 et utilisée pour les passagers de 1re classe entre Toronto et St-Thomas. Cette voiture a été reconstruite par le CPR en 1886 sous le nom de Montmorency et envoyée au Esquimalt & Nanaimo sur l'île de Vancouver. Renommée alors Strathcona, elle est maintenant au musée de l'Alberni Valley à Port Alberni (C.-B.), telle qu'on la voyait en 2006. Photo de Hugh Grist.

publish it, he started his own publishing company called Boston Mills Press. It has since become one of Canada's leading publishers of local histories and high quality railway titles.

Even in the 21st century, the name of the Credit Valley Railway lives on today in two local landmarks well known by rail aficionados. In 2004, the Orangeville Brampton Railway introduced seasonal excursion passenger service, which it brands as the 'Credit Valley Explorer.' The highlight of the trip is still the view from the railway trestle bridge, now mostly filled in, that spans the Credit Valley and the Forks of the Credit River and Provincial Park at Cataract. Just as they did 130 years ago, city dwellers can appreciate the delights of the Credit Valley – this time while enjoying a fine meal and historical commentary. The Credit Valley Railway is also the name of one of the Toronto area's most popular model train shops. After many years in Streetsville, the shop recently relocated to Mississauga.

One would be hard put to find another defunct 19th century Canadian railway still recognized by more than a handful of rail historians 125 years after it ceased to exist.

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The author thanks Steve Bradley, Raymond L. Kennedy and John Mellow for peer reviewing this article before publication. Raymond's Old Time Trains website is a gold mine of information about CPR activities in the GTA. Any errors here, however, are solely the author's responsibility.

The Glen Yard's Glorious Era

By Peter Murphy

Translation: Denis Vallières

The Montreal Gazette newspaper has invited the CRHA to submit railway related articles to its "Looking Back" page in Saturday's Gazette. This is on a rotational basis with other Montreal area museums and material gleaned from the Gazette's Archives. This timely article was recently submitted and was well received by Gazette readers.

The construction crews digging the foundations of the McGill University Health Centre's new teaching hospital have pretty well obliterated all traces of what was once one of Montreal's most important pieces of railway infrastructures. In its day the Glen Yard serviced the locomotives and cars of the Canadian Pacific Railway's passenger fleet, but the tracks and roundhouse from that era are long gone, replaced by a forest of construction cranes.

The Glen got its name from homesick Scots who settled in the west-end village of Cote St. Antoine in the 1880s. To them, the terrain the terrain resembled a Scottish Glen, with its narrow valley and river course leading from the upper central plateau, down the escarpment to the Village of St. Henri. Settlers of Cote St. Antoine used a footpath, that followed a stream down the hill to reach the Montreal City Passenger Railway, or further to reach the Grand Trunk Railway station at St. Henri to catch the train for Montreal or points west.

The Canadian Pacific Railway reached Montreal in 1882, its terminal was Dalhousie Square Station located in Old Montreal on Berri Street. While this location provided direct rail access to the Port of Montreal, it was not ideally suited to passenger operations, especially those to the west. West bound trains took a circuitous route up Hochelaga Hill, through Mile End and Outremont before turning west near Ville St. Pierre.

The Canadian Pacific Railway, through its rights and franchises with other railway companies acquired land to secure a right-of-way from Montreal Junction (Montreal West) to Windsor station on the west side of downtown Montreal. Windsor station opened for regular service with 4 tracks on Monday, February 4, 1889, the first train out was the 'Day Express' for Boston, MA. A wooden trestle was built to carry the tracks over Glen

L'âge d'or du trriage Glen

Par Peter Murphy

Traduction : Denis Vallières

Le quotidien Montreal Gazette a invité l'ACHF à soumettre un article sur un sujet ferroviaire pour sa page Looking Back de son édition du samedi. Cela se fait en alternance avec d'autres musées de la région métropolitaine et à l'aide de documents issus des archives du journal. Notre article, récemment édité, fut bien accueilli par les lecteurs du quotidien.

En excavant le terrain pour y installer les fondations du futur Centre universitaire de santé McGill, les travailleurs ont effacé les traces de ce qui fut l'une des plus importantes infrastructures ferroviaires de Montréal. En effet, occupé autrefois par les voies ferrées et la rotonde du triage Glen, et voué à l'entretien des locomotives et du parc de voitures pour le service aux passagers du Canadien Pacifique, ce site est maintenant envahi par une forêt de grues.

Ce sont des Écossais établis à l'extrémité ouest de la Côte-Saint-Antoine, dans les années 1880, qui donnèrent, par nostalgie, le nom de Glen à ce lieu. En effet, ce terrain évoquait pour eux un glen écossais, c'est-à-dire un vallon étroit au fond duquel circulait une rivière qui se jetait en bas de l'escarpement où était situé le village de Saint-Henri. Les colons de la Côte-Saint-Antoine suivaient un sentier pédestre qui descendait le long de cette rivière et qui menait vers le Montreal City Passenger Railway ou plus loin vers la gare du Grand Trunk Railway à Saint-Henri, leur permettant ainsi de prendre le train vers Montréal ou en direction ouest.

Le chemin de fer du Canadien Pacifique a joint Montréal en 1882. Son terminus, la gare du Square Dalhousie, était situé rue Berri dans l'actuel Vieux-Montréal. Ce site, qui avait un lien ferroviaire direct avec le port de Montréal, n'était cependant pas approprié pour le service aux voyageurs, particulièrement du côté ouest. Les trains en provenance de l'ouest devaient emprunter un tracé circulaire vers la colline d'Hochelaga, traverser le Mile-End et Outremont avant de virer vers l'ouest près de la ville de Saint-Pierre.

Le Canadien Pacifique, par ses droits acquis et ses franchises avec les autres compagnies ferroviaires, s'est approprié des espaces pour permettre un accès entre Montreal Junction (Montréal-Ouest) et la gare Windsor située du côté ouest du centre-ville. Celle-ci, avec ses quatre voies, a été ouverte pour le service régulier le 4 février 1889. Le premier train à quitter cette gare fut le Day Express à destination de Boston, Massachusetts. Un pont à chevalets de bois fut construit pour franchir le

Road, this was later replaced with an impressive stone arch bridge which stands to this day. In 1893 a stop was established at St. Antoine, its name had been changed to Westmount by 1896. The 'stop' was upgraded when Westmount's first station opened in 1898, the second Westmount station (which still stands today although boarded up) was opened in 1907.

In order to service the steam locomotives and wooden passenger cars of the day, a servicing facility was set up just west of Windsor station between Mountain and Lucien L'Allier Streets. This facility consisted of a turntable and 12 stall engine house on the north side of the main line, and a coach storage yard on the south side.

Railway expansion continued, it was not long before the downtown servicing facility needed to expand, but to where? Land speculation is nothing new, so it appears that in 1903 the CPR contracted an inconspicuous party to purchase up lots that became CPR property, in 1904 the CPR revealed that they had purchased land in Westmount to build their new rail servicing facility. The parcel of land was bounded by Decarie Boulevard on the west, St. Jacques St. on the south, Glen Road on the east and the CPR main line on the north. The name 'Glen Yard' was given to the new site.

Work got underway in earnest in 1904, tons of dry landfill were required to create an artificial plateau, fill depth varied from 2 to 15 meters. The facility consisted of an 18 stall roundhouse (6 more stalls added later) and boiler house (for site heating), stores department, refrigerator plant, cold storage building, repair shop, bunk house, oil house and acetylene gas house.

Railway infrastructure consisted of a turntable, a 200 ton capacity coal plant with chutes, a sand house, a 76 track yard, and a dual track loop around the outer perimeter of the property to turn large engines and entire trains.

In 1951 CPR's Place Viger station was closed, all passenger train operations were now handled out of Windsor station. This brought an additional load onto the Glen Yard requiring yet another expansion. The Glen Yard Extension was constructed on the south side of the CPR main line just west of Cavendish Boulevard. This relieved the passenger car congestion, engine servicing remained at the Glen Yard. At its peak, the Glen Yard received and dispatched up to 86 trains a day, it was a beehive of activity.

Trains were controlled from the Westmount control tower, first an elevated wooden one, it was replaced by a brick tower in 1923.

The late 1950s saw a marked change in

chemin Glen; il fut remplacé plus tard par un impressionnant pont de pierres en forme d'arche qui subsiste encore de nos jours. Le nom de l'arrêt Saint-Antoine, établi en 1893, fut changé pour Westmount en 1896. Cet arrêt est devenu une gare en 1898 et celle-ci fut remplacée par un nouveau bâtiment en 1907, qui existe encore bien qu'il soit à l'abandon.

Un centre d'entretien, pour les locomotives à vapeur et les voitures de passagers en bois de l'époque, fut construit à l'ouest de la gare Windsor entre la rue de la Montagne et l'actuelle rue Lucien-L'Allier. Ce centre comprenait un pont tournant et une rotonde de 12 stalles sur le côté nord de la voie principale ainsi qu'un triage pour les voitures coach sur le côté sud.

L'expansion du réseau ferroviaire nécessita assez tôt un développement du service d'entretien dans le centre-ville... mais où? La spéculation immobilière existait déjà à l'époque; or il semble qu'en 1903, le Canadien Pacifique ait négocié discrètement l'achat de terrains. En 1904, la compagnie annonçait qu'elle venait d'acquérir des espaces dans Westmount afin de construire de nouvelles installations pour l'entretien de son matériel ferroviaire. Cette propriété était délimitée à l'ouest par le boulevard Decarie, au sud par la rue Saint-Jacques, à l'est par le chemin Glen et au nord par la voie principale du CPR. On donna alors le nom de Glen à cette nouvelle cour de triage.

Les travaux débutèrent pour de bon en 1904. Des tonnes de matériaux de remplissage furent utilisées pour créer de toute pièce un plateau dont le remblai variait de 2 à 15 mètres de profondeur. Les nouvelles installations comprenaient une rotonde de 18 stalles (6 nouvelles stalles furent ajoutées plus tard), un engin à vapeur stationnaire (pour le chauffage du site), des entrepôts dont un réfrigéré, un bâtiment pour la réfrigération, un atelier, un dortoir, un bâtiment pour la lubrification et un autre pour entreposer le gaz acétylène.

L'infrastructure ferroviaire consistait en un pont tournant, une tour à charbon d'une capacité de 200 tonnes, un triage de 76 voies et une double voie en boucle autour du périmètre qui permettait de virer les longues locomotives et même des trains entiers.

La gare Viger du CPR ferma ses portes en 1951 et son service de trains passagers fut transféré à la gare Windsor. Cela amena une surcharge pour le triage Glen, exigeant ainsi une nouvelle expansion. Pour y répondre on construisit le Glen Yard Extension au sud de la voie principale du CPR juste à l'ouest du boulevard Cavendish, ce qui permit de diminuer sensiblement la congestion de voitures de passagers, tandis que l'entretien des locomotives demeura au triage d'origine. Une activité fébrile régnait au triage Glen. À son apogée, on y gérait quotidiennement plus de 86 trains.

Les mouvements de trains étaient contrôlés d'une tour construite en bois et située à Westmount, qui

railroading in Canada, diesel locomotives were replacing steam at an accelerated rate, by 1960 the steam locomotive was retired from regular service on both CPR and CNR. The dismantling of the Glen roundhouse was underway, bit by bit as diesel locomotives were now being maintained at St. Luc Yard. A shop was erected to service the Rail Diesel Cars (RDC), these Budd self propelled cars were introduced in the early 1950s.

Mainline passenger trains declined through the 1960s and 70s, VIA Rail Canada assumed passenger rail operations in Canada in 1978. The Glen was relegated to servicing CPR's commuter rail fleet. Ownership of this fleet changed twice finally being acquired by the Agencé Métropolitaine de Transport (AMT) in 1996.

In 1998 the McGill University Health Centre announced that it had purchased the 43 acre site from the CPR for 23 million dollars on which it would built its super hospital. The project was approved by the Quebec Government in 2003, the Glen Yard closed as a rail servicing facility on October 8, 2004. The AMT had constructed a new commuter car servicing facility at Sortin, between Montreal West and Lachine. The CPR donated a quantity of tracks and switches from the Glen Yard to Exporail to build its new 12 track access yard to service the Angus Pavilion which opened in 2003.

Construction of the McGill University Health Centre's new super hospital is well underway, evidence that this site was once the nerve centre of Canadian Pacific's passenger operations in Montreal is hard to find.

Special thanks to Michael Leduc who researched this topic for his book *The Glen*, Copyright 2005.

fut remplacée en 1923 par un bâtiment de briques.

La fin des années 1950 fut marquée par de grands changements dans le domaine ferroviaire au Canada. Le diesel remplaçait rapidement la vapeur. En 1960, les locomotives à vapeur furent retirées du service régulier tant au CPR qu'au CNR. La rotonde de Glen fut alors démantelée et peu à peu l'entretien des diesels fut transféré au triage Saint-Luc. On érigea un atelier pour l'entretien des Rail Diesel Car (RDC). Ces autorails construits par Budd furent livrés au début des années 1950.

Le nombre de trains de passagers déclina pendant les années 1960 et 1970; Via Rail Canada en assumait le service à partir de 1978. Le centre de Glen fut réduit à l'entretien des trains de banlieue du CPR. Ceux-ci passèrent entre les mains de deux propriétaires avant d'être acquis par l'Agence métropolitaine de transport (AMT) en 1996.

En 1998, le Centre universitaire de santé McGill annonçait l'achat de ce site de 43 acres au CPR pour 23 millions de dollars, site sur lequel on prévoyait la construction d'un superhôpital. Le projet reçu l'approbation du gouvernement de Québec en 2003, puis le triage Glen cessa toute activité le 8 octobre 2004 tandis que l'AMT construisait un nouveau centre d'entretien pour ses voitures à Sortin, entre Montréal-Ouest et Lachine. Le CPR a fait don à Exporail d'un bon nombre de rails et d'appareils de voie en provenance du triage Glen afin de permettre au musée de construire les 12 voies donnant accès au pavillon Angus, ouvert en 2003.

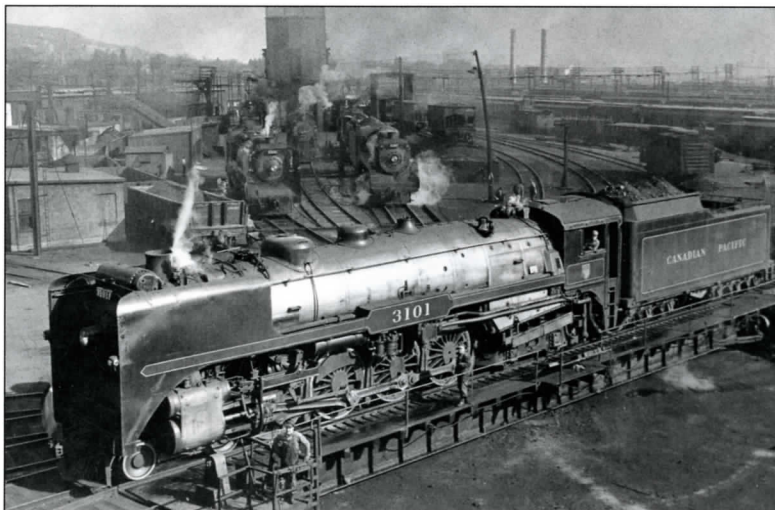
Le superhôpital du Centre universitaire de santé McGill est en bonne voie de réalisation. Il est difficile de nos jours de s'imaginer que l'endroit ait été d'abord le centre nerveux des trains de passagers du CPR à Montréal.

Un merci spécial à Michael Leduc, qui a fait des recherches sur le sujet pour son livre *The Glen* édité en 2005.



It's the mid 1960s, the Turcot interchange was nearing completion, diesel locomotives had replaced steam and the Glen Yard had entered its period of decline. This aerial view nevertheless gives us an idea of the magnitude of the Glen Yard. CPR Archives.

Au milieu des années 1960, on achevait la construction de l'échangeur Turcot, le diesel avait remplacé la vapeur et le triage Glen commençait sa période de déclin. Néanmoins, cette vue aérienne donne une idée de l'ampleur du triage. Archives CPR.



CPR's 4-8-4 Northern Type 3101 was the largest CPR locomotive that could fit on the 27.4m (90 ft) Glen turntable. The 200 ton capacity coal plant is visible in the background. CPR Archives.

La locomotive de type Northern 4-8-4 no 3101 du CPR fut la plus grande à utiliser le pont tournant de 27,4 mètres de Glen. On aperçoit, en arrière-plan, la tour à charbon d'une capacité de 200 tonnes. Archives CPR.



Easy does it! The hostlers and Dad supervise the descent of very lucky young lad who has just visited the cab of CPR H1c 4-6-4 2822 at Montreal's Glen Roundhouse back in 1957. The 2822 was your photo editor Smaill's favourite Royal Hudson and photographer Shaughnessy sent him these photos thinking a young Smaill might have been the boy in the photo. Not so, but if there is anyone in our readership who might help identify the folks in Jim's marvellous images, please let us know! Jim Shaughnessy.

Facile à deviner! Le père et un autre individu supervisent la descente de cet enfant qui a eu la chance de visiter l'intérieur de la cabine du H1c 4-6-4 du CPR no 2822 à la rotonde Glen de Montréal en 1957. La no 2822 est la Royal Hudson favorite de votre éditeur de photos, Smaill. Le photographe Shaughnessy lui a envoyé ces photos en croyant que Smaill était le petit garçon. Ce n'est pas le cas mais si quelqu'un parmi vous, chers lecteurs, peut identifier ces personnes sur ces splendides images, s'il-vous-plait faites le nous savoir! Jim Shaughnessy.

Taking a spin on the turntable at CPR's Montreal Glen Roundhouse in 1957 is H1c Royal Hudson 2822. The little fellow in his Dad's lap on the fireman's seat is having the time of his life! It also recalls a time from 1959 when your photo editor rode from Montreal West to Windsor Station in a similar situation on first Royal Hudson 2820 with his Dad and godfather W. J. 'Bill' Riley. Jim Shaughnessy.

La locomotive H1c Royal Hudson 2822 pivote sur le pont tournant. L'enfant, sur les genoux de son père qui est assis sur le siège du chauffeur, vit un moment mémorable. Cela rappelle un moment en 1959 lorsque votre éditeur a voyagé entre Montréal Ouest et la gare Windsor dans une situation similaire sur la première Royal Hudson, la no 2820, avec son père et son parrain W. J. "Bill" Riley. Jim Shaughnessy.



On June 22, 1959, Canadian Pacific's 2816 was just another commuter steam engine near the end of its regular service career calling 'The Glen' home. Robert Krone.

En ce 22 juin 1959, la no 2816 du Canadien Pacifique, tout comme les autres locomotives à vapeur de trains de banlieue, terminera bientôt sa carrière en service régulier. Elle rentre ici à la cour Glen. Robert Krone.

A line-up of G3s posed for the CPR photographer in 1945 near the Glen's turntable. In the centre 2453 was delivered in February, 2457 (on the left) arrived in March and the 2460 in April of that year. By 1959 all three locomotives would be scrapped having been in service less than 14 years. CPR Archives, Steve Morris collection.



Une file de G3 posent pour le photographe du CPR en 1945, près du pont tournant de Glen. La 2453, au centre, fut livrée en février, la 2457, à gauche, est arrivée en mars et la 2460 en avril 1945. Les trois locomotives seront mises à la ferraille en 1959, ayant été en service moins de quatorze ans. Archives CPR, collection Steve Morris.



Today the former Glen Yard is the largest construction site in Quebec as the new McGill University Health Centre rises in place of CPR's magnificent facility. McGill University Health Centre.

Actuellement, la construction du nouveau Centre universitaire de santé McGill sur l'ancien triage Glen est le plus grand chantier au Québec. Centre universitaire de santé McGill.



BUSINESS CAR

JANUARY – FEBRUARY 2012

By John Godfrey

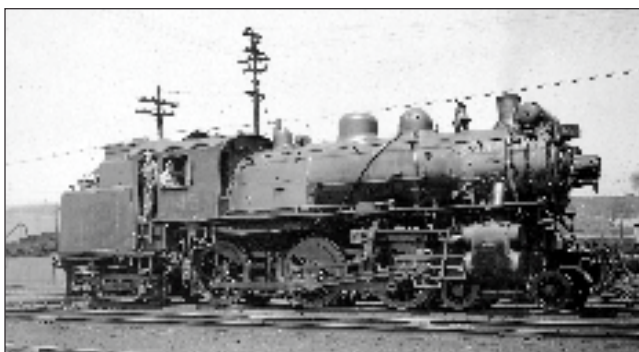
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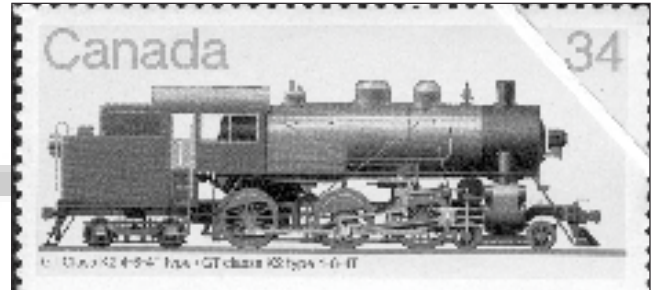
Ken Lyons writes:

I got my Canadian Rail today and I am quite pleased about the X class locomotive article since my grandfather operated one in the 1930s. Since the magazine has number 45 in its resplendent Grand Trunk livery as 1540, I am pleased to provide a photo of number 45 with my grandfather Andy Lyons at the throttle!



From your Co-Editors:

In the CNR X10a article we omitted the fact that Canada Post issued a stamp honouring the Grand Trunk Class K2 4-6-4T.



HERITAGE

The Bear River and Sissiboo River train bridges in Nova Scotia will soon be history.



View from Dominion Atlantic Railway train 90 Yarmouth – Halifax above the waters of the Bay of Fundy in November 1953. Philip R. Hastings / Classic Trains online.

Vue du train no 90 Yarmouth/Halifax du Dominion Atlantic Raylway au-dessus des eaux de la Baie de Fundy en novembre 1953. Philip R. Hastings/Classic Trains online.



Bear River Bridge during demolition. Digby Courier.

Le pont de la rivière Bear pendant sa démolition. Digby Courier.

Demolition crews have removed all the bridge sections over land. Rick Jacques, trails coordinator for the Annapolis Valley Trails Coalition says they have also finished all the necessary test blasts before seeking final approval from Environment Canada and the Department of Fisheries and Oceans for the marine sections.

After they receive the necessary approvals, barges will position large A-frame cranes under the bridges and lower the spans. Jacques says blasting on the piers of the Bear River train bridge will require closing the 101 Highway. He estimates the closures will only last for “eight to ten minutes.”

He said consultants determined that maintaining the two bridges would have cost \$20 million for ten years of use. The Department of Natural Resources owns the bridges and decided they needed to be removed, mostly for safety reasons. “It is sad to see any railway infrastructure disappear,” says Jacques. “There is very little along the rail bed now to let you know it was a railway. They look very much like roads.

“On the bright side though, this is the first time anyone has been able to drive along and look out at the Basin and the Digby Gut. It is now one of the most fantastic views in the province.”

The Department of Transportation and Infrastructure Renewal is in charge of the demolition and awarded the tender to R. J. MacIsaac of Antigonish. David Salter, a spokesperson with Transportation, says the rest of the steel should be stripped from the Bear River train bridge by the end of December and from the Sissiboo train bridge by the end of January. The demolition of the two bridges will cost approximately \$3.3 million.

The 1,640 foot long bridge was completed in 1913 as one element of the modernization of the property that followed its takeover by the Canadian Pacific Railway. Rail service over the bridge ceased in March 27, 1990 when the Kentville-Yarmouth section was abandoned. (Based on Digby Courier).

Prince Edward Island train restoration steams forward

The final phase of a project to restore Kensington PEI's locomotive (CNR RSC-18, 1762 built in 1960), aimed at making it a key tourist attraction in that community, should be complete by spring. The initiative is a joint project of the P.E.I. Museum and Heritage Foundation and Confederation Trails and involves refurbishing the diesel locomotive and site work.

Executive director Dr. David Keenlyside spoke about the project at the foundation's annual meeting recently in Summerside. It was Keenlyside who first pitched the project to Confederation Trails, Parks Canada and the Tourism Industry Association of P.E.I. as part of the third phase of development of the Confederation

Trail. “Why not continue the theme development that Kensington has done over the last number of years on the railway because Kensington was so important to Island railway history,” he said.

Kensington became a central station and shipping point for the region and, in 1905, the Kensington Train Station opened. The station closed in 1983, less than a decade after it was designated a National Historic Site. Once the trains stopped running, the locomotive sat at the Summerside rail yards. Summerside resident Lowell Huestis had it moved close to his home where it fell victim to vandals and eventually approached the Kensington Chamber of Commerce about moving the engine to the town.

In 1990, the 120,00-pound locomotive was pushed to the station. Engine 1762, the last of its kind on P.E.I., was acquired by the foundation last year through a donation.

Keenlyside wouldn't comment on the project's cost, which included moving what's known as the old McDonald's caboose to the Elmira Railway Museum. In addition to the locomotive's restoration, landscaping will be done, fencing would be erected around the site and signage put in place.

“There will be interpretive panels that will talk about the history of the railway, the history of Kensington's place in the railway, about Prince Edward Island and also looking at the role that the people that preserved that locomotive and brought it to Kensington played,” added Keenlyside.

He said the restoration is about 90 per cent complete. The Department of transportation and Infrastructure Renewal will complete landscaping in the spring. The foundation is also working closely with the owners of the Haunted Mansion to have a miniature railway at that site weave its way past the locomotive. The hope is to have signage in the community leading visitors to the attraction. “We really want to build that strip as a railway fanatic area for visitors. It's right on the trail so we get a captive audience of people walking by,” said Keenlyside. “It will look great. It's a great them and story for Kensington.” (Journal Pioneer)

County looking to acquire the CP railway corridor in Ottawa Valley

As rails and ties continue to be ripped up across the Ottawa Valley, Renfrew County has officially moved to acquire the now defunct CP corridor. County council have established an ad-hoc committee that will lead the ongoing discussions to secure the line for future uses. County staff will commence the creation of a project team and development of a memorandum of understanding that encompasses the guiding principles for the acquisition of the rail corridor..

"CP wants to deal with this in one piece. We fully

understand that there are many stakeholders along that railroad who have an interest," said County Warden Bob Sweet. "They are not going to be ignored." The warden calls the CP line a major opportunity for the area. "This would be a huge economic development tool for the County of Renfrew," he said. "This would be the backbone of one of the largest trail systems anywhere in Ontario and certainly in Canada. It's a huge opportunity." Sweet intends to discuss the rail acquisition with Renfrew-Nipissing-Pembroke MP Cheryl Gallant and the riding's MPP. (Pembroke Daily Observer)

New AMT locomotive visits Exporail

On November 21, 2011 the AMT operated a test train consisting of a brand new Bombardier built bi-energy (diesel – electric) locomotive 1352 and bi-level coach to the Exporail passenger unloading

platform. The object of the trip was to check clearances and how the pair would handle the tight curve leading into the museum. Everything worked out fine so the new equipment could be used on future Exporail Express trains on scheduled days in 2012.



Charles de Jean

BACK COVER TOP: The Orangeville and Brampton Railway is operated by Cando Contracting. Their GP9RM 4009 started life as CN 4331 in 1959. After several owners, it came to the old Credit Valley railway in 2008. This area around the OBR's Orangeville station also functions as the park & ride for the GO Transit bus service from Toronto. The rounded turret of the station pays homage to the larger century-old Canadian Pacific station that was relocated downtown and converted into a restaurant. Derek Boles.

HAUT DE LA PAGE COUVERTURE ARRIÈRE : Le chemin de fer d'Orangeville et Brampton est géré par Cando Contracting. Leur locomotive GP9RM no 4009 a débuté sa carrière en 1959 pour le CN avec le numéro 4331. Après avoir changé de propriétaire à quelques reprises elle a aboutit au Credit Valley en 2008. Cette zone autour de la gare OBR d'Orangeville sert aussi de stationnement incitatif pour le service d'autobus Go Transit de Toronto. La tour arrondie avec toiture conique de la gare rappelle celle plus vaste et centenaire du Canadien Pacifique, gare qui a été déplacée vers le centre-ville et convertie en restaurant. Derek Boles.

BACK COVER BOTTOM: The original Credit Valley Railway station in Streetsville, Ontario was built in 1879 at the junction of the Galt and Orangeville lines. In 1914 it was moved three-quarters of a mile south to the location seen in this photo which dates from 1957. The structure survives to this day as a private residence. Robert J. Sandusky.

BAS DE LA PAGE COUVERTURE ARRIÈRE : La gare d'origine du chemin de fer Credit Valley à Streetsville, Ontario, fut construite en 1879 à la jonction des lignes de Galt et d'Orangeville. En 1914, elle fut déplacée à 1,2 km au sud du site que nous apercevons sur cette photo prise en 1957. Le bâtiment qui a survécu a été transformé en résidence privée. Robert J. Sandusky.

For current Canadian railway news, updated monthly, please visit **canadianrailwayobservations.com**

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