



ELORA CATARACT
TRAILWAY
ASSOCIATION

Fall 2025

Newsletter

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THE ELORA - CATARACT TRAILWAY - ONTARIO

“The Times They Are a-Changin” – Bob Dylan

This summer presented several unexpected challenges that impacted our operations and delayed our newsletter. We approached them as opportunities for growth and resilience.

Key Updates:

- Our website crashed due to outdated software, prompting a rapid transition to a new platform and a complete rebuild. We encourage you to visit our new site, with additional pages forthcoming.
- The discontinuation of our membership database software required us to implement a new system and restore damaged records, which also affected our mailing lists.
- Our charitable status application remains ongoing and continues to demand significant effort.
- The annual trail user survey is complete, involving direct engagement with 514 trail users and 225 online survey participants. Their feedback is invaluable.
- The Board organized two community cycling events, participated in two local events, and is planning several more events next year, beginning with the Snow Poker Challenge fundraiser on January 31, 2026. These experiences are preparing us for a major fundraising cycling event next September 20, 2026 in partnership with Aboyne Rural Hospice, intended to become an annual tradition.

As we approach our Association’s 30th anniversary, we recognize the importance of social and technological changes to remain relevant. The Board is committed to evolving and embracing innovation to better serve our Trailway, its users, and our members.

Our Path Forward:

- Our renewed mission is to champion an accessible, safe, and sustainable trailway that connects communities to each other and to nature.
- We envision the Trailway as a multifunctional, interconnected system serving environmental, social, economic, and cultural purposes.
- Through fundraising and stewardship, we aim to maintain and enhance the Trailway for all ages and abilities.
- We are building partnerships with conservation authorities, municipalities, associations, organizations, and businesses to strengthen support for our mission.
- A grant writer has been contracted to pursue funding for infrastructure improvements.
- Marketing materials are being updated to reflect current trends and improve community outreach.

- The membership program will be re-evaluated to ensure it meets the needs and expectations of our members.

We invite our trailway users to join us in this journey. Indeed, the themes in this newsletter reflect your feedback gathered during our survey.

Your continued support is essential and welcomed.

Happy trails,
Ian



Trail Surveys: Gathering Insights to Improve Outdoor Experiences and Trail Management

Ontario's vast network of trails offers countless opportunities for recreation, transportation, and connection with nature. To ensure these trails continue to meet user needs and remain sustainable, trail surveys are an essential tool for managers, planners, and community organizations. Conducting trail surveys helps gather valuable information on trail conditions, usage patterns, and user satisfaction, enabling informed decision-making and enhanced trail experiences.

For these reasons, the Elora Cataract Trailway Association conducted its trail user survey during September and October and will be sharing the data with the various municipalities and conservation authorities along its route.

Why Conduct Trail Surveys?

Trail surveys provide critical data to maintain and improve trail systems. By collecting feedback directly from trail users, organizations can identify maintenance needs, monitor trail usage, and understand user preferences. This information supports funding applications, justifies infrastructure improvements, and helps prioritize resource allocation. Ultimately, trail surveys foster a collaborative approach to trail stewardship, ensuring that trails remain accessible, safe, and enjoyable for everyone.

Types of Trail Surveys Applied along the Elora Cataract

- **User Intercept Surveys:** Volunteers approach trail users in person to ask questions about their trail experience, frequency of use, and suggestions for improvement. They also monitor the number of users, user demographics, and user activities (e.g., cycling, dog walking, and stroller pushing).
- **Online Surveys:** QR codes or posted links direct users to digital surveys.
- **Automated Counters:** Devices installed along the trailway count users, providing objective data on trail traffic over time. The attached table provides counts recorded at various trailway locations and on the Trestle Bridge Trail.
- **Condition Assessments:** Field teams systematically document trail features, surface conditions, signage, and accessibility.

Key Elements of an Effective Trail Survey as Practiced by the Trailway Association

- **Clear Objectives:** Define what you want to learn—whether it's user demographics, satisfaction, or trail issues.
- **Inclusive Questions:** Include questions about accessibility, safety, and features that matter to a range of users (walkers, cyclists, skiers, etc.).
- **Confidentiality:** Assure respondents that their answers will be kept anonymous and used only for trail improvement.
- **Awareness:** Advertise it through local media, community groups, and social media
- **Incentives:** Consider offering small incentives, such as entry into a draw for a gift card or trail-related merchandise, to encourage participation.

Best Practices for Conducting Trail Surveys Followed by the Trailway Association

- **Timing:** Conduct surveys during peak and off-peak seasons to capture diverse user experiences.
- **Sampling:** Aim for a representative sample by surveying at different times of day and on other days of the week, and along different trail segments.
- **Training:** Provide volunteers with training on survey techniques and respectful engagement with trail users.
- **Data Analysis:** Collect and analyze results promptly to identify trends, challenges, and opportunities for improvement.
- **Communication:** Share findings and planned actions with the community to build trust and demonstrate commitment to trail enhancement.

We will share the collected data with our conservation and municipal partners for their strategic planning and provide survey highlights in one of our upcoming newsletter articles.

Conclusion

Trail surveys are a powerful way to engage the community and ensure that trails continue to meet Ontarians' evolving needs. Whether you're a trail steward, municipal planner, or outdoor enthusiast, participating in or conducting trail surveys is an investment in the future of our shared outdoor spaces. The insights gained help keep our trails safe, accessible, and enjoyable for generations to come.

Our recently completed survey provided us with valuable feedback to guide ongoing operational improvements.

A special thanks to our trail survey team members: Arlette, David, Hal, Ian, Mark, Marty, Mike, Pat, Renée, and Rick who endured 3-hour stints at various trail locations; and to the people we met on the trails and the individuals who completed our online survey.

Congratulations to the Centre Wellington resident who won our survey draw and who wishes to remain anonymous.



Trail Counts

Editor’s Note: Periodically we were asked how many people use the railway.

ELORA CATARACT TRAILWAY ASSOCIATON				
Trail Counter Data 2024 - 2025				
Trail Counter Locations				
	Gerrie Road Elora	Gartshore Street Fergus	Skeen Street Belwood	Trestle Bridge Trail Beatty Line
Totals	83,491	71,400	23,148	32,900
October (2024)		1,244	1,674	
November		2,223	866	
December	1,220	2,237	483	
January (2025)	3,262	2,127	52	
February	2,171	1,879	176	
March	3,108	1,979	522	
April	7,269	5,587	1,282	
May	9,655	7,627	2,442	2,854
June	11,193	8,803	2,976	6,090
July	13,350	11,978	3,105	6,390
August	12,276	9,773	3,696	6,353
September	11,778	9,343	3,545	6,047
October	8,209	6,600	2,329	5,166
November				
December				

Note: A new Gerrie Road counter was installed Dec 21, 2024
The Beatty Line counter was installed May 16, 2025
Data counts represent individuals passing through the counter's beam that may include return journeys.

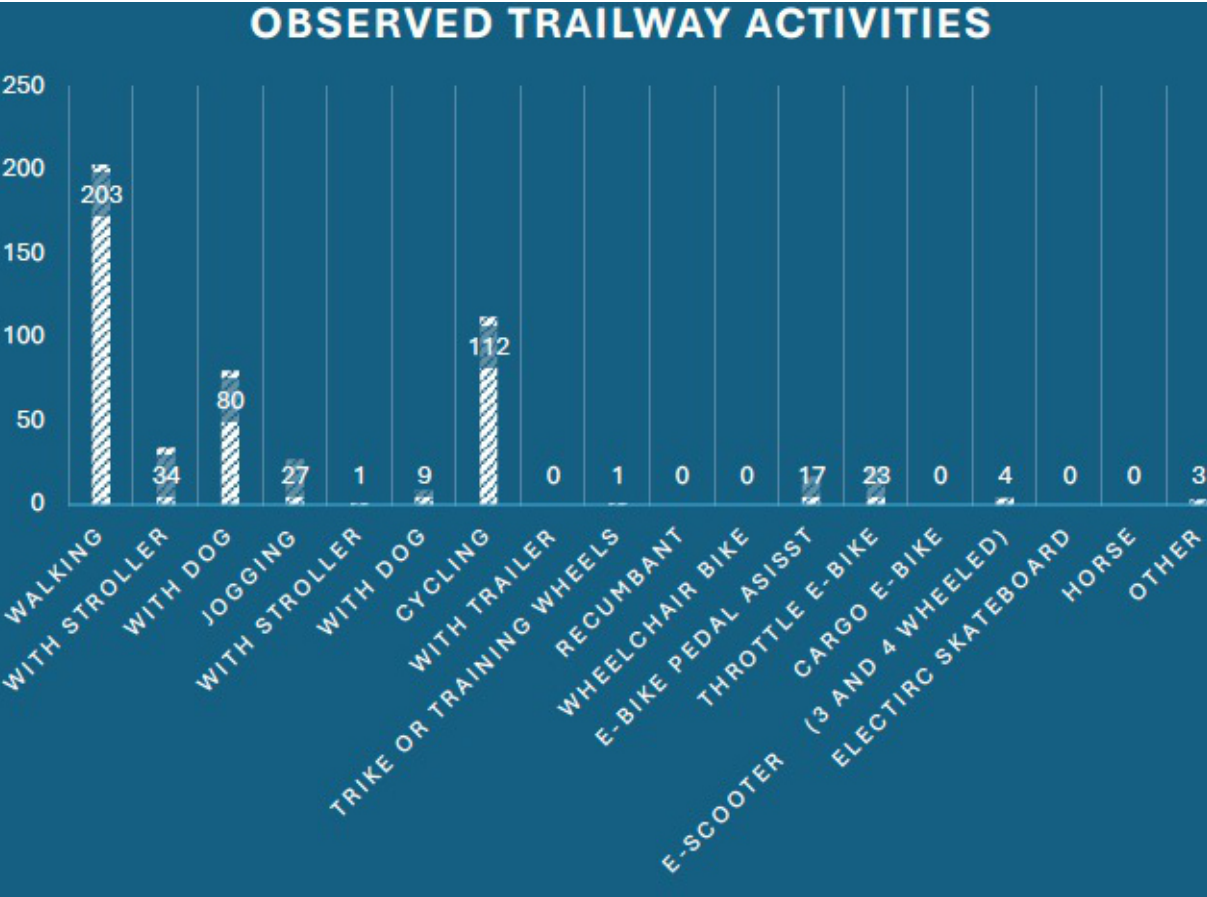
Credit Valley Conservation Data - numbers have been halved				
Month	Erin	Hillsburgh	Shaws Creek	Mississauga Rd
Jan	745	949	305	334
Feb	664	1159	97	274
Mar	835	1288	279	530
Apr	1595	1708	823	1264
May	3317	1895	1041	1431
Jun	4583	2367	1254	1767

CVC halves their data to account for return trips. They have also been experiencing vandalism with a couple of trail counters that is affecting their counts.

Sharing Our Multipurpose Trails:
Promoting Safety and Respect

Editor’s Note: Duirng our October trail user survey, we heard several accounts of questionable trail behaviour. Our article is a reminder of the importance of sharing our multipurpose trail.

Our community’s multipurpose trails provide valuable opportunities for recreation, exercise, and transportation. These trails accommodate a diverse range of users, including walkers, families, dog owners, cyclists, e-bike riders, and equestrians.



Elora Cataract Trailway and Trestle Bridge Trail - September 22 to October 28, 2025

Importance of Trail Sharing

Inclusive trail use fosters active living and community well-being. Ensuring safety and respect on our trails benefits all users, regardless of age, ability, or activity.

Safe Practices for All Trail Users

- **Stay Alert and Courteous:** Remain aware of your surroundings and greet others politely (e.g., an acknowledging wave) to acknowledge their presence. Keep headphones at a reasonable volume so you can hear others approaching.
- **Keep Right, Pass Left:** Stay to the right; pass slower users on the left and announce your presence.

- **Control Speed:** Cyclists and e-bike riders should reduce speed near others; equestrians should walk horses when passing.
- **Leash and Clean Up After Pets:** Keep dogs leashed and clean up waste (e.g., dogs and horses).
- **Yield Appropriately:** Cyclists and runners yield to walkers; all users yield to horses. Yield at road crossings including crosswalks to allow drivers time to see you and respond.
- **Be Visible:** Wear bright or reflective clothing; cyclists should use lights and bells.
- **Supervise Children:** Keep children and strollers close and teach trail etiquette.
- **Follow Trail Rules:** Observe posted speed limits, designated lanes, and signage.

Building a Positive Trail Community

By adhering to these practices and respecting others, we create a welcoming and safe environment for all trail users. Whether you're out for a morning jog, enjoying a family outing, or riding your horse, your actions contribute to a positive trail experience for everyone. If you have suggestions or concerns about trail safety, please contact the Elora Cataract Trailway Association, your local parks department, or conservation authority.

Happy trails!



The Allure of Gravel Rides for Ontario Cyclists

Gravel riding offers a unique blend of adventure, freedom, and community that's hard to match on paved roads. But what exactly makes gravel rides so irresistible for cyclists across the province?

Escape and Exploration

One of the biggest draws is the chance to escape busy city streets and congested highways. Gravel routes wind through quiet country roads, scenic forests, and rolling farmlands, letting riders immerse themselves in Ontario's natural beauty. Whether you're pedalling past wetlands in Simcoe County, climbing the hills of South Georgian Bay, or exploring the rugged Canadian Shield, gravel riding delivers a sense of adventure and exploration that road cycling often can't match. [Destination Ontario](#)

Versatility and Challenge

Gravel bikes are designed for mixed terrain, combining the speed of road cycling with the stability and comfort needed for dirt, gravel, and even light trails. This versatility means every ride can be a new adventure—one bike can handle pavement, gravel, farm roads, and forest trails all in a single outing. Riders love the challenge of unpredictable surfaces, hidden obstacles, and changing weather, which push them out of their comfort zones and make every ride rewarding. [twowheelstales.com](#)

Community and Culture

Gravel riding isn't just about the bike—it's about the people. Ontario's gravel scene is welcoming and inclusive, with group rides, races, and events popping up across the province. Classics like the Paris to Ancaster Race (P2A) and the Creemore Springs Turas Mór bring together cyclists of all levels for friendly competition and camaraderie. The culture is more relaxed than traditional road racing, focusing on the journey and shared experiences rather than just speed. [Northern Ontario Travel](#)

Adventure Close to Home

Ontario boasts over 130,000 km of cycling-friendly gravel roads, meaning epic rides are never far away. From the Simcoe County Loop Trail to the Central Ontario Loop Trail, there's a route for every skill level and interest. Many rides feature stops at local bakeries, historical towns, and scenic lookouts, making gravel cycling as much about discovery as it is about fitness. [Ontario By Bike](#) The Elora Cataract Trailway is uniquely situated to access many gravel roads and routes within Wellington, Dufferin, Halton and Peel Regions, a quick drive from the larger urban centres along Lake Ontario.

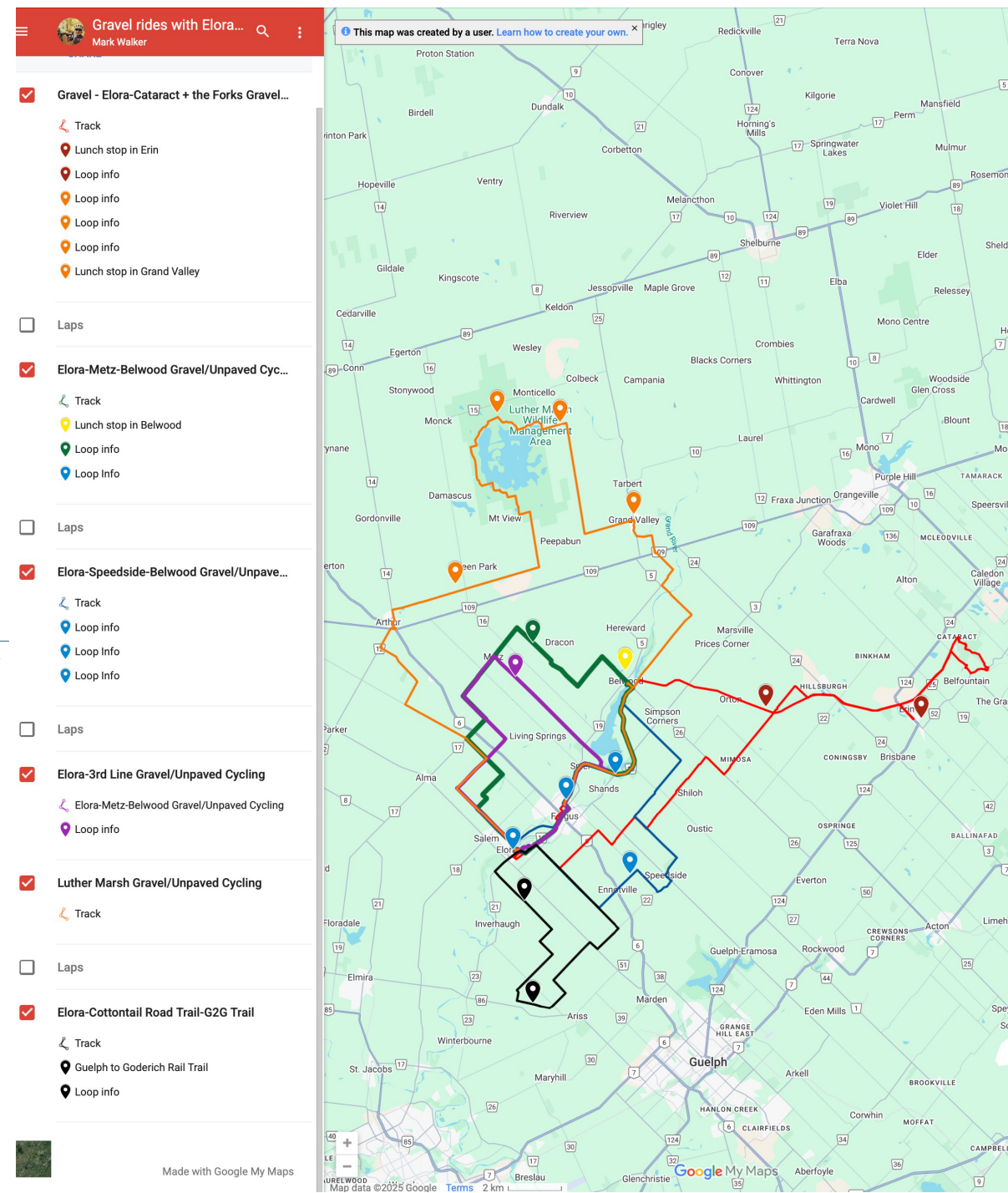


Photo by [Ben Guernsey](#) on [Unsplash](#)

Ready to Ride?

Whether you're a seasoned cyclist or just starting, gravel riding in Ontario offers something for everyone: adventure, challenge, community, and the chance to see the province from a whole new perspective. So grab your bike, hit the road, and discover why gravel rides are the hottest trend in Ontario cycling.

Here are five routes incorporating the Elora Cataract Trailway provided by local gravel cycling enthusiast Mark Walker. [Mark's Rides](#)



The Credit Valley Railroad: Cataract to Elora

The Credit Valley Railroad (CVR) played a pivotal role in the development of Ontario's rail network in the late 19th century. Among its notable branches was the line running from Cataract to Elora, a corridor that shaped the region's economic and social landscape.

Origins of the Credit Valley Railroad

The Credit Valley Railroad was chartered in 1871 to compete with the dominant Grand Trunk Railway and to connect Toronto with the agricultural communities in the Credit River Valley and beyond. The CVR's ambitions included reaching key towns in southwestern Ontario, fostering growth, and providing vital transport links for farmers, manufacturers, and settlers.

Planning the Cataract to Elora Line

As rail fever swept across Ontario in the 1870s, towns and villages vied to secure their economic futures by lobbying for rail connections. The hamlet of Cataract, located along the Credit River, became a strategic junction for the CVR. The line to Elora was envisioned to tap into the agricultural bounty of Wellington County and to serve the thriving milling industries in Elora and Fergus, picturesque towns perched on the Grand River.

Construction and Early Operations

Construction of the Cataract to Elora spur began in the late 1870s. Engineering crews faced the challenge of rugged terrain, requiring bridges, culverts, and grading through rolling hills and river valleys. The line officially opened for service in the early 1880s, connecting the communities of Cataract, Orton, Belwood, Fergus, and finally Elora.

The arrival of the railroad transformed these towns. Farmers could ship grain, livestock, and produce to markets previously unreachable, while local industries gained access to raw materials and new customers. Passenger service also flourished, enabling travel between Toronto and Elora with ease and fostering tourism in the scenic Grand River valley.



CPR Engine 963 Eastbound M748 taking water at Orton, 8 May 1954. Ph59082 Photo courtesy of Wellington County Museum and Archives. Photographer: Robert J. Sandusky

The Railway In Its Prime

During its heyday, the Cataract-Elora line contributed significantly to the prosperity of Wellington County. The CVR was eventually absorbed by the Canadian Pacific Railway (CPR) in the 1880s, which continued to operate the line for several decades. Trains ran daily, carrying both freight and passengers, and Elora became a popular destination for city dwellers seeking a rural escape. The Beatty Brothers public swimming pool in Fergus was a popular destination for Hillsburgh residents.

Decline and Abandonment

By the mid-20th century, the rise of automobiles and improved road systems began to erode the railroad's dominance. Freight volumes declined, and passenger service was gradually reduced. The CPR found it increasingly difficult to justify maintaining the line, which was ultimately abandoned by the late 1980s.

Legacy

Despite its disappearance, the Cataract to Elora line left an indelible mark on the region's history. It facilitated growth, shaped settlement patterns, and connected communities during a formative period in Ontario's development.

Conclusion

The railroad's right-of-way's subsequent conversion to our current Elora Cataract Trailway is quite a story in itself.

Much of the story is attractively illustrated in text, maps, and photographs on our recently refurbished kiosks within the western reaches of the trailway. They are located at the trailheads of Gerrie Road and Beatty Line, at the Shand Dam, and in the village of Orton.

Please note most of the kiosk panels are double-sided with unique vintage photos and captions that bring history to life. During the warmer months, hard copy maps are available in the attached map holders.



Colour digital photograph of two men turning a train engine on a turntable. CP 526 turning M747 at Elora 28 June 1955. Ph59084 photo courtesy of Wellington County Museum and Archives. Photographer: Robert J. Sandusky

Revitalizing Rail Trails: Overcoming the Challenges of Replacing Aging Railway Infrastructure

Across Canada, railways and rail trails have become cherished corridors for recreation, active transportation, and community connection. Many of these trails trace the paths of former railway lines, repurposed after the tracks fell silent. However, as these routes age, communities face mounting challenges when attempting to replace and renew the underlying railway infrastructure.

Understanding Rail Trail Infrastructure

Rail trail infrastructure encompasses more than just the visible path. Beneath the surface, the legacy of railway construction includes ballast, drainage systems, bridges, and culverts—many dating back decades or even a century. While these features offer a solid foundation for trails, age and exposure to the elements inevitably take their toll, leading to deterioration and safety concerns.

Key Challenges in Replacement and Renewal

Structural Integrity and Safety

Old railway bridges and tunnels often require extensive inspection and engineering studies before replacement. Over time, wood and metal structures can rot, rust, or weaken, creating hazards for trail users. Ensuring modern safety standards are met demands significant investment and specialized expertise.

Environmental Considerations

Rail trails frequently traverse sensitive ecosystems such as wetlands, forests, and rivers. Replacing infrastructure may disturb habitats or affect wildlife corridors. Environmental assessments and mitigation strategies are essential, but they add complexity, time, and cost to projects.

Heritage Preservation

Many railways have historical significance, with original structures considered heritage assets. Communities must balance the desire to preserve history with the need for functional, safe infrastructure. This challenge often involves consultation with heritage organizations and the development of creative design solutions that retain the character of the original railway features.

Funding and Resource Constraints

Upgrading aging infrastructure is expensive. Trail organizations and municipalities frequently rely on a mix of government grants, fundraising, and volunteer labour. Securing funding can be a lengthy process, and budget limitations may result in phased or delayed projects.

Logistical and Access Issues

Rail trails can stretch for dozens or even hundreds of kilometres, often through remote or difficult-to-access areas. Transporting materials and equipment, especially for bridge replacements or major repairs, presents logistical challenges that require careful planning and coordination with local stakeholders.

Opportunities and Community Impact

Despite these challenges, replacing aging railway infrastructure on rail trails is also an opportunity for communities to enhance accessibility, safety, and environmental stewardship. New structures can improve trail surfaces, create barrier-free access for all users—including cyclists, hikers, and those using mobility devices—and contribute to local tourism and economic development. Moreover, collaboration between municipalities, Indigenous communities, and advocacy groups fosters a shared sense of ownership and pride in revitalized trail networks.

Looking Forward: Building Sustainable Rail Trails

As Canada’s rail trails continue to grow in popularity, the need for sustainable infrastructure solutions remains urgent. Innovations such as recycled materials, green engineering practices, and community-driven stewardship can help ensure these trails remain safe, accessible, and enjoyable for generations to come. By facing the challenges head-on, communities can transform aging relics into vibrant arteries for recreation, connection, and conservation.

The Elora Cataract Trailway: Upcoming Renewal Projects

Although the conversion of the railway’s former right-of-way was fully completed by 2003, much of its infrastructure was built between the late 1870s and the early 1910s. Recently, within the eastern third of our trailway, the Credit Valley Conservation identified the need to replace a concrete twin box culvert, two metal culverts with a shared beaver barrier, and a bridge. The preliminary estimate exceeds \$600,000. Further cost analysis and assessments are planned to arrive at preferred cost-effective designs for each of them.

Next year, CVC will lead a fundraising campaign to support the projects. Our Trailway Association will assist them in securing funds.

For more information on how you can help finance the replacement, please get in touch with the Credit Valley Conservation Foundation - [CVCF](#)

Editor’s Note: The Elora Cataract Trailway Association Board recently approved its strategic plan for 2025 - 2027. It’s goals are:

- ***Raising \$6,000 for additional trail widening in 2026***
- ***Raising \$600,000 to replace a bridge, twin concrete box culvert and two metal culverts in the vicinity of the Hillsburgh Trailhead***
- ***Raising \$3,000 to update our four kiosk maps***
- ***Raising \$9,000 to create a Google Street View video for the entire 47 km trailway route***

To achieve our goals:

- ***Retaining the services of a grant writer and subscribing to the Grant Advance platform, which provides access to more than 10,000 Canadian charitable foundations.***
- ***Identifying and pursuing government grants and obtaining charitable status***
- ***Organizing a series of fundraising events***

- ***Expanding community outreach and approaching developers and businesses who benefit from the trailway’s presence for donations.***
- ***Working collaboratively with CVC/CVC Foundation to ensure lasting community impact.***

Upcoming Trailway Renewal Projects



CulvertB_CSP - Two metal culverts near the Hillsburgh Trailhead



CulvertA_Concrete Box - Two culverts near the Hillsburgh Trailhead



Concrete Slab Bridge - Between Tenth Line and Winston Churchill Boulevard

Photos courtesy of Credit Valley Conservation.

CVC “Pits to Parks Restoration Project”

Editor’s Note: The Elora Cataract Trailway runs beside and close to current and former aggregate extraction sites. What happens to these sites when they are closed? The ECT runs adjacent to the southern portion of Pinchin Pit and trail connections are proposed. ECTA is also exploring opportunities to connect the Elora Cataract Trailway to the nearby Credit Valley Trail at Charles Sauriol Conservation Area.

Aggregate extraction sites, such as gravel and stone quarries, are essential for construction but often raise environmental concerns, including loss of farmland, increased truck traffic, and noise. To mitigate these impacts, new approaches like recycling asphalt and concrete are being adopted.

After extraction, the future use of these sites is rarely discussed. Currently, CVC is planning landscape-scale restoration at Pinchn Pit, a former aggregate site in Caledon through its “Pits to Parks Restoration Project.” (<https://cvc.ca/project/pits-to-parks-restoration-project/>) The goal is to restore the natural topography of this property using excess from local infrastructure projects. This will facilitate the creation of forest, grassland and wetland habitats and provide opportunities for passive recreation.

Public, Indigenous, and partner input will guide both the restoration and future recreational uses of this site. Community engagement is ongoing, and engagement opportunities will be shared on CVC’s website.

Site Details

- Pinchin Pit (61 hectares): Operated for 15 years before transfer to public ownership, with a mandate for restoration and recreation.

Project Benefits

- Reuse of clean excess soil from local infrastructure projects reduces transportation distances and greenhouse gas emissions.
- Restoration will support reforestation, native grassland creation, wetland enhancement, and biodiversity, contributing to the watershed’s natural heritage system and carbon sequestration.
- Upon completion, Pinchin Pit will offer new publicly accessible greenspace and nature-based recreation opportunities.

Timeline and Economic Model

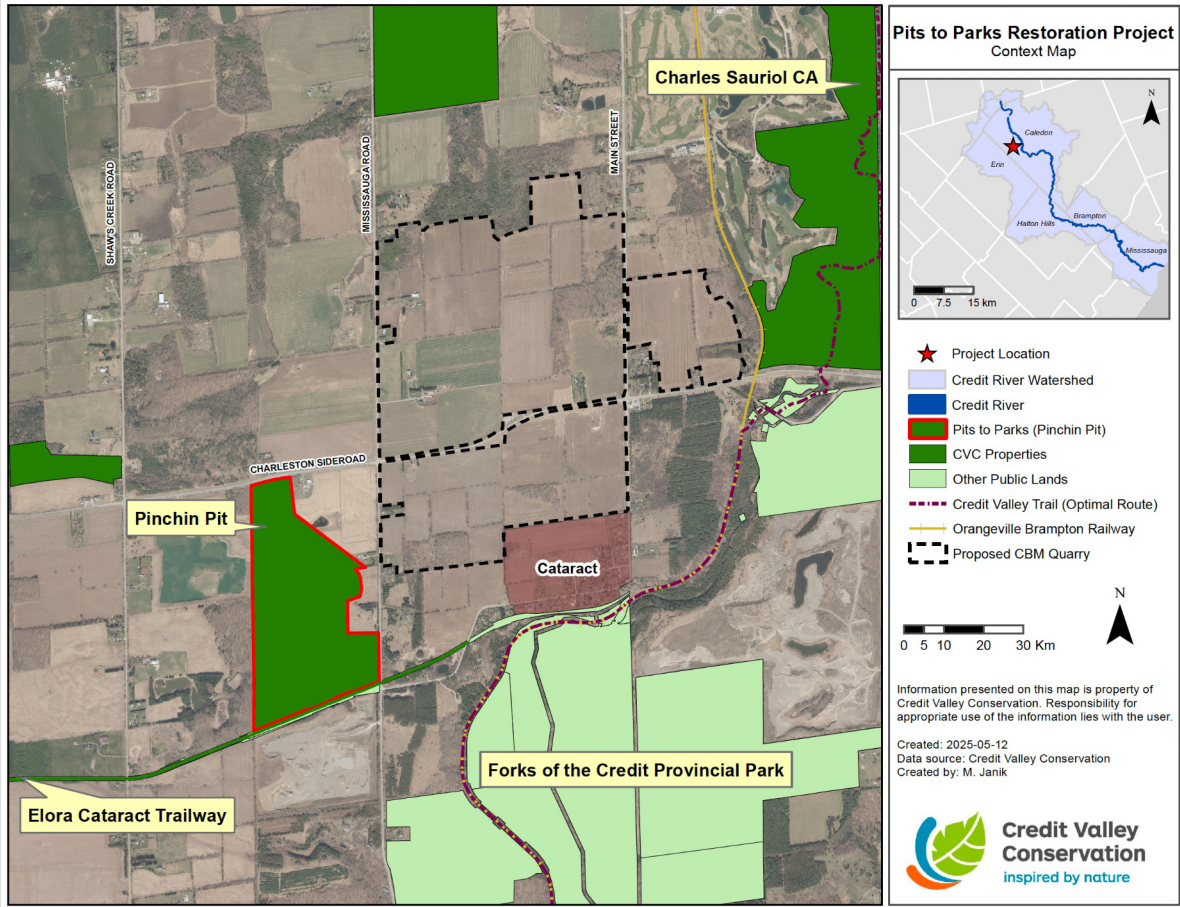
- The feasibility study and integrated soils management plan are expected to be completed by 2025.
- Operations are anticipated to begin in 2026, with soil importation and progressive restoration taking approximately 10 years.
- Visitor amenities will be developed following restoration, with public feedback shaping their design.
- The project operates on a cost-recovery model, with tipping fees funding restoration and amenity construction.

Other Notable Pits and Quarries

According to the Ontario Stone, Sand & Gravel Association (OSSGA) there are numerous rehabilitated sites in Ontario, including more than 70 within the city of Toronto. (<https://www.gravelfacts.ca/rehabilitation/>).

Some sites of note are: the Royal Botanical Gardens, Burlington; Smythe Park, Toronto; Erindale College, Mississauga; Professor’s Lake, Brampton; University of Guelph Arboretum, Guelph; The Brampton Esker Park System, Brampton; and the Grand River Conservation

Authority’s Belwood Lake Conservation Area’s quarry, and the Elora Quarry Conservation Area.



Pinchin Pit location - map courtesy of the CVC



Elora Quarry Conservation Area - photo courtesy of the GRCA

The Caledon “Swan Lake” Controversy

A proposal to fill a pond on the 90-acre former Warren Pavings & Materials Group Ltd. gravel pit in Caledon has sparked significant debate. The site, known as “Swan Lake” due to its trumpeter swans, was rehabilitated in 2023 and now supports diverse wildlife. The current developer owner seeks to import construction fill and excess soil from construction sites to fill the lake, prompting concerns from local residents and advocacy groups.

Key Issues:

- **Environmental Impact:** Opponents, including Democracy Caledon and nearby property owners, argue that infilling could harm groundwater and local ecosystems. An online petition has gathered over 3,500 signatures.
- **Council Response:** The proposal divided the Town of Caledon council, with concerns raised about increased truck traffic, environmental risks and lack of public consultation. A motion presented by the mayor to permit imported fill was conditionally approved, pending further studies.
- **Regulatory Context:** The current bylaw regulates fill placement and land alteration but does not apply to this property due to its zoning. A new Site Alteration Bylaw is under consideration, which could ease restrictions on infilling decommissioned pits.
- **Conservation Efforts:** Credit Valley Conservation is preparing an offer to purchase the former gravel pit, to expand its nearby Pinchin Pit Conservation Area. Their efforts are encouraged by the Region of Peel and the Town of Caledon. CVC's actions aligns with its 2025-30 strategic plan to acquire more green space around the Credit River.

Next Steps:

- The fill project is not approved as it would only proceed after the developer fulfills safety conditions and completes required studies.
- The final decision rests with council, the project remains under review and residents are continuing to demand transparency and protection for the site.

Please consider donating to the Credit Valley Conservation Foundation to assist them with their acquisition that is quite close to the Trailway.



The summary and photo are from IN THE HILLS, Explainer: Why is Controversy Swirling Around Caledon’s “Swan Lake” by Emily Dickson, October 10, 2025.

Reporting Trailway Issues



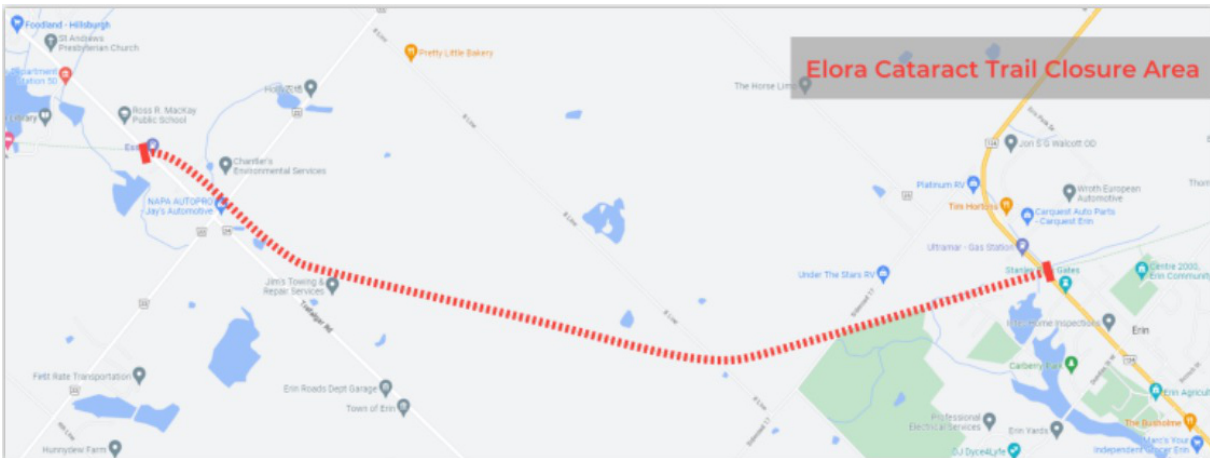
The Credit Valley Conservation (CVC) and the Grand River Conservation Authority (GRCA) are dedicated to keeping the Elora Cataract Trailway safe and secure for all users.

You may help in this process as trail users by reporting any safety concerns you encounter, such as a fallen tree, a stretch of washed out trail, etc.

Gather the following information and send it to info@trailway.org. Your observation will be registered and forwarded to the appropriate conservation authority.

1. What? Describe the issue.
2. Location? (for example, between KM marker x and y, between gates x and y (every GRCA gate is numbered) or approximate distance and direction from nearest road. See accompanying GRCA and CVC maps.
3. Take photo and send it along. It may include the coordinates.

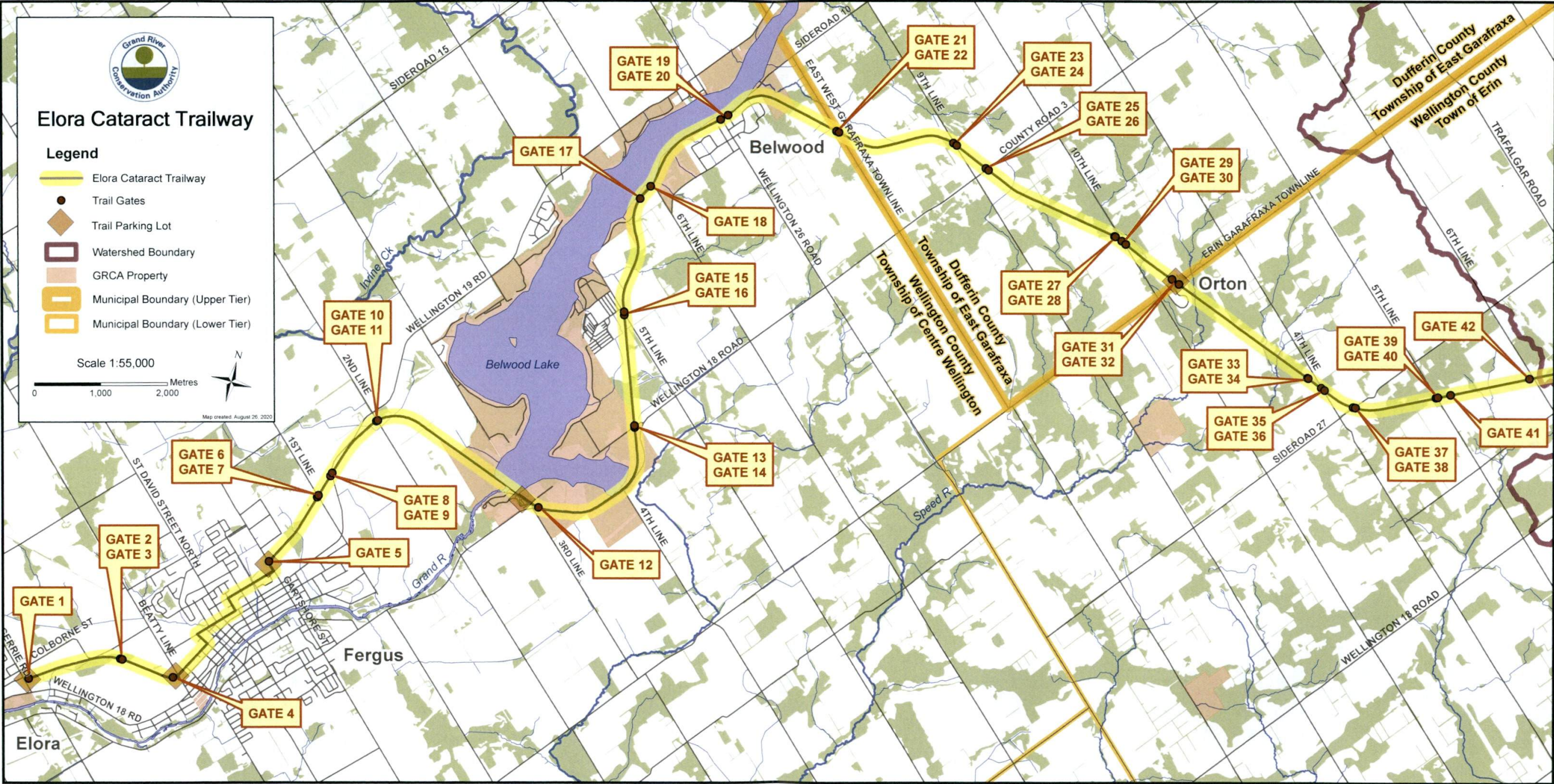
Reminder: The CVC-owned section of the Elora Cataract Trailway between Trafalgar Road in Hillsburgh and Main Street in Erin is closed until June 2026 due to the Erin Wastewater System project. More information and up-dates at <https://cvc.ca/park-advisories/> and <https://erinwastewater.ca>



Courtesy of WSP Elora Cataract Trail Gravity Sewer <https://erinwastewater.ca/elora-cataract-gravity-sewer/>

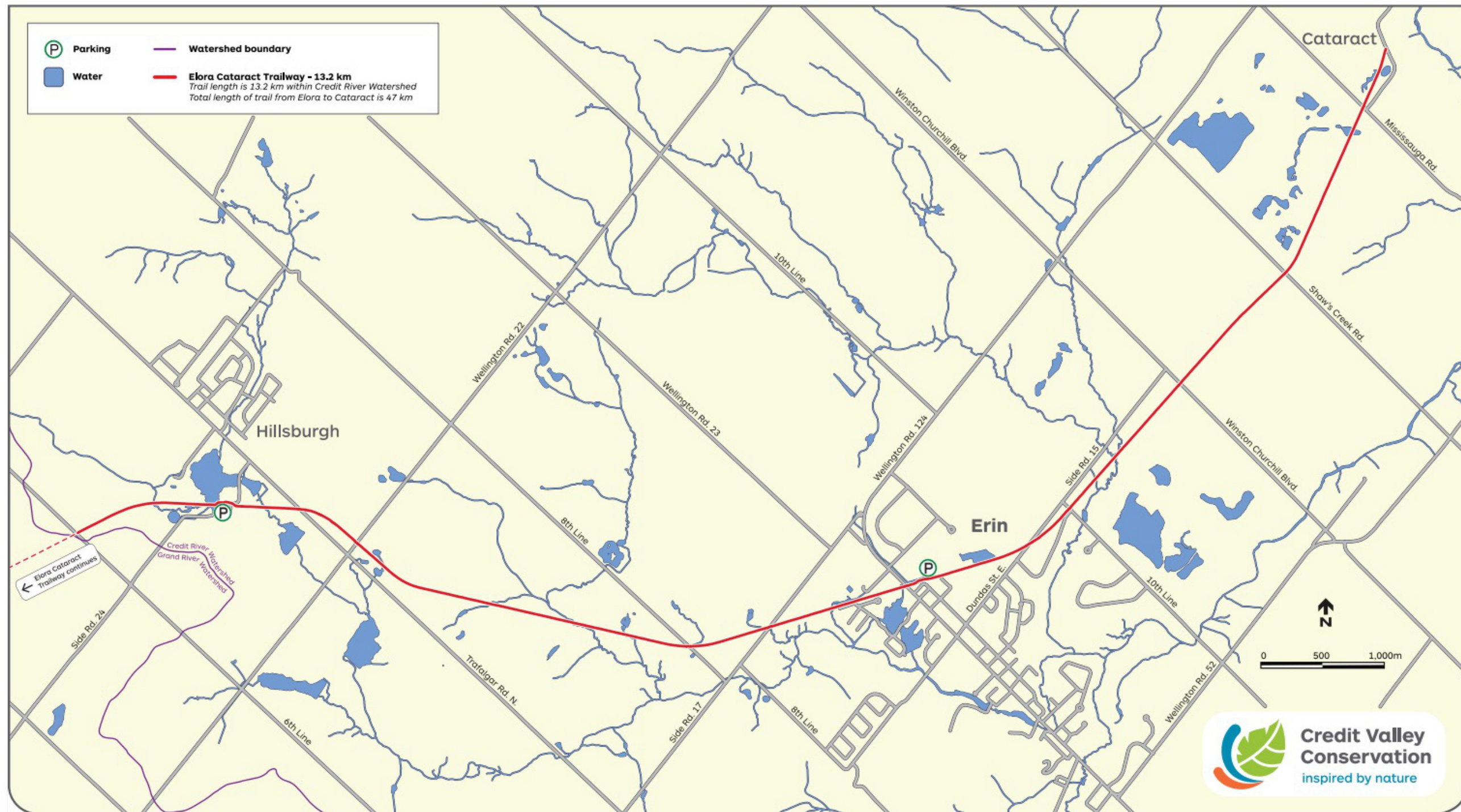
GRCA service disruptions are listed at: <https://www.grandriver.ca/who-we-are/service-disruptions/>

Locations of GRCA Gates



Map courtesy of the Grand River Conservation Authority.

Elora Cataract Trailway



Map courtesy of Credit Valley Conservation

Note: Credit Valley Conservation (CVC) gates are not numbered. CVC uses the nearest road for reference purposes.



ELORA CATARACT TRAILWAY ASSOCIATION

CONSIDER A MEMBERSHIP TO SUPPORT THE TRAILWAY



www.trailway.org

Make this Christmas unforgettable – join our trail membership and explore our magical path.

Memberships - \$25 per year or \$100 for five years



Stay Connected: Receive our digital newsletter and timely updates, keeping you informed about the latest news, events, and opportunities.

Exclusive Invitations: Get invited to special ECTA community events and participate in committees that address important trailway issues.

Support That Matters: Your membership covers essential administration costs—like our website, communications, insurance, and outreach—so we can focus on what matters most: the trailway.

Join today and make a lasting impact on the trailway community!

Today, you can apply for membership either by completing the form below or through our online membership form <https://trailway.org/membership-application.html>. Our website <https://trailway.org/> also offers several opportunities to register online.

		Elora Cataract Trailway Association Membership Application Form	
☐ Renewal		☐ New Membership	
Name: _____		No. in your household _____	
Address: _____		Telephone: _____	
Pr: _____ Postal Code: _____		City: _____	
☐ \$25—1 Year		☐ \$100—5 Years	
Please make a cheque payable to "Elora Cataract Trailway Association" and mail to: P.O. Box 2931, Elora, ON, N0B 1S0 or send an e-transfer to payment@trailway.org .			

If Paying By Cheque

Our bank is refusing cheques that do not include the Association's complete name. Please ensure you make the cheque out to: Elora Cataract Trailway Association.

When Does My Membership Expire?

If you look at our official email communication (for example, a newsletter notification), you will see **Membership Expiry**, and below it is a date. For example, Membership Expiry: 12/31/2023 signifies that your membership will expire on that date.

Please Renew Your Membership

Renewing your membership indicates your support for the Association's ongoing advocacy and work to maintain the trailway and to provide much needed revenue for projects such as widening the trailway and replacing worn signage. Please consider renewing your membership for \$25 a year or \$100 for five years. We've made it easier through e-transfer to payment@trailway.org.

ECTA Memberships

Why Join ECTA? Unlock Exclusive Member Benefits!

Drive Positive Change: Your membership fuels vital trail maintenance, infrastructure upgrades, and new trail connections—ensuring a resilient, sustainable trailway network for generations to come.

Be a Voice for Trails: As a member, you have a say in key decisions impacting our trailway. Vote at our annual AGM and help shape the future of our community.



We hope you enjoy reading our newsletter as much as we enjoyed creating it. We have stopped producing printed versions in favour of providing more images and material. Our newsletter will be available on our website, where you may discover both current and prior versions. If you sign up for our newsletter, we will send you a link and a notification when our latest newsletter is posted.

If you are interested in receiving our e-newsletter, please register at info@trailway.org or through <https://trailway.org/newsletter-signup.html>.

Donations

The Elora Cataract Trailway Association serves as the eyes and ears of our two conservation authority partners, Credit Valley Conservation and Grand River Conservation Authority. We track trail activity and usage, perform trail user surveys, and lobby for operational, maintenance, and capital upgrades from our two partners. We also interact with the municipalities through which the trailway traverses. An example is current discussions with Centre Wellington Township to establish a new route through Fergus, connecting the east and west sections of the Trailway.



Photo by Adriano Gadini, Pixabay

We fundraise for trailway capital improvements (e.g., trail re-widening and full restoration), projects (e.g., signs, new kiosk map boards, and heritage photos), and safety incentives (e.g., bike bell giveaways to encourage cyclists to notify their passing on the trailway).

Given our non-charity status as a non-profit, we direct all donations to the Credit Valley Conservation Foundation (CVCVF) or the Grand River Conservation Foundation (GRCF), depending on the fundraising endeavour. All donations designated for the Elora Cataract Trailway (ECT) benefit the trailway's improvements and major initiatives. Both foundations will issue tax receipts.

To give, please make a cheque payable to one of the foundations above and mail it to Elora Cataract Trailway Association, P.O. Box 2931, Elora, ON N0B 1S0.

You can also donate online by going to <https://cvcfoundation.ca/donate> or <https://www.grandriver.ca/who-we-are/grcf/make-a-donation/>

If you choose CVCVF, please pick Area of Greatest Need and write Support for the Elora Cataract Trailway in the Special Notes box. If you decide on GRCF, please select Other from the dropdown box under Fund (please specify in the comments section) and write Support for the Elora Cataract Trailway in the Write a private message to us box.

Please consider donating today to support this priceless treasure.



www.trailway.org