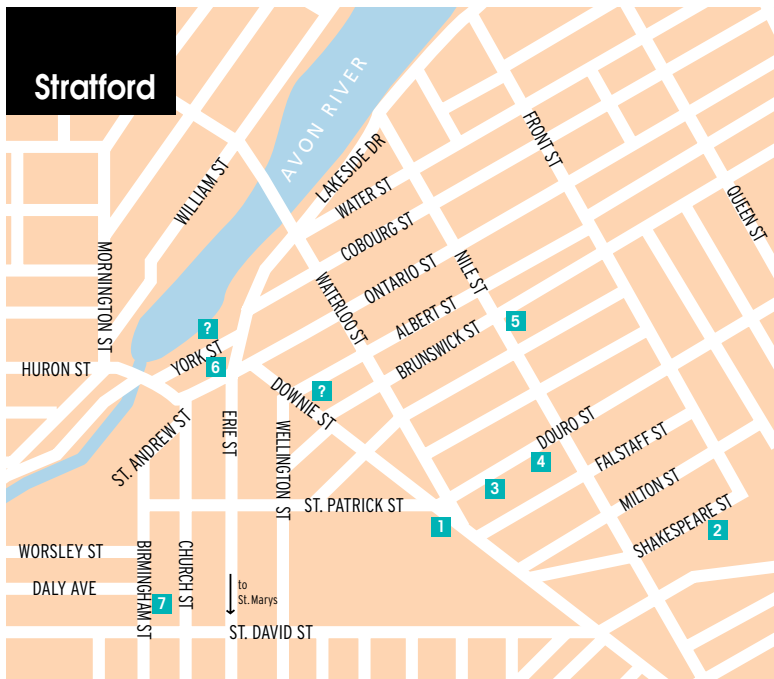
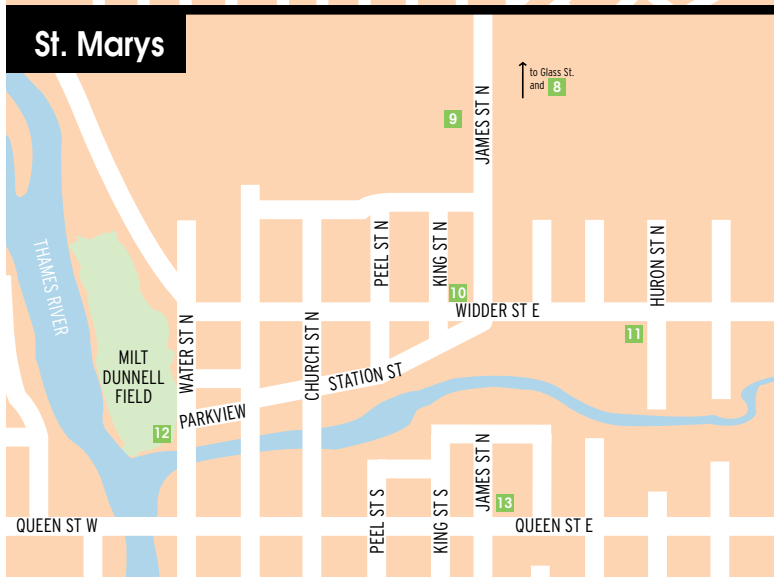


Stratford



St. Marys



The railway ain't no place for sissies...

\$2



...or the faint of heart. Well into the 1850s, hundreds of immigrants came with the railway in search of the promised land. Learn about the trials and tribulations of the early railway days with

The Ties That Bound a County – a railway heritage tour of Perth County.

**STRATFORD
ARTS**

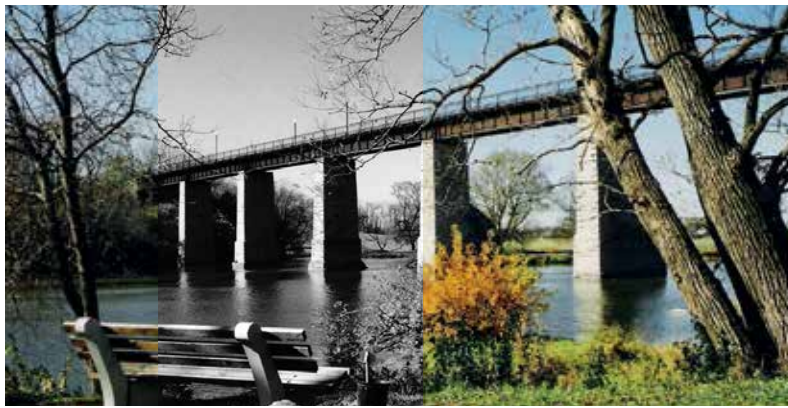
**THE ARTS
ARE WHAT
WE ARE**

Stratford Tourism Alliance

519-271-5140 or 1-800-561-7926

47 Downie Street, Stratford, ON N5A 1W7

visitstratford.ca



Railway rivalries, competition and even an explosion created drama in Stratford and Perth County long before any actor set foot on a stage. Even the decision to relocate the workshops from Toronto to Stratford was based on a love struck manager of the GTR. Thousands of skilled workers brought revolutionary change to communication and industry almost overnight, taking a country village to the hi-tech centre of Ontario. The rails brought unique personalities to Stratford including a young railway brat named Tom Edison who escaped justice after causing a near fatal collision between two trains and J.D. Barnett, a veteran supervisor, who was said to have had the largest collection of Shakespeariana in North America, causing his home to sink two inches! Learn about the trials and tribulations of the early railway days while enjoying breathtaking views from trestle bridges and walking trails with **The Ties That Bound a County – a railway heritage tour of Perth County.**

START AT THE CORNER OF DOWNIE & ST. PATRICK STREETS WITH THE HERITAGE SIGN "A COMMUNITY AND A WORKPLACE," LOCATED IN FRONT OF THE YMCA BUILDING. SOUTHWEST OF THE YMCA, YOU WILL SEE WHAT REMAINS OF THE RAILWAY SHOPS.

1



A Community and a Workplace, heritage sign

Wanted: 1,000 Skilled Craftsmen.

In 1870 The Grand Trunk Railway relocated the machine shops from Toronto to Stratford. Over 1,000 skilled technical railway employees moved to Stratford. Almost overnight it was transformed from an agriculture-based country village into the hi-tech engineering centre for the province. The craftsmen were highly accomplished and better paid than most which led them to create one of the loveliest cities in southern Ontario. As a result, Stratford had the best designed public, commercial and residential buildings in Southern Ontario, all designed by workers of the Grand Trunk shops.



CROSS DOWNIE ST. AND TURN RIGHT. TRAVEL TO SHAKESPEARE ST. TO THE HERITAGE SIGN - STRATFORD'S RAILWAY HISTORY.



The Royal Rails of Stratford

Stratford Railway Station,
101 Shakespeare St.

This station was built in 1913 by the Grand Trunk Railway in the "prairie style" by legendary American architect Frank Lloyd Wright. Three royal trains made stops in Stratford. The Prince of Wales (later King Edward VII) in September 1860, King George VI and Queen Elizabeth in 1939 and Queen Elizabeth II with Prince Phillip in 1959.

2



The Day it Blew up in Their Faces.

In 1879 a shipment of vigor powder (from nitroglycerin) exploded resulting in the death of two workers and the destruction of the railway yards. Improperly labelled, to avoid regulations, the dynamite en route from Montreal to Windsor, leaked over the tracks and was detonated when the train's wheels ran over it. The explosion was so intense, houses in the area were destroyed and a shipment of straw hats was found scattered half a mile away.



TRAVEL NORTH ON WATERLOO ST. TO DOURO ST. TURN RIGHT.

3



Ever Had That Sinking Feeling?

27-29 Douro St.

Formerly based in Montreal, John Davis Barnett headed the Stratford repair shops as the master mechanic from 1880 to 1884. He returned four years

later to supervise the expansion of the Grand Trunk Railway's engineering division. Barnett had a passion for books and amassed a library of over 40,000 volumes. The weight of the collection was so great that it caused his Douro St. home to sink two inches!

The House the Railway Built.

67 Douro St. - Designated under the Ontario Heritage Act.

Few residences in Stratford are more tied to the city's railway history than this two-storey, buff-coloured brick Italianate-style house. It was built in 1880 for David Agnew, a locomotive engineer with the Grand Trunk Railway for 30 years. It was later owned by Frank E. Baker a conductor with the Canadian National Railway, and after him, Fred J. Buckingham, a British-born machinist who was with the CNR until the locomotive shops closed.

CONTINUE TO TRAVEL EAST ON DOURO ST. TO NILE ST. TURN LEFT.



4



5



With This House, I Thee Wed?

87 Nile St.

In 1857, the Grand Trunk Railway signalled prosperous times for Stratford. Hotelier John Forbes and his wife Elizabeth had fellow Scottish immigrant William Easson build this Georgian-style red-

brick cottage. John Forbes died in 1865, and in 1872 his widow gave the cottage to their daughter Jennie as a wedding present.

TRAVEL NORTH ON NILE ST. TO ONTARIO ST. TURN LEFT HEADING TO DOWNTOWN.



All aboard the love train!

In the late 1860s the city of Toronto ordered the Grand Trunk to relocate its workshops away from the harbour front and it was Herbert Roberts, the GTR's manager of locomotive maintenance, who made the decision to relocate to Stratford. Stratford's then-mayor, T.M. Daly, invited Roberts for dinner. Roberts met Daly's attractive daughter. It was love at first sight and within weeks there was no chance that the shops would be anywhere but in Stratford!

Edison Gets His Wake-Up Call

46 Ontario St. (Above Edison's Cafe)

This small apartment is where a teenage Thomas Edison lived when he worked in the Grand Trunk Railway station in Stratford and the Junction Station in St. Marys. As a night telegraph operator Edison was to send a special signal on the hour to ensure he was alert. Testing a new invention, Edison rigged his "6 call" to run like clockwork signalling every hour allowing him to read or catch a few winks. He was fired when he slept through an incoming message to warn the engineers of two trains that they were on a collision course narrowly averting disaster.

6



CONTINUE WEST ON ONTARIO ST. TO ST. ANDREW ST. LEFT ON BIRMINGHAM ST.

Now that's a snow day!

Stratford and area's location in the heart of the snow belt buried more than a few locomotives and plows. After serious storms resulting in major snowfall accumulations, farmers and railway crew alike would work together, sometimes for days, digging them out with hand shovels.



7



A Designated Beauty.

91 Birmingham St. - Designated under the Ontario Heritage Act.

English immigrant, William Trethewey, yardmaster at the Grand Trunk Railway shops, built this Ontario

cottage. The house, remained in the Trethewey family until 1913, when it was sold to John Chesney, a depot master and detective with the GTR and later a policeman with the Canadian National Railway. John Chesney's son Pearson, who grew up in the house, also worked for the GTR and CNR as a machinist.



TAKE ERIE ST. / HWY 7 W OUT OF STRATFORD. TURN RIGHT ONTO COUNTY ROAD 9 AT SECOND ROUNDABOUT. TURN RIGHT ONTO WELLINGTON ST. N. TAKE THE 1ST RIGHT ONTO STATION ST. TURN RIGHT ONTO GLASS ST.

Out in Left Field

St. Marys Junction Station, 480 Glass St.

Using a similar design plan adapted from a station in Kenilworth, England, British railway architect Francis Thompson built this station in 1858. Situated on the outskirts of town, the location of the St. Marys Junction Station infuriated locals. Expecting their new station to be built downtown, the residents of St. Marys harboured resentment for almost 50 years until 1907 when the James St. station was built.

8



TAKE GLASS ST. TO JAMES ST. NORTH AND TURN LEFT. JUST PRIOR TO ENTERING THE RESIDENTIAL AREA, ON YOUR RIGHT-HAND SIDE IS THE FOOTPATH ENTRANCE TO THE GRAND TRUNK TRAIL. YOU MAY PARK YOUR VEHICLE ALONG SIDE THE ROAD AND WALK THE TRAIL TO THE SARNIA BRIDGE.

Another Line Bites the Dust.

Offering breathtaking views of the Thames River, the high level Sarnia bridge was saved when purchased by the Town of St. Marys in 1993. The original Grand Trunk Railway line to Sarnia was abandoned by the Canadian National Railway in 1989 and by 1996 a volunteer committee was formed to raise money to convert the line, including the high-level Sarnia Bridge, into a community walkway. The resulting Grand Trunk Trail officially opened in 1998.



RETURN TO JAMES ST. NORTH AND CONTINUE SOUTH TO WIDDER ST. EAST. TURN RIGHT

10 Looks Can Be Deceiving 249 Widder St.

Built for Thomas Fogg, a manager of the Grand Trunk Railway, this house is actually a one layer thick brick veneer over a frame construction. The building's deception continues in the pedimented window headers, metal factory made units that snap on and off. The walnut door, original to the house, was built for Fogg at the carpentry shops of Sarnia's Grand Trunk Railway.

CROSS JAMES ST. NORTH AND CONTINUE ALONG WIDDER ST. EAST UNDER THE TRESTLE BRIDGE.



The Last of Its Kind

A typical railway cottage, 404 Widder St. East.

Not all the buildings we value or associate with the railway are necessarily grand. Rather many are, or were, ordinary. Typical of a period railway cottage, this building adds to the personality of railway

heritage, representing the hundreds of immigrants who built the railways.



RETURN TO JAMES ST. NORTH AND TURN LEFT. JAMES ST. NORTH WILL BECOME STATION ST. CONTINUE ALONG STATION ST. TO WELLINGTON ST. TURN LEFT, THEN RIGHT ONTO PARKVIEW DRIVE UNTIL YOU REACH MILT DUNNELL FIELD. FROM HERE YOU MAY PARK YOUR VEHICLE AND TOUR THE RIVERVIEW WALKWAY BY FOOT (HEADING SOUTH).

NOTE THE HISTORIC ST. MARYS HERITAGE SIGN ALONG THE WALKWAY, MID-WAY BETWEEN PARK AND QUEEN STREETS, "RIVERVIEW WALKWAY – ST. MARYS & WESTERN ONTARIO RAILWAY."



The Ghosts of the Line

St. Marys Riverview Walkway

The well documented history of this former Canadian Pacific Railway line is explained on an interpretive plaque along this paved 2.4 km riverside path. View remnants of the milling and quarrying industries that once flourished along the river before finishing at The Quarry – Canada's largest spring-fed swimming pool.



FROM MILT DUNNELL FIELD TRAVEL SOUTH ON WATER STREET TO QUEEN STREET EAST. TURN LEFT AND DRIVE THROUGH THE DOWNTOWN TO JAMES STREET NORTH. TURN LEFT.



St. Marys Train Station Ends 50 Year Resentment

5 James St. North.

Designated as a heritage structure in 1987, this station was the third depot on the St. Marys line. E. Chandler of Stratford was the general

contractor and possible designer when this station was built for the Grand Trunk Railway in the summer of 1907. The first station, built on the outskirts of town supported a branch line connecting London to a competing rail line. This frustrated St. Marys locals who assumed their first station would be built in the centre of town.



Looking for a leisurely way to extend your railway heritage day?

Grab a picnic lunch and enjoy a countryside drive to Listowel. Once there you can walk the (former) rails of Perth County history.

FROM STRATFORD TRAVEL NORTH ON HWY 119 TO HWY 86. TURN LEFT. HWY 86 WILL BECOME MAIN ST. TURN RIGHT ONTO WALLACE AVE. NORTH (HWY 23) TO BINNING ST. WEST. TURN LEFT AND FOLLOW TO THE END OF THE STREET. TRAVEL TIME FROM STRATFORD WILL BE APPROXIMATELY 40 MINUTES.

Walk the Rails of History – Former CNR / Grand Trunk Rail Station & North Perth Trail.

Created mostly from former railway lines, The North Perth Trail was developed in 1997 to connect the three wards of North Perth with a trail system. This unique combination of trails is used for walking, hiking, biking and cross-country skiing and is approximately 22 km. The Kinsmen Trail follows along the former railway rights of way adjacent to rural areas and is a pleasant 2 km (one way) hike suitable for families with young children. A map of the trail is available online <http://www.northperth.ca/tourism/hiking.php> or at the Parks & Recreation Office in Listowel at 330 Wallace Ave. North.



Images courtesy of:

The Stratford-Perth Archives, 4773 Line 34, R.R.5, Stratford, 519-271-0531 ext 259 www.perthcounty.ca/stratford_perth_archives

The St. Marys Museum, 177 Church St. South, St. Marys 519-284-3556 www.stmarysmuseum.ca

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