



# PINE RIDGE SECTION

Maps 1, 2, 3, 4, 5

*Generally easy with some steep sections. Some poison ivy.*

The first few kilometres of the trail are in the valley of the Ganaraska River.

*Km*

0.0 The pink granite cairn marking the southern terminus of the Ganaraska Hiking Trail is east of the Town Hall, on the west bank of the Ganaraska River. There is parking on Queen St., adjacent to the cairn, or west of the Town Hall. The trail initially follows the west bank of the river. Cross Walton St. and continue north to Barrett St. Note that Walton St., Port Hope's main street, is an architectural gem and is renowned as the best preserved 19th century streetscape in Ontario. It is designated a Heritage Conservation District.

0.6 Cross the river at the Barrett St. bridge and follow the trail along the east bank of the river through the wooded areas of the narrow floodplain until Jocelyn St. is reached. This town section of the river was deepened, by blasting the limestone bedrock, following the damaging spring flood of March 1980.

As you reach Jocelyn St. from the south, observe the former Molson's Mill, situated on the east bank of the Ganaraska River just north of Jocelyn. This used to be Molson's Brewery, part of Thomas Molson's brewery properties in Port Hope from 1850 to 1880. It was discovered abandoned in 1923 by artists George Reid and J.W. Beattie and became the Ontario College of Art's summer school for artists under Mr. Beattie until 1940.

The building is currently used by "Journey through the Arts" as a summer art school for children aged 7 to 13. Follow Jocelyn St. west across the river bridge to Cavan St., where you will turn right.

2.0 Just before passing under Hwy 401 you will pass Corbett's Dam and the fish ladder (be sure to have a look at the fish ladder, especially in the spring, when the fish are migrating upstream). Continue under Hwy 401 and turn left up Choate Rd. You will pass The Port Hope Conservation Area on your right.

3.6 Turn right at Hawkin's Rd. (a narrow gravel road) and proceed to Dale Rd.

On the way down there are good views of the Northumberland Hills to the north. Some of the hills are recognizable as **drumlins**, which are elongated, oval-shaped mounds of glacial till that were deposited and shaped beneath an advancing ice sheet during the last ice age.

In this area the long axis of each drumlin is aligned roughly NE-SW, with the steep, blunt end of the long axis facing up-glacier to the northeast and the gentler "tail" slope facing roughly southwest. Most drumlins are quite small, a few hundred metres in length and 30 to 45 metres in height, and frequently occur in swarms.

Turn left on Dale Rd. (County Road 74).

5.1 Turn right on Sylvan Glen Rd. and proceed north past the Sylvan Glen Conservation Area. Immediately north of the bridge over the Ganaraska River turn left, crossing the ditch and fence. The trail goes through an attractive wooded area and reaches the north bank of the Ganaraska River. It continues through the woods along the river bank until reaching a tributary stream.

Turn right and follow the stream until you reach a log bridge. Cross the bridge and follow the trail directly away from the stream across an open area with small shrubby trees. The trail re-enters the woods on the far side and finally emerges after a short steep climb into an open area and out on

to the 4th Line.

- 7.6 Turn right (east) on the 4th Line for 2.4 km then turn left (north) on to an **abandoned railway bed** through or to the side of a metal gate.

- 10.0 This is one of several abandoned sections of the Port Hope, Lindsay & Beaverton Railway, built in 1857 to compete with the neighbouring Cobourg-Peterborough Railway (the CPR lasted only a few years, until its trestle across Rice Lake was destroyed by massive spring ice floes on that lake). The Ganaraska Trail follows the original PH,L&B railbed from this point northward, via Quay's Crossing and the 6th Line.

Some of the original stations on this Northumberland section of line were Port Hope, Quay's (halt), Perrytown (halt) and Campbell's (Campbellcroft/Garden Hill). In 1869 the PH,L&B was renamed the Midland Railway of Canada, and in the following year the previously opened branch from Millbrook to Peterborough was extended to Lakefield, to tap into the lumber and steamer traffic from the northern lakes. The Midland came under the control of the Grand Trunk Railway in 1883, which itself was taken over by the Canadian National Railroad forty years later. The passenger service lasted ninety-four years, with the final train leaving Port Hope on May 31, 1957. In that year the track between Port Hope and Millbrook was removed. Follow the railway bed straight north through woods and later a washout (crossed on the left), until you reach Quay's Crossing.

- 12.4 You will emerge just south of the intersection of Knoxville Rd. and the 5th Line (Bethel Grove Rd.). Turn north to the intersection and then turn left. The railway bed continues to the north just a few yards west of the intersection. At this point you are at the former beach limit of Lake Iroquois, which formed as the last glacial ice sheet began to melt and recede about 12,500 years ago and whose surface was therefore approximately 70 metres above the present Lake Ontario.

Continue north on the railway bed. Another washout is crossed by going down a path on the right side, crossing the stream, and returning to the railway bed up some steps on the left side. Just above the steps the bluff overlooking the stream is gradually being eroded and care is required following the trail across it.

- 14.7 At the 6th Line cross the road and follow the railway bed over a stile and another washout. You will pass a house on your left and follow its driveway on to Campbell Rd. Turn right and follow this road to the 7th Line.

- 16.8 Turn left for 0.9 kilometre and turn right (north) on Grist Mill Rd. You will pass Fudge's Mill and pond before reaching the Ganaraska Rd. (County Rd. 9). If Fudge's Mill is opened, be sure to go in and have a look around.

- 20.2 Turn left (west) on the Ganaraska Rd. and proceed for 0.8 kilometre, then turn right on to the Tinkerville Rd. After a short distance this road turns into an unmaintained road allowance. Continue on this to the 9th Line where the trail turns left to Thomstown. Please note that there will be white blazes to the right but they belong to the Oak Ridges Trail Association.

The trail has now reached the renowned Oak Ridges Moraine, a collection of higher sandy hills that were deposited by ice sheets of the last ice age which converged on this area from the north and east-northeast, thus forming this type of "inter-lobate" moraine. It is a local high area: on the south side, the watercourses flow to Lake Ontario, on the north side the streams go to the Kawartha Lakes. This moraine country continues for about 30 kilometres along the trail and provides great views of the hills and forests.

Cross County Rd. 10 and follow Pine Grove Lane past Thomstown. There is good parking at the end of this road. Turn left on to a forest road that winds through a wooded area until it meets the unmaintained road

allowance for the 9th Line (Oak Hill Rd.). Shortly thereafter it becomes a paved road.

- 26.6 Turn right (north) on Walker Rd. and follow it to the 10th Line.

There is a fine valley view from this road. At the junction with the 10<sup>th</sup> line the ORTA trail rejoins from the right (east). Turn left (west) on the unmaintained road allowance. Please note that from here to Glamorgan the trail passes through a portion of the Ganaraska Forest on municipal road allowances. Entry to the Forest requires payment of a day use fee, so please stay on the marked trail. Follow this picturesque road allowance for 5.7 kilometres.

There are many great views to the south, while to the north the hilly Ganaraska Forest (Central Section) is now apparent. Originally dominated by hardwoods and White Pine, the Ganaraska Forest was largely denuded of trees between the late 1700's and late 1800's as a result of Britain's demand for hardwood for the hulls and the White Pine for the masts for its Royal Navy ships. Subsequently much of the area was further cleared for agriculture, which proved a mistake as the settlers were unaware that forest cover was needed to protect the soils from wind and water erosion.

By 1900 many of the farms had been abandoned and much of the Ganaraska area turned into sand dunes. Consequent degradation of the entire watershed led to many of the mills on the Ganaraska River ceasing operation. In 1944, a landmark report on the Ganaraska Watershed was published recommending reforestation of the area. The Ganaraska Region Conservation Authority was formed in 1946 to buy and reforest the land, and by 1991, 4,200 hectares were acquired, of which half had been reforested with Red Pine, the primary planted species.

Presently the forest is being actively managed to revert it to a more natural state, which will allow hardwood species as well as other coniferous species to gradually mature and provide a much more natural looking forest.

- 34.5 Turn right (north) on Cold Springs Camp Rd. After a short distance on the paved road the trail enters an unmaintained road allowance while the paved road continues into the parking lot of the Ganaraska Forest Centre. The unpaved road descends to pass a spring of cold water before turning left, climbing and turning right (north).

**Note:** A short distance after this the ORTA trail turns west. Continue north following the GHATA blazes on unpaved Glamorgan Rd. Stay on this road until you reach the Old Marsh Anglican Church (1876) at Pontypool Rd. (Lunch spot).

The Welsh place names "Glamorgan" and "Pontypool" indicate early settlement in this area by immigrants from south-east Wales, where the present county of Glamorgan and town of Pontypool are located.

- 41.3 Turn left on Pontypool Rd. Cross the bridge over Hwy. 115, then immediately right to re-gain Glamorgan Rd. and continue north to the T-junction at Solanum Way. Turn right for 300 metres.

- 43.5 Turn left (north) on an unmaintained road and across the CPR tracks at Dranoel Rd.

Continue on Dranoel Rd., generally north, passing various side roads to Hwy 7A.

- 48.4 Continue north from Hwy 7A on Dranoel Rd. There is a great view of Bethany in the valley about 1 kilometre to the west. There is a general store in Bethany.

**(Note:** Possible lunch spot)

- 53.4 The road turns right on Stewart Line but the trail goes straight ahead on the unmaintained road and down a very steep track, coming out beside the

Devil's Elbow Ski Club. Continue north on Hillview Dr. and an unmaintained road to County Rd. 38.

- 55.9 Cross directly over County Rd. 38 and up the steep slope of an unmaintained road. Continue north over the Hogsback drumlin, with excellent pastoral views to the west, and eventually across the bridge over the languid Pigeon River.

**(Note:** Possible lunch spot.)

Follow the trail to County Rd. 31 (Mount Horeb Rd.).

- 60.1 Turn left (west) on County Rd. 31 and proceed 1.4 kilometres to the abandoned railway bed between Dranoel and Lindsay (a further continuation of the former PH,L&B Railway).

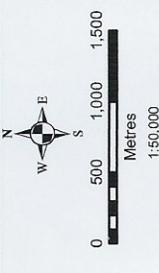
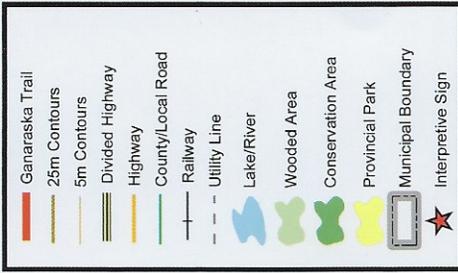
**Note:** Just before reaching the railway bed, the Windy Ridge Conservation Area, on the south side of Mount Horeb Rd., has a picnic shelter and a portable toilet.

- 61.5 Turn north on the abandoned railway bed, known locally as the "railtrail".

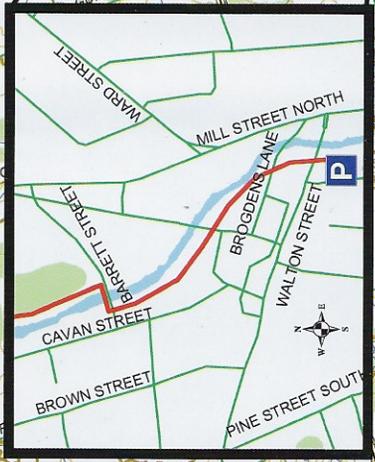
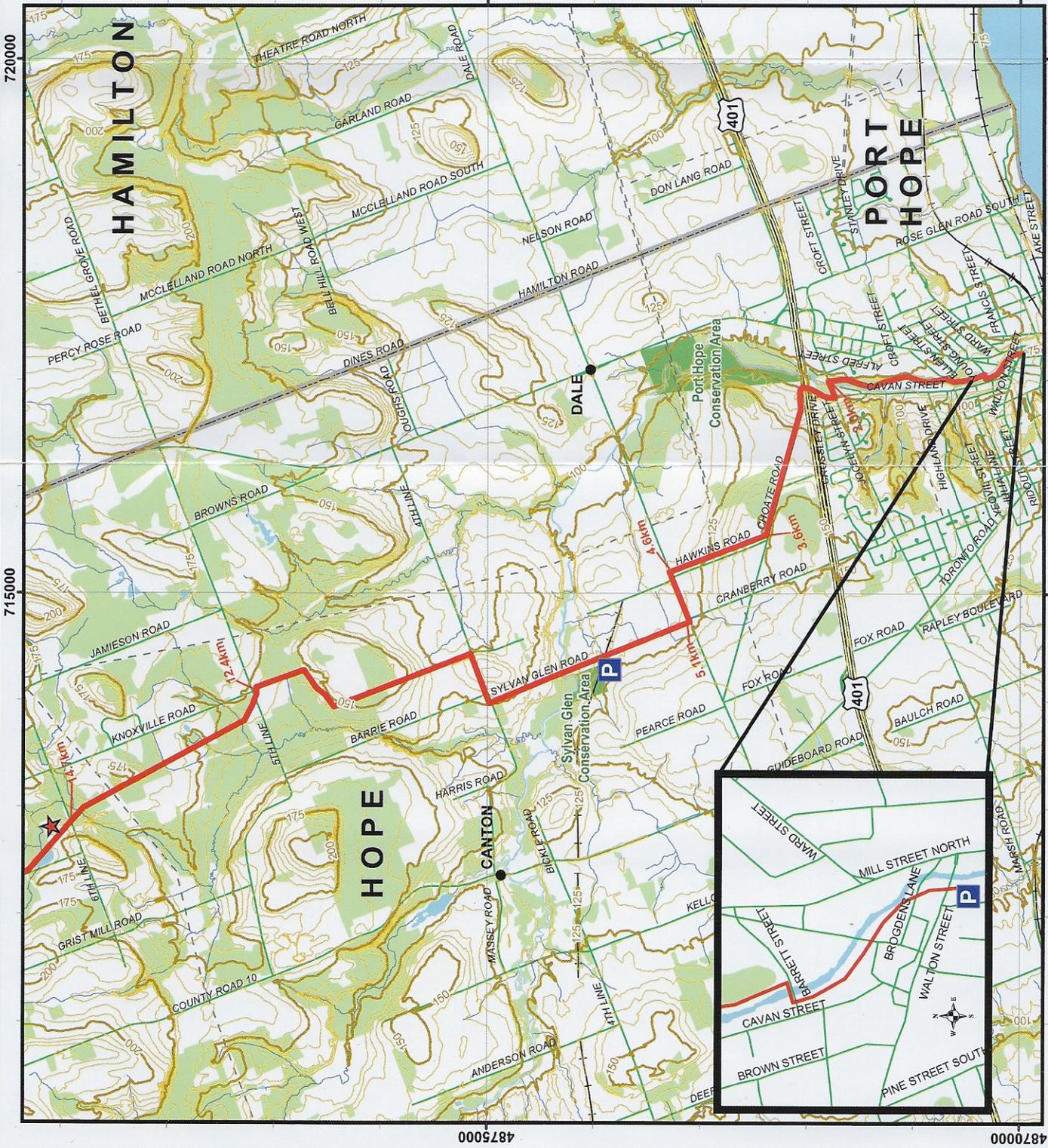
- 63.3 The Pine Ridge section of the trail ends at Crosswind Rd., the first east-west road crossing the railtrail.

# Ganaraska Trail

Pine Ridge Section  
Map 1



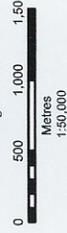
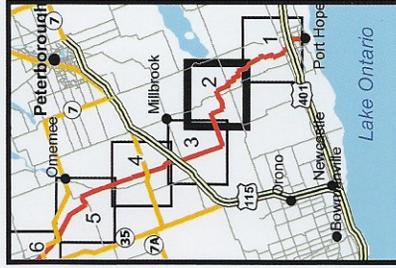
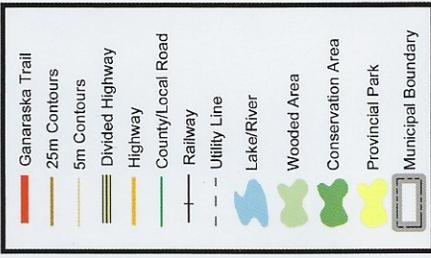
1:50,000  
UTM Projection Zone 17  
North American Datum 1983  
Produced for The Ganaraska Hiking Trail Association  
Produced by Steve Aldred  
Plan-It Geographical  
planit.barre@gmail.com  
Copyright Queen's Printer for Ontario, 2013



# Ganaraska Trail

Pine Ridge Section

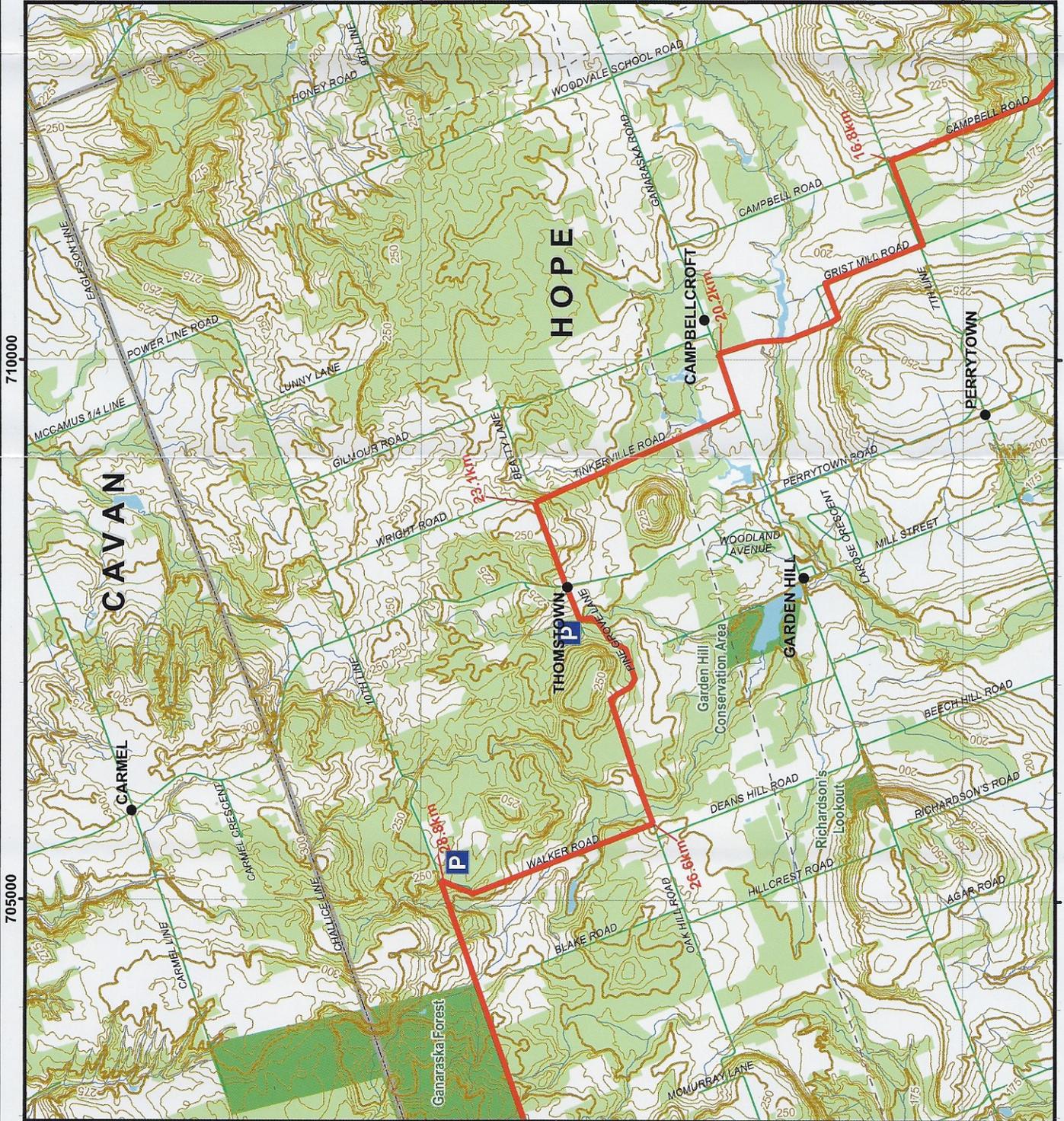
## Map 2



UTM Projection Zone 17  
North American Datum 1983

Produced for The Ganaraska Hiking Trail Association.  
Produced by Steve Aldred  
Plan-It Geographical  
planet.barrie@gmail.com

Copyright Queen's Printer for Ontario, 2013



4885000

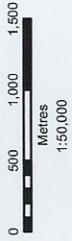
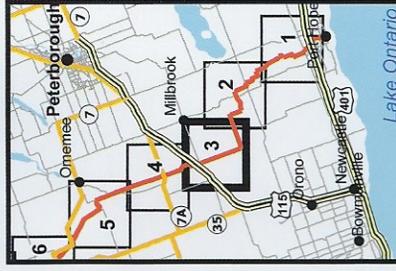
4880000

# Ganaraska Trail

Pine Ridge Section  
Map 3



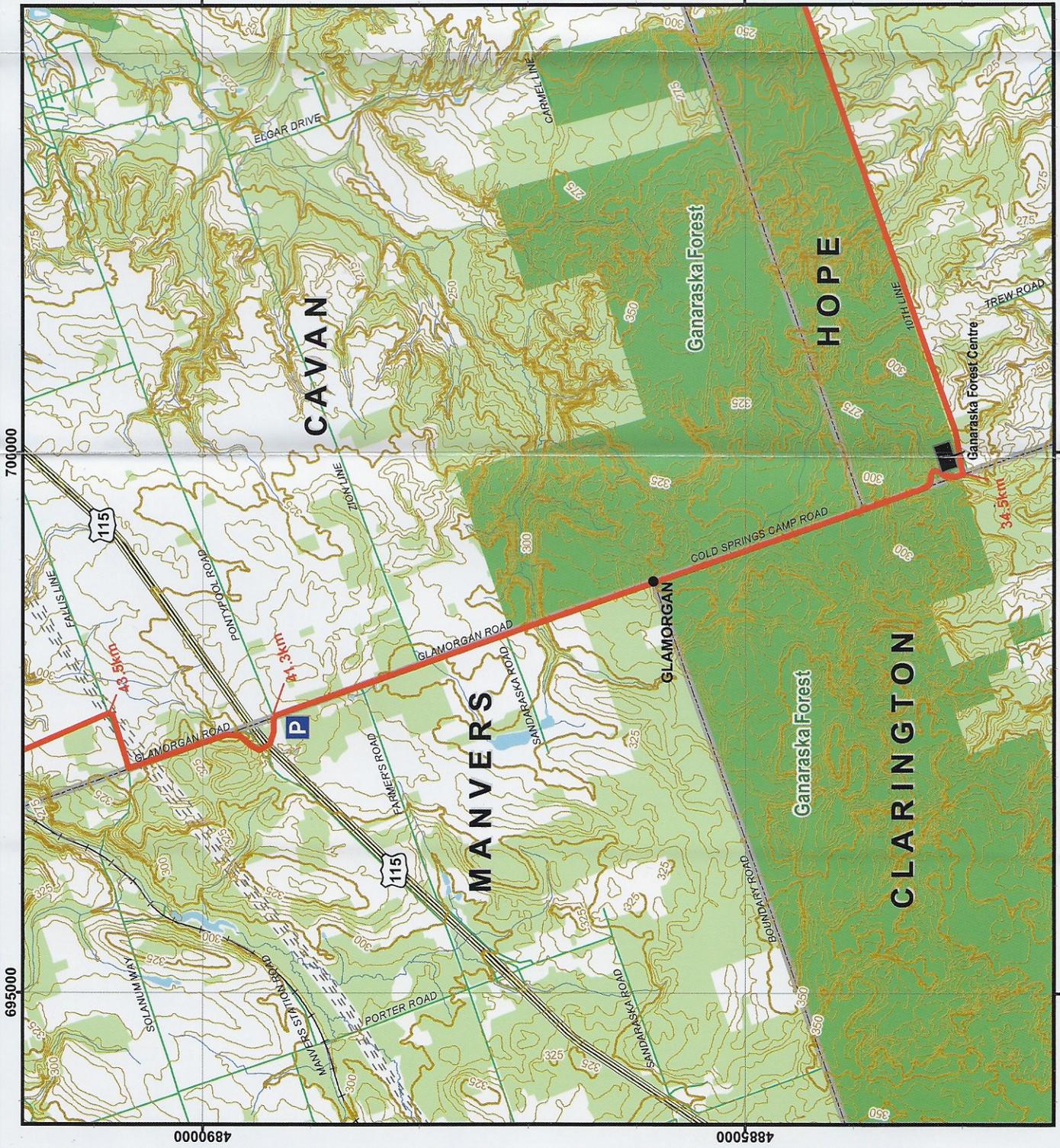
- Ganaraska Trail
- 25m Contours
- 5m Contours
- Divided Highway
- Highway
- County/Local Road
- Utility Line
- Lake/River
- Wooded Area
- Conservation Area
- Provincial Park



UTM Projection Zone 17  
North American Datum 1983

Produced for The Ganaraska Hiking Trail Association.  
Produced by Steve Aldred  
Plan-It! Geographical  
planit.barrie@gmail.com

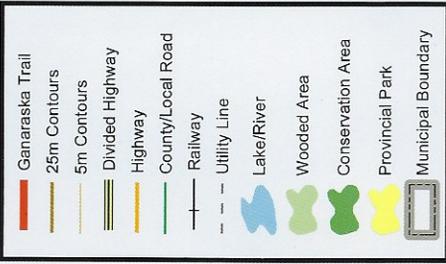
Copyright Queen's Printer for Ontario, 2013



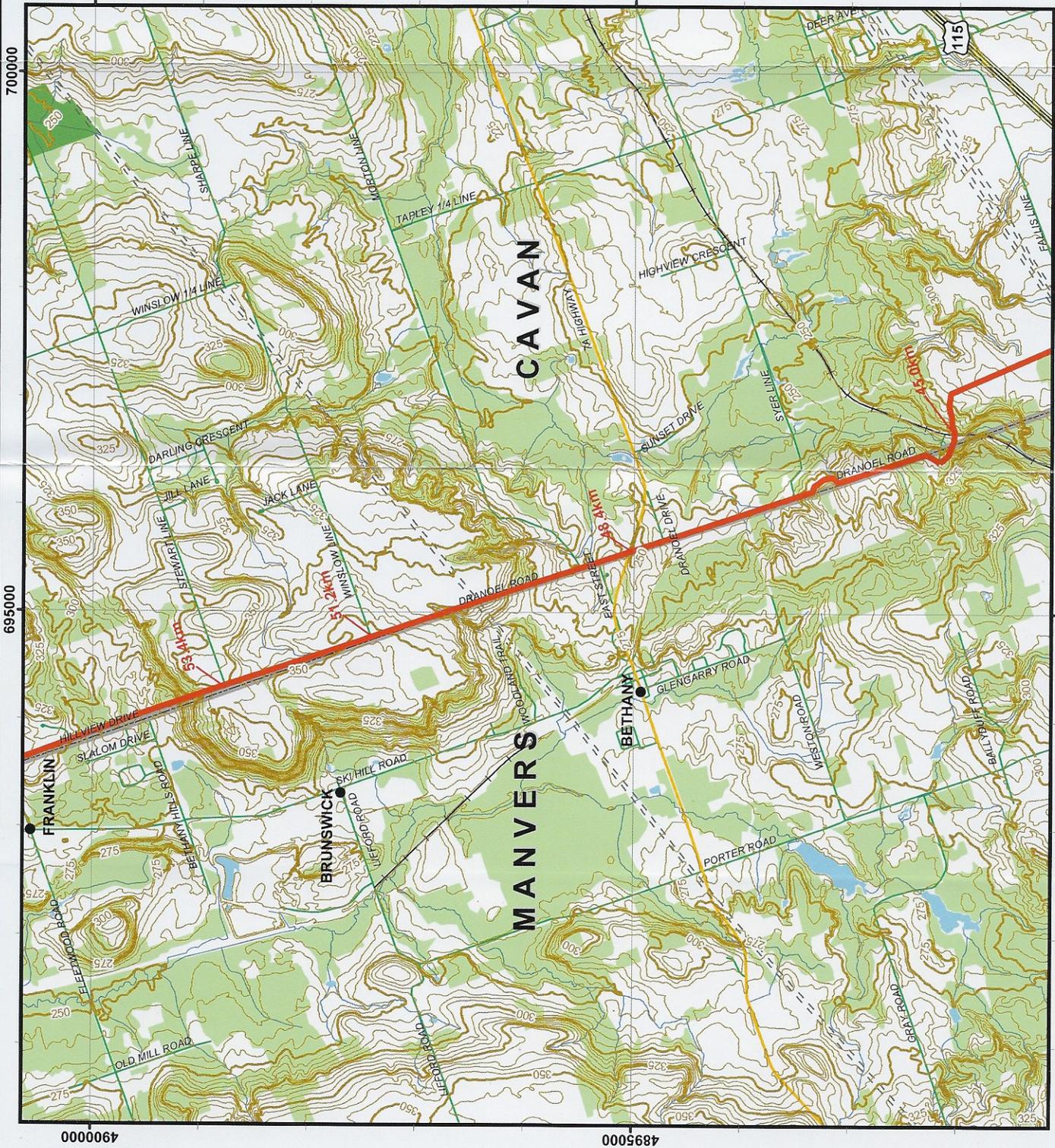
# Ganaraska Trail

Pine Ridge Section

## Map 4



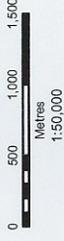
UTM Projection Zone 17  
North American Datum 1983  
Produced for The Ganaraska Hiking Trail Association.  
Produced by Steve Aldred  
Plan-It Geographical  
plant.barrie@gmail.com  
Copyright Queen's Printer for Ontario, 2013



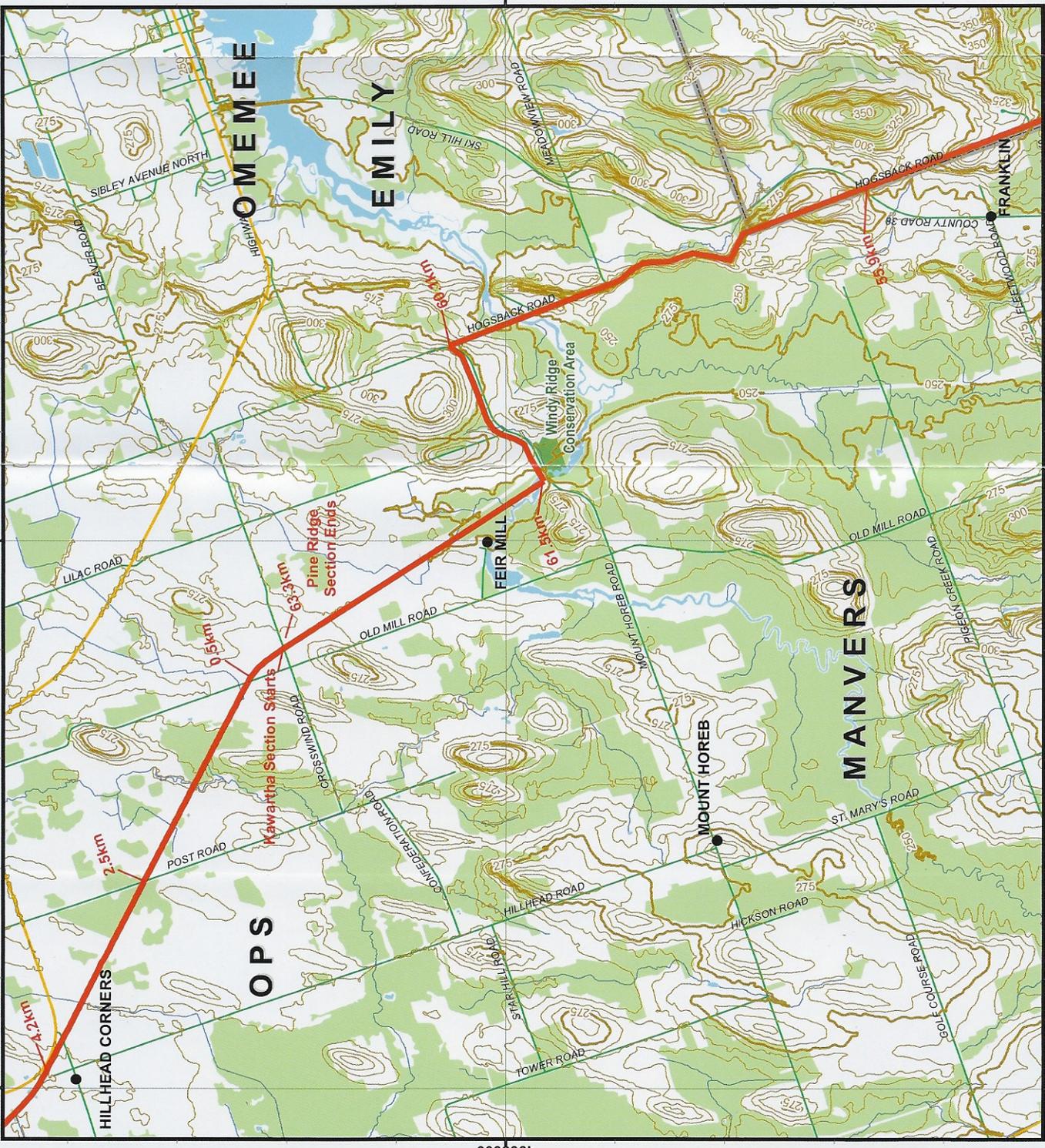
# Ganaraska Trail

Pine Ridge/  
Kawartha Section  
Map 5

|  |                    |
|--|--------------------|
|  | Ganaraska Trail    |
|  | 25m Contours       |
|  | 5m Contours        |
|  | Divided Highway    |
|  | Highway            |
|  | County/Local Road  |
|  | Railway            |
|  | Utility Line       |
|  | Lake/River         |
|  | Wooded Area        |
|  | Conservation Area  |
|  | Provincial Park    |
|  | Municipal Boundary |



UTM Projection Zone 17  
North American Datum 1983  
Produced for The Ganaraska Hiking Trail Association.  
Produced by Steve Aldred  
Plan-it Geographical  
planit.barrie@gmail.com  
Copyright Queen's Printer for Ontario, 2013



4905000