

Kleinburg (21 miles)

In 1848 John Nicholas Kline built a sawmill and gristmill at the place where the VIIIth Concession line of Vaughan (now Highway 27) crossed the Humber River. Subdivision of some of the land encouraged settlement around the mills. The village was named for Kline but the spelling has changed since then. The TG&BR used the modern form, Kleinburg. The Kline mills were said to be the largest between Toronto and Barrie.

In 1851 Kline sold the properties to James Mitchell who in turn, in 1852, sold them to the brothers William P., Frederick, and Henry S. Howland who owned other mills in Waterdown, St. Catharines, and Lambton Mills. Henry S. Howland managed the businesses in Kleinburg until 1864 when he moved to Toronto to pursue commercial and banking interests. His continuing ownership of land and property in Kleinburg no doubt drove his interest in new railways and he became a Director of both the TG&BR and the T&NR. The railway was forced to pass well clear of the village by the meandering course of the Humber River, and the single storey station was established about 1½ miles to the west of the village, where the track crossed sideroad 25/26 at a place now called Nashville.

Bolton (26 miles)

James Bolton of Suffolk, England settled in Albion Township in 1819. His relative George Bolton bought mill sites on the Humber River and together James and George built a grist mill for George in 1824. Bolton's Mills attracted a cooperage, a smithy, and homes for employees around the mill and dam. James Bolton was too closely identified with William Lyon Mackenzie in the 1837 rebellion and died in voluntary exile. James' sons purchased the mills from George and developed the business in the 1840's, 50's, and 60's. The village became the market centre of Albion Township. William Dick established an agricultural implement works in 1869, and by 1872 the settlement had 750 voters and was incorporated as a village. The coming of the railway brought new industries which did well until the more intensely competitive era after the First World War.

The railway passed south of the village, along the present Ellwood Drive, about ¾ mile from the river. It had the usual single storey station, but commensurate with the relative size and importance of Bolton later photographs show greater development of grain sheds and elevators than at other stations in the locality.

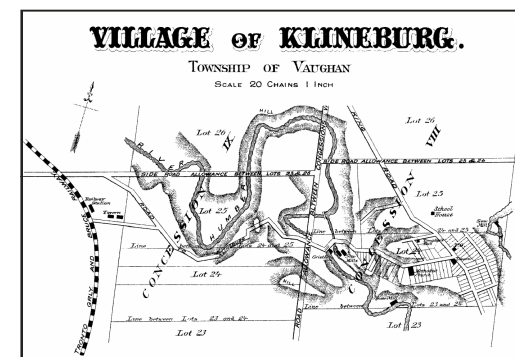
Mono Road (32 miles)

Robert Shields was the first settler on the line between Albion and Caledon Townships (now Airport Road), where he farmed and built a sawmill at the foot of the Albion Hills. A Stage route from Toronto to Mono Mills later ran up the road. The TG&BR came through Shields' fifty acre property on Concession I, Lot 17, on the east side of the road, at the junction with the base line between Caledon and Chingacousy Townships (now Old Base Line Road). The junction was a convenient spot for a station where travellers could transfer to stage coaches, and a hamlet with stores and a hotel grew there. Reeve McManus named the hamlet for the road, and the station used the same name. Grain traffic was fairly large for a place that had no particular centre, often as great as that from Bolton, but shipments of lumber fell off rapidly as the area was cleared. Mono Road had a single storey third class station, but the siding capacity was large. Local memory is that heavy northbound freight trains were divided here; the first half being lifted up the hill to Mountain Siding or Charleston, the locomotive then returning for the second half.

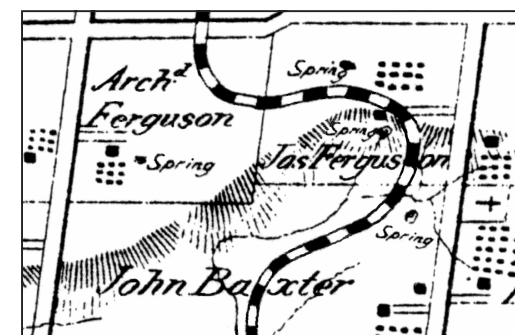
After surmounting the mountain via the Horseshoe Curve the line headed directly north-west towards the upper Credit River valley in its approach to Orangeville. It skirted the north bank of Caledon Creek which provided level ground and good water.

Charleston (Caledon) (41 miles)

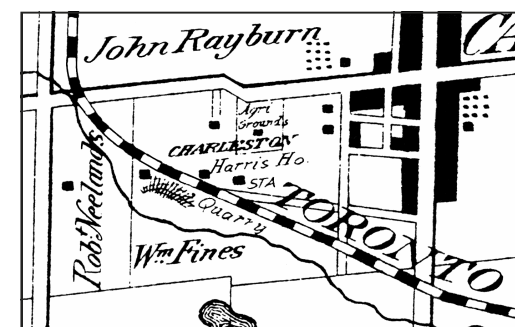
Surveyed in 1818-19, the Caledon Township is divided equally east and west by Hurontario Street (now Hwy. 10). In 1821 William Stubbs, George Bell, and John Rayburn settled on the 1st Concessions east and west of the centre line on the crest of the ridge. A village grew up with stores and workshops. A P.O. called Charleston opened in 1838. Later the name was changed to Caledon. Directories in 1871 refer to 'Charleston (sometimes called Caledon)', but by 1884 that nomenclature is reversed. A single storey third class station was built about ½ mile south-west of the village, and remains in place as a residence. South of the station the surveyors found quality gravel and Shanly worked ballast from there. The resultant quarry was big enough to show on the Peel County maps of 1877; today the workings are enormous, covering about 3½ square miles.



Kleinburg



The Horseshoe Curve



Charleston (Caledon)