

HARRISBURG

A History of Canada's First Railway Junction and Branch Line Railway

by Joachim Brouwer

photos by the author except where noted

It was a steamy hot day with thunderheads moving overhead when I took shelter under the slides of the playground in the hamlet of Harrisburg. Harrisburg is situated 15 km northeast of Brantford. The dark sombre clouds squeezed out only a few droplets of rain on yet another day of empty promises in one of the driest and warmest summers on record. I pondered the quiet park with its brown parched grass set in a trough, like a shallow salad bowl.

It was hard to believe that this community was once a busy railway hub, with people scurrying back and forth at the two-story station to go to all points of the compass. A large sign at one end of the platform tightly nestled between the railway's mainline and its first branch line, listed the major stops, including Walkerton near Southampton. Southampton was the northern terminus. These place names might have been as exotic to the town's people and farming folk in the area as airplane destinations are in international terminals today.

After checking and cross checking dates on early Canadian railway history I began to see that Harrisburg was the first railway junction in our country. I first came across this observation in Rick and Douglas Mannen's monograph titled *Harrisburg: Fading Portraits of a Railway Town*. The sentiment was corroborated in Ron Brown's *In Search of the Grand Trunk Railway*, where the widely-published author says: "In 1854, Harrisburg about sixteen kilometres east of Paris became Canada's first railway junction." Ipso facto, the railway that snaked north of here became Canada's first branch line railway.

The story of Canada's first junction starts with my hometown, Hamilton. It was called 'The Birmingham of Canada' with its heavy industry. For example, the first threshing machine in Canada was built in 1836 at the Fisher-McQuestion foundry at the corner of James and Merrick Streets. Wanzer sewing machines, Jolley harnesses and saddles, Grafton ready-to-wear clothes and Gurney stoves were some of the other manufacturers among the many shops in a sixteen-block radius that made up the city's borders.

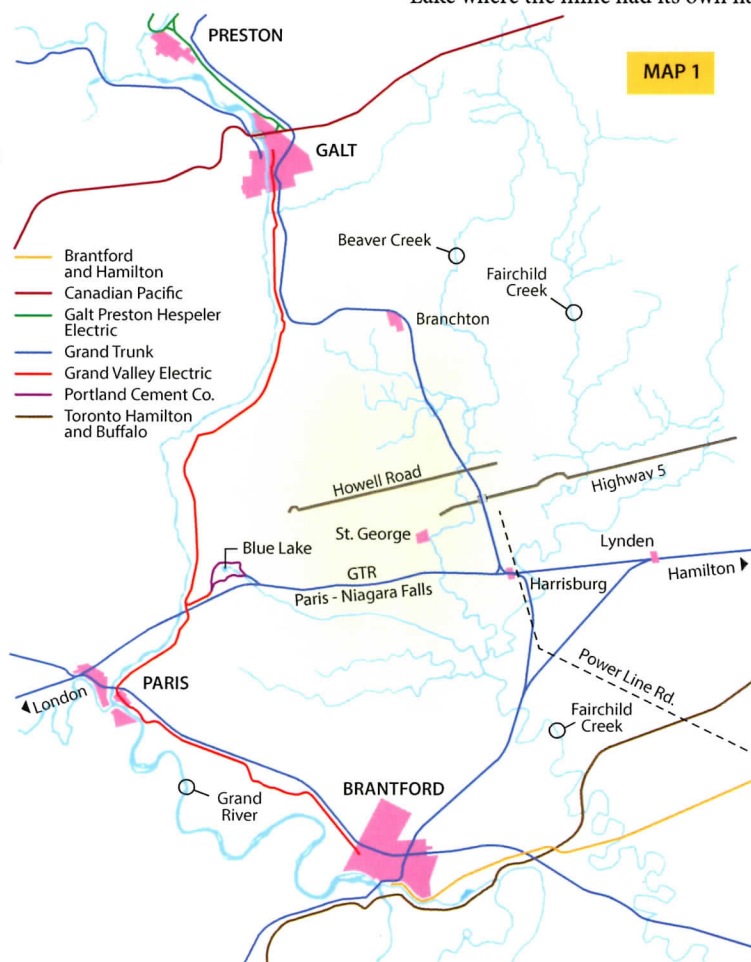
But all cities need a hinterland, a breadbasket to feed their citizens and sell their products to. Looking

at topographical maps of Wentworth, Brant, Oxford and Haldimand counties, we can make out faint horizontal bands of green, one running roughly east-west and the another north-south. These are the Thames and Grand River valley corridors. Aboriginal trails meandered through these well-watered and game stocked green spaces. Some of these trails became stage roads, then corduroy roads. It was this east-west corridor that the 1834 charter of The London and Gore Railroad (L&GRR) intended to take advantage of. This company became the Great Western Railway (GWR). This was an era when there were more railways drawn up on paper than built.

Harrisburg, in South Dumfries Township, sits at a strategic point between Hamilton to the east, London to the west, Galt (now Cambridge) to the north and Brantford to the south (see map 1). Northwest were the deposits of the blue marl and gypsum beds, some of which were near Blue Lake where the mine had its own narrow gauge railway ambling around its perimeter.

By 1816, William Dickson had gained possession of 90,000 acres contained in Block One of the 1784 Six Nations land grant. This parcel of land became known as Dumfries Township after Dickson's beloved home in Scotland. Later it became part of the District of Gore, with Hamilton as its capital. Old Dumfries Township contains the north ends of GWR's first branch line railway with Galt situated in the north and Harrisburg to the south of the township.

In upper Dumfries Township, a swift flowing stream called Mill Creek emptied into the Grand River. The waters ran swiftly here, due to the narrow river banks being squeezed in by the valley on either side. Here a community called Shade's Mills (now part of Cambridge) was thriving through the efforts of Absalom Shade, who had been invited by Dickson to resuscitate an abandoned mill to produce flour from grain that farmers brought in by wagon or carried on their backs. The growing community took the name of Galt after John Galt, founder of Guelph and lynch pin of "The Canada Land Company." Galt had been invited by Dickson to visit Shades Mills in 1827. Despite an initial reluctance on the part



MAP 1

GTR engine No. 463 at Harrisburg, ON, 1899. The switch for the junction is just behind the locomotive. Reginald B. Hale collection, Library and Archives Canada, R14479-0-0-E, C-038000. Digitized copy courtesy of Cal Chrysler collection.

of the townspeople, the tall affable Scot made such an impression on his Highland kindred that they changed the name of their community to Galt.

In 1829, The Dundas and Waterloo Turnpike Company established a rough stage and wagon corduroy road, which is now Highway No. 8. Only funeral and church processions were exempt from paying tolls. The turnpike connected at its southern terminus with the immense turning basin at the end of the Desjardin Canal in Dundas leading to Burlington Bay. From here, lake schooners could carry goods through the recently dug Burlington Bay Canal out into Lake Ontario and far beyond.

However, the forebidding Beverly Swamp with its seemingly bottomless bog and wetlands, situated northwest of Hamilton, severely impeded transportation. The Dundas Waterloo Toll Road was an early road built northwest from Dundas. It was macadamised in the 1830s, but sometimes bad weather quickly turned it to a foul muddy ditch. There were also other issues. In 1853, the town council of Dundas instructed the Road Commissioner to take immediate action to rein in the operators of the toll road. Indeed, many travellers believed the toll masters to be half human and half leech, extracting their pound of toll flesh. To the residents, the railway couldn't come too soon!

By the 1840s, long before Hamilton became known as 'The Birmingham of Canada', Galt had been designated 'The Manchester of Canada.' Its array of manufactured goods included bolts of cloth and ready-to-wear work clothes and suits. The prosperous mill owners of Galt sought to get their trade goods reliably and cheaply to lakeside ports where steamships could take them abroad, safely secured in the holds of ships.

Hearing from their business brethren in Great Britain about the new mode of transportation, Galt's city fathers entreated the successors of the promoters of the GWR to build a 15 mile branch line north to their town. The GWR was seeking to span the entirety of the southern tier of Canada West, to lure the lucrative American mid-west immigrant trade. Municipal bonds totalling \$25,000 were issued in 1852 by the town to encourage the railway to build to Galt.

In the summer of 1836, the railway's master surveyor, Elisha Johnson passed through the fertile area between Galt and Brantford making preliminary observations for a branch line. Meanwhile, the GWR turned its first sod near London in 1849, the ubiquitous silver spade wielded by Thomas Talbot. From the rudimentary maps of the time and Johnson's observations, the surveyors of the GWR deemed the hilly landscape around Fairchild Creek, south-east of a thirty-year-old hamlet called St. George as the best location to spin off the company's first branch line railway. This would become Harrisburg (see map 1).

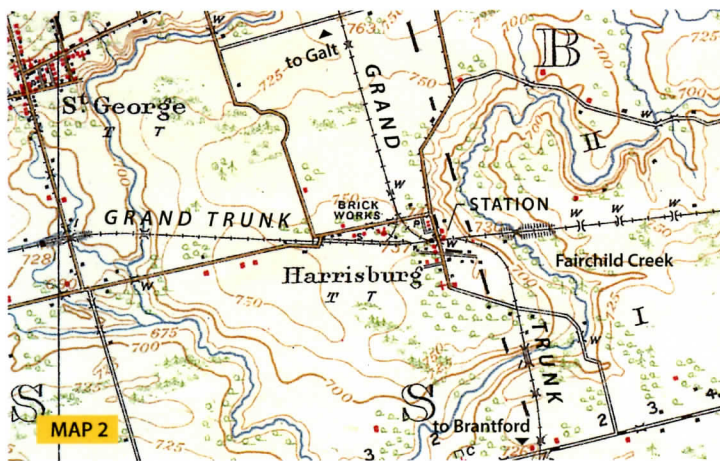
Looking at map 1, we can see, between Harrisburg and Galt, the gently arching northwest curve of this railway that eventually would become part of Canadian National Railways' (CNR) Fergus Subdivision (Sub) abandoned in the 1980s. The tree line along this line is still visible in Google satellite view images today.

The principal contract for building the Paris-Niagara Falls eastern section of the mainline was awarded to speculator and banker Samuel Zimmerman who founded the City of Niagara Falls. Zimmerman's penchant for shady dealings followed him westward. He apparently bought huge swaths of land in and around Harrisburg in the early 1850s, touting it as the best in the country and sold it at inflated prices.

The GWR had engineering problems along the route. The quicksand near Copetown (just off the right edge of map 1) where the Dundas Valley starts its course down to Lake Ontario was one special challenge. It gobbled up a locomotive. The diversion and embanking of Spencer Creek, the breaching of Burlington Heights with the Desjardin canal cut and the enclosing of Grindstone Creek were other challenges.

However, there was also an engineering quandary a mere hundred metres east of Harrisburg. Fairchild Creek is not considered an important water course in Southern Ontario. Even though the creek is non-navigable today with muddy banks and impenetrable foliage, two hundred years ago it pushed out an impressive flow of water. Over the millennium it had cut out the hills around Harrisburg. The engineers and surveyors of the Great Western mainline must have pulled on their whiskers and pondered over this obstacle in the path of their railway.

A study of early railway bridges shows that many valleys and chasms of similar height and length to Fairchild Creek were at least initially spanned by wooden trestle bridges. However, there is no evidence that the existing embankment east of Harrisburg has one buried underneath (see on map 2 where the tracks cross Fairchild Creek east of Harrisburg). Instead, a substantial stone bridge approached by an embankment of fill was used to cross the creek. The bridge is still in place today.



It is hard to imagine the embankment as anything but a natural part of the landscape today. I have tried digging into the side to uncover the remains of a trestle. But the infill dirt and vegetation have created a substance akin to concrete. One can, however, clamour down the steep side, amidst the overgrown bramble and other vegetation to see the original stone cut limestone abutment on the south side (photo 1). On the north side of the embankment, the original stone abutment appears to have been replaced by a cement structure, although it may be a cement veneer. The culvert underneath the embankment has been covered with a cement finish. Much of the fill to create the embankment came from a huge cut on the mainline just west of Harrisburg. This cut, six feet deep in places is covered with large trees today, many of which have blown over, obscuring the faint walking path.

On May 14, 1853 a small excursion train powered by a switcher engine



1 Harrisburg bridge photo.

called 'The Niagara' travelled west along three miles of GWR tracks from Copetown towards Harrisburg. The train was actually just the locomotive and tender, with the handful of dignitaries sharing space among the latter's fuel logs. On November 10, 1853 a GWR train travelled from Hamilton to Niagara Falls and back again. On December 21, the Hamilton-London section of the mainline opened. Finally on January 17, 1854, with great fanfare and consumption of much food and drink, the entire Great Western mainline from Niagara Falls to Windsor was opened.

After much solicitation in local newspapers, work started in 1852 on The Great Western's first branch line (from Harrisburg to Galt). Today, about two hundred metres after leaving the mainline, the first feature of the branch line is found. Here a small bridge went over a driving lane that allowed one J. Durham, a landowner, to access his fields that the railway cut off at surface level (photo 2). According to the 1858 Tremaine map of Brant County, he had many properties in the area. These small bridges or underpasses were found on many rural railways and were negotiated when landowners permitted railways to cross their land. Next, the line went through a forested area, and then crossed, at level grade a dirt concession road, that became Highway No. 5 (now County Rd 5) (see map 1). Two bridges passed over this highway, the second having the added feature of a separate tunnel to allow Harry Nixon's cows to go from one field to another. Harry Nixon was briefly Ontario's 13th Prime Minister. Crossing Howell Rd., the branch line then went over the aforementioned Beaver Creek, a tributary of the Fairchild system. The two steel abutments and the



2 – This short bridge was originally built for a farmer to access his fields. It now channels water from one side of a field to another.



Bridge over Beaver Creek at Howell Road today.

iron bridge of the short crossing are still extant (photo 3). A homeowner, whose angled driveway uses the railway's right-of-way, has built a decorative wooden deck on top with bamboo lantern lights.

Further along at Branchton, the railway veered sharply westward to the Grand River, running parallel to Aulder Creek. The line then proceeded northwards to Galt on high ground east of the Grand River. Fifty years later, the Lake Erie and Northern (LE&N) electrified railway would lay down its light fifty-six-pound rails, almost right beside the Grand River (shown on map 1, from 1916, as the Grand Valley Electric). This dead flat road bed is now a popular biking and hiking trail. The old GWR roadbed on the other hand, while flat enough, is entangled in thorny bushes and dead-wood. A huge concrete post with a capital embossed 'W' juts precariously out of the ground at one point (photo 4).

Arriving at the southern border of Galt, the branch line turned away



4 – View along the abandoned CNR Galt Sub, north of Harrisburg, 1985.

from the river skirting the downtown area until reaching the Great Western station on high ground near Galt Collegiate (photo 5). This station was replaced by the larger Union Station after the Canadian Pacific Railway arrived in 1879 and survives to this day.

On March 1, 1854 Canada's first branch line officially opened. An engine with a freight car and two passenger coaches filled with Galt residents left the Great Western station bound for Hamilton at 8am, returning at 11pm that evening. Onboard were Great Western Railway president R.W. Harris, Secretary Hugh Cossant Baker and director Richard Juson. They were received at the station by John Davidson, the Reeve of Galt.

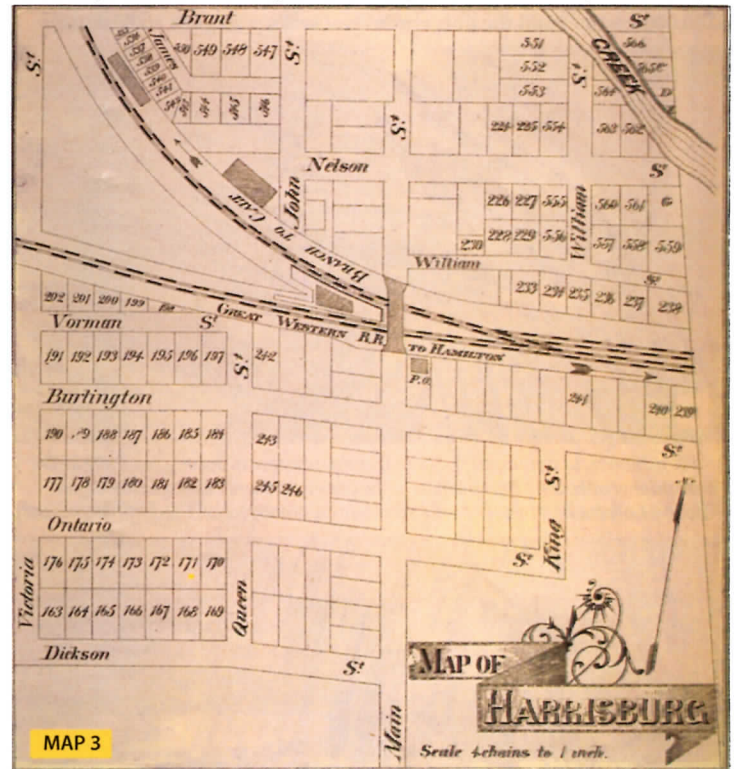
Since Harrisburg was the origin of the 'branch line' it became the first



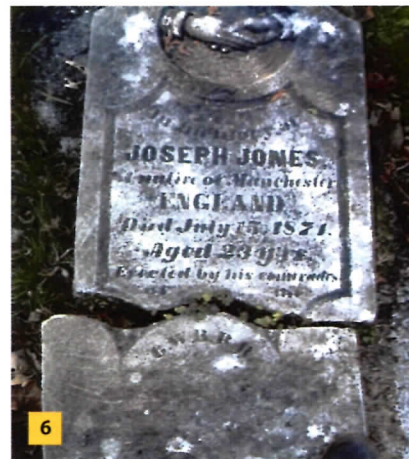
5 – Late 19th century photo of Grand Trunk locomotive in Galt. Exact date and photographer unknown. Courtesy of City of Cambridge Archives.

railway junction in the country. Great promises and expectations loomed for Canada's first junction town. Originally called Fairchild Creek Station then briefly the Village of Dumfries, the fledging 'hub' assumed the name of Harrisburg after the then president of the Great Western Railway, Robert W. Harris. The town was laid out by Nelson Vrooman in 1853 in a standard grid pattern (map 3). His kinetic sounding name was also considered for the junction's name. Vrooman was assisted by cartographer James Pollock who also laid out the village of Branchton to the north.

Among the few remaining relics of the past, the crumbling Harrisburg



MAP 3



6

cemetery is of special interest. Two broken and badly weathered marble stones, half buried in the earth, note the death of two young men who worked for the Great Western Railway at Harrisburg.

Joseph Jones aged 23 years fell to his death on July 15, 1871 from the new GWR bridge being built at Harrisburg (photo 6). Note the abbreviation GWRRR.

Charles Larking, originally from Kent England was killed on May 5, 1880 (photo 7). He

was making his usual walk-around inspection of the crack Atlantic Express when he was struck by the Brantford Local. The writing on the bottom of the stone is indecipherable. These two gravestones are unusual because they offer tantalizing details of how the railway man lived and died.

The two-story Harrisburg railway station, built in 1882, to succeed a smaller one, sat in a shallow trough (photo 8). At first, there was no driveway leading to the station and freight had to be lowered on a slide. A steep set of stairs provided access for passengers. The 1882 station had lavatories with hot water and a reading room sponsored by the Brantford YMCA. It burned to the ground on December 6, 1907 and a simpler structure was erected in its place (photo 9).

The protruding bay windows of the new one story structure provided operators and ticket vendors a clear view of the trains coming into and leaving the junction. Alas, with only a few way freights coming through town, the ragged station was demolished in 1960 (photo 10).

After the northern connections were made, the next big boost to Harrisburg's fortunes came in 1870 when an eight mile branch line to Brantford was proposed, the latter's ratepayers voting \$75,000 towards the estimated \$140,000 cost to build the line. For several years, a stage to Harrisburg,



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operated by Frank Vanderlip, left the main hotels in Brantford three times a day. The Brantford Expositor said that the stage was more comfortable and less time consuming than taking the train up to Paris on the former Buffalo Brantford and Goderich (BB&G) tracks and then grabbing a mainline train.

Brantford residents clamoured for a rail connection to Hamilton and Toronto. Some twenty some years earlier, the city fathers were sure the GWR would bring the mainline through their fair burg and refused to issue bonuses and indentures as most communities on the main line were doing. Smarting from Great Western's snub and bowing to interests in Buffalo that sought direct access to the resource rich interior of Wisconsin and Minnesota, Brantford opened up its municipal purse strings in 1852 to secure its own railway.

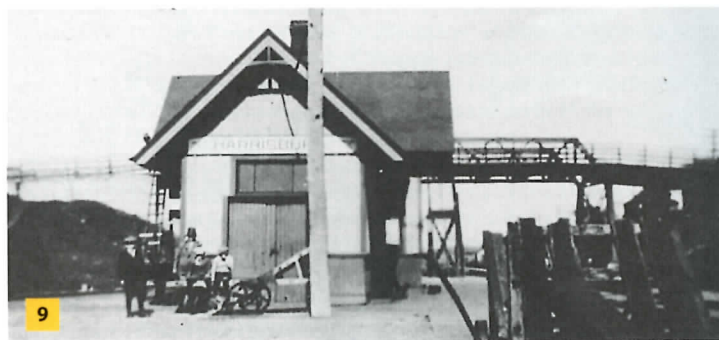
The first Buffalo, Brantford and Goderich (BB&G) train arrived in Brantford, mere months before the Harrisburg-Galt GWR branch line opened. However, financial difficulties forced the BB&G to refinance itself, becoming in the process, the Buffalo and Lake Huron Railway (B&LH). The final destination in the railway's name, Goderich, was not reached until 1858. In 1869, the Grand Trunk Railway acquired the B&LH and started charging exorbitant fees, which was common in localities with one railway. In addition to being left off the main line, the high fees gave Brantford another reason to want a second railway.

The first sod of what became known as The Brantford and Harrisburg Railway (B and H) was turned on Jan 16, 1871 with William Hendrie of Hamilton the primary contractor. As was typical practise at the time, Hendrie sub-contracted most of the actual construction to smaller ad-hoc outfits. On Nov 23rd 1871, thousands cheered as the first train steamed into the new Brantford Great Western station at Colbourne and Clarence, which was much closer to the downtown area than the Grand Trunk station. Every day, five Great Western Railway trains ran each direction on the Brantford and Harrisburg branch line.

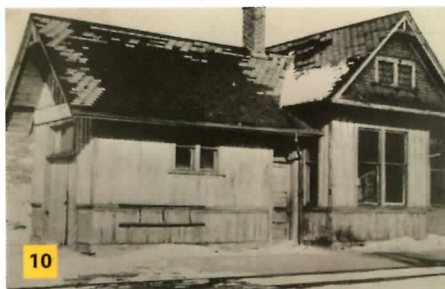
The B&H (later to become the Brantford branch of the GWR, and then by 1916 part of the GTR, is shown on map 1 as the north-south line of GTR between Brantford and Harrisburg) came into Harrisburg from the southeast making a graceful swooping arc through the undulating countryside (see map 1). The deep cut that was made as it approached Harrisburg can still be seen if one stops just before the house at 159 Harrisburg Road (formerly Main St.). It can also be seen in the 1968 topographical map (map 4). The cut is indicated by a series of parallel lines enclosed by a curved line. About two miles of the old Brantford-Harrisburg railway bed, just south



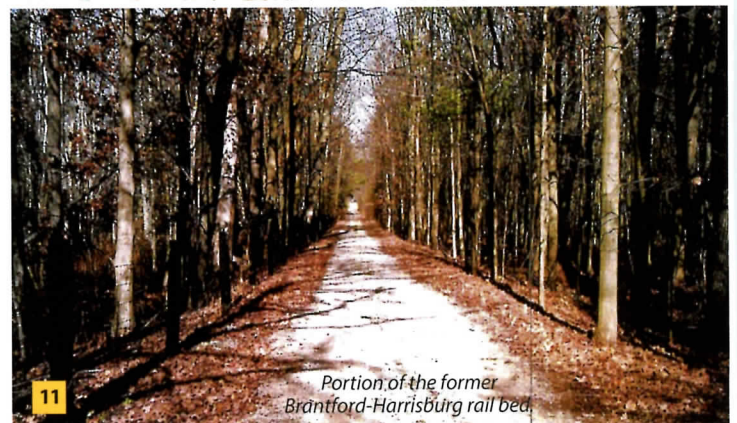
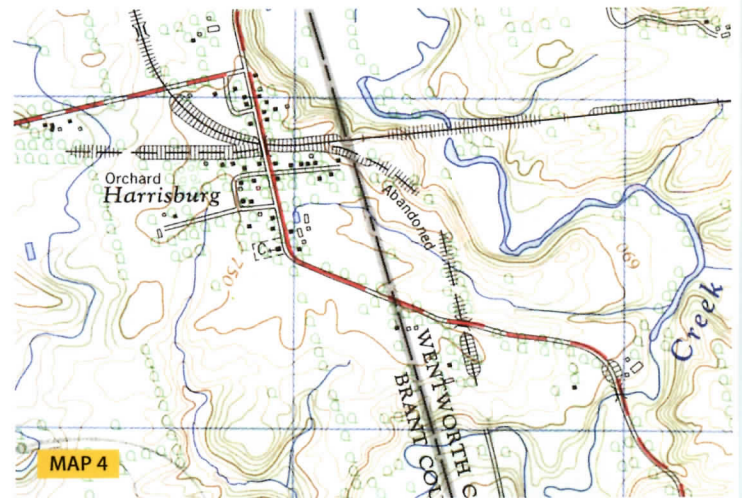
8 – Harrisburg train station, 1901. South Dumfries Historical Society, No. 1999 52 04. Photographer unknown. Found online in the County of Brant Public Library Digital Historical Collections, <http://images.ourontario.ca/brant/search>. Used with permission.



9 – Main Street Bridge and Harrisburg train station, date unknown. South Dumfries Historical Society, No. 2011SD216.122. Photographer unknown. Found online in the County of Brant Public Library Digital Historical Collections, <http://images.ourontario.ca/brant/search>. Used with permission.



10 – Harrisburg Train Station ca. 1960. South Dumfries Historical Society, No. 1999 52 03. Photographer unknown. Found online in the County of Brant Public Library Digital Historical Collections, <http://images.ourontario.ca/brant/search>. Used with permission.



Portion of the former Brantford-Harrisburg rail bed.



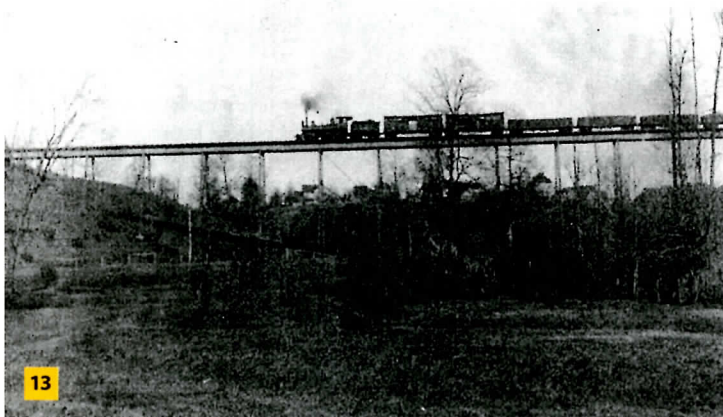
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Bridge over Fairchild Creek, date unknown but prior to 1924. Photographer Stephen Sylvester Main. Used with permission of the Sheffield Museum of Rural Life, <http://www.sheffieldmuseum.ca/Travels.html>.

of Governors Road (County Road 99) at Bethel Church Road, is now part of a communal driveway (photo 11). A medium sized embankment on the laneway crosses yet another tributary of the Fairchild Creek system. A very small culvert lies half buried in mud at the bottom. On the south side of Powerline Road, the Brantford-Harrisburg branch line joined with the Alford or Dundas Sub, to be discussed shortly.

The key feature of the Brantford-Harrisburg Railway was the flimsy steel bridge which crossed Fairchild Creek (see the bridge over Fairchild Creek to the southeast of Harrisburg in map 2). This is where Mr. Jones fell to his death in 1871. Among all the photographs of the people and landscapes taken by noted local amateur photographer Sylvester Main, he had the foresight to shoot two high quality pictures of the Meccano-like light-weight bridge that crossed the chasm (photos 12 and 13). By the beginning of the 20th century, with heavier motive power like the 2-6-0 Moguls and 4-6-0 Ten Wheelers being used by the railways in Canada, the flimsy bridge over Fairchild Creek was deemed to be unfit and was torn down in 1924. The northern section of the Brantford and Harrisburg Railway between Harrisburg and the Dundas Sub at Alford Junction was abandoned and the tracks removed.

Harrisburg was such an important railway junction that it had a designated West and East Yard. The West Yard is basically where Harrisburg Diamond baseball park is now (figure 1). Much of it has been raised in elevation with the old mainline rail bed lying deep in a trough behind a fence.



13

13 – Locomotive and train on bridge over Fairchild Creek, date unknown but prior to 1924. Photographer Stephen Sylvester Main. Used with permission of the Sheffield Museum of Rural Life, <http://www.sheffieldmuseum.ca/Travels.html>.

A pedestrian walking path on top of a dirt embankment may have been a wood or steel pedestrian bridge earlier. On high ground at the northern end of the West Yard was Phelps grain shed. Before the Prairies became the world's breadbasket, large quantities of Ontario-grown wheat was sent down chutes in the shed to waiting hopper cars. Numerous holding pens and freight buildings made Harrisburg a major transshipment point for all manner of farm produce. A dozen sidings allowed cars to be loaded while express through-trains hurtled by.

A curved piece of track inside the west leg of the wye, currently a curved pebble path in Harrisburg Park, allowed westbound trains arriving from Galt to go directly onto the mainline. Meanwhile, northbound trains arriving from the west could go on directly and turn around, without the need of a turntable. Another arm or rather tributary of Fairchild Creek is located just to the west of this wye. Rick Mannen's map (figure 1) shows at

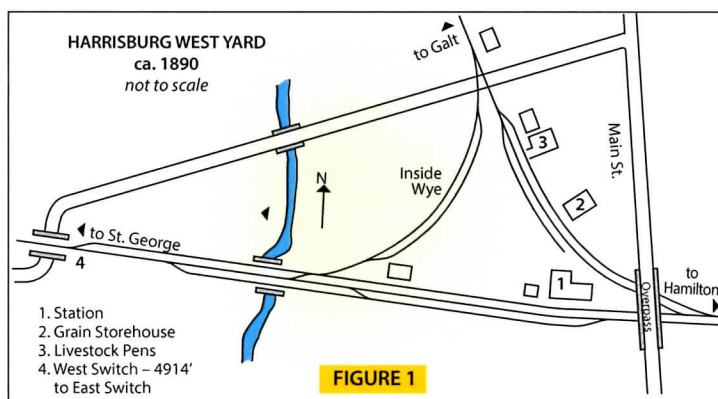


FIGURE 1

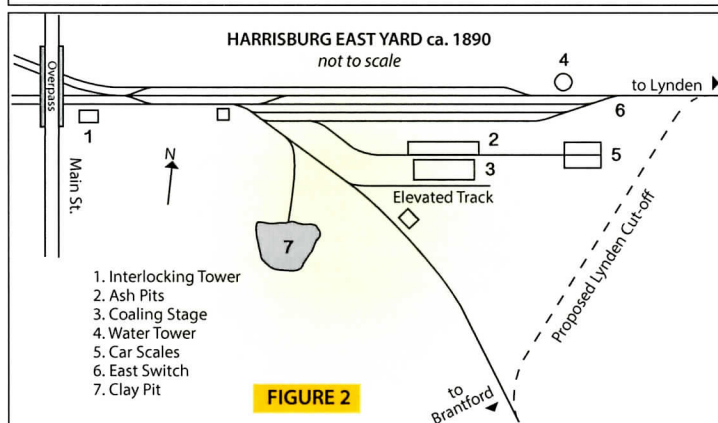


FIGURE 2

least three tracks in this area, which would account for the broad, squat crumbling abutment on the west side of the usually dry stream bed.

On the left side of the West Yard map, we can see the jog that German School Road made to go under the railway. About 400m south of the overpass, Harrisburg Road curves eastward and almost paralleled the Great Western here for a short distance before veering off to the south again. With less and less traffic through town, German School Road was straightened out and the west abutment and bridge deck removed.

The East Yard contained car scales, a coaling stage, ash pits and a water tower which drew up water from Fairchild Creek below (figure 2). Also, there was probably a small engine house here. Considering the weedy compressed space visible today, it is surprising how many buildings and sidings were fitted in the tiny space. An interlocking tower was located on the south-east side of Main Street and the mainline. Rick Mannen relates that after the two-story, square-shaped structure was abandoned; young boys of the town clamoured to the top and watched the few trains going by. A clay pit on the south side of the East Yard apparently provided a small source of revenue.

The switch for the Galt branch line, as mentioned, was virtually under Main Street, which was later carried over the tracks by the Harrisburg Road bridge. There were at least two rebuilds of this bridge. It was torn down in the mid-1980s following the abandonment of the railway. The right-of-way was filled so that the road went over the embankment. The switch for Brantford and Harrisburg Railway was about fifty yards east of the Galt switch.

At the turn of the 19th century there was talk of building a wye or shoofly at the far east end of the East Yard to allow westbound trains to go directly to Brantford without having to be turned around at the wye in the West Yard.

In 1905, the Dundas or Alford Sub was built, providing a more direct link with Brantford whose agricultural implement manufacturing output was at its zenith. The fragile crumbling bridge over Fairchild Creek was another reason the mainline, now firmly under the auspices of the Grand Trunk Railway, was rerouted just west of Lynden (see map 1) connecting with the former Brantford and Harrisburg tracks south of Powerline Road. The Dundas Sub was the beginning of Harrisburg's demise as an important railway junction.

In 1938, the tracks of the old mainline were lifted from St. George west to Paris. Paris, of course was where the mainline came up from Brantford on the old Buffalo and Lake Huron Railway (B&LH) right of way when the Brantford and Harrisburg (B&H) was built (shown as GTR on map 1). The section from Harrisburg to St George was used until the early 1960s to serve Malcolm Condensing Factory. Trains backed up the five miles from Harrisburg, going extra slowly over the crumbling piers and rusty box plate bridge of the Beaver Creek crossing.

The old main line from Lynden to Harrisburg became part of the Canadian National Railway's Fergus Sub. But service dwindled steadily, with the last passenger trains, No. 173 and No. 174 leaving Harrisburg on June 20, 1959. All rail action stopped in 1984 and most of the tracks were lifted shortly after. A short section of double tracks remain just west of Lynden. These were probably shunting tracks for the various businesses in Lynden, including Thompson's Mill. Information embossed on the outside of the sixteen foot long rails can be clearly made out where the Dundas Sub started. 'Dominion Foundries 1933 100 LBS' is the most common marking. The one hundred refers to weight of one yard of rail.

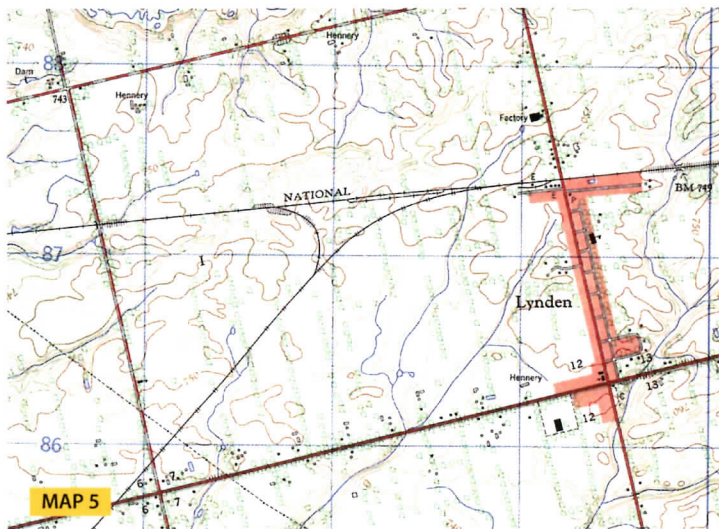
At Lynden, a single track is all that is left in the deepening woods until it too ends at a mound of dirt. The ATV trail, which formerly followed the south side of the remaining track, turns in now and takes over the old rail bed. A triangular iron stop sits overturned in a trough twenty metres away (photo 14). A tantalizing overgrown curved path suggests where a wye was constructed to allow eastbound traffic on the old mainline to go west onto the Dundas Sub. Northbound traffic from the new west mainline could go onto the old mainline which had become CNR's Galt branch line by this time. A huge concrete block lies overturned in a gully, having served some unknown purpose. There is no sign of a rail bed or rails to be seen on this path. Author Ian Wilson claims that the costs associated with upgrading the spindly Fairchild Creek bridge compelled the CNR to construct a wye at Lynden in order to route trains through Brantford to Palmerston (see map 5 from 1968 which shows the wye).

Thus ends my story of "Harrisburg: Canada's First Railway Junction" and its surrounding railways, a piece of Canadian railway history that has

not previously been told in detail. No doubt new railway artifacts will be uncovered in the forthcoming years, buried in the dirt and forest. I know, I will be tramping around the hills around Harrisburg with my gators and hiking shoes trying to locate more clues from this important chapter of our nation's history. If my pickaxe and aging years are not up to the job, my hope is that a giant storm may wash away part of the Harrisburg embankment and reveal that a trestle bridge was in fact built here before it was filled in. ■



14 – End of the line. Buffer stop in woods near Lynden.



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MAPS

1. Based on Government of Canada, National Topographic Service, maps 40P/1 and 8, 1916. The source maps are courtesy of the Historical Topographic Map Digitization project, Ontario Council of University Libraries (OCUL).

2. Excerpt from Government of Canada, National Topographic Service, map 40P/1, 1916. Courtesy of the Historical Topographic Map Digitization project, Ontario Council of University Libraries (OCUL).

3. Map of Harrisburg from *Illustrated Historical Atlas for the County of Brant Ontario*, 1875, used with permission of Ontario County Atlas project McGill University.

4-5. Excerpts from Government of Canada, National Topographic Service, map 40P/1, 1968. Courtesy of the Historical Topographic Map Digitization project, Ontario Council of University Libraries (OCUL).

FIGURES

1-2. Figures are redrawn from Mannen, Douglas and Richard. *Harrisburg: Fading Portraits of a Railway Town*, Paris, 1990. Used with permission of the author.