

RAILROADS

GREAT WESTERN RAILROAD

J.M.C. The first sod for the Great Western railroad was broken in London in 1847. It was being built through this section in 1849. (In that year Joseph Harvey came from Scotland, he landed at New York, there was no railroad from New York to Albany at that time and he came up the Hudson River by boat, his first job in Canada was working on the building of the Great Western railroad through Winona.)

J.V.H.

Robert Gibson had the contract and his quarries were located at Beamsville.

There were no steel rails, the rails were of iron and they soon got rough and the balls broke off them.

The railroad was built as a wide gauge road, five feet six inches, but as most of the American roads were of different gauges, they soon got a uniform gauge of four feet six and one half inches.

J.V.H. To overcome the difference, the Great Western put a third rail inside the first and made it the standard gauge of four foot six and one half inches.

By 1873 the Great Western was all standard gauge.

The Great Western was amalgamated with the Grand Trunk in 1882.

W.A. The Great Western Railroad line between Hamilton and Niagara Falls was completed in Nov. 1853.

W.A. The first engine (the Middlesex), made in the U.S.A. or England, was unloaded at the lake at Winona and brought up to the main line over a line which was made up from the lake. (A Winona resident, Mrs. John White, remembers when the ties of the spur line were still in place in front of her home.)

References

Wentworth Atlas

J. V. Harvey, uncle of Mrs. Wm. Carter

J. M. Cowan