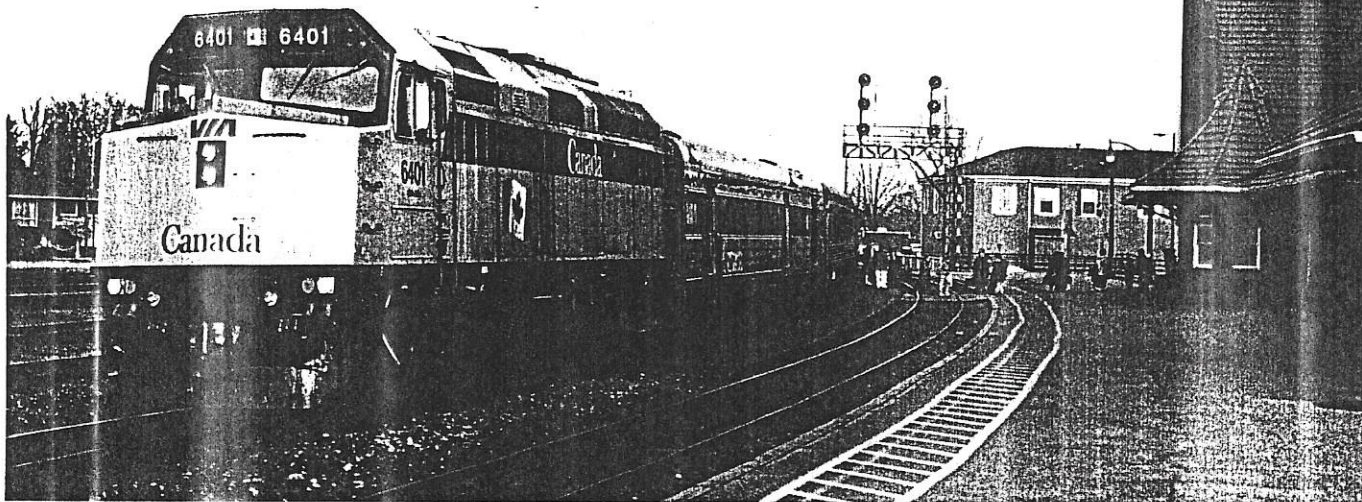


THE STATIONS AND RAILWAYS OF BRANTFORD

by Douglas N W Smith



As has happened for more than 145 years, the ceremony of arrival and departure continues to be replayed at Brantford. F40PH-I heads up the stainless steel consist of VIA's Toronto-Windsor train 75 in the spring of 2000. Operators were housed in the conical roof part of the station visible on the left. The building near the signal bridge is the old station hotel which remains a watering hole for local residents. - Douglas N W Smith

Nestled in the Grand River Valley lies the thriving manufacturing centre of Brantford. Passenger trains have been serving the community for the past 156 years. The rise of the town was due to the early recognition by Brantford's citizens that railways were essential for growth. From 1850 through 1911, the community continually voted funds to attract new railways and to improve their facilities. The city became one of the rail hubs of Canada. Over the years, it has been served by over ten railways and 14 stations. The last station to be erected was the most splendid.

Brantford's First Station

During the 1830s, it was by no means clear which of the small settlements nestled in the woods of southern Ontario would rise to claim economic pre-eminence. While water transport had been a key to survival up to this time, a new wind came sweeping through the Victorian world - the railway. The colonists were quick to realize that being by-passed by the iron horse would mean that their aspirations to grandeur would quickly be quenched by those settlements lucky enough to be on a railway.

The citizens of Brantford were a particularly plucky group. They had been buoyed by initial surveys for the Great Western Railway (GWR) which placed their community on the Niagara Falls-Detroit River main line. The influential citizens of Hamilton, however, took steps to see that the route running along the top of the Niagara escarpment was deflected to pass through their burg. When Brantford citizens refused to pay a bonus to have the GWR main line routed through their community in January 1851, the GWR's board built the line eight miles to the north of the settlement.

Not to be outdone, the citizens of Brantford decided to build their own railway. Using a clause in the Plank Road Act which permitted railways to be built without securing a charter from the colonial legislature, they organized the Buffalo and Brantford Joint Stock Rail-

road Company in 1850. While the furious citizens of Hamilton tried to get the legislature to disallow the company in 1851, it survived because of the financial commitments already made by Brantford's citizens. They had subscribed \$34,000 towards the work and the town held \$100,000 of its stock.

Despite the enthusiasm, three years passed before the first train steamed into Brantford. On January 6, 1854, the joyous citizens gathered at their new station to welcome guests from Buffalo and along the line. Three trains rolled into town pulling a total of seven cars. Somehow over 500 people had crammed aboard. The celebratory banquet and ball lasted until dawn of the following day.

By this time, the plans for the railway had expanded. The terminus had moved much farther to the west. A connection was to be made with the Great Western at Paris, the Grand Trunk at Stratford and with shipping on the Great Lakes at Goderich. To reflect the new goal, the name of the railway had been changed to the Buffalo, Brantford &

Direct Route between Buffalo and Detroit.



BUFFALO, BRANTFORD AND GODERICH RAILWAY,
In connection with the Great Western Railway at Paris.
Trains will run regularly until further notice, as follows:
Going West—Leave Buffalo at 8 30 A. M.
Going East—Leave Brantford at 8 30 A. M.

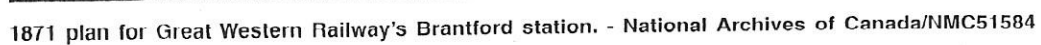
A connection is made at Caledonia with Stages for Hamilton, Simcoe and Port Dover.

Trains start from, and arrive at the New Depot on Erie street, where Passengers will please procure Tickets before entering the Cars.

Trains leave on Eastern Railroad time, which is 20 minutes faster than Buffalo time.

WILLIAM WALLACE, Sup't.
Buffalo, January 27, 1854.

Brantford was *en fete* for the 1860 visit of His Royal Highness Edward, the Prince of Wales. A magnificent triple span arch has been erected in front of the station, the small building to the right of the smaller arch. The motto on the centre arch reads "Welcome to our Future King". - National Archives of Canada/PA209081

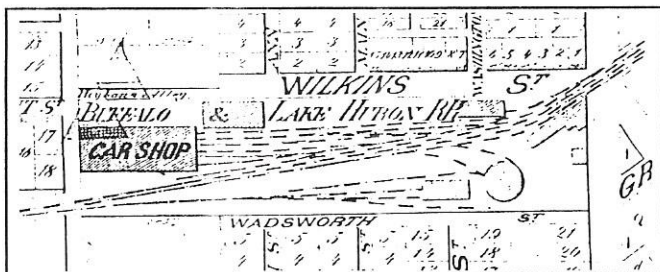


Goderich (BB&G) in 1852. Unfortunately, no description has survived of the first station. Over the years, four stations would rise on station grounds occupied by the first station. Tragedy struck barely five months after the trains reached Brantford. On May 9, 1854, fire destroyed the station, round-house, shops, two locomotives, seven passenger cars and a large quantity of freight. The loss exceeded \$100,000, while the insurance totaled only \$32,600.

To assist the company, the feisty citizens met and voted that the town loan \$400,000 to allow the company to rebuild the ruined facilities and to continue its westward march. The new station, a small wooden structure, was erected on the original station grounds.

Financial problems dogged the work. In February 1856, it was taken over by a British group and renamed the Buffalo & Lake Huron Railway. With the new infusion of capital, the line reached Stratford in December 1856 and Goderich in June 1858.

The Grand Trunk Railway (GTR) took over operations of the Buffalo & Lake Huron on July 1, 1864. Six years later, it was leased in perpetuity to the Grand Trunk.



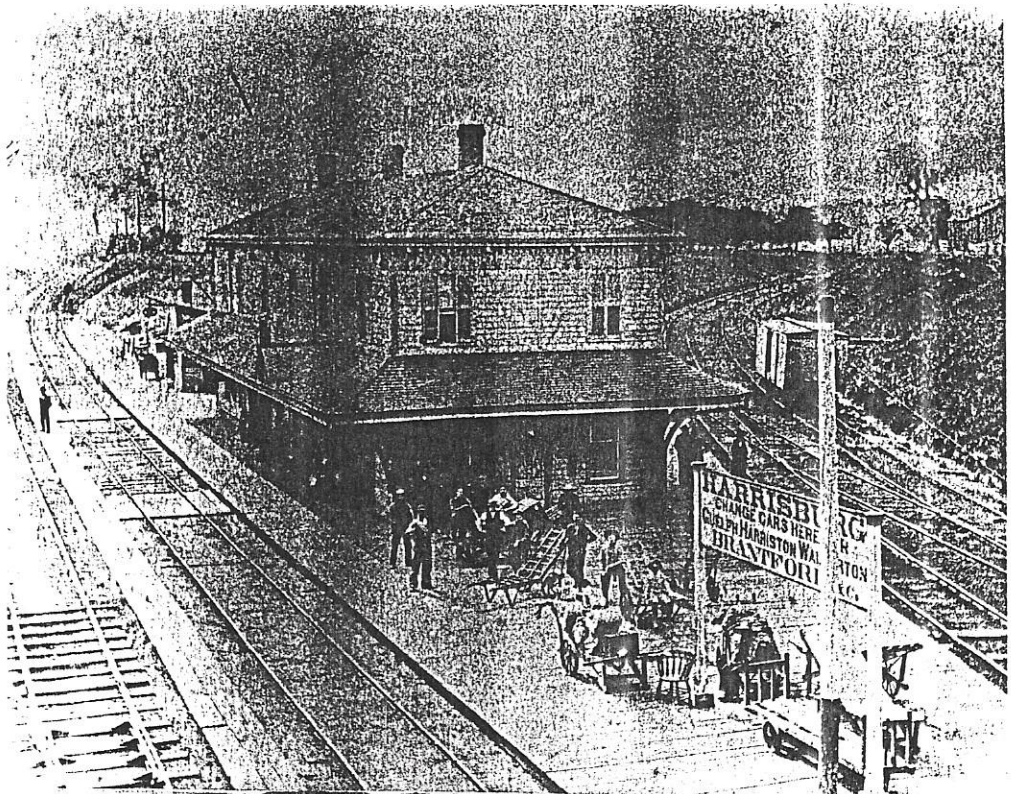
Plan of the facilities of the Buffalo & Lake Huron Railway in Brantford circa 1860. The station is just to the right of the turntable abutting the cross street.

Brantford Gains A Second Railway

While the BB&G opened up direct service to the American frontier, the fact was that most Brantfordites wanted to travel to the Canadian towns lying to the east. For these passengers, the train service was circuitous. Brantford passengers going to Hamilton and Toronto had to travel eight miles westward to Paris Junction and change to the Great Western train before finally heading eastward.

Once again, Brantfordites took matters into their hands. Once the large debt incurred in helping the BB&G had been retired, the town fathers decided that future growth depended upon persuading the Great Western Railway (GWR) to build a branch to their community. It would not only provide a more direct and convenient service for passengers, but would break the monopoly which the GTR had on freight rates. In these days before government regulation, the railways were free to charge what they wished. Shippers in communities served by only one railway paid much higher rates than those with two railways.

Early in January 1871, the ratepayers voted to give the GWR a \$76,000 bonus to build an eight mile branch line from Harrisburg.



Passengers and express shipments wait patiently for the main line connecting train at Harrisburg, Ontario in this 1870s view. Brantford passengers spent many hours waiting for late connections at this point. - Brant Historical Society/H Askew Photo

The GWR moved quickly. The first sod was turned on January 16, 1871. To the cheers of thousands gathered at the new station, the first GWR train steamed into the city on November 23, 1871.

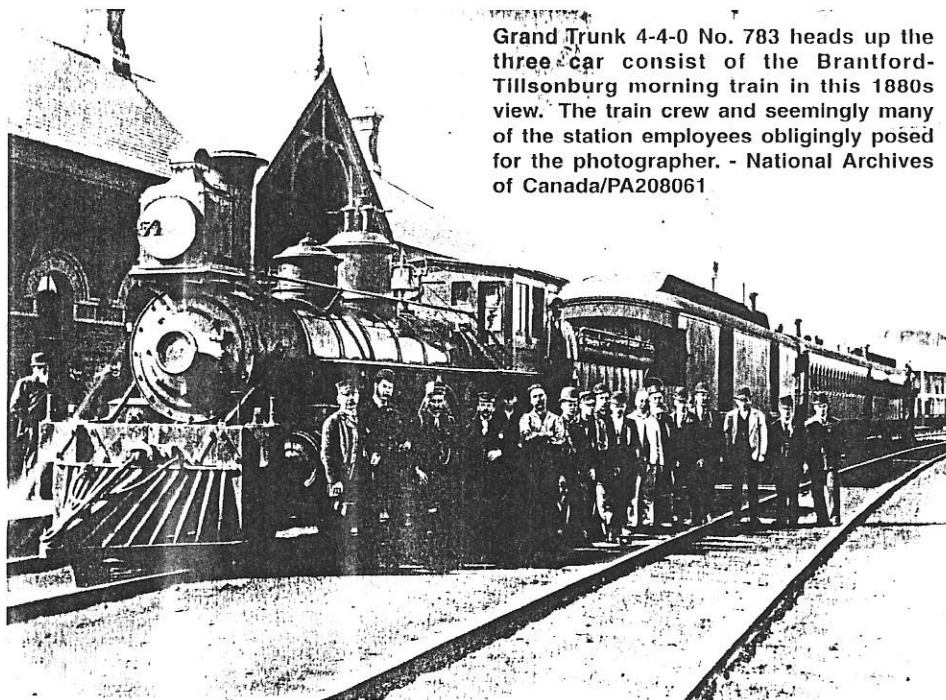
The GWR station was located close to the downtown near the intersection of Colborne and Clarence Streets. Constructed of wood, it measured 85 feet in length by 24 feet wide. A general waiting room and ladies waiting room were located at the western end of the building. These two rooms were separated by the ticket office. Adjoining these were the baggage, express, conductors', and porters' rooms. A major innovation was the inclusion of a washroom for the ladies inside the building. Male travellers had to make do with a three-hole outhouse located outside of the building.

The GWR provided four daily round trips over the branch scheduled to connect with the main line trains. When the GWR started its service, the GTR withdrew the two daily round trips it had run between Brantford and Paris Junction to connect with the GWR trains.

A Union Station of Sorts

In April 1876, the Brantford, Norfolk & Port Burwell Railway (BN&PB) steamed onto the scene. The President of the enterprise was George H Wilkes, a Brantford resident whose name will appear again in regard to another railway. Though it aspired to reach the shores of Lake Erie, the company laboured long and hard just to build the 34 miles of track from Tillsonburg to Brantford. While the BN&PB waited for its bridge over the Grand River to be completed, its trains ran from a temporary station located in West Brantford.

The company's fortunes took a turn for the better when it was leased to the Canada Southern Railway (CSR) as of January 1, 1877. The CSR was owned by the powerful Vanderbilt family who controlled the New York Central and Michigan Central Railroads. About this time, the bridge over the Grand River was finished and the daily passenger train began to pick up and drop off its passengers near Market Street. However, it appears that the company did not have a station at this point.



Grand Trunk 4-4-0 No. 783 heads up the three-car consist of the Brantford-Tillsonburg morning train in this 1880s view. The train crew and seemingly many of the station employees obligingly posed for the photographer. - National Archives of Canada/PA208061

The GWR was unhappy with the appearance of the CSR in the town. The two had been locked in a fierce contest for most of the decade as the CSR attempted to extend its reach into areas served exclusively by the GWR. The GWR persuaded the BN&PB board to revoke the lease in April 1877. It linked up its tracks with those of the BN&PB on September 18, 1877. Five days later, the BN&PB train began running the additional mile from its station in West Brantford to the GWR's Colborne Street station in Brantford.

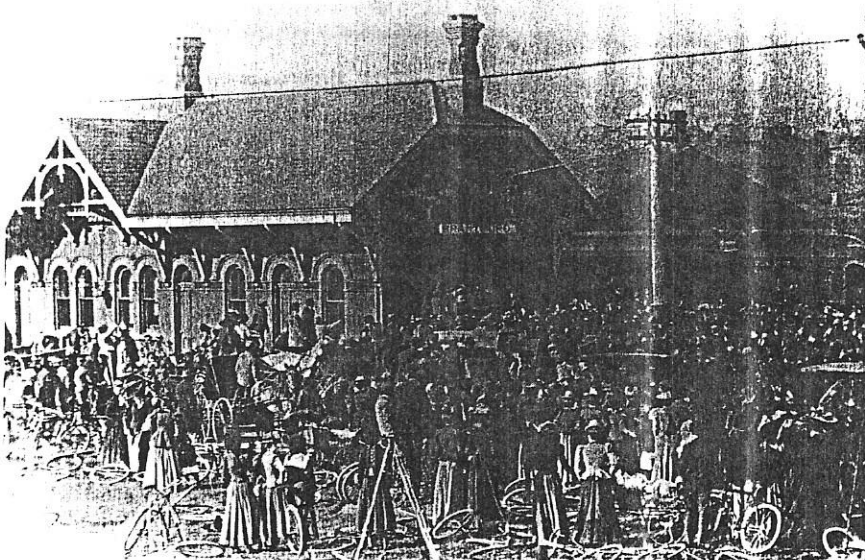
The Grand Trunk Builds

By the mid 1870s, Brantford's leading citizens chafed at the image of the town projected by the aging BB&G station. When the GTR started to renovate the building in May 1877, the editor of the *Brantford Expositor* stated that it would be "better to see it torn down and a new a seemly brick edifice erected".

In July 1881, the editor's wishes were fulfilled. The GTR announced that it would build a new station that year. Just five months later, the editor rhapsodized that the old barn-like wooden structure which has so long disgraced the station grounds of the GTR had been replaced by a very beautiful and convenient structure. The new building, which was in the Gothic Revival style favoured by the GTR, was 85 feet long and 35 feet wide. The interior was divided into the usual general and ladies waiting rooms, ticket and telegraph offices, and baggage and express rooms. The exterior was finished in red bricks with white bricks for trim. While the company had its own employees build the station, the hip-gable roof was covered in slate by Brown Brothers, a Brantford firm.

The old building, which was located slightly west of the new structure, was to be removed and its site enclosed and made attractive with shrubs and flowers.

Before the automobile, the craze was for bicycles. Here the station grounds of the 1881 Grand Trunk station are littered with them as a crowd gathers to catch a glimpse of the Duke and Duchess of York during their 1901 tour of Canada. - Brant Historical Society



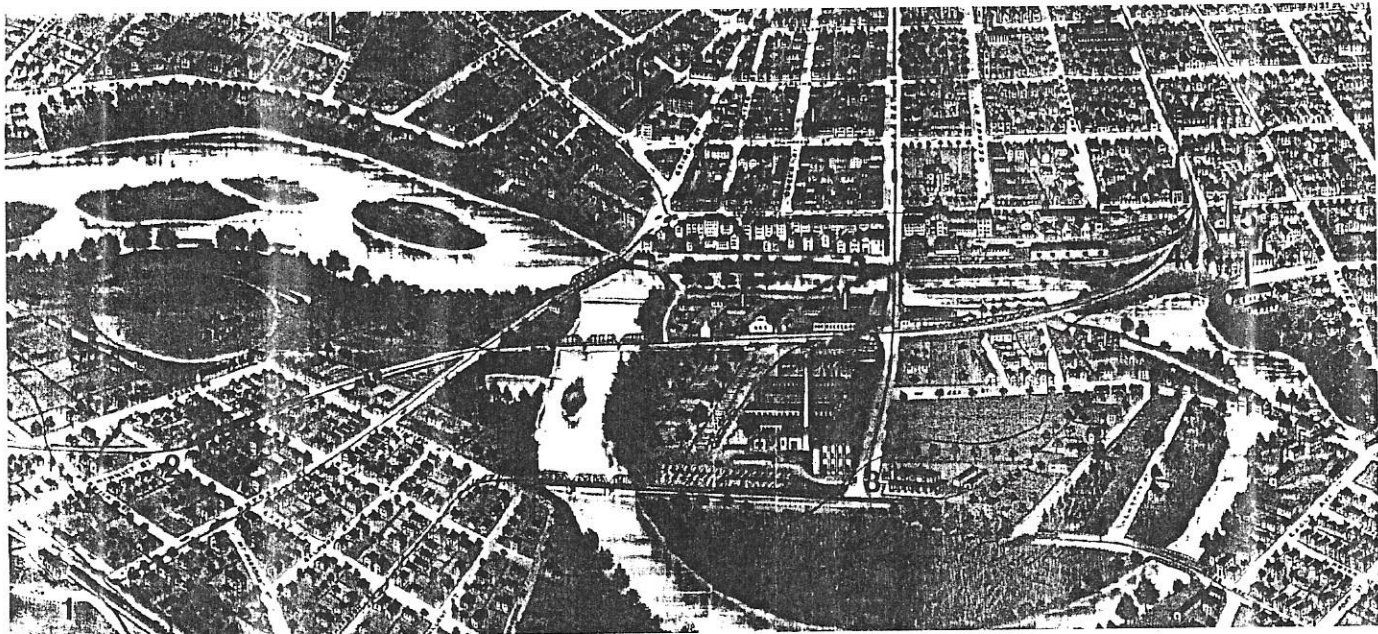
The following year the GWR and GTR amalgamated. The intense competition between the two had resulted in low freight rates for shippers and cheap fares for passengers, but had failed to produce profits for the shareholders.

After the amalgamation on August 12, 1882, the GTR moved to trim duplication. Starting October 23rd that year, ticket sales were consolidated at the GTR station on Wadsworth Street. At the same time, the terminus for the Harrisburg trains was shifted to the GTR station. To effect the change, the GTR had laid a new track to connect the ex-BB&G and ex-GWR lines. In commenting on the change, the *Expositor* acidly stated, "In order to sustain its character as a part of the Grand Trunk system, the [first] train was 15 minutes late in starting." The former GWR station on Colborne Street remained in use as a passenger shelter for the convenience of patrons travelling on the Brantford-Tillsonburg trains.

To its credit the GTR did take steps to improve service to Brantford. The number of trains running between Brantford and Harrisburg Junction was increased. When the GTR put on a train to connect with the main line train which left Toronto at 1800, the editor of the *Expositor* noted that the total time to make the trip, including wait at Harrisburg, was only 2.5 hours. Within the next five years, the GTR introduced another innovation: a Toronto-Brantford through coach leaving Brantford at 1000 and Toronto at 1615.

Brantford Gains Yet Another Railway

Just weeks after the 1882 amalgamation of the GTR and GWR had left Brantford with only one railway, the complaints had started about poor service and high rates. In 1885, the leading citizens of the town secured a charter to build the Brantford, Waterloo and Lake Erie Railway (BW&LE). The route of the railway intersected at Waterford the Canada Southern Railway, then operated by the Michigan Central Railroad (MCR). George Wilkes, the President of the nascent company, spent several years trying to get the MCR to put up the funds to build the line. The preference of the MCR president, H B Ledyard, was to lease the line after it was built. This avoided wrangles with property owners who felt that the well-heeled MCR could afford to pay inflated values for the right of way



This bird's eye view shows Brantford in 1895. The Brantford, Waterloo & Lake Erie Railway station in West Brantford is shown on the view as No. 1, the Brantford, Norfolk & Port Burwell station, also in West Brantford, is No. 2, the site of the Toronto, Hamilton & Buffalo station is No. 3, the Grand Trunk (former Great Western) station is No. 4, and the Brantford Street Railway carbarn and power house (later to be the temporary station of the Brantford Municipal Railway) is No. 5. The TH&B did not build the elaborate Victorian style station shown on this view. The electrified street car lines are also shown on the view. - National Archives of Canada/NMC22251

Since the MCR would not step in, Brantford's citizens once again used their collective muscle to secure a new railway. In January 1888, they voted to give the BW&LE a bonus of \$50,000. Along with a Dominion government grant of \$3,200 per mile and additional bonuses from the Township of Oakland, the company had enough money to build the line.

The rails had reached the city's edge in October 1889, when trouble over the route through West Brantford erupted. The residents of Walnut Street objected to the railway running its line up their street. The matter was academic as an empty treasury prevented the company from extending its line through the contested area.

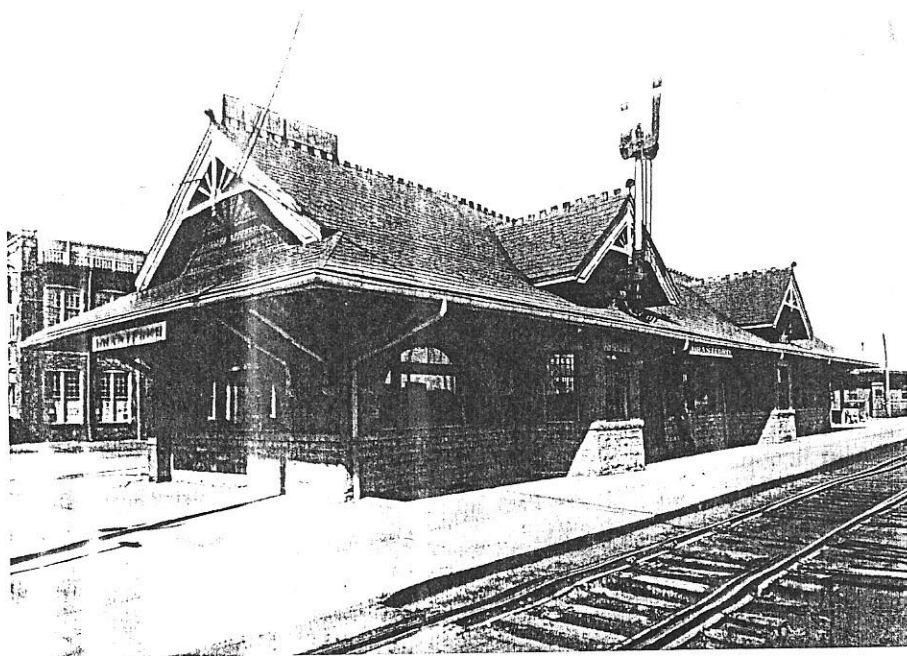
For this reason, the terminus for the BW&LE was in West Brantford at the intersection of Oxford Street (now Colborne Street West) and Burford Street. No description of the building has survived.

All that is known is that it was a wooden structure. On February 1, 1890, the first BW&LE train departed. The tiny 4-4-0 pulled a flat car, which was serving as a baggage car as the combination car had not yet arrived, and a single coach. The initial schedule called for three daily round trips to Waterloo.

The next developments in the railway picture were influenced by Hamilton. Like Brantford, the GTR had taken over its independent railway outlets. Fearing the effect this would have on its freight rates, the businessmen and municipal leaders secured a charter in 1884 to build the Toronto, Hamilton & Buffalo Railway (TH&B) between its namesake cities.

The CPR and TH&B promoters spent most the 1880s battling for a bonus from Hamilton. In 1890, the contest was decided when the city agreed to provide the TH&B a \$175,000 bonus for a line from Brantford to Welland via Hamilton. The plan of the TH&B promoters was to make a quick profit building the line and then to sell or lease it to the MCR. These plans were frustrated by an 1891 agreement between the New York Central (NYC), the parent of the MCR, and the CPR not to invade each other's territory.

As a result, plans for the more expensive Hamilton-Welland line were shelved. Since Hamilton still wanted an independent railway outlet, the focus shifted to the less costly Hamilton-Brantford line which would connect with the MCR via the BW&LE. The BW&LE directors were ready to sell their property to the TH&B as profits were proving quite elusive. The two companies were amalgamated under



This view of the TH&B station was taken shortly after the company doubled the size of the station. The part closest to the camera is the original 1896 structure. While the 1906 addition is similar to the earlier building, it lacks the powerful arches around its doors and windows. - Brant Historical Society

LIST OF RAILWAY STATIONS
(Dates refer to period when structures used as a passenger facility)

1. BUFFALO, BRANTFORD & CODERICH 1854
2. BUFFALO, BRANTFORD & CODERICH / GRAND TRUNK 1855 - 1881
3. GRAND TRUNK 1881 - 1905
4. GRAND TRUNK / CANADIAN NATIONAL / VIA RAIL 1905 - Present
5. GREAT WESTERN RAILWAY / BRANTFORD, NORFOLK & PORT BURWELL 1871 - 1948
6. BRANTFORD, NORFOLK & PORT BURWELL 1876 - 1877
7. BRANTFORD, WATERLOO & LAKE ERIE 1889 - 1894
8. TORONTO, HAMILTON & BUFFALO 1874 - 1876
- 9A. TORONTO, HAMILTON & BUFFALO 1876 - 1954
9. LAKE ERIE & NORTHERN - BRANTFORD & HAMILTON UNION STATION 1917 - 1954
10. LAKE ERIE & NORTHERN 1916 - 1917
11. BRANTFORD & HAMILTON ELECTRIC 1908 - 1917
- 11A. BRANTFORD & HAMILTON (Temporary) 1908
12. GRAND VALLEY 1902 - 1915
13. GRAND VALLEY 1915 - 1916
14. GRAND VALLEY 1916 - 1929

LEGEND

- | | |
|-----------|---|
| XXX | BRANTFORD, NORFOLK & PORT BURWELL
/ GREAT WESTERN / GRAND TRUNK / CN |
| ● ● ● | BRANTFORD STREET RAILWAY |
| ● — ● ● ● | BRANTFORD, WATERLOO & LAKE ERIE
/ TORONTO, HAMILTON & BUFFALO / CP |
| # — # — # | BRANTFORD & HAMILTON ELECTRIC |
| +++ | BUFFALO, BRANTFORD & GODERICH
/ GRAND TRUNK / CN |
| ● × ● | GRAND VALLEY RAILWAY |
| ● — ● | GREAT WESTERN / GRAND TRUNK / CN |
| — / — / — | LAKE ERIE AND NORTHERN |

Map by Pierre Ozorák May 2000

station in 1906. The new addition was a duplicate of the original building. It was one of the few Canadian stations to have two bay windows facing the tracks.

Grand Valley Railway

In the 1890s, a new transport technology swept the settled parts of the continent. The electrified interurban railway held many allures. With two man crews and single car trains, its operating costs were very much below those of steam railways. The low operating costs meant that frequent service could be provided between cities. As well, the interurban car could operate over lightly built, steeply graded rights of way which would never have supported a steam train. Consequently, an interurban railway could be built for a fraction of the investment needed for a steam railway. With their rapid acceleration and quick braking characteristics, the cars could make frequent stops which brought service to small farming settlements which had been by-passed by the steam railways.

The first event in the electric revolution was the conversion of the Brantford Street Railway (BSR) from horse to electric power in 1893. The BSR had been incorporated in 1879. However, seven years elapsed before the line commenced operation in 1886. Built to a 3 foot 6 inch gauge, the BSR boosted three routes, one which connected the downtown with the GTR's station on Wadsworth Street.

Financially, the BSR found itself in the precarious position common to most of the lines built in smaller Canadian centres. In 1892, the company changed hands. The tracks were relaid to standard gauge, electric cars were purchased from Patterson & Corbin in St Catharines, and a steam-powered electric generating station was built. Profits continued to be elusive. Canadian General Electric took over the company in 1897 when it foreclosed the mortgage on the property.

In 1902, there appeared a fast talking American on the scene. Dr S Ritter Ickes, representing the Von Echa Company, first came to southern Ontario as the contractor for the Woodstock Thames Valley & Ingersoll Railway (WTV&I). This 11.5 mile long electric railway, which linked nearby Woodstock and Ingersoll, was completed in August 1902.

Ickes believed that this area was ripe for the development of an extensive interurban system. Since 1894, plans had been discussed for an interurban line to link Port Dover to Brantford and Galt. Reflecting the optimism of the period the project had expanded considerably when a group of local residents had obtained a Dominion charter in 1900 for the Port Dover, Brantford, Berlin & Goderich Railway (PDBB&G). While there had been much talk, a lack of funds had stymied any progress. Ickes, who was to all intents and purposes the Von Echa Company, decided that the powers in this charter could serve as the basis for a network of lines radiating from Brantford to Port Dover, Goderich, Hamilton and London.

The BSR was the key to Ickes' plans as it provided the necessary trackage for interurban cars to reach the heart of the city. In June 1902 the Canadian General Electric Company sold the BSR to the Von Echa Company in exchange for \$120,000 in company bonds. After he acquired the charter for the PDBB&G in 1902, Ickes renamed it the Grand Valley Railway (GVR). While the two companies were nominally separate during the Van Echa years, they shared a common management and equipment.

To his credit, Ickes lost no time in starting work on the GVR. On May 12, 1903, the company launched regular operations over the seven miles between Brantford and Paris. The Brantford terminus was at the Kirby House, then one of the premier hotels in the city, located at the corner of Colborne and George Streets.

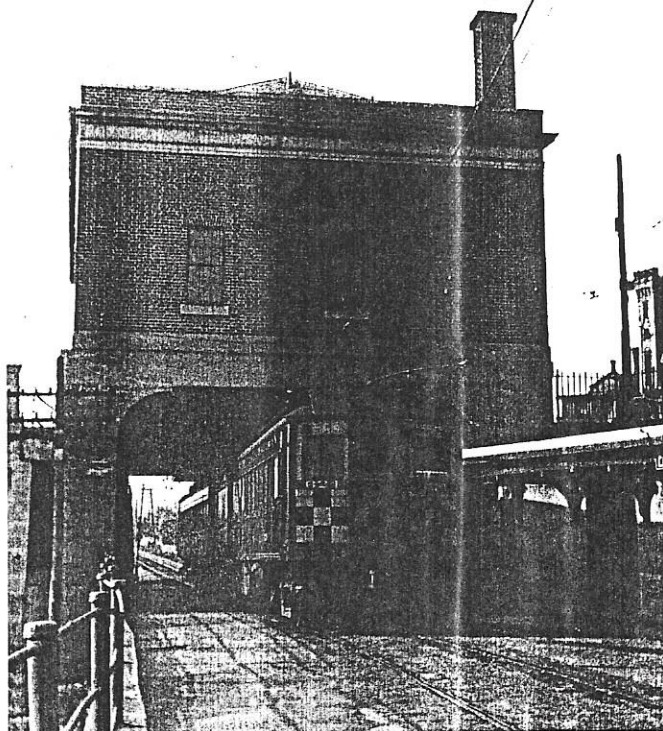
In 1904 the track was pushed another 13 miles to Galt. Progress halted at the city limits as the pious residents of Galt were concerned that the company might operate on city streets on Sundays. When the GVR started scheduled hourly service to Galt on November 17th, passengers had to transfer to an omnibus for the last half mile to downtown. This was not the only transfer for through Brantford-Galt passengers. Until the spring of 1905, they had to change cars at Paris as the railway ran separate Brantford-Paris and Paris-Galt cars.

The Galt city council did not grant the GVR a franchise to operate over the streets until August 2, 1905. The first car reached the downtown station, shared with the GTR on October 6, 1905.

Ickes had secured a charter for the Brantford & Hamilton Electric Railway in 1904. When the line was built, it would not be under his stewardship. The completion of the line to Galt marked the last major achievement of the GVR. Ickes disappeared in 1905 leaving a pile of unpaid bills behind him. The company was sold to a group from Toronto who secured the necessary legislation to amalgamate the BSR, the GVR and the WTV&I. In 1907, the company was sold to an American group headed by MA Vernor.

The new owners hoped to add a Brantford-London leg to the GVR which would incorporate the isolated WTV&I line. New track would have been laid from Brantford to Woodstock via Burford. In exchange for authority to enter the Brantford over Oxford Street (since renamed Colborne

The imposing facade of the Lake Erie & Northern station fronted onto Colborne Street just before the street crossed the Grand River on the Lorne Bridge. - Helmut Ostermann Collection



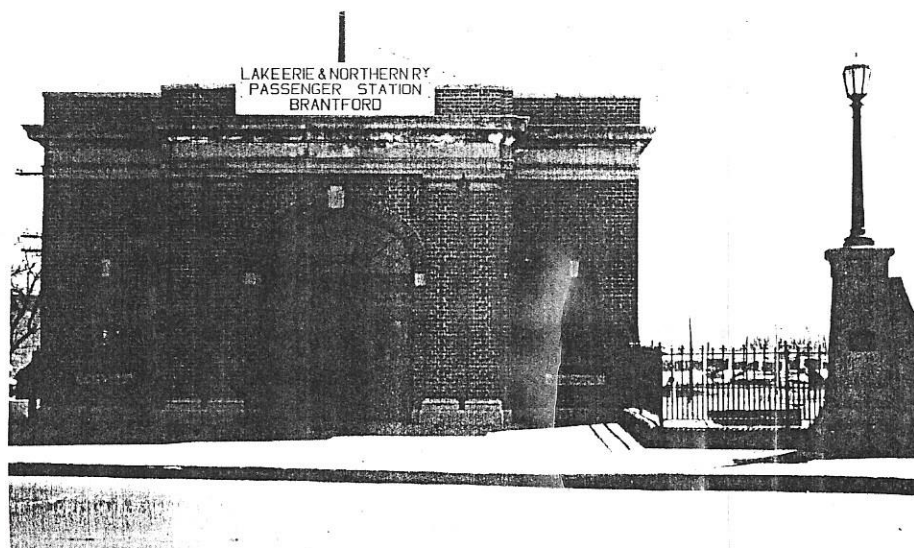
Grand River Railway combine 624 heads up a Port Dover bound train on the Lake Erie & Northern. On the right is the baggage-express building which was built several years after the station was completed. - Bob Sandusky

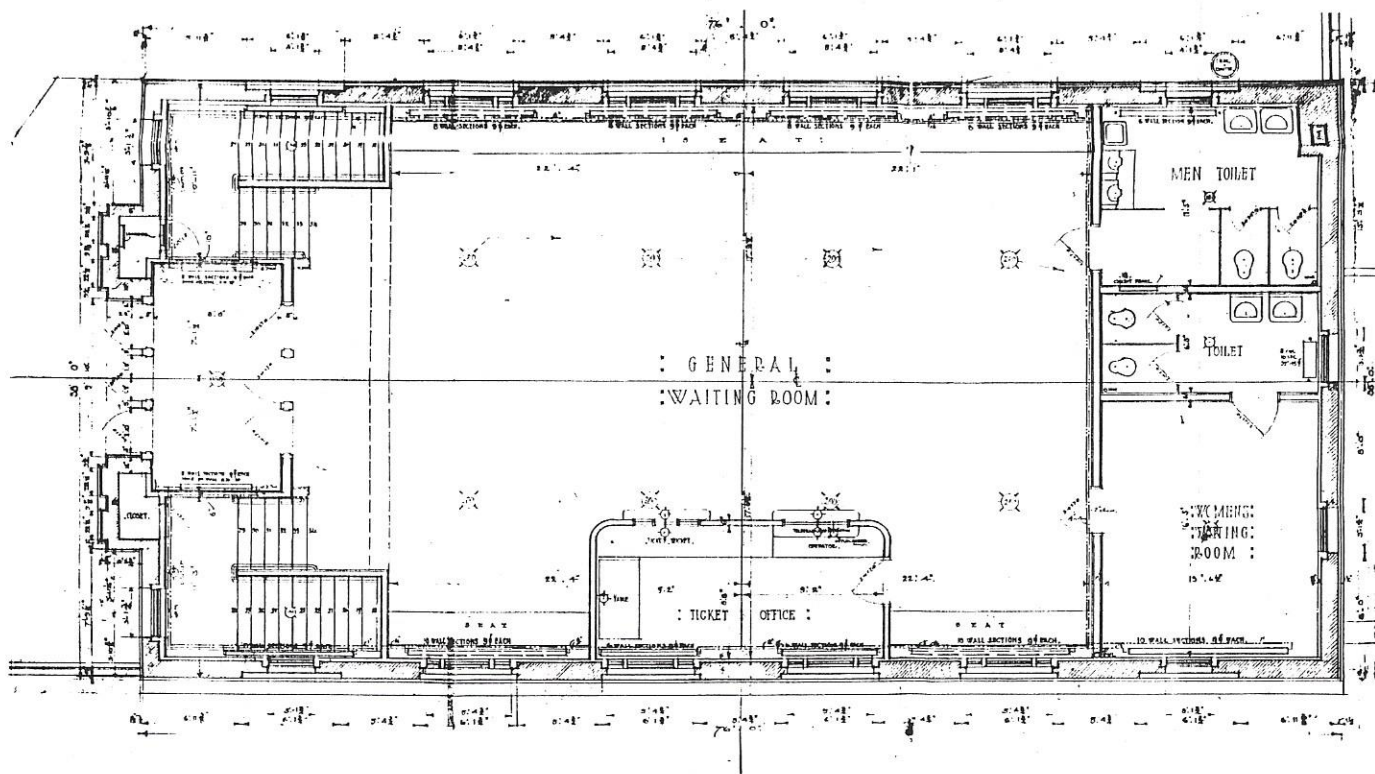
Street West), the company agreed to maintain the street and to strengthen the Lorne Bridge over the Grand River.

The extension never was built. The GVR was living on borrowed time. The Paris-Galt extension and the WTV&I proved to be chronically unprofitable. In May 1912, the company entered receivership. By this time, the Lake Erie & Northern, was being built and it would have a major impact on the future of the GVR.

Brantford & Hamilton Electric

Shortly before Ickes and his Von Echa Company roared onto the Brantford scene, the Haines Brothers of New York appeared with a proposal to build a Niagara Falls-Hamilton-Brantford line. As a first





Plan of the interior of the passenger station built by the Lake Erie & Northern Railway. - National Archives of Canada/C147302

step, they took over the charter of the moribund Hamilton, Ancaster & Brantford Railway in 1900. Land for much of the right of way was acquired by 1904.

At the same time, Ickes incorporated the Brantford & Hamilton Electric Railway (B&HE). It appears that Ickes chartered his company simply to harry Haines. After Haines promised to use the BSR trackage to reach the centre of Brantford, Ickes ended his opposition. The new source of revenue would have been a welcome shot-in-the-arm for Ickes' faltering empire.

The disagreement proved of little import as financial difficulties with Haines American interurban properties caused him to lose

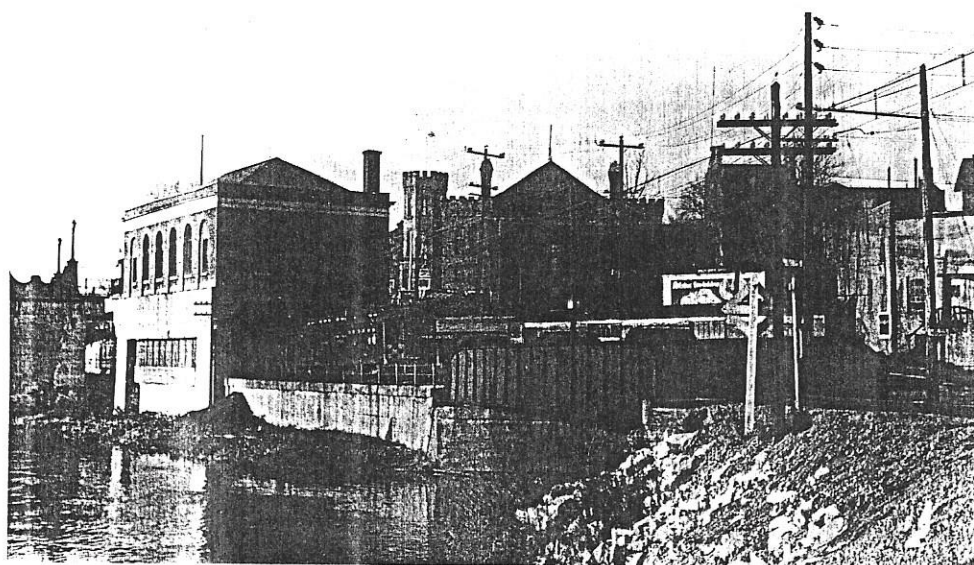
interest in the venture. It fell to the Hamilton-based Dominion Power & Transmission Company to build the line. This company controlled all the interurban lines entering Hamilton as well as the local street railway and power generating and transmission facilities. It took over the charter for the BH&E and began construction in July 1906. The line was opened to regular service between the two cities on May 23, 1908 with a schedule providing 18 round trips per day running at hourly intervals.

Backed by well-heeled investors, the B&HE entered Brantford on a private right of way. The first terminal was temporarily located at Alfred Street since the company had not yet gained permission to cross the GTR's Tillsonburg line. During this period, a free omnibus service connected the station and the downtown.

With the necessary approvals in hand to cross the GTR, the BH&E pushed its tracks into the heart of the city. The alignment ran along a canal as far as Market Street South. Trains began running to this point early in November 1908. A temporary station was built at Market Street South beside the bridge over the canal. This facility, however, would endure for the next eight years.

Lake Erie & Northern

The rapid expansion of Brantford's industries in the 1890s attracted the attention of Canada's third transcontinental railway. The business leaders of the community were electrified when the Canadian Northern (CNo) announced in 1903 that plans to build its Toronto-Windsor line through Brantford. This could have been the answer to their long desire to be on the main line of a railway.



The Lake Erie & Northern station complex was wedged into a very narrow space between the Grand River and a street. A glass curtain wall was installed to help make the platform area under the track less dark. On December 24, 1949, a long train filled with holiday travellers heads south to Port Dover, while last minute Christmas parcels are unloaded from an express car sitting on the spur in front of the express wing. - Al Paterson

Progress on the CNo line was held up by legal challenges from Toronto over the right of way through its boundaries. Spurred on by the CNo, Brantford citizens floated the Lake Erie & Northern (LE&N), which was to link Port Dover to Galt. Port Dover was an attractive terminus since ferries could bring carloads of Pennsylvania coal across Lake Erie to feed the hunger boilers of the CNo steam locomotives and the factories in the towns along the line. Matters took a definite form when a charter and a \$6,400 per mile subsidy was obtained from the Dominion government in 1911.

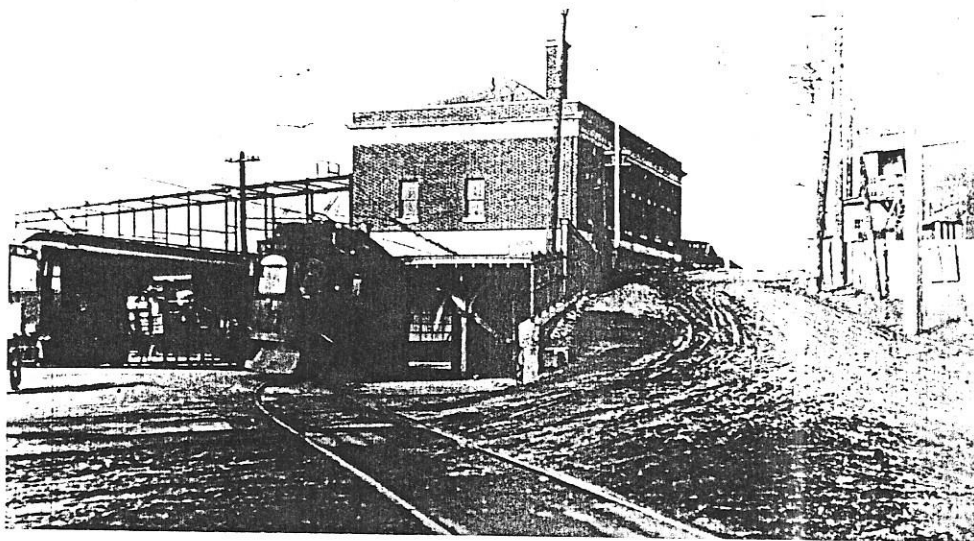
While the CNo recognized the value of serving the manufacturing centres along the Grand River, the continuing disputes with Toronto and Hamilton over the right of way caused constant delays in the start of construction. The panicky LE&N investors gave CP an option to acquire the railway in 1911 after the contractors, Farrell & Company, got into financial problems. Faced with the threat that the CNo could scoop up the LE&N for a proverbial song, CP purchased the company at the end of 1913.

The acquisition of the LE&N gave CP a second line into Brantford. Having its own line into Brantford meant that CP would have complete control over freight shipments not have to divide revenues with the TH&B. Since it owned only a third interest in the TH&B, CP did not worry much about the fact that it could be perceived as competing with itself. However, the company did worry about the cost of building a line parallel to the TH&B for over 15 miles between Brantford and Waterford. CP investigated the possibility of joint use of the track and of having the LE&N trains use the TH&B station in the spring of 1914. The idea was shelved when they were told that the Dominion bonus could be lost unless they constructed the entire line.

While the construction of the railway began in earnest in 1913, progress bogged down after the LE&N and the city could not agree on the site of the station. The only western entrance into Brantford was along the Grand River. To make sufficient room for the right of way, the railway had to fill in a bend in the north channel of the Grand River west of Scarfe Street. On April 16, 1913, the Dominion Board of Railway Commissioners (BRC) approved the location of the rail line and the site for the Brantford station on the part of the park known as Jubilee Terrace, which was just west of the Lorne Bridge. The BRC ordered the railway to give the filled-in land to the city for a park as compensation for the land taken for the station.

The next year, the railway announced a new plan to locate its station near the foot of Scarfe Street, a point just to the west of Jubilee Terrace, and to use the filled-in land for an eight track freight yard. The city objected strongly to this about face.

H B Dunnington-Grubb, the landscape architect for Brantford's Parks Board, prepared a brief report on the situation in March 1914. He said, "The question of the location of a railway station is one in which the interests of the railway company and the city are identical, the station being in the modern sense the gateway or portal of the city, should be located at a point which commands the greatest possible traffic facilities. The station should always communicate directly, if possible, with some main avenue of traffic giving access to the centre of activities . . . As far as communication is concerned, a more inaccessible spot . . . than the foot of Scarfe Avenue would require much searching . . . one might live in Brantford for some very considerable time before discovering that the LE&N possessed a station at all. A suitable site for the station could be found at the northern entrance to the Lorne Bridge, opposite Jubilee Terrace"



A Brantford & Hamilton Electric car is ready to roll over Water Street to begin its trip to Hamilton. In the background, a Lake Erie & Northern combination car is being loaded with express from the town's bustling factories. - Al Paterson Collection

Based upon the opposition of the Parks Board and the city, the BRC refused to allow the company to locate the station on the Scarfe Avenue site. It pointed out that there was a suitable location for the station at another site. The railway, however, continued to press for permission to build its station in the vicinity of Scarfe Street through the summer of 1914. The Parks Board refused to sell the land needed for the station unless the railway agreed to extend West Mill Street to Colborne Street at the Lorne Bridge. The company balked at the \$40,000 to \$50,000 cost (in today's dollars it would approximately a million dollars).

bc

In September 1915, the LE&N agreed to build its station on the east side of Colborne Street facing the Lorne Bridge. This was the site which had been recommended by Dunnington-Grubb. After the city gave its tentative approval of the site, plans for the building were drawn up in CP's Office of the Engineer of Buildings in Montreal. These plans, which are dated April 24, 1916, show Theodore E Videto as the building's architect.

The site was a challenging one as it was very narrow and was hemmed in by the Grand River on the south and by Water Street on the north. The general waiting room, ladies waiting room, ticket office and washrooms was located over the tracks and fronted onto Colborne Street. The building measured 76 feet in length and 38 feet in width. Designed in the New England Colonial style, the placement of the doors and windows was perfectly symmetrical and all were topped by graceful half circle fanlight windows. The exterior was red brick work with stone accents. Though it was a rather small building, it was made to look larger by the two brick pilasters which flanked the Colborne Street entranceway and by the parapet which extended the exterior walls above the roof line.

The spacious waiting room measured 50 feet long by 38 feet wide. The ceiling was 16.5 feet high. Two tracks ran beneath the station and were illuminated through a large window facing the Grand River. Passengers reached the platforms by two 34 step staircases which were located on either side of the waiting room.

In later years, a five-sided, 60 foot long building was erected at trackside to house the baggage and express departments. The unusual shape accommodated a spur track on which express cars could be parked while shipments were transferred.

CP held off sending the plans to the city council for five months. During this time, the LE&N sought a new concession from the city - it wanted to acquire the Paris-Galt section of the old GVR. CP had tried to purchase the entire GVR line at the public sale held by the receiver in 1914. Brantford, the only other bidder, had outbid CP. The



The rails of the Brantford Municipal Railway were salvaged in the spring of 1942 after buses had replaced the streetcars. The one story station at the corner of Colborne and Market Streets, however, remained in use for many years as a waiting room for the local transit system. - Al Paterson

town's primary interest in the GVR was the local streetcar lines. After the purchase, the GVR was renamed the Brantford Municipal Railway (BMR).

In April 1915, the General Manager of the LE&N approached the city with a proposition. In exchange for GVR's Paris-Galt line, he would recommend to that the CPR spend \$180,000 to electrify the LE&N line. The towns along the LE&N wanted the line to be electrified as the railway would provide a much more frequent passenger service with interurban cars than with steam trains. The LE&N planned to abandon most of the GVR track to eliminate two level crossings with its tracks. A short segment would be retained at Paris to access local industries.

While the bait was attractive, both the City Council and the Board of Trade opposed making a gift of the line. The city countered with an offer to sell the track for \$30,000, provided that it could salvage the material on the recently reconstructed Blue Lake branch and that the LE&N would agree not use the GVR track in Paris for passenger service. The latter term was to protect the hold which the BMR had on Paris traffic.

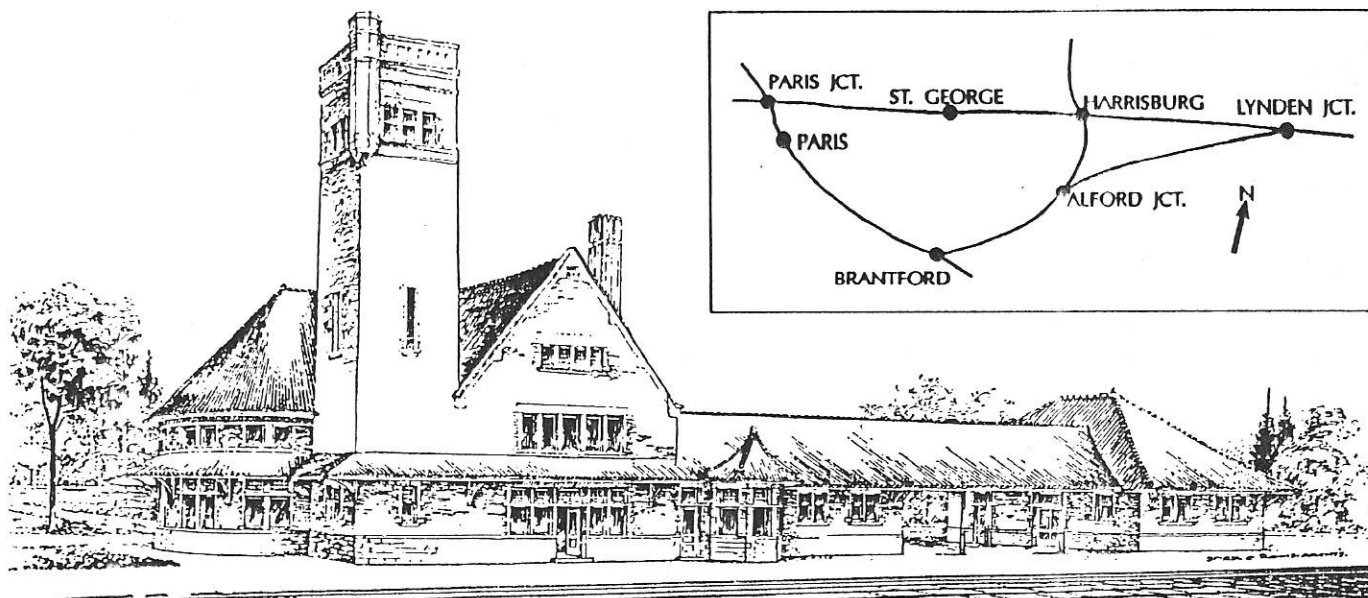
In July 1915, the LE&N accepted the city's offer. Work on the LE&N was renewed. While the tracks had reached the Lorne Street bridge in April 1914, work had been largely suspended as a result of the disputes with the city. By late September 1915, the section between Galt and Brantford had been ballasted and the poles for the electrification installed.

In September 1915, CP forwarded the plans for the new station to the council for approval. While the site was a popular one, a new dispute broke out between the railway and the city. The city insisted that CP purchase a small triangular piece of land across Water Street from the station. Since the north wall of the new station encroached upon Water Street, a portion of the lot was needed just to maintain the street's 33 foot width. CP felt that the traffic using Water Street would not be affected by the narrowing of the street. The city was opposed as the narrowed street joined Colborne Street on a very bad angle.

The dispute endured for ten months. In exasperation, the BRC sent its Chief Engineer, George Mountain, to inspect the site. Based on his report, the BRC approved the plans on June 6, 1916 provided that CP acquire the disputed land.

Pending the settlement of the dispute over the station, the LE&N had started passenger service between Galt and Brantford on February 7, 1916. Ironically, its first Brantford station was a temporary facility placed near Scarfe Street. The LE&N had been forced to start service earlier than expected because spring floods had damaged the Grand Valley track north of Paris.

Oddly, the LE&N was not the first railway to use the new station. In the spring of 1916, the Brantford & Hamilton Electric Railway had negotiated an agreement to use the station in exchange for the



The Spiers & Rohn drawing of the 1905 Grand Trunk station shows the unity of their composition. To allow light into the two waiting rooms, they placed windows above the canopy which ringed much of the building. - Railway & Shipping World October 1904
Inset: Map of the Grand Trunk trackage in the Brantford region. - UCRS Newsletter November 1990

payment of interest on one half of the cost of the building. To reach the new station, the B&HE extended its line 1,500 feet westward from Market Street South to a connection with the LE&N at the new station. The B&HE trains began operating over the new track late in November 1916 to interchange passengers with the LE&N. As the station was not ready for use, the B&HE ticket office at Market Street South was kept open until December 16, 1916 when the office was transferred to the Colborne street facility.

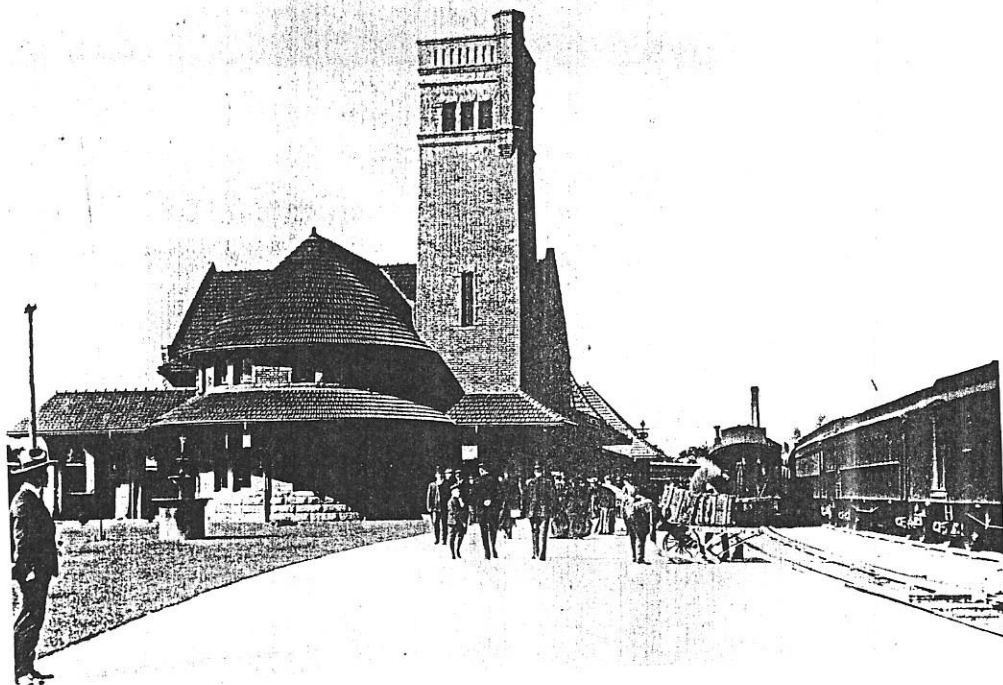
Because the two railways were electrified to very different voltages (the LE&N used 1,500 volts and the B&HE 600 volts), two trolley wires were placed over the track in front of the baggage-express wing. Signals were used to indicate to the crews which trolley wire was carrying current. The normal practice was for the B&HE's wire to be energized.

The LE&N began using the new station on March 10, 1917. By this time, passenger service was being offered the length of the LE&N. The company had extended service to Simcoe on June 2, 1916 and to Port Dover on July 22nd. Train service was provided at a two hour intervals over the length the line.

The Stations of the Brantford Municipal Railway

The City of Brantford acquired the Grand Valley Railway from the receiver in 1914. The city appointed a Commission to manage the property which it renamed the Brantford Municipal Railway (BMR). One of the early changes made by the Commission was to move the station ticket office and corporate offices out of the Kirby House in June 1915. These were relocated to the car barn, which had been built by the Brantford Street Railway in 1893, on Colborne Street just to the east of the former Great Western Railway station. Half of the building was fitted up as an express terminal and the other half housed the BMR's offices, the ticket office, waiting room and washrooms.

The location of the ticket office and waiting room at this site was merely a temporary measure as it lay a considerable distance from the downtown area. During 1915, the BMR had plans drawn up for a new one storey, brick building to be located at the corner of Colborne and Market Streets. Since this site was where the local streetcar routes



met, the new station could serve both interurban and local passengers. The new building opened on September 19, 1916 and provided the public with a ticket office, waiting room and washroom facilities. The new building was paid for using the money received from the LE&N for the Paris-Galt line.

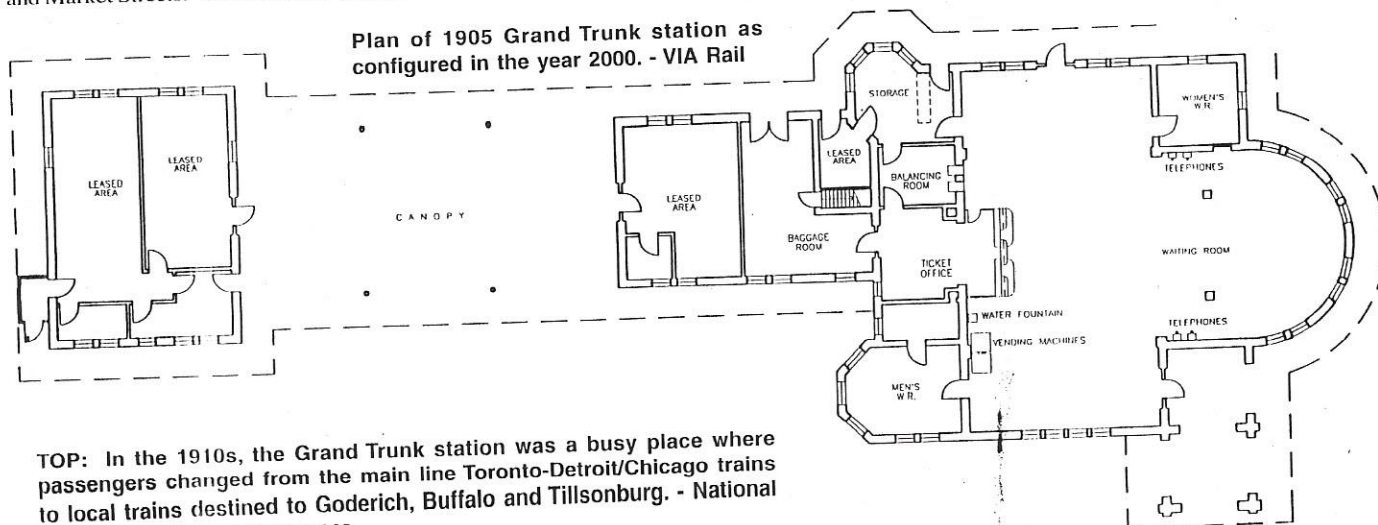
The Interurbans Vanish

In the 1920s, the interurbans faced ruinous competition from automobiles and buses operating on newly paved roads which were kept open year-round at taxpayer expense.

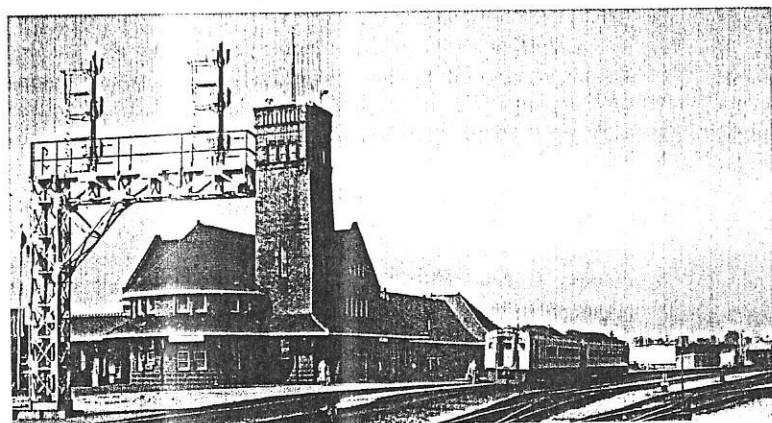
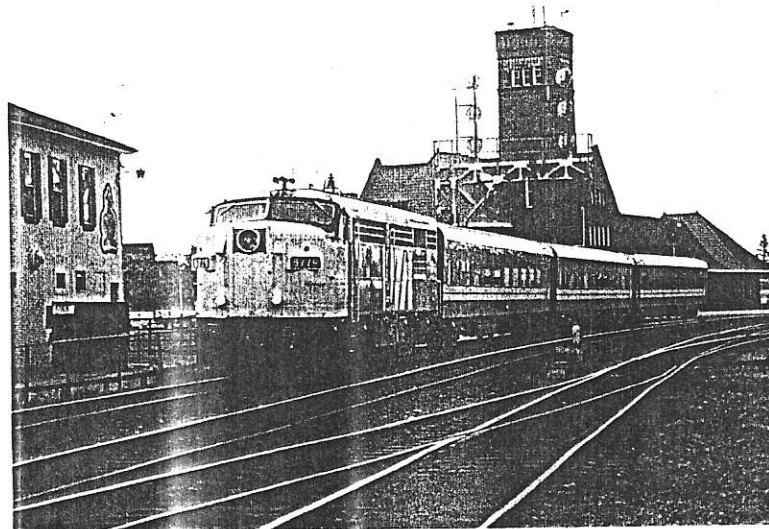
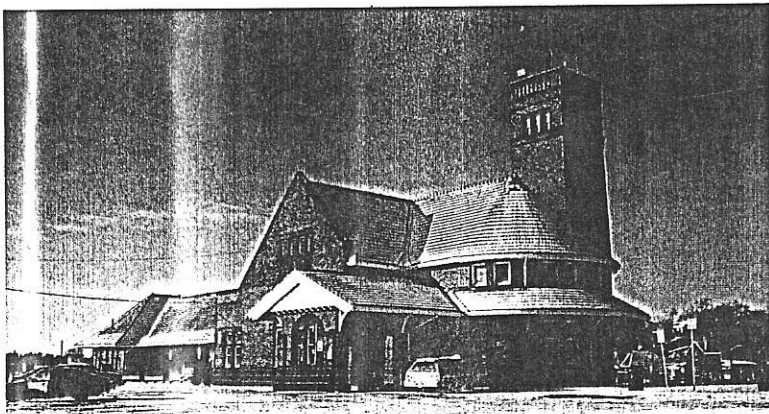
The first casualty was the former Grand Valley Railway line to Paris. By the early 1920s, it was unprofitable. The city kept it going until 1929 when the interurbans were replaced by buses. The Brantford streetcar system hung on until January 1940 when it too was replaced by buses.

The B&HE was the second interurban to vanish. Buses replaced half of the Brantford-Hamilton trips in January 1929. The fate of this interurban line was sealed when Dominion Power sold its bus operations to Highway King Coach Lines. The agreement called for the abandonment of the interurban lines. The last trip was made on June 30, 1931.

Plan of 1905 Grand Trunk station as configured in the year 2000. - VIA Rail



TOP: In the 1910s, the Grand Trunk station was a busy place where passengers changed from the main line Toronto-Detroit/Chicago trains to local trains destined to Goderich, Buffalo and Tillsonburg. - National Archives of Canada/PA164442



ABOVE TOP: The station complex presents an attractive sight to the arriving passenger. A light dusting of snow makes the textures of the roof tiles highly visible. Each tile weighs seven pounds. ABOVE MIDDLE: Three coaches comprised the consist of Sarnia to Toronto train 84 as it departed Brantford on May 24, 1987. ABOVE BOTTOM: Running as train 682, an RDC-2 and RDC-1 paused briefly before the Brantford station on a sunny morning in September 1984. - All photos Gerald E Gaugl

The LE&N was the most durable. Passenger service endured until the 1950s because the Board of Railway Commissioner's believed that parent CP could afford the passenger losses given the revenue it made on the freight shipments which originated or terminated on the LE&N. Indeed, the company's first application to abandon all passenger trains was refused by the Board in 1950. In response, CP cut the frequency of trains from nine to five daily round trips. Passenger counts continued to decline as auto ownership became more widespread. A second application to terminate the passenger service was granted. The last trains ran on April 23, 1955. The Brantford station and baggage-express buildings were raised in 1958.

On The Main Line At Last

While the TH&B provided a new outlet, the city continued to dream of being on the GTR main line which would provide the city direct rail service to such far away points as Chicago, Windsor, New York and Montreal.

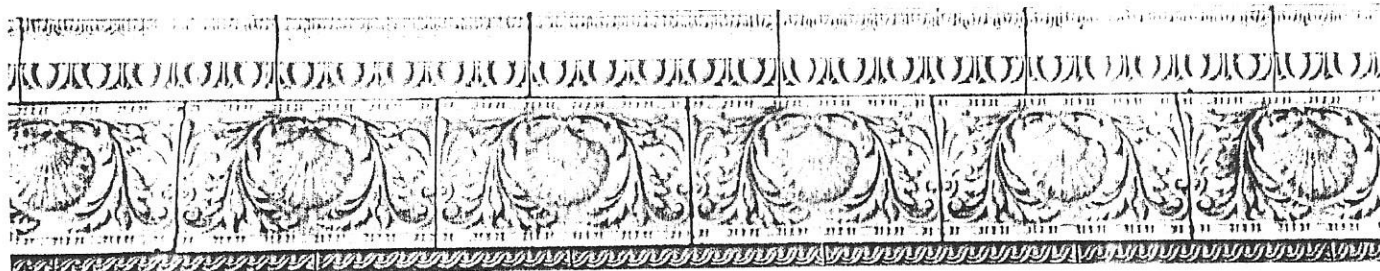
In 1896, the GTR's British Board of Directors hired an American, Charles Hays, as the company's General Manager. They had been most impressed with how Hays had rebuilt the moribund Wabash Railway during his tenure as its President. Once at the helm of the GTR, Hays launched programs to modernize operating procedures and equipment and to rebuild the property to move traffic more economically. A major task was to rebuild and double track the Montreal-Chicago main line to eliminate its steep grades and sharp curves and to speed traffic flows.

It was not just the main line which received such attention. The ex-BB&G line through Brantford was raised to eliminate the troublesome grade on the east side of town in 1900. At the same time, the old GWR line was lowered to pass under the ex-BB&G line.

Hays' program bore fruit. The GTR had lost over \$600,000 the year before he took office. By the turn of the century, the company was reporting profits of over \$2 million.

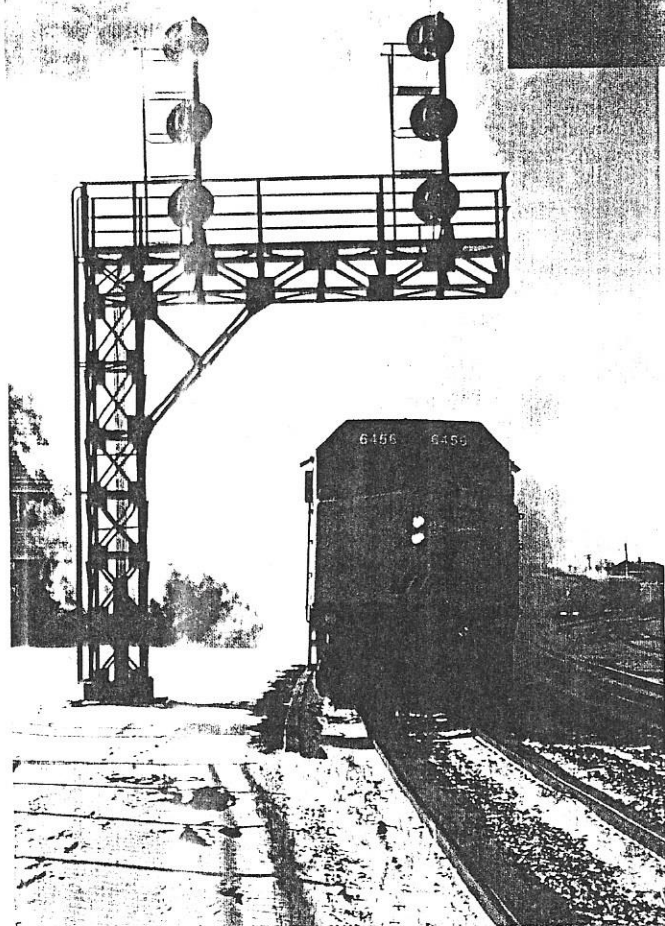
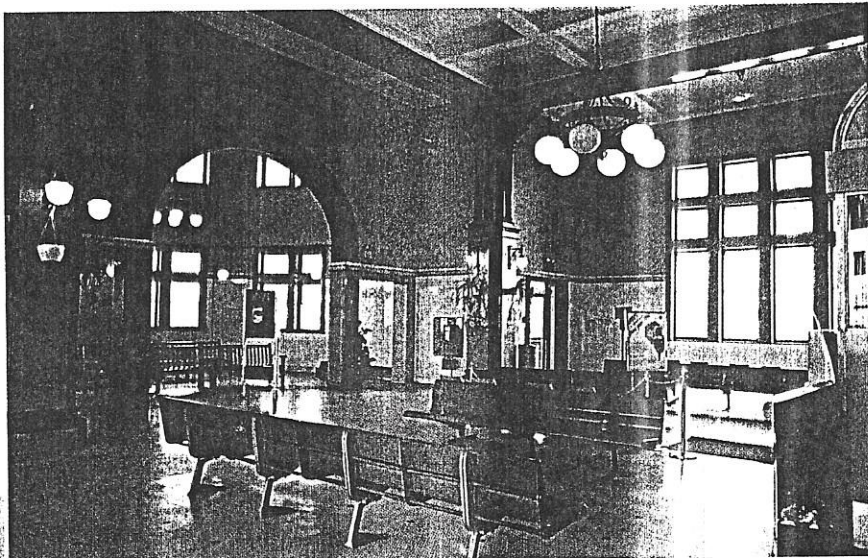
Brantford watched the changes with interest. The GTR main line through Harrisburg would need a significant amount of rebuilding if it were to be upgraded to the new standards imposed by Hays. To decide what should be done, the GTR had surveyors looking at alternate routes in 1900. Some of these would divert the main line through Brantford.

On January 28, 1902, F W Morse, the Third Vice President of the GTR, met with a special committee of the city council to discuss the possibility of running the GTR main line through Brantford. The city argued that it would cost the GTR little more to run a new line via Brantford than to double track the existing line through Harrisburg. Morse told the group that it would cost \$212,150 to divert the main line. The company would have to spend \$118,650 to build four miles of new trackage and renew a bridge east of the city and another \$93,500 to upgrade the ex-BB&G line from Brantford to Paris and the bridge over the Grand River at Paris. He added that the GTR was ready to grant their request if the city met the railway in "a fair and moderately reasonable spirit".



Taking the hint, the city offered the GTR a bonus of \$57,000 on February 14, 1902. Six days later, Mayor Wood received a letter from Morse accepting the proposition. The GTR guaranteed that it would build a new station worthy of the city, stop all of its passenger trains at Brantford, build sidings into the new industrial district on the western side of the city as manufacturing plants were located there, and construct several underpasses to eliminate dangerous level crossings. The citizens approved the agreement in a special vote held in April by a margin of almost 8 to 1.

For the GTR, there was one downside to Brantford's proposition. Relocating the main line to run through the city would lengthen the distance its



through Toronto-Chicago trains had to travel. The distance between Lynden and Paris Junction by the original route on the GWR main line through St George was just over 13 miles. The existing alignment through Harrisburg and Brantford was almost 19 miles. The GTR trimmed the additional mileage to serve the city by building a new 4.3 mile cut-off from Lynden Junction, on the existing main line, to Alford Junction, on the old GWR Harrisburg branch. This reduced the distance between Lynden Junction and Paris Junction to 16.5 miles, an increase of only three miles over the original line. The GTR calculated that the effects of the additional distance on running times would be mitigated by the higher running speeds permitted by the improved alignment of the new and rebuilt trackage.

A Stunning New Station

On May 16, 1904, work started on the new station. It was located behind and slightly to the west of the 1881 station. By October, the masonry and brick work for the exterior walls had been completed with the exception of the tower. When the contractors invited the public to inspect the new building on November 13th, the roof had been completed. Work on the interior was done over the following months.

The building was not ready for occupancy until July 1905. In the middle of the month, the GTR moved its employees out of the old station and into the new building. The old building was promptly torn down since the main line was to be relocated through its site. By the second week of August, trains were using the new tracks.

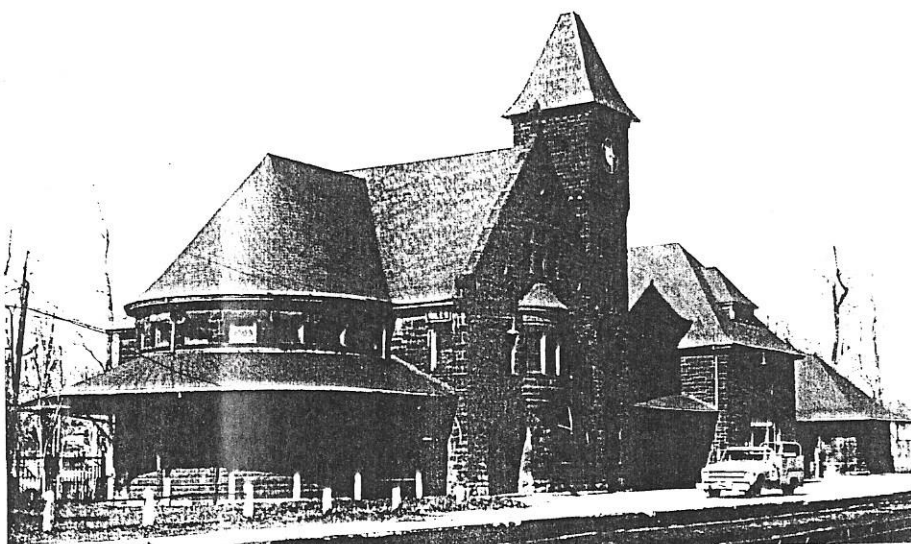
TOP: The main waiting room retains the noble proportions and circulation pattern from its original 1905 plan. - Pierre Ozorák

ABOVE: The era of the steam-heated passenger car was in its waning days when Windsor to Toronto train 74 paused at the Brantford station on December 27, 1993. - Gerald E Gaugl

RIGHT: Train 75 enroute from Toronto to Windsor pauses at the Brantford station under the watchful eyes of young admirers on April 23, 2000. The former express building is now used by short line operator RailAmerica for offices. - Pierre Ozorák

OPPOSITE BOTTOM: The tile work used to ornament the ex-GT waiting room maintains its shine 95 years after its installation. - Pierre Ozorák





The sprawling Michigan Central station at Niles, Michigan shows the full splendor of the Spiers and Rohn 1893 design. While it is larger than the Grand Trunk station at Brantford, the similarities are quite striking. - National Archives of Canada/PA209080

On August 16th, GTR Vice President McGuigan met with several members of the Board of Trade to discuss the date for the official opening of the main line to passenger service. McGuigan left the selection of the date up to the Board members, provided it was after September 10th as work still had to be finished at the Paris end of the line.

The date selected for the opening was September 30th. A special train consisting of a coach and Superintendent Brownlee's private car left Toronto at 1300 carrying invited dignitaries. The delegation of officials from Brantford travelled to Harrisburg on the regular train. During their ten minute wait for the special, they reminisced about the

many hours spent at the old station waiting for late trains. So potent were the memories that they broke out in a chorus of "Auld Lang Syne" as the special arrived. The train then proceeded to Paris so as to run into Brantford over the new main line. Their arrival at 1530 was timed to match that of the special train carrying President Hays. Thousands flocked to the station grounds to listen to the speeches. Hays joked that he would watch with a considerable degree of anxiety the returns from the Brantford traffic and he trusted that the increased revenues would at least justify the expenditures that had been made.

In honour of the event, a massive fireworks program lasting an hour was held that evening. The Dufferin Rifles band played jaunty airs while rockets exploded and tableaux fizzed. The crowd responded enthusiastically to a motto piece which said "Good-bye Harrisburg".

Brantford's new station was one of over 250 new buildings put up the GTR in the first twenty years of the twentieth century. It was the third major station to be erected during this building boom. Costing \$42,500 (over \$800,000 in today's funds), it was one of the finest on the GTR and remains one of the most impressive mid-sized stations in the country.

The Detroit-based firm of Spier and Rohns designed the building. Spier had moved to Michigan to superintend the construction of a station for the Michigan Central Railroad (MCR) in 1883. The following year, he entered into a partnership with Rohns. The firm quickly captured contracts for major new stations being built by the MCR, the Grand Trunk and other Michigan-based lines. Notable examples of their work in Ontario were the MCR's stations at Essex and London. [The London station, which was built for the MCR subsidiary, the London & South Eastern Railway, was described in the *Canadian Rail Passenger Review Number 1*.] In many ways, the Brantford station is similar to the ones which Spier and Rohns designed for the GTR at Lansing, Michigan in 1902 and at Portland, Maine in 1903. Both buildings had a large tower, red tile roof and brick and masonry walls. It also bears more than a passing resemblance to the MCR station at Niles, Michigan which had been built in 1893.

The station complex is 206 feet long and has an maximum width of 59 feet. The station building itself is over 110 feet long and 59 feet wide. The separate express building is 35 by 45 feet. Between the two buildings is a 60 by 30 foot open passageway. The roof over the two buildings extends over the passageway to visually unite the separate buildings.

The exterior walls are faced with blue granite up to the window sills and above with bricks laid in a Flemish bond pattern. The granite came from the Thousand Islands region. The door and window casings are marble. The roof is covered in red tile. Each tile weighs seven pounds.

The station building is irregular in both shape and height. The portion housing the waiting rooms is two stories high while the remainder is one story high. The angular look of the building is softened by a large circular two-story bay window at the eastern end of the structure. A four story square tower fronting on the tracks rises majestically over the building. The street side passenger entrance to the station is marked by a porte-cochere.

The general waiting room is 30 feet long by 59 feet wide. Originally, the large 30 foot semi-circular alcove was

AVERAGE DAILY ROUND TRIPS BY FINAL TERMINUS FOR TRAINS STOPPING AT BRANFORD'S STATIONS FOR SELECTED YEARS

	1854	1867	1893	1916	1930	1971	1989	2000
Buffalo/Fort Erie	3	4	2	2	1			
Paris - BB&G/GT/CN	3	1						
Paris - GVR				18				
Stratford		1	3		1			
Goderich		3		2				
Harrisburg			7					
Tillsonburg			2	2	2			
Sarnia/Port Huron*				2	1.5			1
London*				1	2	1	3	
Chicago				5	4		1	
Windsor**					2	4	4	4
Niagara Falls				2				
New York				2	1			
Toronto				6	8.5	5	8	5
Galt - LE&N				8	8			
Galt/Guelph - GT/CN				4	2***			
Hamilton - TH&B			2	4	2			
Hamilton - B&HE				18	9			
Waterford - TH&B			2	4	2			
Port Dover -LE&N				8	8			
Total Round Trips Per Day****	3	5	16	65	35.5	5	8	5

Notes: * Sarnia, London, Paris and Hamilton were stops for the Toronto/New York-Chicago trains.

** Until the mid 1960s, many Windsor trains ran as part of the Toronto-Chicago trains between Toronto and London.

*** Bus connection from CN station to St George.

**** Columns are not additive as origin and destinations are shown for same trains when they did not terminate at Brantford.

B&HE = Brantford & Hamilton Electric BB&G = Buffalo, Brantford & Goderich CN = Canadian National GVR = Grand Valley GT = Grand Trunk LE&N = Lake Erie & Northern TH&B = Toronto Hamilton & Buffalo

designated as the ladies waiting room. Today the two have been combined into a single public waiting room. The architects placed beaded glass clerestory windows high in the wall of the ladies waiting room. As these are above the canopy which rings most the building, they help to brighten the space. The ceiling in these two spaces is 23 feet high.

Great care was taken with the interior decoration. The floor is covered in a mosaic tile. The lower eight feet of the walls are covered with white enameled tile which is capped by a mosaic tile embossed with a gold and blue leaf pattern. A plaster wall rises 15 feet above the tiled area up to the ceiling. Ringing the walls of the main waiting room are a series of pilasters which support neo-classical columns. The capitals on the columns support large beams which frame the ceiling.

The ladies washroom is located in the northeast corner of the waiting area. A separate smoking room was originally provided for the men in the southwest corner of the building. Today the smoking room has been replaced by the men's washroom.

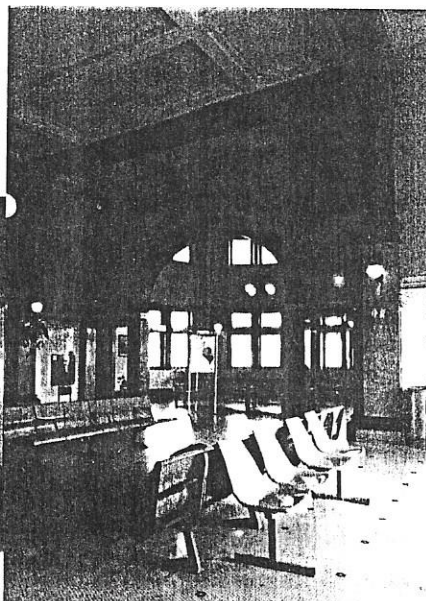
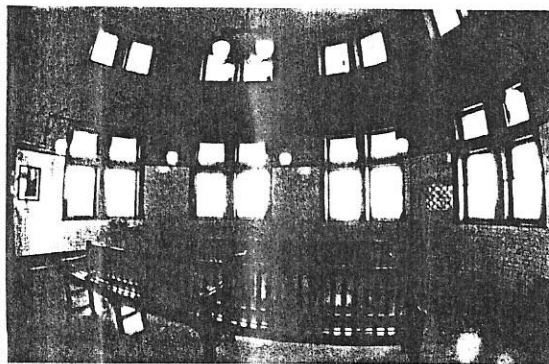
In the west wall of the main waiting room there was originally a large arch which led into to 15 foot square hall. This arch duplicated the one in the east wall leading to the ladies waiting area. The ticket office was on the north side of the hall and the baggage room on the west side. While the baggage room remains in its original site, the ticket office and hall have disappeared from public view. In the 1960s, CN moved the ticket office into the ladies waiting area. In the 1980s, VIA located the ticket office into a plastic booth set in the west wall of the main waiting room. Half of the former baggage room has been partitioned off and now houses a model railway hobby shop.

The Final Transformations

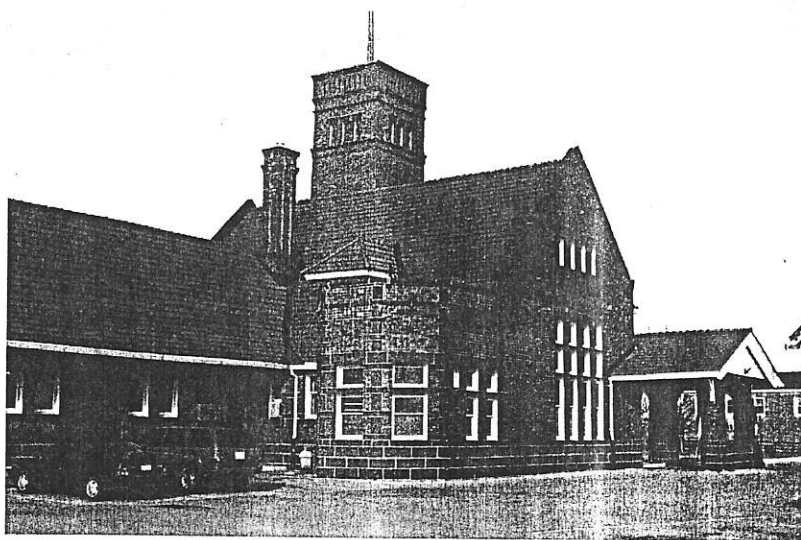
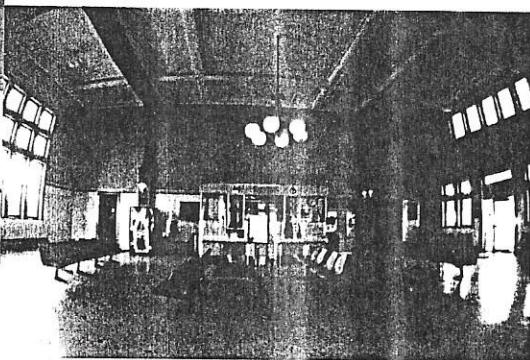
The TH&B maintained four daily round trips between Waterford and Hamilton until January 1917. Because strikes in the Pennsylvania coal mines caused a serious fuel shortage in Central Canada, the Board of Railway Commissioners authorized the railways to trim their passenger schedules. The TH&B cut the frequency of its trains serving Brantford to two daily round trips. After the crisis had cleared up in the early summer, the TH&B did not restore the discontinued trips. Passenger traffic had fallen drastically following the arrival of first the interurban and then the automobile.

As traffic continued to dwindle during the 1920s, the TH&B acquired a self-propelled car to handle its local schedules in 1927. As passenger volumes declined, the TH&B reduced the frequency of the Hamilton-Waterford service to a single daily round trip in the 1930s.

BELOW: A fish-eye lens emphasizes the semi-circular nature of the former ladies waiting room of the ex-GT station. The chandelier hanging from the ceiling is original. **CENTRE:** Pilasters capped by columns flank the arch which led to the former ladies waiting room. - Pierre Ozorák



BELOW: The only change from the original design of the passenger facilities was the closure of the original ticket office by CN in the 1960s. The plastic bubble installed by VIA to house the ticket agent presents an incongruous appearance. - Pierre Ozorák



This view shows the rear of the main building from the southwest. The five-sided former men's smoking room (now the men's washroom) is the part of the building closest to the photographer. - Douglas N W Smith

The last passenger train called at the TH&B Brantford station on October 2, 1954.

The TH&B ceased using its Brantford station in the 1970s. It was converted to a popular restaurant, but suffered extensive damage in a fire. Today, the building stands vacant.

The old GWR station on Colborne Street survived to 1922 when it was replaced by a small brick shelter. After CN terminated service on the Tillsonburg line in 1948, the need for the building ended.

The last GTR station has fared much better. It became part of the Canadian National in 1923 and passed to VIA in 1986. While the passenger trains to Buffalo, Goderich, and Guelph disappeared in the 1950s, the service over the main line continues. VIA's fast and frequent service has kept the station firmly in the ranks of the ten busiest stations in the country. Five round trips a day serve the city. Four run between Toronto and Windsor and the fifth between Toronto and Sarnia.

As VIA's budget was squeezed by government reductions to its funding in the 1990s, the station suffered from deferred maintenance and insensitive treatment of its heritage elements. Relief appears to be on the way. The government's decision in April 2000 to increase VIA's capital funding has provided the funds to undertake much needed renovations. The station may soon again live up to the view expressed by the editor of the *Expositor* in 1905 that the building is "one of the handsomest and most beautiful in the city".

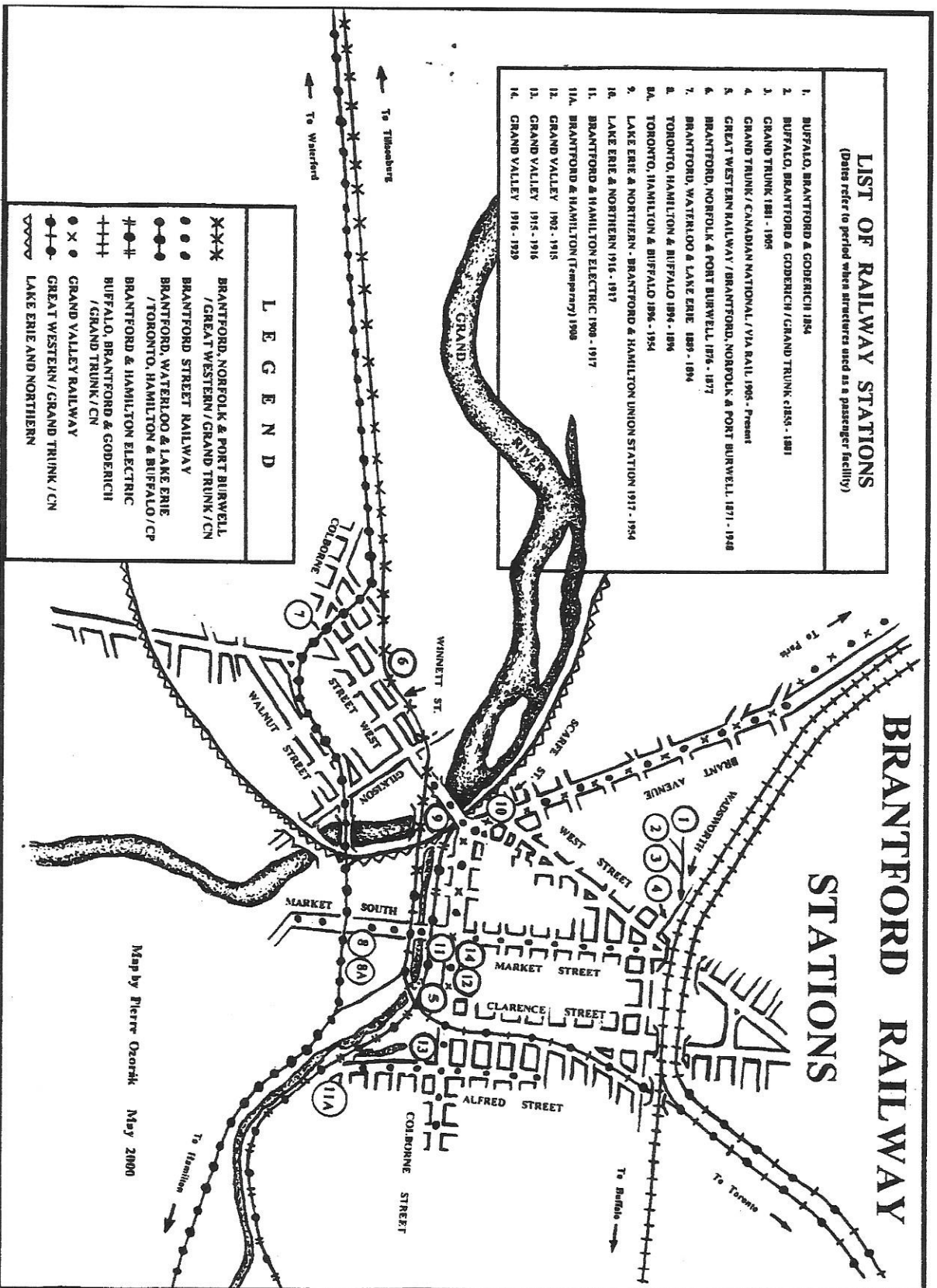
BRANTFORD RAILWAY STATIONS

LIST OF RAILWAY STATIONS (Dates refer to period when structures used as a passenger facility)

1. BUFFALO, BRANTFORD & GODERICH 1884
2. BUFFALO, BRANTFORD & GODERICH / GRAND TRUNK c.1885 - 1881
3. GRAND TRUNK 1881 - 1905
4. GRAND TRUNK / CANADIAN NATIONAL / VIA RAIL 1905 - Present
5. GREAT WESTERN RAILWAY / BRANTFORD, NORFOLK & PORT BURWELL 1871 - 1948
6. BRANTFORD, NORFOLK & PORT BURWELL 1876 - 1877
7. BRANTFORD, WATERLOO & LAKE ERIE 1889 - 1894
8. TORONTO, HAMILTON & BUFFALO 1894 - 1896
- 9A. TORONTO, HAMILTON & BUFFALO 1896 - 1954
9. LAKE ERIE & NORTHERN - BRANTFORD & HAMILTON UNION STATION 1917 - 1954
10. LAKE ERIE & NORTHERN 1916 - 1917
11. BRANTFORD & HAMILTON ELECTRIC 1908 - 1917
- 11A. BRANTFORD & HAMILTON ELECTRIC (Temporary) 1908
12. GRAND VALLEY 1902 - 1915
13. GRAND VALLEY 1915 - 1916
14. GRAND VALLEY 1916 - 1929

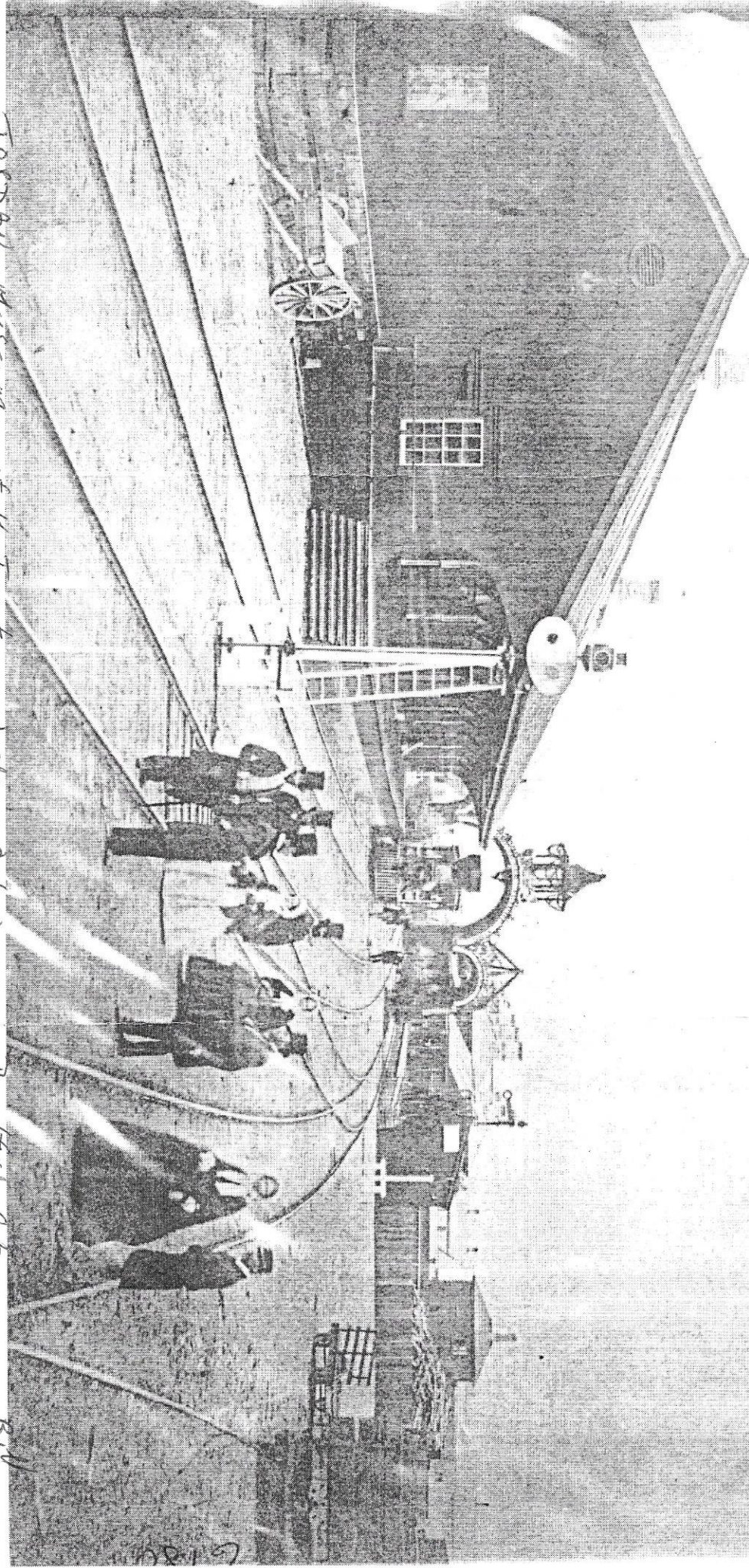
LEGEND

- *** BRANTFORD, NORFOLK & PORT BURWELL / GREAT WESTERN / GRAND TRUNK / CN
- BRANTFORD STREET RAILWAY
- BRANTFORD, WATERLOO & LAKE ERIE / TORONTO, HAMILTON & BUFFALO / CP
- BRANTFORD & HAMILTON ELECTRIC
- +++ BUFFALO, BRANTFORD & GODERICH / GRAND TRUNK / CN
- x ● GRAND VALLEY RAILWAY
- - ● - ● GREAT WESTERN / GRAND TRUNK / CN
- vvvv LAKE ERIE AND NORTHERN



Map by Pierre Ozork May 2000

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JOSEPH HESSEY of the Territory Jordan on the Portland and Rio