

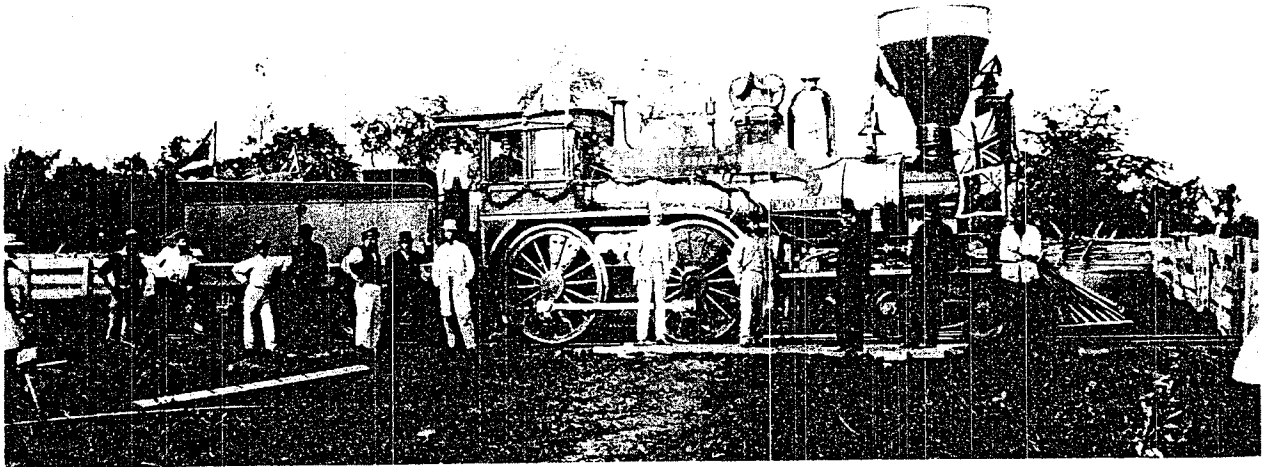
THE
BUFFALO, BRANTFORD
AND GODERICH RAILWAY

C. H. RIFF 2012

1854 Centenary 1954

Buffalo, Brantford & Goderich Railway

by Dr. Frank N. Walker



BUFFALO & LAKE HURON ENGINE "MILWAUKEE"

Public Archives of Canada

The Buffalo, Brantford & Goderich Railway, later known as the Buffalo & Lake Huron Railway, owes its beginning to a group of Brantford merchants, who had become convinced that the Great Western was going to by-pass their town by several miles and that they were still going to be dependent upon the boats of the Grand River by summer and long hauls by sleigh in the winter for their supplies of merchandise.

The murmuring that the Charter for the future Northern Railway had cost a very large sum, before it had been passed upon by the Legislature in 1849, was not very encouraging to those who wished to help themselves. But at that same session of Parliament, much other epoch making legislation was passed. Among this was the Plank Road Act whereby a group of citizens could form a company for constructing such roads without recourse to Parliament. That Act gave birth to a bright idea and at the next session, it was amended so that its privileges were extended to include Railways and Tramways.

The Brantford people "hove-to" and before the end of the year, led by Phillip VanBocklin, had subscribed for \$34,000 worth of stock in what they called the Brantford and Buffalo Joint Stock Railroad Company. In looking for advice, someone recalled that an engineer, William Wallace, had surveyed the route of a railway from Fort Erie to Sandwich on the Detroit River, and he was of sufficient stature in his profession to be called

to give evidence before the 'railway committee' of Parliament at Montreal, in 1849. Wallace was chief engineer for the New York City Railroad. This was a road 80 miles in length running from Buffalo to Hornell, at which point it met the Erie whose last 12 miles to Dunkirk, on Lake Erie, were then being rushed to completion by M.C. Story & Co., who a year later were to become the contractors for the Northern Railway of Canada.

Wallace agreed to survey the Brantford and Buffalo route and in doing so was on familiar ground until he reached the Grand River at Dunnville. From there he turned northwest as far as Caledonia, then more or less paralleled the Indian Trail to Brantford, where the people filled him with such enthusiasm for the scheme that he subscribed for \$200,000 worth of its stock, paying \$12,000 in cash. When he returned to Buffalo, where his reputation was already favoured in high places, his venture was received with acclaim in political and newspaper circles.

The 'Commercial Advertiser' came out on January 8, 1851 with,

"It is about time Buffalo began to wake up.. Let us break the 'halo of glory',.... termination of the Erie Canal,foot of inland navigation and all the magniloquent phrases.... Two railway companies were chartered through Upper Canada. One was to connect Buffalo and Sandwich, opposite Detroit, only 220 miles between the two places...."

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Mr. Wallace, the capable engineer...did go forward and make a re-survey of the Niagara and Detroit Rivers road (the route later followed by the Canada Southern)...But no interest being taken in it by Buffalo, it was traded off to Sir Allan McNab & Co., for the benefit of the Great Western in consideration that they should pay the survey bill and other expenses....

"Buffalo may ask, how is she to help the matter?...Run a road from Fort Erie... so as to bring the trade and passage from the Erie road via the Hornellsville and Buffalo into line with the Canada road.... The little steamboat 'Union', a ferry at Black Rock, has not seen more than three days in a whole winter since it was built, eight or nine years ago, that she could not cross, and a boat of sufficient size for railroad purposes may cross three hundred and sixty-four days in the year...."

On February 12, of that year, 1851, the Toronto Globe, under a caption which may have given a name to a new railway, reported a meeting of Brantford citizens who formed 'The Brantford and Buffalo' joint stock railroad company. The town was pledged to take \$100,000 of stock. A delegation was appointed to go to Buffalo to engage engineers to run a trial line. From the discussion it could be seen that the route north and west of Brantford had not received any unanimous opinion. The Buffalo Commercial Advertiser heartily approved and hoped that the visitors would be well received. That paper, speaking of the Great Western, six days later, said,

"It is equally legitimate for the citizens of Buffalo to attempt to secure the termination at a point opposite this city or at least to aid in the construction of the Buffalo and Brantford branch. The route is one over which much of the western passenger business will be done".

A large meeting held at Lewis' Inn, Fort Erie, on February 24, put a committee to work on the feasibility of connecting that town with the Great Western, at or near Paris. On March 8, the Buffalo paper came out with a real pep talk to its citizens. It mentioned that during the preceding year, 15,000,000 feet of lumber had been exported by the Grand River saw mills and that Brantford alone had exported 400,000 bushels of wheat, besides large quantities of flour "the greater portion going to Oswego by Welland Canal". A couple of days later the Commercial Advertiser published the report of Engineer Wallace's answers to the Railroad Committee of the Canadian Parliament for 1849 showing the route from Detroit to New York to be 85 miles shorter through Buffalo than by way of Niagara Falls and Rochester.

By this time the venture had attracted the interest of a Buffalo alderman, Myron P. Bush, and its dynamic and capable mayor, James Wadsworth. The city purchased \$70,000 in stock and was given the right to be represented on the board of direc-

tors by two members. Being one of these, James Wadsworth soon became president of the Company. In the aristocracy of Canadian railway interests, the Brantford road could no longer be ignored and Parliament that year appealed the railway privilege of the 'Plank Road Act'. Such obscure birth has, however, blurred its early history and left a vacancy in the works of writers who apparently have depended on the Provincial Statutes as a basis of their endeavours.

The various townships along the line lent their assistance to the road by the purchase of stock and smoothing the way for agreeable purchase of the right of way. No railway built in Ontario had so many friends along its route. It had the usual calls to extend itself to areas of poor transportation. Early in 1852, surveys had been completed to Goderich. The Huron Loyalist said on May 28 that a meeting had been held a couple of nights before when the citizens of the Goderich district endorsed the project and delegated one of their number, George Brown, to go to Brantford and Buffalo. On June 24, a Buffalo meeting delegated four representatives, including James Wadsworth and Myron Bush, to attend a meeting in Goderich on the 29th of that month. A letter was read from David Christie, M.P. of Brantford, inviting the people of Buffalo to get behind the railway. Mr. George Brown of Goderich said that opposition was anticipated from the Great Western.

News travelled rather quickly even in those days, for, three days before the Buffalo meeting, John Gwynne, secretary of the embryo Toronto and Guelph Railway, wrote to John Galt, son of the promoter of the Canada Land Company,

"I have been...surprised to hear that parties interested in...the Buffalo and Brantford Railroad Company should be able to gain even a temporary support of Goderich to a proposed extension from Brantford in preference to an extension from Guelph.... I know that an opinion prevails with some of your counties that the Canada Company ought long since to have procured the necessary funds to build a railroad from Toronto to Goderich.... A Company was started in London for that purpose... It was the people of Toronto who prevented that project going into operation. It is not necessary now to enumerate the faults, the follies and the jealousies of the old Toronto and Lake Huron Railroad.... There is no prospect of the Legislature sanctioning such an extension... The Buffalo and Brantford Railway Company have no power to make one foot of railway beyond Brantford".

This opinion coming gratis from one of the ablest lawyers in the Province may have set that other capable barrister, James Wadsworth, examining the state of the Brantford and Buffalo's meagre charter. He went to England where he borrowed \$500,000 and likely was obligated by that cautious banking firm, Baring Brothers, to write a copy of the road's mortgage to them into the Act of Parliament which he anticipated applying for at

The cover picture

When the landing of Fenians on Canadian soil was reported to Ottawa, Colonel Fred Cumberland, manager of the Northern Railway, was sent a telegram to supply troops from the Toronto and Hamilton area to the Niagara Peninsula.

In 24 hours he had 1240 troops transported over the Great Western, the Welland and Port Colborne, and finally the Buffalo and Lake Huron to Ridgeway. Cumberland is seen in the picture with his hand on the grab iron at the front of the tender of "Milwaukee" - engine number 19 of the Buffalo and Lake Huron, which had been brought up to Welland from Port Colborne to pick up the troops from St. Catharines. The Welland Railway staff was highly pleased to get in the picture with the visiting locomotive.



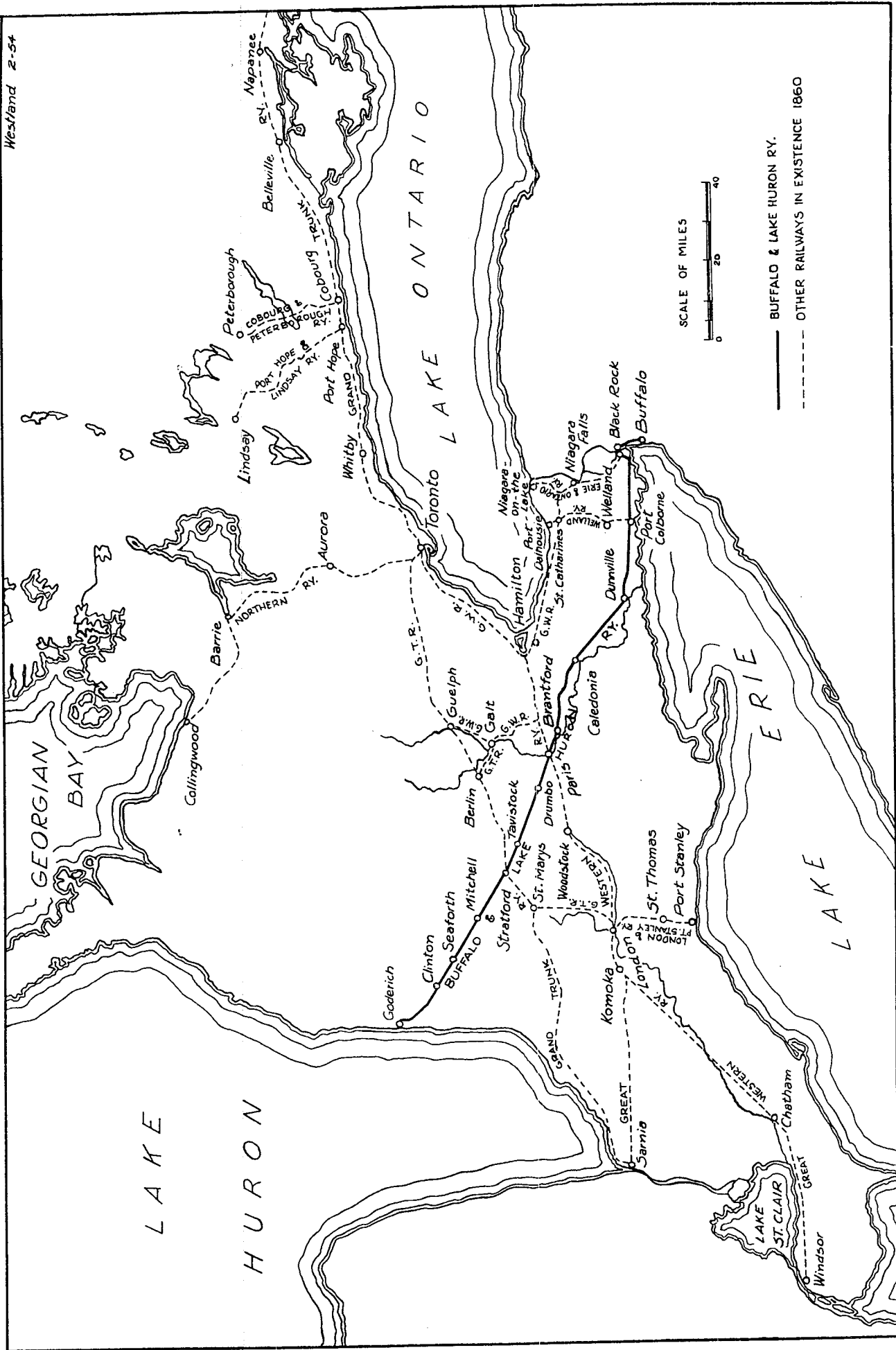
BULLETIN 39 - JANUARY 1954

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TORONTO, CANADA

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the next session. How much of the borrowed money had to go toward that legislation does not seem to have been recorded, but Mr. Gwynne was wrong. An Act was passed on November 10, 1852, granting permission to extend the road to Goderich. While it was before the Legislature, Mr. Wallace, the railway's Chief Engineer, was beset with letters from the Government Board of Railway Commissioners threatening to hold up the road's crossing of the Welland Canal at Port Colborne.

It is possible that, with fair treatment, the road could legally have proceeded to Goderich without further legislation. The Act shackled the Company in many ways, such as clause IX which said, "Be it enacted that the gauge of the said Railway shall be 5 feet 6 inches and neither more or less". Clause XII wrote into the Act a mortgage of over \$3,000,000 worth of the company's assets in favor of \$500,000 in English bonds. Clause XV stipulated that the section from Stratford to Goderich be completed by May, 1856, under penalty of forfeit. No mention was made of any obligation to complete the other parts of the road to which municipalities had contributed. That clause appears to have been dictated by the promoters of the Grand Trunk, which was planned to reach Stratford in that year 1856, and whose charter had been passed upon by the same Parliament six days previously.

By the Act, the name of the railway became the Buffalo, Brantford and Goderich. Its president was still James Wadsworth and the secretary was Archibald Gilkinson, who had bought one hundred pounds of the original company's stock. David Christie, M.P., purchased just half that amount, but his public position was used to forward the welfare of the project. Members of Parliament have certain privileges, and on May 23, 1853, the secretary of the railway board sent Mr. Christie on request seven books and two plans of the Buffalo, Brantford and Goderich Railway. When these were returned is uncertain, but it is clear they were not used by Mr. Keefer, engineer and most informed officer of the Board, when he made his printed report on Canadian Railways, from which historians have gleaned freely. This defect has left one of the most romantic Ontario railways an unclaimed and forgotten child.

The newspapers then printed in the small towns along the line come to our rescue and provide progress reports. On June 10, 1852, the Dunnville Independent said,

"Through the kindness of Mr. Cook, we were lately shown along a good portion of the line in Humberstone. In many places it was graded and ditched, and everything was in readiness for the rails to be laid down. The works have been interrupted in some places owing to the proprietors of the land, through which the line had to pass, refusing the price that had been offered them by the company. These cases will have to be submitted to the decision of the arbitrators, and until that is done, operations cannot be proceeded with...."

The editor gave his opinion of people who were so simple as to oppose so great a benefit and advantage both to themselves and the public". The Cayuga Post, a week later, in a philosophical editorial concerned with the country's cultural advancement, said,

"Steady advancement and prosperity...require speedy intercourse with every portion of its inhabitants.... Canals and railroads are the cheapest and most remunerative means that can be put into operation".

In May, 1853, the St. Catharines Journal reported that, "the contract for grading, bridging, etc. of the Goderich and Buffalo Railway from Paris to Goderich was let to Messrs. Morrell, Mellish, Whitehead & Co. for five hundred and fifty thousand dollars and the road is

to be ready for laying rails by September, 1854. The line from Black Rock to Buffalo had been purchased (for \$8,000). The line below Brantford is in a forward state and will be opened to Fort Erie in September next, and the line completed to Goderich in a little more than a couple of years".

That estimate would have been lived up to if the money had lasted. The Buffalo and Goderich was the only railway in Canada being over 50 miles in length to be built without the aid of Government funds at that time. The same paper said on July 21 of that year regarding the purchase, by the mayor of Brantford, of some 200 acres of adjoining lands for \$10,000, that,

"The high price of real estate there is attributed to the presence of the Buffalo & Brantford railway.... Operations have been commenced at several points between Stratford and Goderich. At the Bridgewater cutting, 200 men are at work....the service of labourers obtain a dollar a day".

The popularity of the road increased during 1852 and 1853 due to free rides upon its gravel cars, but as time for opening arrived, we read in the Journal, reporting an instance of December 3, "The parties in question got on at Fort Erie and rode to Port Colborne, a distance of 19 miles and were charged, some 50 cents, some 75 and others a dollar. The Superintendent, Mr. Wallace, was on the road the first few miles, and no charge was expected, but after he left the conductor, Mr. Aikens, is said to have collected as above".

The first engine was likely purchased by the Brantford and Buffalo road in the fall of 1852 and was named the Goderich. She had 66 inch drivers and was built by Schenectady. Numbers 3 and 4, the Caledonia and Cayuga, were from the same foundry as was number 2, the Waterloo, but the latter differed in having 72 inch drivers. About a year later, the company bought two engines from James Good of Toronto, the Buffalo and the Huron, each with 66 inch drivers. They were probably numbered 5 and 6, but a re-classification in 1855 blurs the early picture. The 'Good Engines' were badly damaged in a fire at Brantford in May, 1854.

On August 11, 1853, under the railway's name, the Brantford Herald commented,

"On the invitation of a number of the Directors of this important undertaking, we yesterday did ourselves the pleasure of accompanying them along the road lying between this place and Paris.... We may safely congratulate all interested... Men are employed at every point where labour can be made available, 200 are engaged near the farm of Allan Good, Esq., where an extensive embankment is being constructed... Across the valley of the Grand River a yet more notable embankment is being made, at a point where the bridge spans the river. The bridge... will be a magnificent structure supported by six stone piers containing about 5,000 yards of solid masonry. These piers, 60 feet in height, will be surmounted with timber work...80 feet above the river will be laid the track".

An earlier note in the Brantford Courier had said that Messrs. Mellish and Russell had contracted to build the station and machine shops for the railway in that town at a cost of \$6,000 adding,

"We are also pleased to see that our enterprising town men, Messrs. VanBocklin, Winters & Co. have obtained the contract for making the cars, etc. for the road at \$250,000. Everything is in its favor, easy grade, no deep cuts, no 'bottomless pits' to traverse or overcome, and withal, good and economical management on the part of the directors".

The mention of the 'bottomless pit' was a veiled

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reference to the trouble then being experienced by the Great Western at the Desjardins Canal. The money received by VanBocklin appears to have been really stock in the company, since, after taking \$1,000 worth when the company was formed, he later took \$29,000, or something more than one half the contract price. The car factory, as established, gathered together the finest workmen and designers at that time on the North American Continent.

The Perth County News reported a 'steam excavator' being sent to Goderich to work on the railway's entrance since that part was 'the heaviest portion of the work'. The Paris Star, commenting on the completion of the Grand River railway bridge, said,

"We are sorry to state that...last Friday (November 25) Mr. W.P. Farrel, the foreman, fell 62 feet off one of the piers. Happily there is strong hopes for his recovery, though bruised and badly shaken".

On December 20, 1853, the Brantford Expositor, under the heading, "Buffalo and Brantford R.R." said,

"It will be seen from an advertisement in another column that this road is now open for transport of goods and passengers between Buffalo and Caledonia. If weather continues favourable, we confidently expect that the line will be open to Brantford about the 5th or 6th of January. On that occasion there will be a grand display in town, a great dinner in the Town Hall, and a magnificent Ball in the immense room over the machine shops at the Depot. It will be a proud day for Brantford, and we have no doubt that the first arrival of the 'iron horse' will be honoured...as no other previous event has been... The Corporation... have voted \$100 as a portion of the expense of the demonstration and we have no doubt that a large amount will be added by private subscription".

The advertisement mentioned simply said that the B.B. & G. Rwy. would be open 60 miles from Caledonia on and after Tuesday 20th December, "One train will run daily, Sundays excepted, leaving Buffalo at 9 o'clock A.M.... Tickets at office, 12 Exchange Street, opposite the Mansion House, Buffalo", signed William Wallace, Supt., December 12, 1853. There were other new notices in that edition, as follows, 'Railway Reading Room open 10 January, Thos Evans'. "Railroad Stove Store, B.G. Tilsdale". "Railroad Boot & Shoe Store, Thos Roantree".

As the year ended, Brantford was full of anticipation. On January 13, 1854, the Expositor wrote,

"Friday last was the day appointed for the opening of the central section of the Brantford and Buffalo road, and a grand gala day it was to the inhabitants of this town and the surrounding country.... Shortly after noon, a procession headed by the Philharmonic Band marched to the Depot marshalled by George Babcock (the stagecoach owner). Shortly after 2 P.M., the trains arrived and were received with loud cheers, firing of cannon and every demonstration of joy.... There were three locomotives, the first one with a passenger car, the second with five and the third with one, all well filled. About 500, we understand, came over from Buffalo, including a large number of Buffalo firemen who made a very good appearance in their splendid uniforms.... The mayor of Brantford announced...that if they would go into the round house they might probably hear something.... The building, large and capacious as it is, was immediately thronged to excess, all parties as a matter of course standing up... Mr. Wadsworth and the mayor of Buffalo severally replied.... Both are evidently talented men, the former especially

is an exceedingly eloquent forcible speaker and his address...was entirely devoid of that fulsome twaddle which is so often inflicted upon people on such occasions...."

Two dinners were given to the visitors: the one by the Oddfellows to the Buffalo firemen had 200 guests, and that given by the council was 'Crowded with invited guests...Only three inhabitants of Brantford'. The Expositor concludes,

"At 8 o'clock there was a general display of fireworks in front of the court house. The Grand Railway Ball took place in the second story of the Depot machine shops, which were very tastefully decorated. Not less than 1,500 persons were present, most of whom tripped it on the light fantastic toe until broad daylight. There were two bands of musicians present, one a Cotillion band from Buffalo...and the other the Brantford Philharmonic.... About 10 o'clock next morning, the Buffalonians took their departure... a number of our townspeople accompanied them to the cars and gave three hearty British cheers, as the iron horse snorted off with each train.... Everything connected with the celebration passed off without the slightest accident".

On February 1, Wallace ran an advertisement stating that trains left Buffalo and Brantford simultaneously at 8.30 A.M., going in opposite directions although their meeting place was not mentioned. He added, "A connection will be made at Caledonia for Hamilton, Simcoe and Port Dover. Cars connect at Brantford with stages for Paris". On February 9, the Hamilton Gazette said,

"I wonder if the Great Western folks are aware of the Buffalo, Brantford and Goderich road.... If the G.W. has done so much, the B.B. & G. has done more, for as the punctuality of starting and reaching their respective destinations in due time, the G.W. cannot compete with it".

On March 28, the road asked the town of Brantford for a loan of \$150,000, an amount \$500 less than the company had paid in Parliamentary expenses, brokerage and discount on bonds, etc. The only accounts of so early a date that we have found are given. Masonry was the largest item. The ferry boat at Fort Erie cost \$35,000. The locomotives and cars to that date had cost about \$170,000. The greatest bargain was a defunct railway which ran from Black Rock to Exchange Street in Buffalo, purchased for \$8,177.84. Wallace, in his appended report, remarks that he would sooner have deferred the Brantford opening

"until connection was made with the Great Western at Paris, as in that case the whole of our motive power would have been employed in ballasting and completing the line.... As, however, the local traffic far surpasses my expectation, and as that has been done in subservieny to the running of construction trains, I am frank to acknowledge that it is, upon the whole, better that the opening was not deferred. The receipts since the opening have been sufficient to pay the ordinary current expenses, for running the road and keeping it in repair, and two and one half per cent on the capital.... No accident whatever had yet occurred.... Arrangements have been made with the American Express Company to carry their express merchandise and also with the Post Office Department in Toronto to carry the mails.... The steamer International gives great satisfaction. She crosses the river in four minutes, and the time occupied in conveying passengers from the Canadian shore to the new depot of the Albany, Boston and New York lines (in Buffalo) does not exceed twenty minutes".

On March 6, 1854, the Buffalo and Goderich reached Paris to connect with the Great Western. An eastbound connecting train left this point at 10.30 A.M. to arrive at Buffalo at 3.00 P.M. Going west

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the train left Buffalo at 9.20 A.M. and reached Paris at 1.50 P.M. Three hundred men and 70 horses, working night and day, were employed during the last month throwing up 2,500 cubic yards of earth each 24 hours to make the connection with the Great Western.

The newspaper reports on the operation of this railway during its first year of life were most glowing and appreciative. In May, 1854, however, all its fine buildings in Brantford were destroyed by what was believed to have been an incendiary fire. Among the rolling stock destroyed were seven passenger cars and two heavy engines, the Buffalo and the Huron, purchased from Good's foundry to take trains up the grades extending from Brantford in both directions.

The road was almost completed in that year to Stratford, in fact some rails were laid down in the latter town; but at the end of the season the Company owed the contractors some \$58,000 who in turn owed their laborers half of the latter amount which was paid to the men. The railway was making \$1,500 per day and it was expected that they would be patient until the balance could be paid from earnings. However, with Christmas over the agitation for back pay was general but localized itself at Ridgeway, where in the middle of January, 30 or more men began to tear up the track. An engine sped to Fort Erie where 25 men were assembled and returned to protect the men relaying the track after having been sworn in as special constables. A fight ensued in which one man was killed. This was THE FIRST BATTLE OF RIDGEWAY.

The press reports of the service on the road continued to be most praising in character, but it was plain that more money had to be found to get the road finished to Goderich. An agent was sent to England, but money for railway purposes was not to be had; however, Messrs. Hezelstine & Powell offered to lease the road for what was said to have been three per cent of the capital expended. This was accepted and the Company was renamed in 1856 the Buffalo and Lake Huron with Captain Barlow as manager. Peculiarly, all previous history of the railway seems to have at that time disappeared and even the reports made to the Railway Commission under legislation passed in 1857

indicate that the railway had its birth in 1856.

When the Grand Trunk reached Stratford in September of that year it found the rails of the Brantford railway in its path, which the contractor removed. Barlow wired back to his man on the job, "Tear up the Grand Trunk and relay the Buffalo road and set men to watch it. But before this was done, a Grand Trunk engine came along with a couple of cars filled with navvies, drunk and armed to the teeth. Since neither road was going past Stratford that year, they really did not have to cross one another and before spring wiser heads appear to have ironed out the difficulties.

The railway was delayed in reaching Goderich, in part due to procrastination by Government inspectors. However, on June 28, 1858, the spectacular ceremony was held. After that was a long series of negotiations trying to get a government loan to fit the harbour for lake trade. The Prince of Wales was taken over the road from Paris to Fort Erie in 1860; but for two years before that date, the International Bridge had been on the drawing board of engineer Smith, the Buffalo partner of William Wallace. The Prince did cross the river on the Company's Ferry, International. The car they built for his entertainment was undoubtedly the most creative of any railway car constructed. Pieces of it are still preserved in the museum at Brantford.

During the winter of 1861, the Railway had contracted to carry many cargoes from Lake Michigan, but the Goderich harbour was not ready in time so they had to send their freight cars to Sarnia by the Grand Trunk and have the first ships unload at that place. The traffic was immense, and although it only lasted for a month until Goderich harbour was ready, the appetite of the Grand Trunk was so whetted that it began to buy Buffalo and Lake Huron stock.

The Goderich freight traffic in summer was heavy. Lake freighters could discharge their cargoes more quickly there and so made an extra trip during the season. Passenger excursions were spectacular and numerous in association with the Great Western and the Grand Trunk. The latter finally took over the road in 1869.

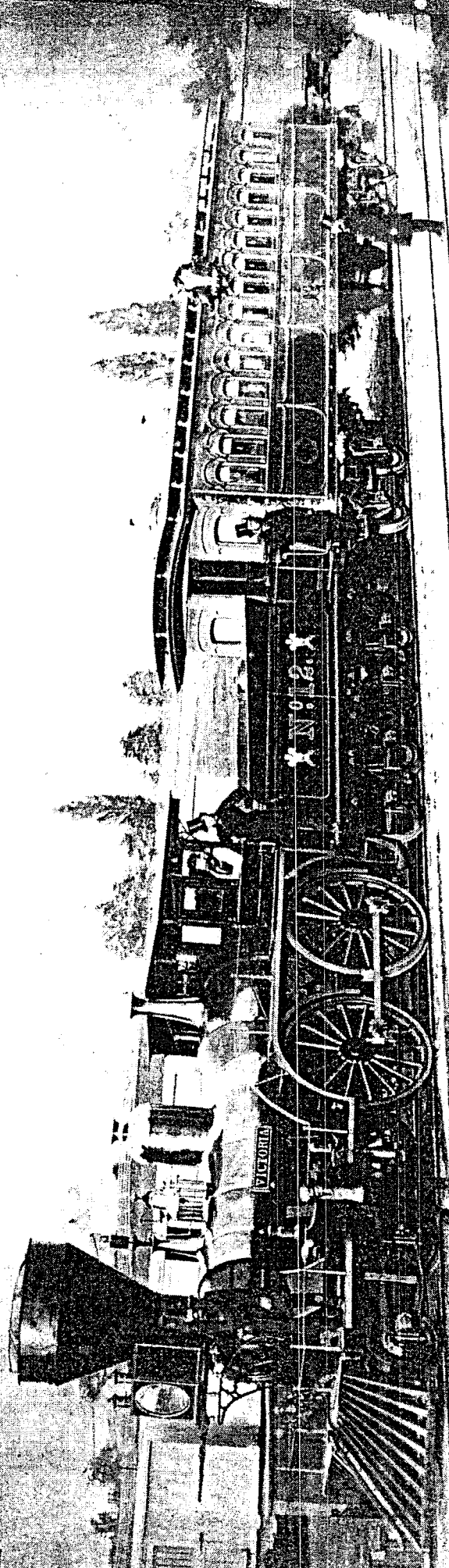
Locomotive Roster

AS OF 1858

			<u>Driving Wheels</u>		<u>Cylinders</u>			
<u>Number</u>	<u>Name</u>	<u>Connection</u>	<u>No.</u>	<u>Diameter</u>	<u>Diameter & Stroke</u>	<u>Builder</u>	<u>Remarks</u>	
1	Goderich	Outside	4	66	16 x 22	Schenectady		
2	Waterloo	Outside	4	72	16 x 22	Schenectady		
3	Caledonia	Outside	4	66	15 x 22	Schenectady		
4	Cayuga	Outside	4	66	15 x 22	Schenectady		
5	Dunnville	Outside	4	66	15 x 22	Springfield	(formerly no. 7)	
6	Stratford	Outside	4	66	15 x 22	Springfield	(acquired 1858)	
7	Victoria	Outside	4	66	15 x 22	Springfield	(at one time no. 5)	
8	Welland	Outside	4	66	15½ x 22	Good, Toronto		
9	Huron	Outside	4	66		Good, Toronto	(damaged in fire 1854)	
10	Superior	Outside	4	72	16 x 22	Springfield	(one of early engines)	
11	Erie	Outside	4	60	16 x 22	Springfield	(on loan to Erie & Ontario Ry.)	
12	Hezeltine	Inside	4	66	16 x 22	Schenectady		
13	Powell	Inside	4	66	16 x 22	Schenectady		
14	Brant	Inside	4	66	16 x 22	Schenectady		
15	Buffalo	Inside	4	66	16 x 22	Schenectady		
16	Michigan	Inside	4	66	16 x 22	Schenectady		
17	Chicago	Inside	4	66	16 x 22	Schenectady		
18	Minnesota	Inside	4	60	16 x 22	Schenectady		
19	Milwaukee	Inside	4	60	16 x 22	Schenectady	(see photo on page 1)	
20	Illinois	Inside	4	66	16 x 22	Schenectady		
21	Wisconsin	Inside	4	66	16 x 22	Schenectady		
22	Iowa	Inside	4	66	16 x 22	Schenectady		
23	Saginaw	Inside	4	66	16 x 22	Schenectady		
24	Paris	Inside	4	66	16 x 22	Schenectady		
25	Oxford	Inside	4	60	16 x 22	Schenectady		
26	Perth	Inside	4	60	16 x 22	Schenectady		
27	Haldimand	Inside	4	66	16 x 22	Schenectady		
28	Boxer	Inside	4	57	15 x 20	Boston U.S.		
29	Growler	Inside	4	57	15 x 20	Boston U.S.		

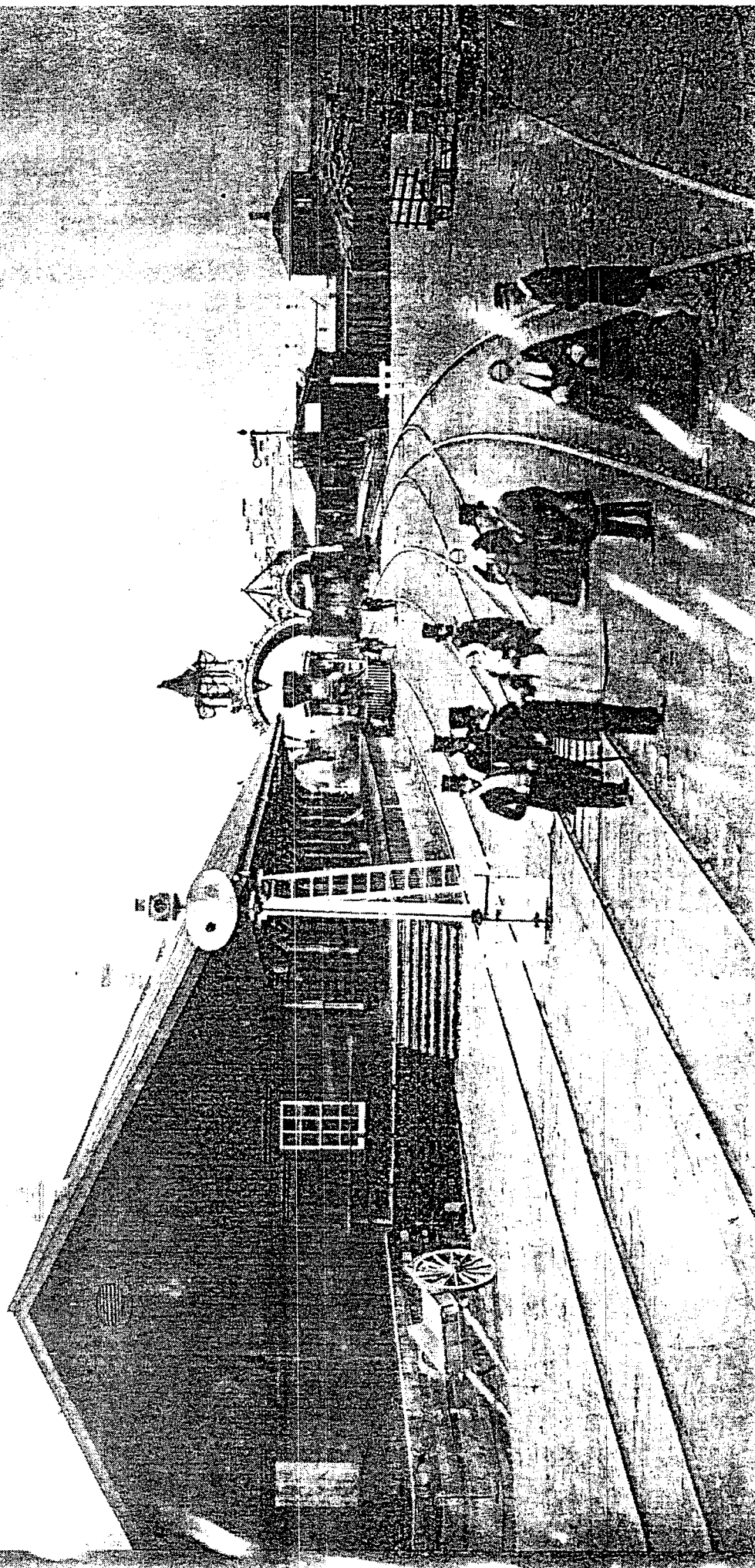
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6180



JORDAN Museum of the Twenty
1870
B.B.G.

6180



BRANTFORD DEPOT

A fire was discovered at Tuesday at two o'clock in the morning May 17, 1854 at the Brantford Depot. In two or three hours the roundhouse, workshops, and enginehouse were one mass of flames. The fire spread so quickly that there was not enough time to adjust the turntable to removed. to allow an engine, still under steam, to be removed. The fire it was believed started in the building of Williams and Butler, car builders, the walls falling against the roundhouse doors. Two engines were destroyed.

FORT ERIE

JANUARY 29, 1855

The BB&G enginehouse caught fire on the night of January 29th, 1855 on the river bank at Fort Erie. The fire started in the oil room and quickly the whole building was on fire. Five engines were caught in the building when the roof fell in. The next day only the brick walls and five burnt iron hulks.

PRINCE OF WALES

Edward, The Prince of Wales, heir to the British Throne made an historic visit to Canada in the late summer of 1860. On September 14th, 1860, the Royal Party arrived from London on the Great Western Railway train at Paris Junction. A few speeches were made and the Prince entered the very special Brantford and Lake Huron Royal Carriage. The Royal Train comprised of four passenger coaches and the Royal Car. B&LH engine No. 12 was given a special brass nameplate bearing the name Victoria, it would seem for this great occasion.

A lot of care and work had gone into the carriage. It was forty-six feet long, the exterior was divided into five blue panels with gold moulding, In the center panel was the Royal Coat of Arms. The car had a unique double roof built for the best ventilation, on which was placed the Coronet of the Prince of Wales. The window frames were of Canadian maple. The ends of each car had an oval end panel with the company initials inscribed. Handrails of brass. The interior of the car was divided into three compartments, an ante room, a stateroom and a retiring room all built with maple panels.

At the moment the Royal Train left Paris Junction; Brantford was telegraphed the Royal Train was moving. In Brantford a cannon was fired from the northern hillside and the British ensign was raised on the flagstaff of the B&LH workshops. Special guests were seated on five hundred raised seats arranged around the station, one hundred flower girls waiting on the platform. The train arrived Brantford at one o'clock in the afternoon under very large floral arches. A civic reception and the train was off through Caledonia to Dunnville, where one of the flues of The Victoria melted. The pilot locomotive then had to run the train, described at sixty miles per hour, through Port Colborne to Fort Erie. There the Prince boarded a river steamer for the trip to Chippewa and Niagara Falls,

GENERAL GRANT

August 18th, 1865; the Civil War had just ended a few months earlier when Lee surrendered to Grant, then followed the Lincoln assassination. Newspapers reported that day that the Buffalo and Lake Huron in conjunction with the Grand Trunk ran a special passenger train and on board was General U.S. Grant. When he stopped at Brantford he made a few brief remarks then left for the west.

It is interesting to note that in just five years the Buffalo and Lake Huron had brought, both a future King of England, and a President of the United States through the stations and towns of Port Colborne, Dunnville, Caladonia, Brantford and Paris.

BRANTFORD GRAND TRUNK SHOPS

The Grand Trunk moved the B&LH engine repair shops to Stratford in 1871, but by July 28th, 1871 it was reported that in its place the GTR had expanded the Brantford car shops on eight acres of land. The old engine repair shops were used for the repair of GTR rolling stock. The building 66 x 250 feet had three tracks, and a wood working machine shop 40 x 200 feet added on the northern edge. A passenger repair shop 60 x 200 feet with three tracks was added as well.

The roundhouse that had rose from the ashes of the 1856 fire was brick 138 feet in diameter complete with a tin covered dome. It could house sixteen engines. Enclosed in the roundhouse was a 36,000 gallon water tank. Forty-eight engine drivers and crews and thirty-two mechanics were all based in Brantford.

The "old plain unpretending frame" railroad station remained.

THE FENIAN WAR

The Fenian Brotherhood was started in 1857 by Irish-Americans with the view of attempting to secure the Independence of Ireland. Shortly after its establishment; the American Civil War erupted. Many newly arrived Irishmen joined the Union Army. The Civil War ended in 1865, and now there were many battle tested Irishmen returning to the northern cities. The American Fenians in 1865 was extremely strong with 10,000 war veterans and nearly \$500,000.00 in cash. The idea became that with this power the Fenians would invade and seize Canada, and hold it as a temporary hostage believing that they could force the British Crown to establish an independent Ireland. In May 1866 the call went out to thousands of Irish Patriots, and they took the call and started travelling to assembly points on the border, one south of Montreal, one near Prescott, Ontario but thousands started to arrive at Buffalo. Many came by train from Cleveland, posing, when questioned, as railway workers. The leader was Brigadier General John O'Neill, a former Union cavalry officer. The hope was that the United States would give recognition to the Brotherhood and its aims. With 2000 Fenians in Buffalo May 31st, the American military commander at Fort Lennox at the mouth of the Niagara River gave a warning that they would not allow a crossing of the Niagara to Fort Erie. Directly opposite the Fort was the Buffalo and Lake Huron Railway terminal and its car ferry International. The British Consulate in Buffalo telegraphed Mr Swinyard, the General Manager of the Great Western Railway requesting him to stop all trains between Hamilton and the Suspension Bridge, stating he feared that the Fenians would cross the border, seize and take possession of the Great Western and make a quick advance to Hamilton. The Buffalo and Lake Huron-Grand Trunk removed all their engines and rolling stock from Fort Erie.

In the early morning hours of June 1st, 1866, the Fenians moved north of Buffalo to Black Rock, New York, secured a few barges and 800 Fenians crossed the Niagara River and commenced their invasion of Canada. Later that morning another 400 Fenians and this continued until the US

Navy gunboat, the USS Michigan started intercepting the rogue barges. Two columns of the Fenians were formed with the intent of sweeping around and behind Fort Erie to capture the Buffalo and Lake Huron Railway and march west along the B&LH through Ridgeway to Port Colborne, there upon seize and block the Welland Canal then march north and seize the Welland Railway to cut the Great Western at Merritton. This first day this full march was hampered as O'Neill tried to commander supplies and deal with large desertions from his large force. Some B&LH rails were torn up, a small bridge burned and the telegraph line into Fort Erie was cut.

With the first landings in the night the railway telegraph line sent the message of the invasion. Hamilton, Toronto and all along the GWR the message was received, with alarm, a cannon was fired from the Belfry of the Drill Shed on King William Street in Hamilton to call the 13th Volunteer Battalion of Hamilton to quick assembly at four o'clock that morning. In Toronto the Queen's Own Rifles were also aroused. The 13th Battalion of the 7th Military District were turned out and assembled at the Drill Shed by 6:30 AM. and marched down to the Great Western station on Stuart Street. The Great Western had assembled two troop trains. The first train of empty coaches left at 6 AM. heading due east to gather volunteers at Grimsby, Beamsville and St Catharines to arrive at the border at Suspension Bridge-Niagara Falls. The second GWR train, full of the 13th Volunteers left Hamilton at 10:00 AM., for the front, but not eastward this time, but west, up the Dundas grade to Paris Junction. The Troop train then turned on to the Buffalo and Lake Huron Railway ran through Brantford to Caledonia and York where local companies boarded the train. The train then steamed on to Dunnville, then on to Port Colborne then to the outskirts of the little village of Ridgeway. Meanwhile The Queen's Own Rifles of Toronto had assembled, boarded the steamship City of Toronto, sailed across Lake Ontario landing the troupe at Port Dalhousie. They took the cars of the Welland Railway south through St Catharines, Merritton, Thorold and Welland to arrive at Port Colborne. The train then turned onto the B&LH to arrive at Ridgeway to join the 13th Battalion.

Meanwhile, business on the Great Western Railway was suspended to allow military trains the right of way. At London, a train was assembled to transport 550 troops and held there. Armed pickets stood guard at all the GWR bridges. Engines were fired up at all points along the mainline ready for any emergency.

In Hamilton, the 16th Foot had been assembled, and they marched to the GWR station to go to Suspension Bridge, but the train just waited for hours. Then loud shouts were heard in the distance, to the west, by the railway workshops, then came a long military extra train from Toronto drawn by two powerful broad gauge GWR engines. It was the British Royal Artillery. G Battery of the Royal Artillery of Toronto, complete with six Armstrong field pieces, their ammunition wagons, the required horses and two hundred men and officers. And as that wasn't enough; this long train also a wing of the 47th from Toronto. At 2:30 PM. the Royal Artillery train left Hamilton eastward, followed east by the other train with Hamilton's 16th Foot leaving at 2:40 PM.

By nightfall of June first 1866 the Canadian railroads had delivered the Canadian Militia units to the front at Ridgeway, where they faced the Fenian invaders. The United States Navy gunboat has sealed the Niagara River. The 4th Battalion from London was steaming east through the night, to arrive Hamilton at 5:30 AM.

During the night the Fenians had marched to a defensive position at Limestone Ridge near Ridgeway. In the morning of June 2nd, 1866, 800 entrenched Fenians were met by an almost equal number of Canadian militia. It would appear that the Canadians prevailed in the first hour, but for some unexplained reason some Canadian units withdrew in the chaos of battle. The withdrawal was seen as a retreat and the Fenian commander O'Neill ordered a bayonet charge upon the Canadian line. The Canadian line broke. The Fenians had won the field but they feared that regular British Army reinforcements were soon to arrive, they only held the Fort Erie bridgehead. The United States controlled the Niagara River, and he had seen many desert the cause. The Fenians withdrew from Canada, the last invasion of Canada July, 1866.

INTERNATIONAL BRIDGE

The International Bridge opened November 3rd, 1873; spanning the turbulent Niagara River between Fort Erie Canada and Buffalo in the United States of America. It has since that date, been the grand conduit for a great trade between the two nations.

The Grand Trunk had received a charter as early as 1857 to build the railway bridge from the Governments of Upper Canada and the State of New York.

The river is 1750 yards wide but the entire bridge, including trestlework across Squaw Island and the Erie Canal bridge is 2250 yards. There are seven stone piers with two middle piers under forty-five feet of water. The swing bridge is 365 feet of a Pratt Truss type.

SUBURBAN SERVICE

The International Bridge when it opened in November 3, 1873 provided a direct rail link not only between Canada and the United States, but also between Buffalo and Fort Erie. The Grand Trunk from the start ran a small steam dummy across the bridge between Bridgeburg-Fort Erie and Black Rock, New York.

September 29, 1882 in the early evening the Dummy engine hurled into the Niagara River Canal at the east end of the drawbridge. Engineer Charles Bohn and passenger Edwin Hershey died.

The car was recovered, repaired and continued until it was destroyed in a fire September 27th, 1896. Another similar replacement was put in service.

The north shore of Lake Erie from Fort Erie to Port Colborne had become one of Buffalo's nearby summer resorts. A very long length of sandy beaches were only minutes from the bustling downtown of Buffalo. A famous resort Chystal Beach attracted many. Many of the very wealthy Buffalo citizens built lavish summer resorts all along the right of way of the Buffalo and Goderich Division.

The Grand Trunk established in 1910 a suburban service, using unique self propelled steam cars built at the Point St Charles Shops specially for this new service. The new cars were sixty feet long divided into a passenger, smoking and engine compartments. They had a capacity of fifty-eight people. The locomotive was a tiny steam engine turning a single driver with an attached radial trailing truck. GTR No. burned coal but GTR No. 2 was built the following year 1911 to burn oil to eliminate the need for a fireman.

The steam cars made twenty-four roundtrips every day not only from Black Rock to Fort Erie; but these cars now expanded service to Port Colborne; at first, and in April 1913 suburban service was from Black Rock, New York through Port Colborne to Dunnville.

Grand Trunk No. 3, a unique low steel steam car was acquired from the Louisville and Nashville Railroad at this time. On weekends, the suburban became so busy that regular trains were run.

With the formation of the Canadian National Railways in 1923 these steam motor cars were renumbered as CNR self propelled cars. By 1928 CNR self propelled car 15795 was making ten round trips per day.

The advent of the automobile and the opening of the Peace Bridge ended the service by 1930, and the many little flagstations were torn down. The wealthy Buffalo patrons still live along the right of way of the Buffalo and Goderich Division.

- Grand Trunk No. 1, CNR 15900 (1923) Steam built 1910 Point St Charles
scrapped 1936
- Grand Trunk No. 2, CNR 15901 (1923) Steam built 1911 Point St Charles
scrapped 1929
- Grand Trunk No. 3, CNR 15902 (1923) Steam built 1907 L&N
scrapped 1926

GTR BUFFALO

On April first 1901 the Grand Trunk left the Erie Station for the last time and the Buffalo and Goderich Division trains arrived and departed from the Exchange Street Station of the NYC&HR at Buffalo. The through trains of the Grand Trunk East and West run via Niagara Falls, Suspension Bridge arriving and departing from the Lehigh Valley station on Washington Street, Buffalo.

June of 1917 the Grand Trunk announced that they would run four trains a day to the Fort Erie race track. The trains would leave the NYC station, stopping at Terrace Street station and Black Rock station. The train times for leaving Buffalo were 12:40, 1:05, 1:40 and 2:05 on race days.

INTERNATIONAL BRIDGE

SEPTEMBER 29, 1882

The International Bridge Company as part of its Act of Incorporation were required to build a foot path on the side of its bridge. This it never did, instead a very small self propelled trolley-like passenger car known as the dummy car ran back and forth between Bridgeburg and Black Rock, New York. On September 29th, 1882 at 5:27 P.M. The Dummy hurled into the Niagara River at the east end of the draw section. Engineer Charles Bohn and passenger Edwin Hershy were lost. The Dummy was pulled out, repaired but was destroyed in fire September 27th, fourteen years later in 1896.

INTERNATIONAL BRIDGE

JANUARY 2, 1905

Grand Trunk engine 672 in charge of engineer Edward Cathurst returning from Black Rock, N.Y., came around the curve at the approach to the canal and harbour bridge to find to his surprise the small second dummy car at the end of the bridge. The car was travelling with the only exit the door at the front which made escape impossible. Passengers had to be removed through the windows. No one was injured.

FORT ERIE YARDS

The Buffalo Branford and Goderich Railway commenced construction on the very edge of the shore where Lake Erie becomes the Niagara River. This is the point where the first railway terminal was laid out, a small yard, a five stall brick round house and the ferry slip for the car ferry International. This yard was situated just north of the historic Fort Erie and just south of the present Peace Bridge at the edge of the water.

In 1873 with the completion of the International Bridge much further north a new line was cut off further back and ran through the back of Fort Erie to a much larger yard and roundhouse. This line continued then further north then curved east to the entrance to the Internatioanl Bridge crossing the Niagara River to a Grand Trunk yard at Black Rock, New York, where connection and interchange occurred with a great number of American railroads. Close by were the large Buffalo Stock Yards, this was the terminal for very many of the livestock trains carried over the Buffalo and Goderich Division.

In 1903, as trains were getting longer and heavier, and engines larger, Fort Erie or Bridgeburg had to expand. The Grand Trunk now had the Great Western Railway empire and the Wabash; from 1897, running over the Air Line into all the same engine terminal.

In 1903 the Fort Erie yards were relocated due west of the International Bridge. A new concrete twenty-five stall roundhouse was built.

BRANTFORD

The City of Brantford had backed the BB&G over the the Great Western in the 1850's, had settled on a GWR branch in the 1870's, backed the Canada Southern in the 1880's, and then the Toronto Hamilton and Buffalo in the 1890's; and yet it had prospered very much under the National Policy. It had become a major heavy equipment and farm impliment manufactuing centre, but stuck in a web of branch lines. Towards 1900, the City of Brantford's Board of Trade had become concerned that the Grand Trunk's excellent double track mainline, was north of the City. The Chicago Flyer or the International Limited could only be reached by the branch line. The Board of Trade requested an audience with the GTR, and the City was delighted at a Board of Trade Banquet, January 18th, 1902 when Grand Trunk officials announced they were quite willing to divert their mainline so that Brantford would be on the GTR mainline.

Work commened almost immediately and the work, was not of a secondary nature, and it was considerable. Leaving the old Great Western line just west of Lynden station it ran for four miles to a connection with the Harrisburg to Brantford branch line. The route was elevated on a complete double track ,until it curved into the old Buffalo, Branford and Goderich station and yard area. The Tillsonburg branch was lowered to run under the BB&G. Four roads were closed and concrete subways were built across major roads on both the mainline and the BB&G. The new route was built on the BB&G from Branford station west to a new double track bridge over the Grand River, through Paris to a new connection with the mainline at Paris Junction.

Brand new distictive stations were built at both Brantford and Paris. The engineering was just superb, grades were reduced from 1% to 0.4%. Heavy concrete or steel bridges gave the new mainline communities speed. The work was completed and opened September 30th, 1905.

STATIONS

BRANTFORD	FIRE	APRIL 10, 1881 WEST-WING STATION
DUNNVILLE	FIRE	NOVEMBER 30, 1903
	FIRE	OCTOBER 8, 1938
CALEDONIA	FIRE	NOVEMBER 13, 1907 OCTOBER 5, 1908 NEW STATION OPENED
GODERICH	FIRE	NOVEMBER 6, 1910
PORT COLBORNE	FIRE	FEBRUARY 9, 1914 NEW TOWER STATION DESTROYED MARCH 1917 NEW BRICK STATION
MITCHELL	FIRE	AUGUST 14, 1918

A FIRE OCTOBER 28TH, 1923 AT THE STRATFORD ROUNDHOUSE
DESTROYED THE EASTERN END.

CALEDONIA

DECEMBER 22, 1858

As the morning Express train on the Brantford and Lake Huron was running through Caledonia on Friday last the train came into collision with a wagon loaded with shingles on the Plank Road crossing. The wagon was split into two with the horses racing off to save their lives.

ONONDAGA

NOVEMBER 27, 1855

Seven miles from Brantford the engine of the wood train had become disabled and was sitting on the single track waiting for the Mixed train going towards Brantford. When the Mixed arrived the plan was to push the wood train backwards to the next siding. The wood train was leading but running tender first, then the flat cars then the Mixed train. It was very cold, three of the workmen climbed up on and under the front of the engine while others sat on the flatcars. The two trains had proceeded two miles when they came to a small bridge. The locomotive of the wood train ran on to the bridge and then dropped down upon the bridge stringers.

PORT COLBORNE

OCTOBER 25, 1860

The Buffalo and Lake Huron crossed the Welland Canal at Port Colborne on a swing bridge not far from its entrance from Lake Erie. October 1860 saw the 5:30 morning freight was drawn by two locomotives. There was an intense fog coming off the lake. The swing bridge had been opened and the required danger signals set. The engine drivers did not perceive the danger until it was too late. The engines charged off the abutment and struck the bridge knocking the bridge off its pier and into the canal. Both the steam engines were hanging over the bridge abutments. The engine crews saved their lives by jumping from their engines. Engineer King later explained that there are no fog signals and that the danger signal

PARIS JUNCTION

OCTOBER 19, 1860

The regular train of the Great Western was standing at the Paris Junction station when downhill rounding the curve came a train of fifteen cars on the Brantford and Lake Huron and it smashed right through the middle of the GWR train. Car inspector Gray of the GWR was killed.

PORT COLBORNE

AUGUST 2 1866

The Brantford Mechanic's Institute sponsored an excursion for a trip from Brantford to Niagara Falls on Friday August 2nd 1866. Five hundred persons attended the Buffalo and Lake Erie station at 5:30 AM. to board the cars. The train stopped at Caledonia, Dunnville and Port Colborne, then through Ridgeway to Fort Erie. The train was switched onto the Erie and Ontario Railway and travelled north along the Niagara River with the train arriving at Clifton station where the excursionists left the train and walked to the majestic Niagara Falls. Here they paid visits to the great Falls, the Whirlpool, the Museum and the Gardens.

At six o'clock that summer evening the train was waiting to return the excursionists to Brantford. Just as the train left the Clifton depot a heavy rain set in and it continued all that night. Through the fury of the rainstorm the train progressed, back through Fort Erie, and now the train was back on Brantford and Lake Huron tracks. The train running along the shoreline of Lake Erie and the next stop would be Port Colborne. The railway would cross the Welland Canal.

The Welland Canal swing bridge had been opened to allow a water craft to enter or leave the canal. The bridge tender was attempting to close the bridge as the train approached. It appears that in closing the bridge a piece of rope got caught between the ends of two beams and would not allow swing bridge to close. The bridge was still open, it would not close. The train came charging along and ran off the end of the bridge and plunged into the Welland Canal. The engine and tender sunk to the bottom with the tender sticking up enough, that the following passenger car struck the tender and stopped it sharply. The passengers quickly left the cars, all were alive. The Engineer E. Bone was rescued from the canal, injured but still alive. The passengers stayed in the cars that night and in the morning the B&LH sent a train down to the western side of the canal. At six o'clock that morning the excursionists crossed the canal and boarded the train for Brantford. The locomotive was left in the canal

CALEDONIA

MAY 12, 1865

Freight train No. 1 was late arriving at Brantford, and Mixed train No. 2 left at 5:00 A.M. But at Caledonia train No. 1 ran into train No. 2.

FORT ERIE

MAY 2, 1866

The Grand Trunk 2:15 train was being backed on to the swing bridge, at the International ferry, when a switchman made an error and two cars were run off the trestlework into the harbour falling ten feet into four feet deep water. The second car landing on the roof of the first car.

PORT COLBORNE

AUGUST 15, 1866

On Friday the Brantford excursion train returning from Fort Erie when the engine derailed then ran off the abutment taking the engine, engineer and fireman into the canal.

PARIS

APRIL 2, 1863

The evening accommodation train was coming down the grade at the west end of Paris April, 1863, and entered out on to the great Grand River bridge, when one of the cars derailed. The engine had stayed on the rails and had to pull or rather drag the whole train across the high bridge, cutting all the wood ties. The bridge at eighty-two feet above the river brought enquiries in the local newspapers about its safety.

BUFFALO

MAY 26, 1865

A train on the Brantford and Lake Huron was leaving Buffalo on the short Buffalo, New York section to the International car ferry dock. A switchman threw the wrong switch and the train entered the wrong track and went thro the piles of the ferry slip, then over the dock, falling about twenty feet into the river, the passenger cars with thirty passengers on board landed in the Niagara River and settled on the bottom in six feet of water

ONONDAGA

NOVEMBER 8, 1873

November 8th, 1873 the No. 5 express was heading east to Buffalo pulling a Pullman car from the Grand Trunk station at Stratford. This was at the time when the Grand Trunk route from Sarnia or Toronto to Buffalo went through to Stratford, then back on the B&LH, to Buffalo.

The No. 8 Mixed heading toward Brantford received orders at the Dunnville station to follow light engine No. 362 from Dunnville to Brantford "on her red" as a second section. Thus engine 362 had become first section No. 8. It was a dark and drizzling night. Mixed 8 had stops at Caledonia while engine 362 could race over the line and arrived early at Brantford at 1:20 A.M. There was confusion at the Brantford station when it was reported to the engineer of Express 5 that No. 8 had arrived. The first section No. 8 had arrived, but the second section No. 8 the Mixed had not. Off went the Express, when at Fairchilds Creek, 112 miles west of Onondaga station the headlights came out of the darkness and rain. Engineer James Warburton on No. 8 Mixed saw the approaching Express, yelled Down Brakes, and reversed his engine. His fireman Thomas Looney, jumped off the engine even before it had stopped, and was racing ahead with his red lantern when the Express hit the standing Mixed train.

Out of this historical account, there is one interesting surviving relic, and that is that light engine 362 was renumbered Grand Trunk No. 40; and was sold to Breakey Lumber Company, and was acquired by Canadian National Railways in 1950, as part of a Museum Train, and was given to the National Museum of Science and Technology in Ottawa where it is preserved to this day.

PORT COLBORNE

MARCH 3, 1876

It was the first Wednesday of the month of March 1876 when a Grand Trunk engine, hauling a freight car across the Welland Canal, at Port Colborne. When the engine suddenly plunged through the canal bridge. There were four men on the engine. Three escaped but fireman David Hardy of Brantford was torn to pieces by the locomotive machinery which continued to work five minutes after going through the bridge.

PARIS JUNCTION

MARCH 1, 1889

A Hamilton to London freight train, due to a derailment on the GTR mainline, was routed from Hamilton down the branch to Brantford then over the B&G to Paris Junction. Engineer Mapleback of Hamilton was unfamiliar with the B&G and should have requested a pilot at Brantford. The mixed train No. 7 from Buffalo was standing at the Paris Junction station getting ready to move on to Stratford. Engineer Mapleback came through the cut at Paris and did not see the semaphore in time; applied his brakes but the rails were greasy. The engine didn't stop, but smashed into the combine on the rear of mixed No. 7. It shattered the passenger car and forced it and two flatcars into the preceeding hay car. A Mrs law and her small child, the only occupants of the car died.

PARIS

OCTOBER 31, 1898

Engineer Bothwell was delayed at Woodstock helping a freight up the grade then had to return for his own train at Woodstock. He set off late. There was a heavy fog at Paris this Sunday morning when Bothwell's extra east freight drew up to the Paris Junction station and stopped just inside the semaphore signal, when out of the fog another following eastbound extra freight train dashed out of the thick fog and crashed into the rear of the first freight.

PARIS JUNCTION

FEBRUARY 10, 1904

One freight train backed into another freight while shunting and so cars were derailed. The Hamilton Auxillary crane was called to Paris but the Auxillary while attempting to rerail one of the cars broke and toppled over.

PARIS JUNCTION

JUNE 17, 1904

Four o'clock in the morning an eastbound stock train bound for Buffalo was standing in the deep cut, two hundred feet east of the Diamond crossing; near the overhead bridge. Meanwhile Stratford had dispatched engine 212 with an empty passenger special to run from Stratford to Dunnville, so as to take a special excursion train to the Model Farm at Guelph. This was just prior to the alterations at Paris, when the Diamond crossing was still in place. Passenger extra, with engine 212, swept down through the curve, crossed the diamond and smashed into the caboose of the standing freight. The van was destroyed; and engine 212 was thrown off the track and plunged down the embankment, leaving its tender, thrown on the track. Engineer Scanlof of Strathroy was badly scalded. It was found in the splintered remains of the caboose that two cattle drovers were sleeping in the caboose as was the custom with stock trains were killed instantly in the collision.

BRANTFORD

NOVEMBER 1, 1906

Freight train 310 for Fort Erie was standing at the Brantford station. Yard engine 630 was attached to the rear of the freight, just at the Niagara Street Subway to help pushing. Freight train 422 from London with engine 791 swept around the curve, and despite the rear end flagging, struck the yard engine throwing its tender over and down the embankment. The caboose was smashed to splinters and several stock cars telescoped, fire then soon broke out.

PORT COLBORNE

FEBRUARY 10, 1908

The No. 39 express from Buffalo which arrived at eight o'clock in the morning collided with a through stock train which was standing on the main track in the Port Colborne yard.

DUMBO

FEBRUARY 4, 1911

Saturday night February 4th, 1911, the local passenger train from Fort Erie to Stratford No. 39 consisted of three cars, a postal car, a combination baggage smoker, and a first class coach. In the cab were engineer Richard Turner and fireman J. D. Smith. After stops, at Brantford, and Paris the train was again on the B&G heading for Drumbo, Tavistock and Stratford.

Earlier at Stratford engineer Robert Earitt, fireman Albert Locke and conductor Meecham climbed into the cab of Grand Trunk mogul 629. They were ordered to run light from Stratford to Fort Erie. Given their orders, they set off that winter evening but 629 immediately started to give problems. Engineer Earitt found that the cylinder cocks kept opening, bringing the engine to a stop. Time and time again steam would be lost. The orders were to meet the local passenger, it was originally planned to pass it at Paris junction but now they were late. The cylinder cocks opened one more time. They were late and no one had noticed that they had passed the little two storey station at Drumbo or had crossed the Canadian Pacific Railway. Some thought the headlight had gone out on the mogul. At 9:20 P.M. Fireman Smith opened the firebox door to throw more coal into the steam engine. The crew in the mogul looked up saw the glow cast from the firebox. Fireman Locke jumped as Earitt first reversed the engine, then slammed on the brakes, and then he too jumped.

The passenger had little warning, it appears engineer Turner instinctively pulled on the whistle. Conductor Ausbrook and Brakeman in the last first class coach were talking when they heard a whistle, then; "There it is again." The crash came. People were thrown from their seats. With the crash came darkness and the grinding and splintering of timber. Then a moment of silence and after that the shrieks of men and the crackle of flames. The first cars; the postal car had telescoped the smoker. The cold blowing windcarried the fire from the locomotive back to the passenger cars. The crew of the passenger Turner and Smith had died in the collision, but express messenger J. Whitelaw and mail clerk William Tye were injured or dying and trapped as the fire became intense. Whitelaw's arm was not only pinned but was on fire. Rescuers couldn't free him as he was being cremated, then a loud revolver shot from the gun kept in Whitelaw's belt. Hence but the flames. Passenger Crozier in the smoker was trapped and he would die.

A passenger McIntosh tramped to three different farm houses in search of a telephone. At the third he was able to raise the alarm at Paris station..

Engineer Charles Smith was assigned Grand Trunk Mogul engine 638 at Fort Erie, to run the daily freight, from Fort Erie to Sarnia over the B&G to Paris Junction and then on to Sarnia. At 10:30 on July 21st, 1911, he left Fort Erie yard ran up along the Lake Erie shoreline and pulled into the town of Port Colborne. The Welland Canal was just ahead of him; when he pulled up to the water tank. The canal bridge was closed. Fireman Round quickly scampered up to the top of the tender, lowered the spout and took on the water. The tender tank full, fireman Round yelled to Smith "All right Now." The engineer pulled open the throttle and the engine moved forward. He didn't look, for if he had been watching, he would have seen that the Tug, Scholfield had come along and that the bridgetender had set the canal danger signal, and had opened the bridge to allow the craft to pass. Opening the bridge automatically sets the danger signal. The engine passed the danger signal and no brakes. The fireman yelled Stop the bridge is open! His voice was drowned out by the noise of the steam engine. The engineer hadn't heard him, he jumped. The Mogul, in that one moment of time, plunged thirty-three feet into the Welland Canal. Engine, tender and engineer were on the bottom of the canal in twenty feet of water. Poor engineer Smith, he had gone down with his engine. They searched the canal, even J. C. Eaton's yacht, with its powerful searchlight, was employed in the search. The railway employed a diver, to search. Several days later engineer Smith's body was found down the canal at the Wabash-Air Line Bridge near Welland.

The submerged engine blocked navigation. The Grand Trunk brought auxillary cranes from Hamilton and Fort Erie to raise the locomotive and they were unable to move it. The GTR borrowed two larger cranes from the Delaware Lackawanna and Western Railroad, Buffalo, to again try to lift it. They couldn't. The chains would break. Twenty-five ships were plugged in the Canal. Canal Superintendent Weller was impatient, he obtained the large dredge from contractor Hogan the Ella M. The dredge pulled the engine out of the channel to the west bank August 7th, close to a stone wall where two railway cranes using cables were located. On August 8th 1911 the engine was finally lifted from the canal. It was shipped to the Stratford shops.

PORT COLBORNE

JUNE , 1916

The westbound Grand Trunk passenger train on the B&G Division crashed into a crowded Niagara, St Catharines and Toronto trolley car; at the diamond crossing, heading north into downtown Port Colborne. Two persons were killed and nine persons injured all from the trolley.

CANFIELD JUNCTION

JULY 15, 1912

A Grand Trunk special running from Dunnville to Caledonia jumped the track at seven o'clock in the evening near the junction at Canfield. The caboose as was reported, or combine was packed with forty-five people. The small train was composed of an engine, that was running tender first, a freight car and the caboose (combine). A dozen young ladies, on their way to a boat cruise on Lake Ontario were injured.

RIDGEWAY

MARCH 6, 1913

Seven o'clock Sunday evening at Ridgeway a forty-six car eastbound stock train to Buffalo collided head on with a doubleheaded freight from Fort Erie. They struck on the Ridge Street GTR crossing. The cab, boiler and tender of one of the engines was thrown on to the station platform almost near the station where passengers were sitting waiting for the 7:20 P.M. Buffalo train. The crews all jumped. The cattle train was running from Michigan to the big Buffalo stockyards. About a dozen cattlemen were riding in the caboose. The impact was so great that a large brass valve was thrown into the McLeod House.

CAINSVILLE

DECEMBER 26, 1913

A coal train left Fort Erie bound for Stratford with engineer Muill at the throttle collided with a light engine and caboose. The light engine, engineer N. Smith of Sarnia was under orders to run from Paris Junction to Fort Erie.

SEAFORTH

FEBRUARY 2, 1915

Train No. 219 the Buffalo to Goderich passenger train, with engineer John Ross at the throttle was battling the largest snow storm of 1915, when the locomotive derailed; two and a half miles east of Seaforth. The train was drawn by two engines, a doubleheader, when the first engine jumped the track, it completely turned around coming to rest facing the other locomotive.

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PORT COLBORNE

JUNE 16, 1916

Engineer Samuel Wyatt was assigned to an eastbound freight June 16th, 1916. Both the railways and canals were busy with wartime freight. At 5:20 in the afternoon he slowed his train as he approached the Welland Canal Bridge. Running up from Port Dalhousie, St Catharines and Welland ran the old Welland Railway. At this point it ran along the east side of the canal crossed the Grand Trunks B&G Division right next to the B&G Welland Canal Bridge. The signal tower that commanded the railway crossing and the canal was located in the second floor of the station, known as Tower Station, located right at the intersection of the two railway line nestled against the canal at its back. Towerman Lloyd Spencer sat above the intersection between north-south and east-west. At 5:20 he looked out the east-west line was clear just as the 5:20 passenger train coming up from Welland whistled for a clear line. Spencer threw the signal and opened the derails. When he turned he saw Wyatt's freight now bearing down on the crossing. The towerman quickly threw the derail closed, on the B&G line, to protect the passenger train occupying the diamond crossing. With the derail closed, the freight ran over the protective derailer and knocked the engine over on its side. Engineer Samuel Wyatt died, scalded by steam.

SHERKSTON

JUNE 4, 1921

The Saturday Buffalo to Port Colborne suburban train that left Fort Erie at 1:10 P.M. derailed at 2:00 P.M. The train pulled by Grand Trunk 653 consisted of a number of cars. The wreck was blamed on the spreading of the rails. Fireman Frank Allan, 29, was crushed under the engine as it ploughed over the track bed on its side. Engineer Fred Clark of Fort Erie was badly scalded.

RIDGEWAY

FEBRUARY 17, 1920

A snow storm, seven passenger trains were tied up or stalled in the Fort Erie yards, a derailment on the Michigan Central at Squaw Island, not a single car had passed over the International Bridge.

Ridgeway, Ontario, February 17th, 1920 in the middle of a raging and blinding snowstorm a light engine had been sent out westward from Fort Erie.

In front of the Ridgeway freight shed, the engineer unable to see; collided with the back end of another westbound freight train. It ran through a furniture car, a coal car, and the van. The stove knocked over set all three cars on fire. Trains would be delayed. The fire came to an end, and a path was made on the adjoining passing siding through the burning debris that would allow trains to pass. The Mail train sitting back was waiting.

The Mail and Passenger train No. 218 Goderich to Buffalo, engineer Thomas Dolan, fireman George Stevenson, an engine, a mail car, a coach, and a smoker had been on the road for fifteen hours. They were told to come ahead to Ridgeway finally. The engineer saw the burnt cars on the main track ahead, but he expected to see by, on the passing track. Somebody in that long day had forgotten to throw the switch. The passenger train hit the burnt cars derailed and left the track.

RICHWOOD

MARCH 23, 1927

The eastbound mixed train derailed, or at least the postal and baggage cars jumped the track at Richwood, near the site of the 1911 wreck.

DUNNVILLE

AUGUST 24, 1938

At 8:45 P.M., on this August evening, Canadian National Northern 6134 was just pulling into the Dunnville station with a westbound train of seventy-four cars. The switch at the freight station had been left open and the through freight with its large engine swerved quickly into the siding and hit, or rather ploughed into the standing cars at the freight shed. The shed was demolished, the engine derailed and seven cars following in the train had been telescoped, freight cars crumpled and track torn up.

PORT COLBORNE

JUNE 12, 1947

Two Canadian National freight engines were damaged in a collision one and a half miles west of Port Colborne at the Canada cement plant. It was 3:00 A.M. in the morning when engineer Charles Brown of Fort Erie running an eastbound freight of only five cars over ran the siding at the Cement Company siding and ploughed into the front of a westbound freight. The westbound freight, was standing still with fourty cars, and was in the charge of engineer W.E. Palmer of Sarnia. The eastbound engine was so damaged that it had to be dismantled.

BUFFALO, NEW YORK

DECEMBER 6, 1946

Canadian National 2-8-0 2367 collided with another train at the Black Rock-Buffalo yard. The derailment blocked traffic for five hours.

FORT ERIE

SEPTEMBER 12, 1947

Canadian National Northern type 6143 assigned to a Fort Erie to Sarnia hotshot freight pulling twenty cars had just come around the wye onto the B&G division when it derailed tearing up a lot of the track. Engineer Joseph Tinkham was in the cab that day.