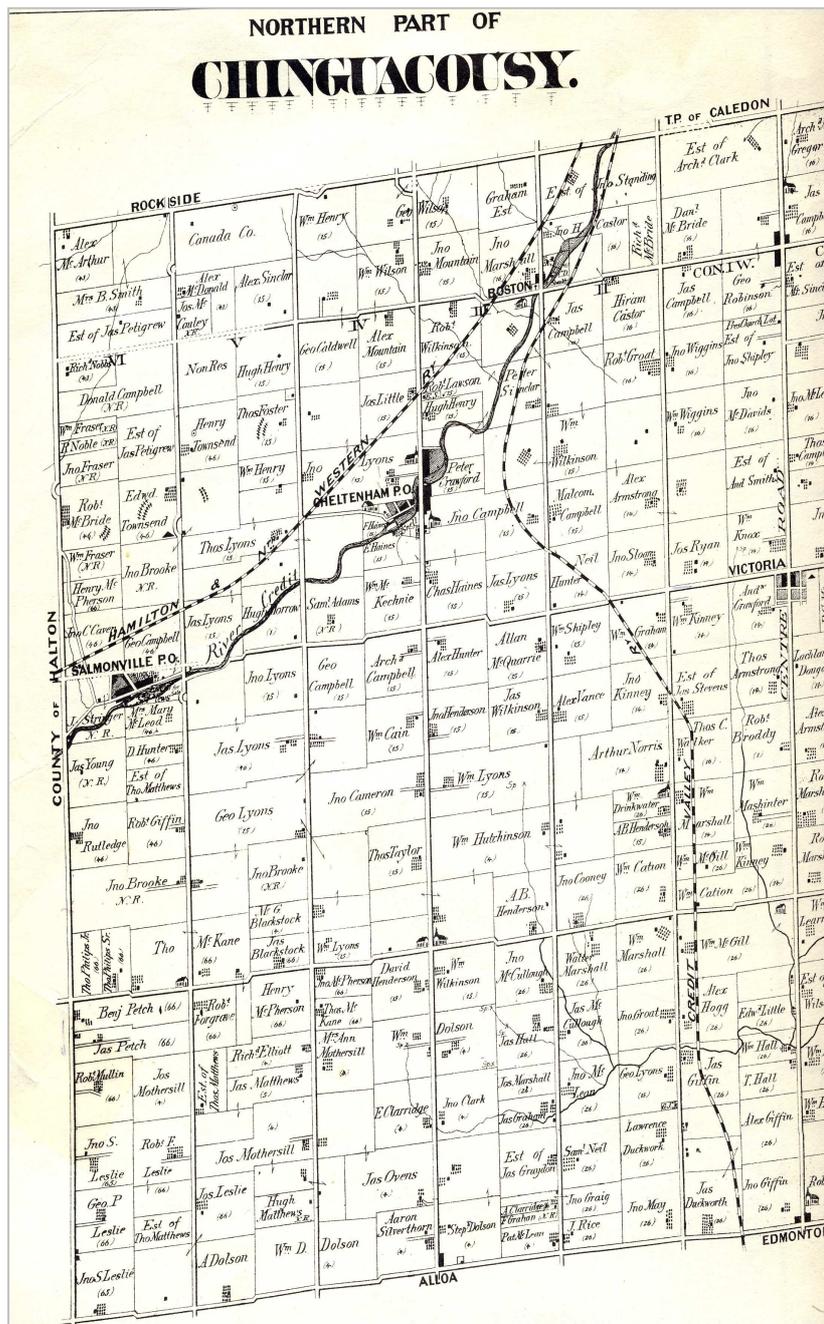


### 13. FORMER CVR RAILWAY

This chapter focuses on the former Credit Valley Railway (CVR), and its historic significance to the Town of Caledon. The CVR's physical presence and attributes between Mayfield Road and Old School Road were evaluated and identified through the Mayfield West Secondary Plan study lands, and a recommendation was made to designate the CVR in its entirety as a cultural heritage landscape.

Over the course of several CHL inventory studies undertaken for the Town of Caledon sufficient knowledge of the CVR has been gathered to conclude its significance as a cultural heritage landscape across its entire length. The CVR is noted as an important character defining element within several of the inventoried Cultural Heritage Landscape areas referred to in this report (see sections on Melville, Alton, Inglewood, and The Credit River Valley: Settlements of the Niagara Escarpment).

However, more thorough investigation of the CVR will undoubtedly reveal other extant heritage features, and therefore additional study of other uninvestigated stretches of the railway should be undertaken as need and opportunity arise.

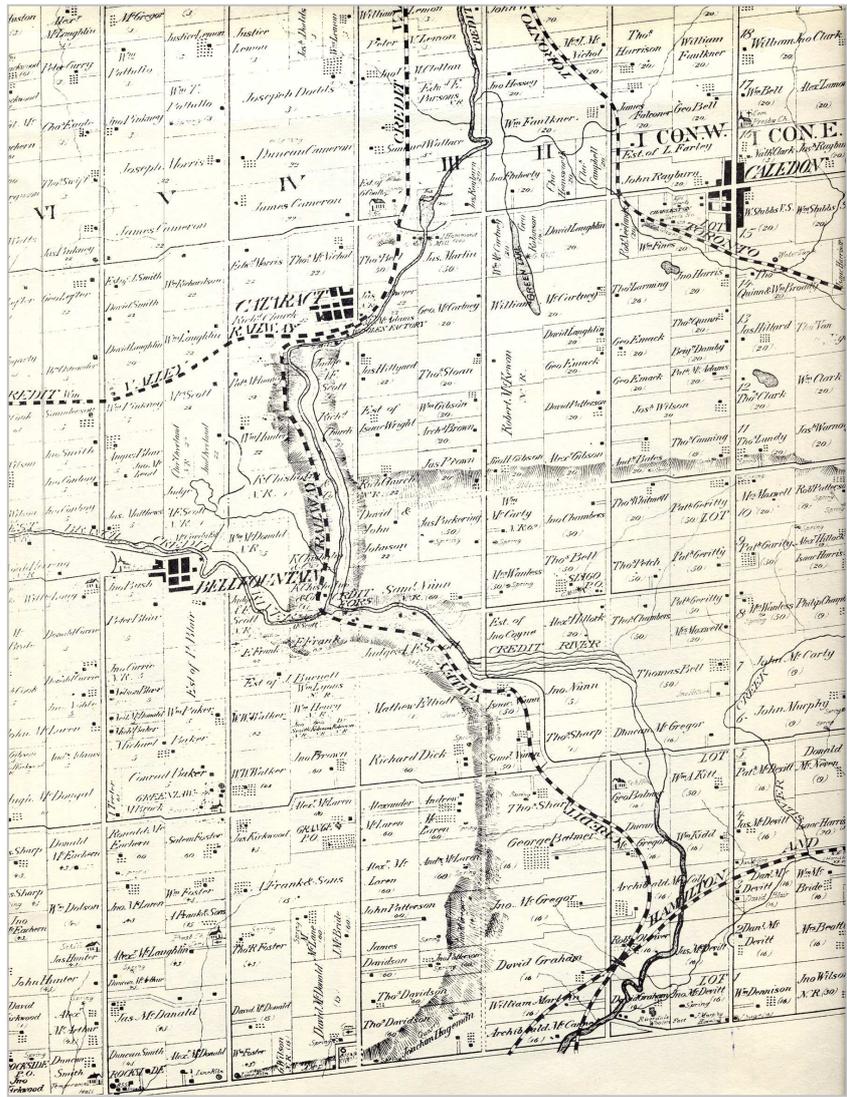


1877 Atlas Map of the Northern Part of Chinguacousy Township

### 13.1 HISTORICAL CONTEXT

The development and subsequent decline of the former CVR line and its successors influenced a number of settlement areas in Chinguacousy and Caledon townships. It remains an active rail line to this day and includes a number of significant historic features along its length, with some of the most notable through the Forks of the Credit area.

Important to Caledon's history, the former CVR can be classified as an *organically evolved and continuing landscape*, defined as one which has evolved through use by people and whose activities have directly shaped the landscape or area, and on which historic uses continue.



1877 Atlas Map of Caledon Township

## 13.2 INVENTORY

### 1. Physiographic Description

Extending northward from Mayfield Road through the former townships of Chinguacousy and Caledon, the former CVR passes through all manner of terrain and several of Caledon's physiographic regions. These include the flat farmlands of the Peel Plain, the South Slope, and the rugged Niagara Escarpment. Through its southern section the former CVR crosses the main branch of the Etobicoke Creek, encountering the Credit River valley and its tributaries at several junctures as it extends northward to the Town limits.

### 2. Processes

#### Land Uses and Activities

The CVR was established in February 1871, in direct competition with the Toronto, Grey and Bruce (TG&B) Railway in the hopes of stimulating trade and economic opportunities in the outlying areas of what would later become Southern Ontario. The principle financial backer and first president was George Laidlaw, who was also a promoter of the TG&B.

In 1873, survey work was completed with track laying begun in 1876. By 1877 the first branch of the line had opened from Parkdale (Toronto) to Milton. The track reached Brampton in December 1878, with the Forks of the Credit trestle bridge completed in September 1879. The line was open to Orangeville and to Elora in December 1879. Work continued simultaneously on the western branch, with another large bridge over the Grand River at Galt, also constructed by 1879. As constructed, the total mileage for the CVR comprised: the Mainline from Toronto to St. Thomas with a distance of 121 miles; the Branch from Streetsville to Orangeville with a distance of 35 miles; and the Elora branch (Cataract to Elora) with a distance of 29 miles.

With growing financial problems, the CVR was taken over by the Ontario & Quebec (O&Q) Railway, along with the Toronto, Grey and Bruce. The O&Q was taken over by the Canadian Pacific Railway (CPR) on January 4, 1884 on a perpetual lease arrangement. Duplication with the TG&B Railway line led to the decommissioning of a short section of the CVR from Melville Junction in Caledon Township to Orangeville. Under CPR ownership, the former CVR line was divided administratively into four components, with the Streetsville to Orangeville branch as part of the Owen Sound Subdivision. By 1996, with parts to the north decommissioned by CPR, the 35-mile section from Streetsville to Orangeville section fell under the ownership of the St. Lawrence & Hudson Railway.

In September 2000, the Brampton-Orangeville Railway was created by the Town of Orangeville and operated as a shortline railway extending from Streetsville and serving several Orangeville businesses. Freight traffic is currently operating along this section a few days a week. A tour train operates seasonally from Orangeville to either Inglewood or Snelgrove through the scenic Forks of the Credit area, allowing present-day visitors the experience of traveling the old CVR. As of the writing of this report the Town of Orangeville is considering sale of the rail line to a private company, with the intent to

continue the existing freight and tour-train services, with the potential to expand the line northward along the decommissioned portion of the line.

### Patterns of Spatial Organization

The former CVR passes through the Town of Caledon entering the former Chinguacousy Township north of Mayfield Road through Concession 1 WHS, beginning mid-way between the east and west half lots. It swings westward into Concessions 2 and 3 and then progresses northward into Caledon Township where it generally follows the route of the Credit River valley. In Caledon Township the steepening terrain on ascending the Niagara Escarpment and the ever-present Credit River presented significant challenges to the CVR and necessitated several crossings of the river valley. The most notable of these is the trestle and embankment at the Forks of the Credit.

The CVR was presumably under construction at the time that it appears on the 1877 Atlas of Peel County Map in Chinguacousy Township, two years before its documented completion in 1879.

## 3. Elements

### Circulation Networks

The former Credit Valley Railway (CVR) was a significant part of the railway transportation network in Southern Ontario, beginning in the 1870s. The predominant landholdings of the CVR were in Peel County with the construction of a northern line from Toronto to Orangeville via Streetsville, and a branch line to Elora, with aspirations for a westerly arm extending from Toronto to Milton, Galt, and Berlin (Kitchener) or Waterloo.

### Buildings, Structures and Objects

As an operating rail line the former CVR still includes all track and structures.

Through the Mayfield West study lands this includes two creek crossings, including a small bridge structure located on the northern edge of the property at 12461 McLaughlin Road which is clearly visible from the road.

Other significant features identified through other Cultural Heritage Landscape areas studied include:

- the confluence of the former CVR and HNR railway including elements such as tracks and signals (Inglewood)



Former CVR looking south from Old School Road.

- Former CVR tracks and trestle above the Forks, along Forks of the Credit Road (Belfountain and the Credit Gorge).
- The existing railway track through Melville also as it crosses Highpoint Sideroad and the stone/steel structures over the Credit River.

Many other railway structures exist along the length of the CVR. They are particularly prominent in the settlement areas, which include: Cheltenham, Boston Mills, Inglewood, Forks of the Credit, Cataract, Alton and Melville.

#### Vegetation Related to Land Use

As with all rail lines, the railway corridor was de-vegetated to facilitate construction. The rail line is still active, although lightly used, and some scrub vegetation is naturally recurring in pockets along its length. The areas adjacent to the former CVR include a diverse range of landscape and vegetation types, according to land uses.

#### 4. Site Context

Through the southernmost areas of Chinguacousy Township from Mayfield Road to King Street, the context of the former CVR line remains largely farmland. Just north of Old School Road, the line passes through the lands associated with the Brampton Flying Club.

North of King Street the rail line first encounters the Credit River valley remaining east of it and skirting the village of Cheltenham and the former hamlets of Ferndale and Boston Mills, before passing through the Caledon Country Club lands.

Just north of Olde Base Line the former CVR enters the village of Inglewood and crosses the former alignment of the Hamilton Northwestern Railway, now the Caledon Trailway.

The tracks ascend the Caledon Mountain through rural lands running adjacent to agricultural lands, horse farms, and private residences. In this area present day tour passengers on the Credit Valley Explorer are afforded exceptional long views north to the Niagara Escarpment and eastward across rolling, pastoral countryside.

Through the Niagara Escarpment lands the immediate context of the rail line becomes more forested. As the CVR crosses the Credit River forks area, the rail line and its high trestle bridge are a significant feature within the village of Forks of the Credit. Just to the north the rail line runs along the western boundary of the Forks of the Credit Provincial Park. Through this area the Cataract Falls and remains of various dam and mill structures are clearly visible from the rail line.

Once north of the hamlet of Cataract the rail line runs adjacent to several conservation areas and a golf course, then passing through the village of Alton on its easternmost edge. The railway crosses the Credit River again in the vicinity of the hamlet of Melville, before entering the urban area of Orangeville on the northern edge of the Town of Caledon limits.

### 13.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

#### Significance

##### Significance Criteria

*While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:*

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

##### Integrity

*A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique 'place,' must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.*

##### Conclusions

Based on examination through the Cultural Heritage Landscapes Inventory and the Mayfield West Secondary Plan Cultural Heritage Landscapes Assessment, it is concluded that the former Credit Valley Railway is a significant part of Caledon's heritage and meets *Significance Criteria A* as described above.

## 13.4 STATEMENT OF SIGNIFICANCE

Although only briefly operating as the Credit Valley Railway, the rise and decline of the CVR and its successors influenced the growth and development of a number of settlement areas in Chinguacousy and Caledon townships. The railway was constructed through some of the most challenging and scenic terrain in the region, and a number of Caledon's most notable historic and natural features are aligned along its length. Of the five rail lines that historically traversed the Town of Caledon, the CVR is one of only two that remains intact, and it still operates as an active rail line to this day.

### Character-defining Elements

Character defining elements of the CVR are generally noted as:

- historic rail corridor, embankments, track, signals, and structures associated with road and creek and river crossings;
- adjacent vegetation including creek valleys and woodlands;
- views to the railway and bridges as seen from roads and trails.

Specific features are noted in other sections of this report, and it is anticipated that further detailed study of as yet un-investigated areas will reveal additional historic features which should be noted for preservation.

In recognition of its value as a cultural heritage landscape, and pursuant to the intent of the Provincial Policy Statement and the Caledon Official Plan toward their conservation, the former CVR line through Caledon *in its entirety* is recommended for designation as a cultural heritage landscape.

## 13.5 BOUNDARIES

The boundary of this CHL is considered to be the rail line right of way, together with the creek corridors, any required development setback necessary to maintain an open landscape as context for the rail line, and the associated vegetation patches through which the line passes.