

ONTARIO AND
QUEBEC RAILWAY
DIARY

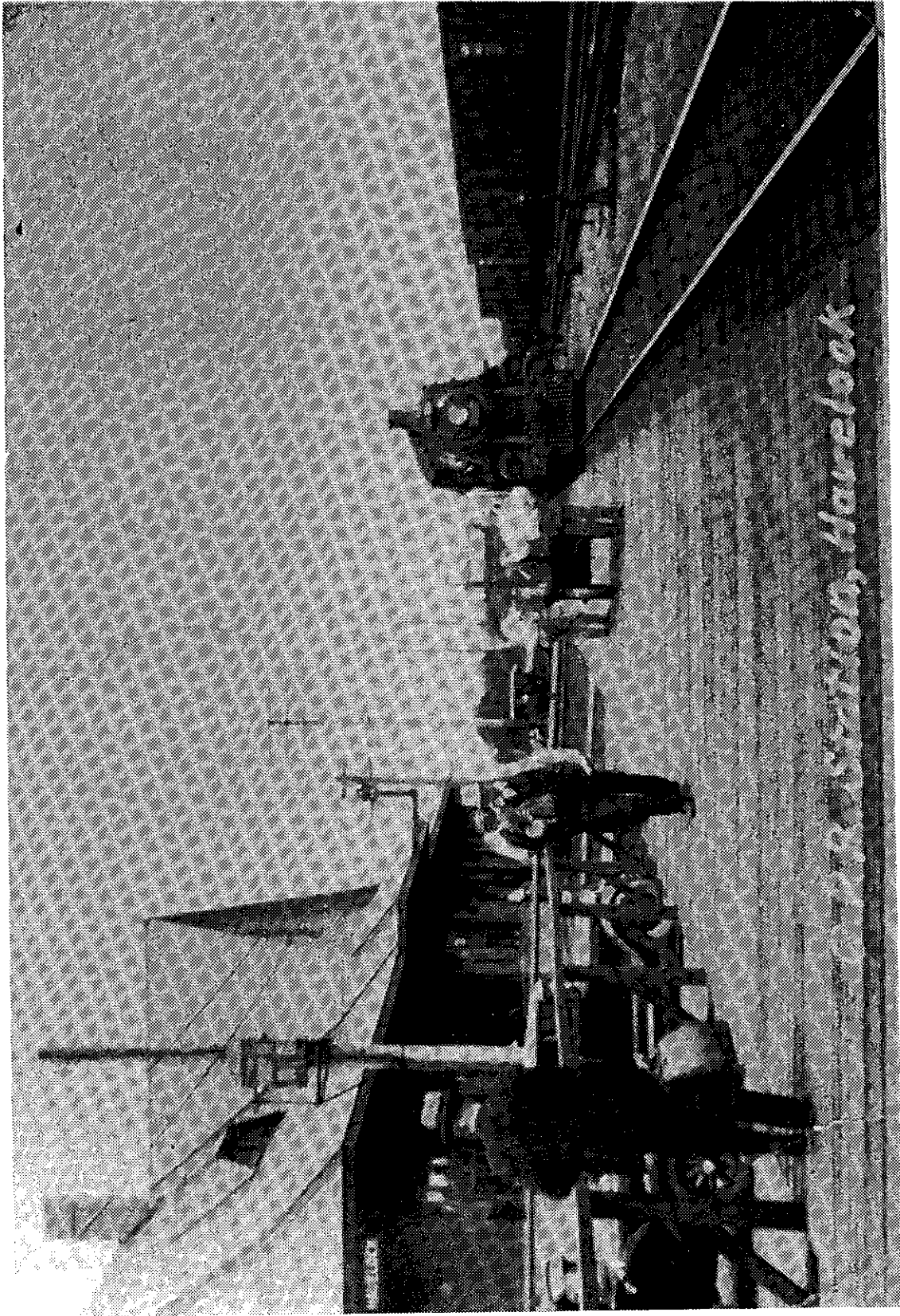
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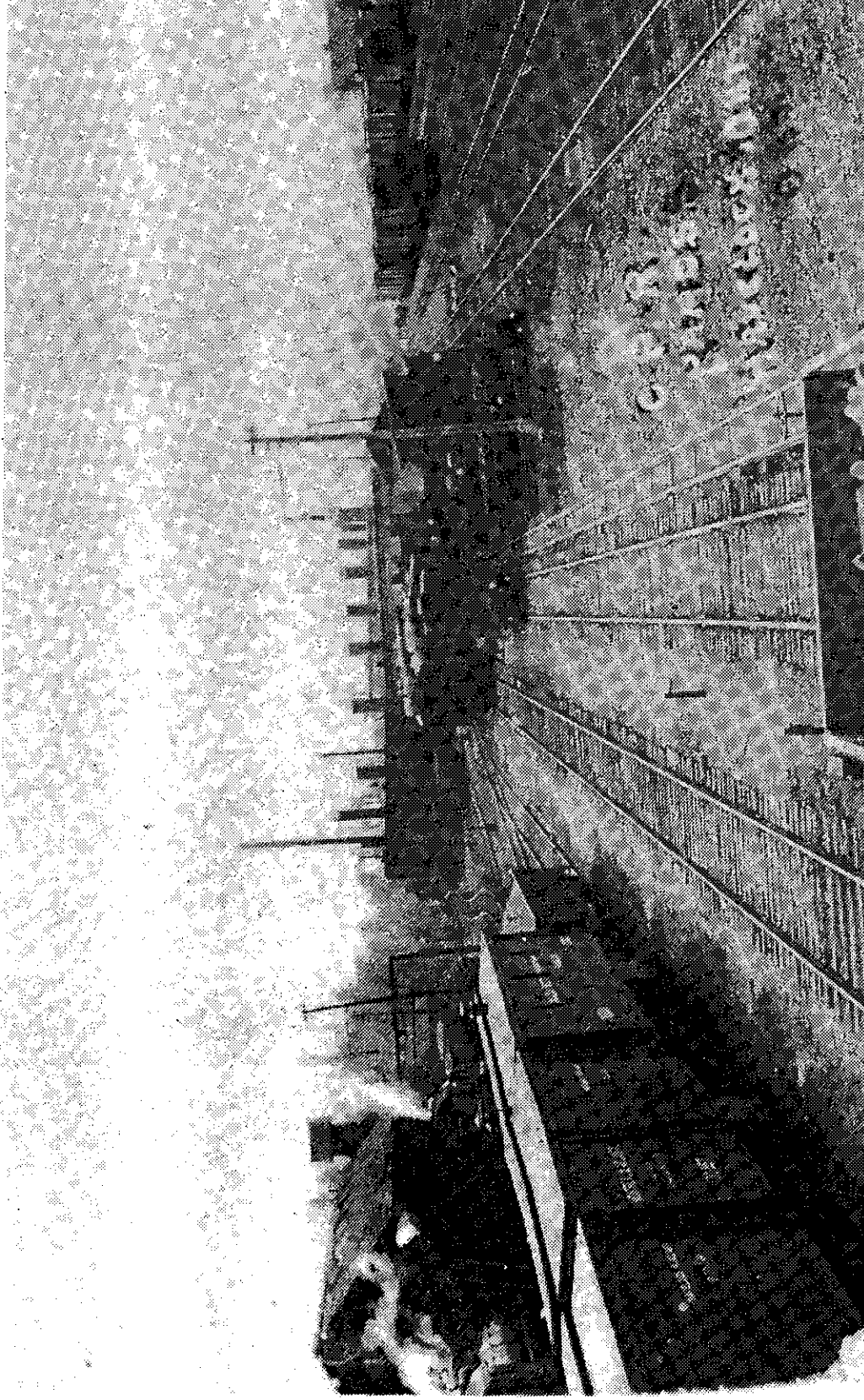
Havelock Through The Years

HAROLD R. HUNTER

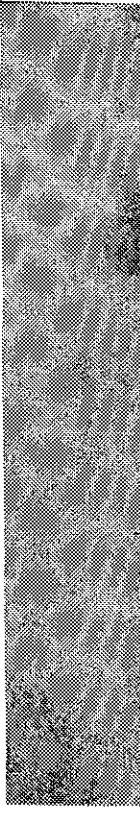
105



Activity about 3:45 p.m., approximately June 10, 1935, at the Havelock station, the afternoon train, #35, making a short stop on its way to Toronto. Baggage is being attended to by a C.P.R. employee, and Mr. F. McAdam is taking the "east mail" to the post office. A passenger is making his way to board the train. Note the cars of the 1930's parked behind the railway platform.

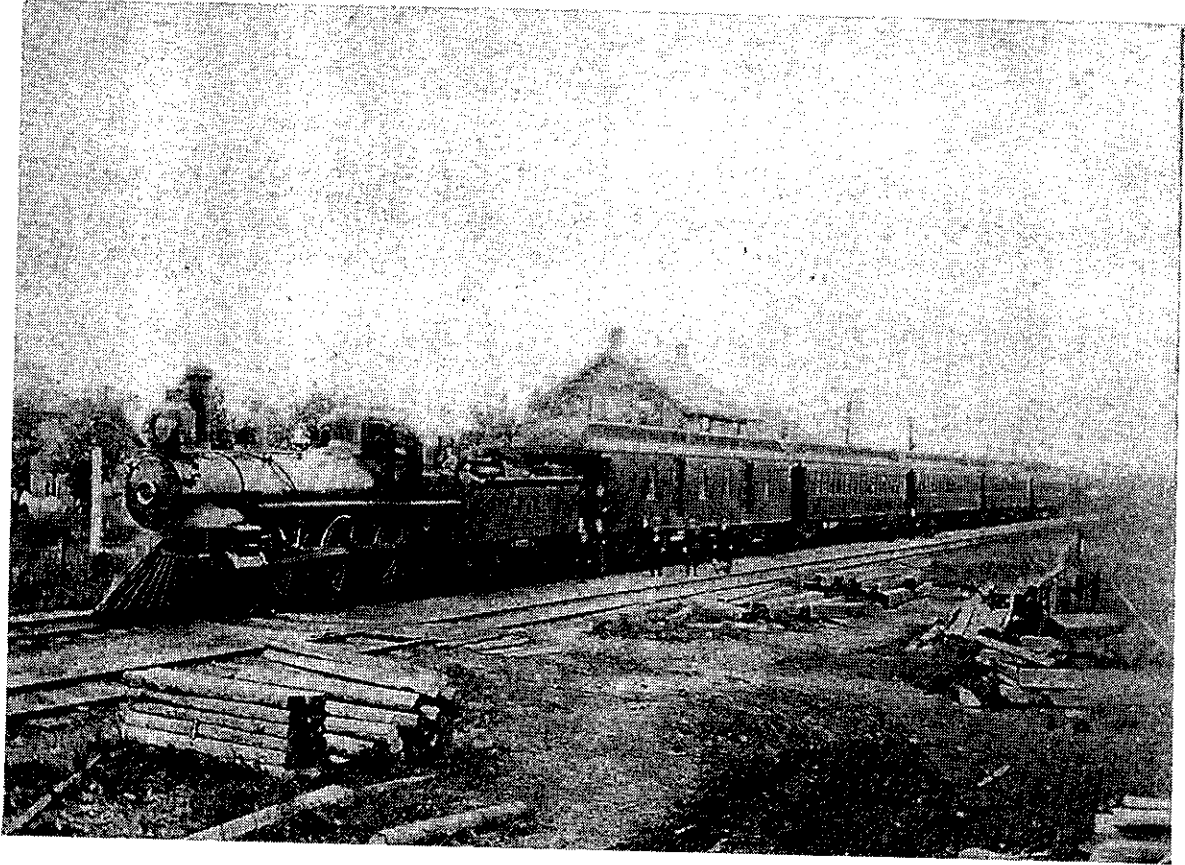


C.P.R. yards facing west showing the "rip" or repair track with all its stacks for stored locomotives, c. June, 1929. The Armstrong Hotel can be seen to the distant right.



Jeweller, Miss McCarthy, Milliner, S.S. Joyce, Saddlery, Phillips Bros. Hardware, Charles Brewster Flour and Feed, Lizzie Tucker, dressmaker, John Glenn, shoe repair, William Wemp livery, Tom Cummings, Robert Warren, Tom McQuaid

blacksmiths, and Attie Wilde Sr. woodworking. A roundhouse to service steam locomotives was built. The small station was moved to a site just west of where the present station stands to be near the roadhouse, leaving the businesses at the west end.



This picture was taken about 1900 of the afternoon train arriving at Havelock at 4:20 p.m. from Smiths Falls. The train crew has changed and is ready to go to Toronto. Note the mail baggage car and the wooden coaches. The frame station was replaced in 1929 by the present brick building.

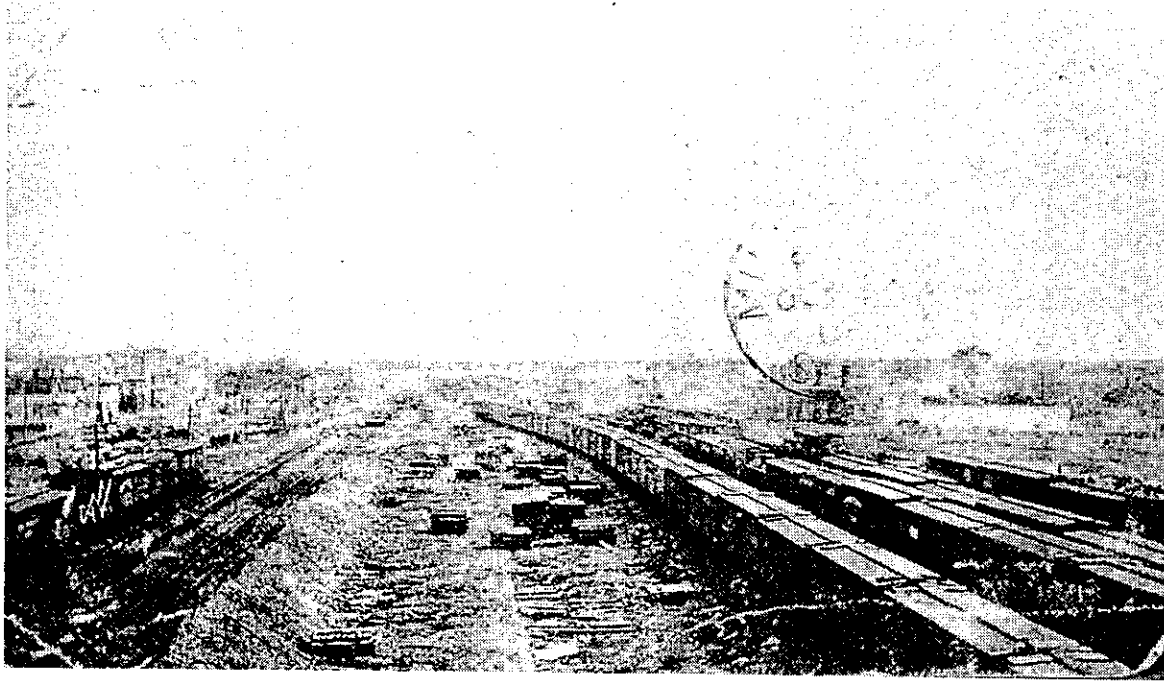
In 1884, the C.P. Railway was completed through this area to Smiths Falls, and opened for traffic on July 1st. Havelock was officially made a division point as halfway between Toronto and Smiths Falls. A large C.P.R. boarding house, built south of the tracks to house the railway workers, was later destroyed by fire.

The first system of paying the railway employees was by a pay rail car which travelled to each area once a month. The workers were paid with gold and silver. This system was later changed to a monthly cheque system. Since there was no bank here, the Union Bank situated at Norwood

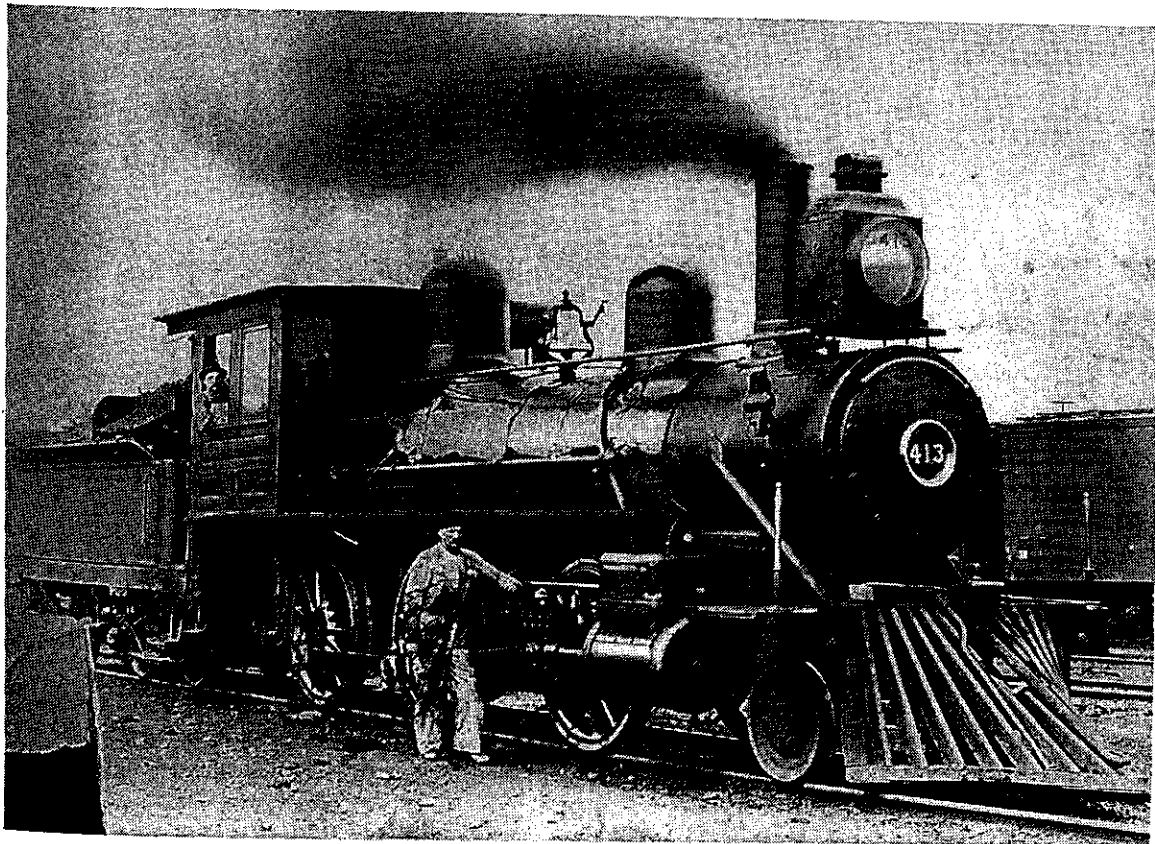
sent two staff members to look after the local payroll. Later wages were paid semi-monthly and a branch of the Sovereign Bank was established in Havelock. A grain elevator was built in 1887 near the old section house, by Rosborough and Rorke of Norwood. Later J. L. Squire and sons of Norwood used it for a flour and feed store. It was destroyed by fire in 1917. A large ice house to store ice was built by Swift and Company Meat Packers of Chicago in 1889, along the main line about where the Havelock Co-Op was situated before it burned. This ice was needed to refrigerate dressed beef shipments transported by rail from Chicago, Omaha and Kansas City to cities in the New England

states. W. Chambers was manager for one year. J. W. Bryans was appointed manager, a position he held for eighteen years. The

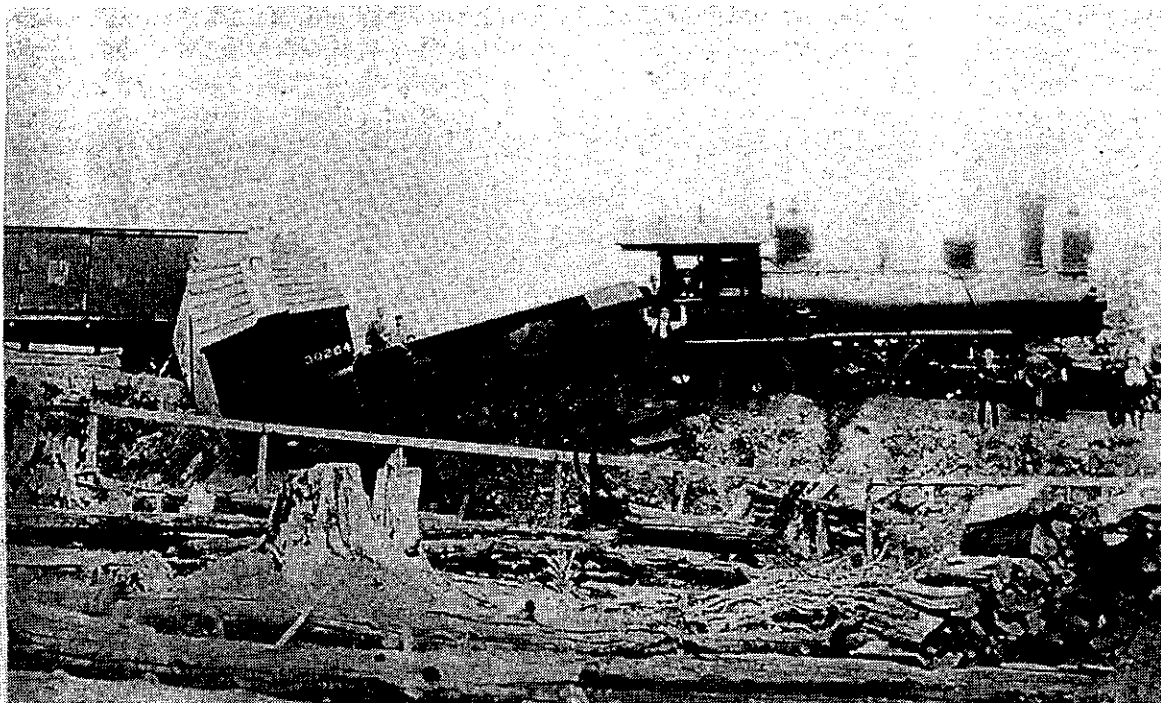
building was 165 feet long by 70 feet wide and 35 feet high, holding 6,500 tons of ice. It was destroyed by fire in 1915.



By 1900 much work had made Havelock "yards" an important railway centre. Note the frame station, the roundhouse, the water tank, the boarding house for employees and the available supply of railway cars.



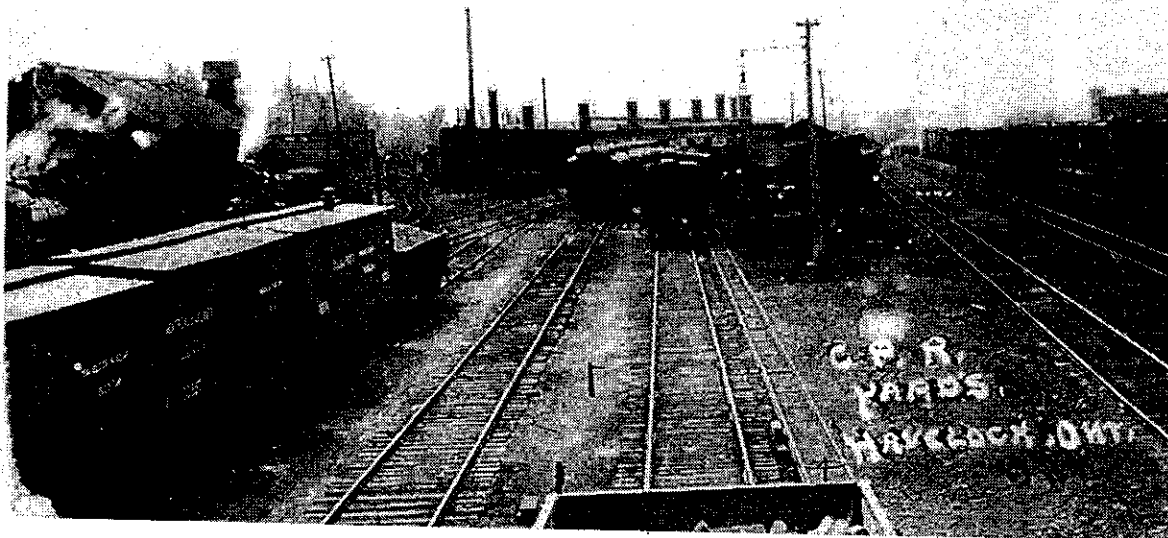
Havelock Canadian Pacific Railway yards, T. W. Curtis, engine driver, W. B. Ritchie, engine fireman.



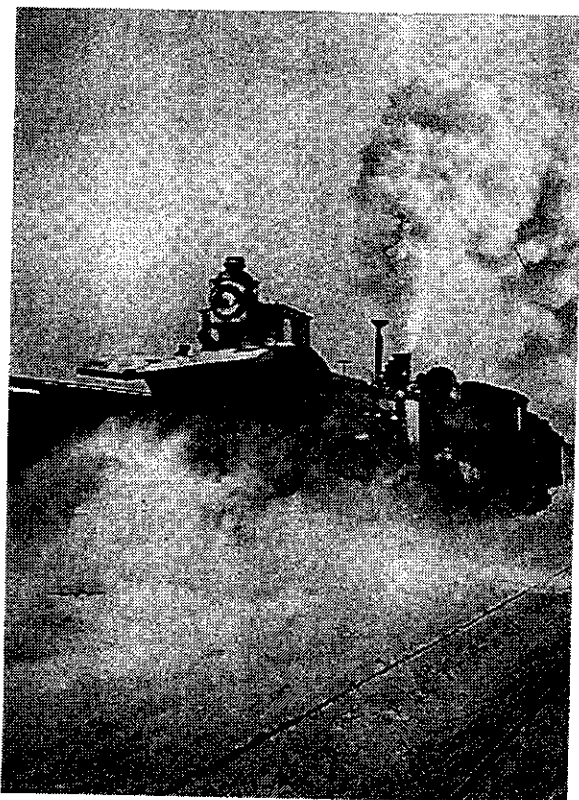
A derailment at the east crossing at Havelock, possibly early 1900s. These accidents were numerous because of the extreme amount of rail activity and the condition of the road bed and rails.



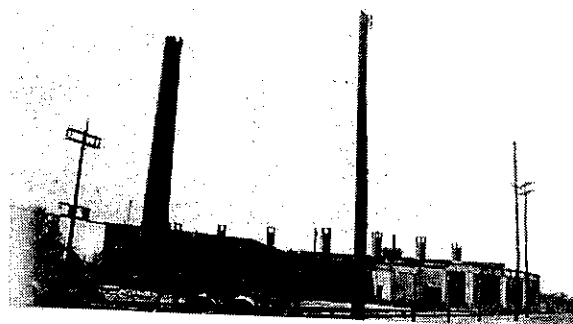
Canadian Pacific employees at the Havelock yards, 1907.



C.P.R. yards facing west showing the "rip" or repair track with the roundhouse with all its stacks for stored locomotives, c. June, 1929. The Armstrong Hotel can be seen to the distant right.



Snowplowing the C.P.R. line at Havelock



C.P.R. roundhouse, taken down in 1957. The large brick smokestack built in the late 1920s is here being taken down in 1934.

The Canadian Pacific Railway and Havelock

1881

Canadian Pacific surveyed a right-of-way through Mathison's farm.

1882

Canadian Pacific laid rails on a graded roadbed through the area.

1884

On October 17th the first full passenger train stopped at Havelock on its way to Smiths Falls. Mr. Clark was the locomotive engineer.

The period during the early 1900's to October 1965.

During these years the railway passenger service was an important and reliable means of travel and the C.P.R. offered excellent service to those living in Havelock.

During a goodly part of the years there were 4 daily passenger trains passing through Havelock each day as well as a "Local" train starting each morning at 6:30 from Havelock and reaching Toronto about 9:40 a.m. It returned each night, arriving at Havelock at 9:10 p.m. This was a rather important part of the social lives of many who lived in the Village. Many people met the train each night to "see who got off". There were very few radios and no TV's during the '20s and early '30s.

A mixed train, a local freight with a combination passenger and baggage section left Havelock each morning about 8:30 to Bobcaygeon and returned each evening about 8:10. Mr. Frank Voyer was the engineer for many years. Mr. Jake Bedford and later Mr. Angus Graham were the conductors. Several High School students used this means of transportation to attend P.C.V.S. in Peterborough.

Regular Passenger Trains Daily

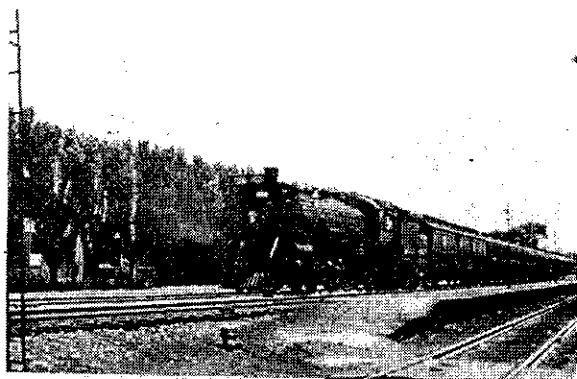
#36—east to Havelock (12:15 p.m.) from Toronto to Smiths Falls. Service eliminated at last run on April 23rd, 1960. Reddeny Williams was one of the regular engineers.

#35—west to Havelock (4:30 p.m.) from Smiths Falls to Toronto. Service eliminated at last run on April 23rd, 1960. Wm. Hitchens was one of the regular engineers.

#34—east to Havelock (2:30 a.m.) from Toronto to Ottawa. This train had sleeping accommodation as well as day coach seats with ten or so coaches in all.

Fred Pollock was one of the regular engineers. This train was replaced by diesel coach service October 1, 1963. The diesel coaches were eliminated October 1, 1965.

#33—west to Havelock (4:30 a.m.) from Ottawa to Toronto. This train was the mate to #34 travelling in the opposite direction. Harry Burnett was a regular engineer in its early days. It was eliminated at the same time as was #34.



The afternoon train arriving at Havelock from Smiths Falls on its daily trip to Toronto was known as "35". The date is approximately July, 1928.



1920 C.P.R. yard crew (l to r): unknown, Carp Davidson, Harry Peters, Ab Brinkman, unknown.

When the train was ready to leave, soft coal was shovelled into the blazing fire-box of the locomotive, putting the steam to full pressure. When the engineer opened the throttle great billows of black smoke rushed skyward. With clouds of hissing steam the big locomotive moved forward pulling its multi-coloured foreign-named rail cars. Onlookers were awed by the different colours, names, and designs they saw. Few people living in Havelock today remember Pacific Fruit Growers Express, Swifts Meats, Santa Fe, and Western Pacific, to name a few. This important train served a need that has now disappeared.

A goodly number of the men who made up the train crews made Havelock their home. Some of the engineers, firemen, conductors and brakemen were: Walter Clarke, Joseph Hoffman, Peter Haig, Ben Haig, Leon Breen, Art Curry, Harry Pollock, Richard Sanderson, Wm. Laing, Jim Diaper, Tom Wright, Wm. Fraser, William Hamilton, Lou Hagerman and others. Many of the crew men began working before they were 16 years of age. They loved their work making them loyal and esteemed employees to "Railroading" until they became pensioners.

When the passenger service was terminated in 1965, it was but a short time until freight service from Havelock ended at Tweed. The line from Tweed to Smiths Falls was taken up and all freight was sent along the front line. About 1968 the line from Havelock to Tweed was abandoned making Minnesota Minerals the most easterly limit of rail activity. Havelock by 1990 had lost its importance as a rail centre. All railway activity now involves the transporting of nepheline cyanide and crushed rock from the two mines north of Havelock—I.M.A.C. and Minnesota Minerals. The rail yard now has few but large tank cars used in the shipping of material to all parts of North America.



Havelock's C.P.R. coalshutes were taken down in June of 1958 because steam locomotives had been replaced by diesels in the early 1950s.



The Havelock yard or "shunting" locomotive, c. 1920s, used to make up the freight trains in the Havelock yards. Stan Barlow, the engineer, sits in his cab while his "fireman" (unknown) stands on the left side of the engine.

A scene from the winter of 1940 at the Burketon train station. Those in the group include, from left: Ross Hubbard, Hazel Aldread, Mary Adams, Viola Adams, Albert Adams, Ruth Aldread, Merle Hubbard. Name of the boy with the the ladies is not known. On the platform at the far right are the children of Mr. and Mrs. Bruce Hanthorne. Mr. Hanthorne was station agent.

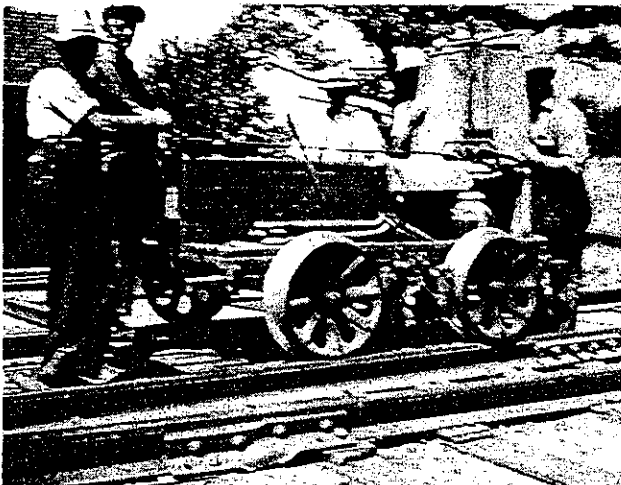


MR. & MRS. WALLACE BRECK



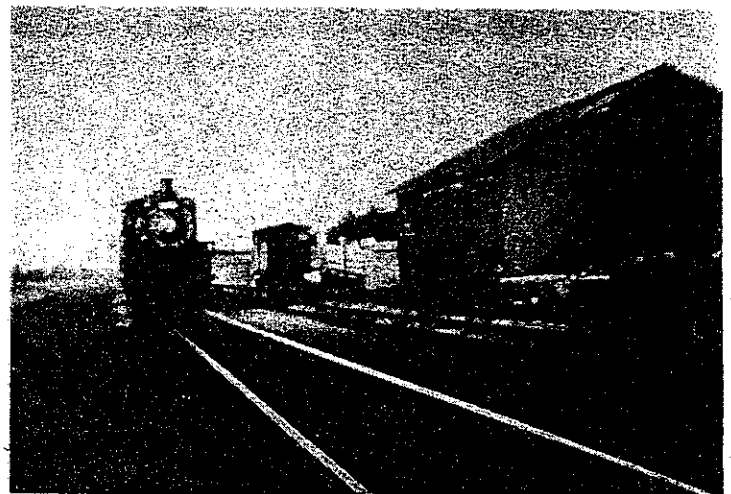
MR. & MRS. WALLACE BRECK

Two snapshots of what were once common sights at Burketon Station. In addition to the passenger train which is destined for points east, the picture, opposite, shows the section house down the tracks, to the left.



MR. & MRS. ALBERT ADAMS

Ernest "Tim" Adams, at the far left, held the position of east section foreman at Burketon from 1920 to 1955. The fellow beside him is George Irons and the two men in the centre are unidentified. Les Argue is leaning against the motorized track car at the far right. This picture is from 1947.



MRS. R. DAVEY

The whistle of the passenger trains told farmers working in the fields that meal time was approaching. It was fun to watch the trains flash past and to gaze in awe at the (negro) porters serving meals on snowy cloths to the fortunate travellers.

The siding is long gone and little use is made of the one existing track. Few are now left who remember how busy and exciting were the days of the building of the railroad and the growth of its importance to transportation.

Margaret (Aiken) Killeen recalls the intimate relationship the Aiken farm had to railroad activity:

About 1914 the Governor General of Canada, the Duke of Connaught, visited the Aiken farm. While out for a walk from the railroad junction (Bethany Junction or Dranoel) he arrived in the Aiken yard. Tom apologized for being in a hurry as he wanted to see the Royal Train. Whereupon the Duke said 'Well, instead of you going to see him, he's come to see you. As you can see he's not much to look at.' Tom was unsure whether he should kneel, bow or salute. However, he did walk back to Dranoel with the Governor General...

C.R.



*Van Home type station
at Bethany Junction,
also known as Dranoel.*

Over the years many of the telegraph operators from Dranoel boarded at the Aiken home. The junction was a very busy place with grain trains running every hour from Havelock to Port McNichol. But by 1929 a dispute arose over shipping all goods by the Welland Canal. It was never so busy after that.

An interesting bit of folk-lore relating to the C.P.R. concerns the upgrade from Cavan to Manvers. This hill came to be known as "Mary Ann's Hill". It seems that Mary Ann owned a cow that wandered onto the tracks on the said hill and got killed by a train. When Mary Ann sought remuneration for the cow, the C.P.R. flatly refused her request. In retaliation, so the story goes, Mary Ann put soap on the tracks going up the hill in the hopes of derailing a train. There is no record of whether or not she was successful.

A tragic accident occurred in 1942 at the Tapley Siding, Larry Lamb learned of it from his father, Ernest Lamb. The train had left Peterborough on the daily run to Toronto, and as it neared the Tapley Siding the fireman apparently realized that the water level in the boiler was dangerously low. It is thought that he turned on the injectors which would pump water into the boiler. The cold water hitting the overheated crown sheet in the boiler could have resulted in a rush



Photo Number: MAT004058

Photographer: unknown

Location: Sharbot Lake, ON

Railway Name: CANADIAN PACIFIC RAILWAY CO.

Date: 1952-09-00

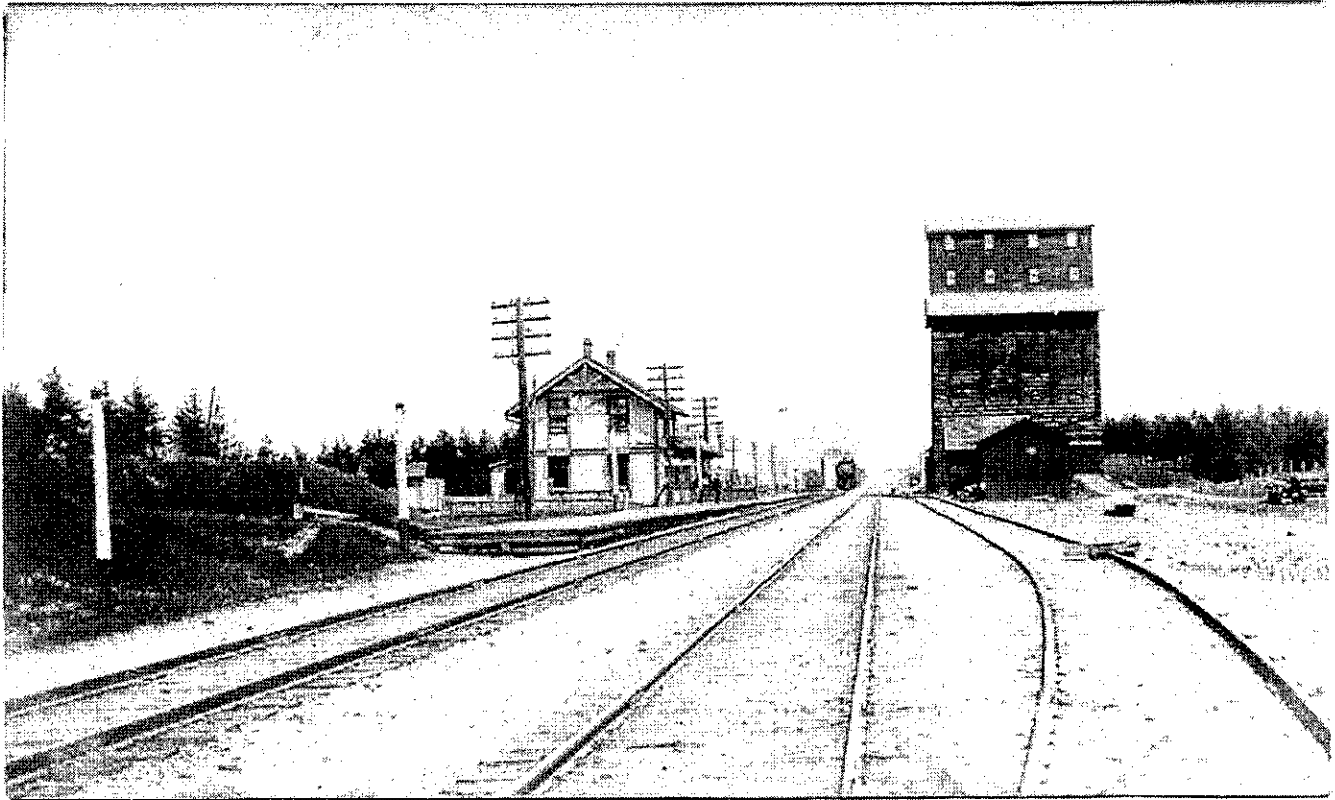
Caption: Kingston and Pembroke Railway

Subject: Steam locomotiveTrain, passenger

Equipment Number: 417

Collection: Mattingly

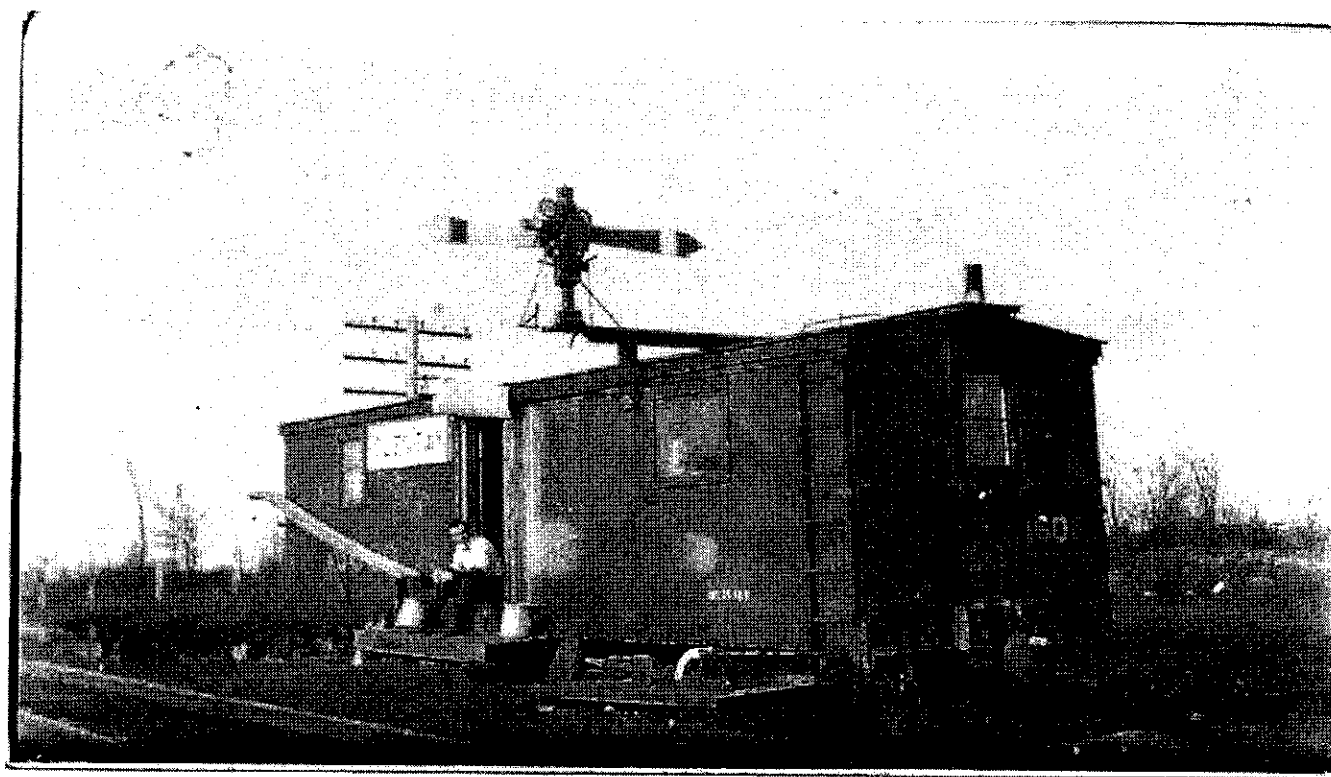




Postcard









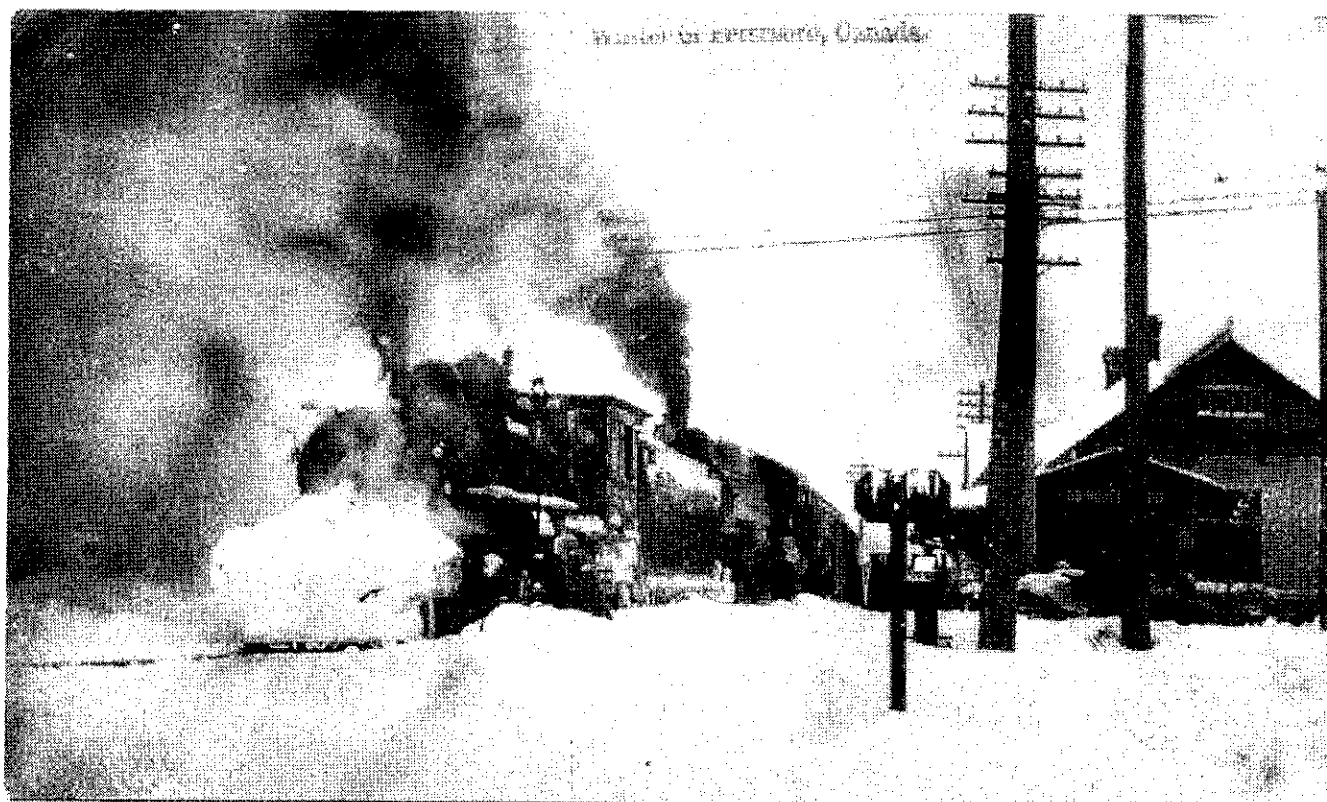






Photo Number: MAT004055

Photographer: unknown

Location: Sharbot Lake, ON

Railway Name: CANADIAN PACIFIC RAILWAY CO.

Date: 1946-06-00

Caption: Kingston and Pembroke Railway

Subject: StationYardSignal

Collection: Mattingly



Photo Number: MAT004057

Photographer: unknown

Location: Sharbot Lake, ON

Railway Name: CANADIAN PACIFIC RAILWAY CO.

Date: 1952-09-00

Caption: Kingston and Pembroke Railway

Subject: Steam locomotiveTrain, passengerStationSignal

Equipment Number: 417

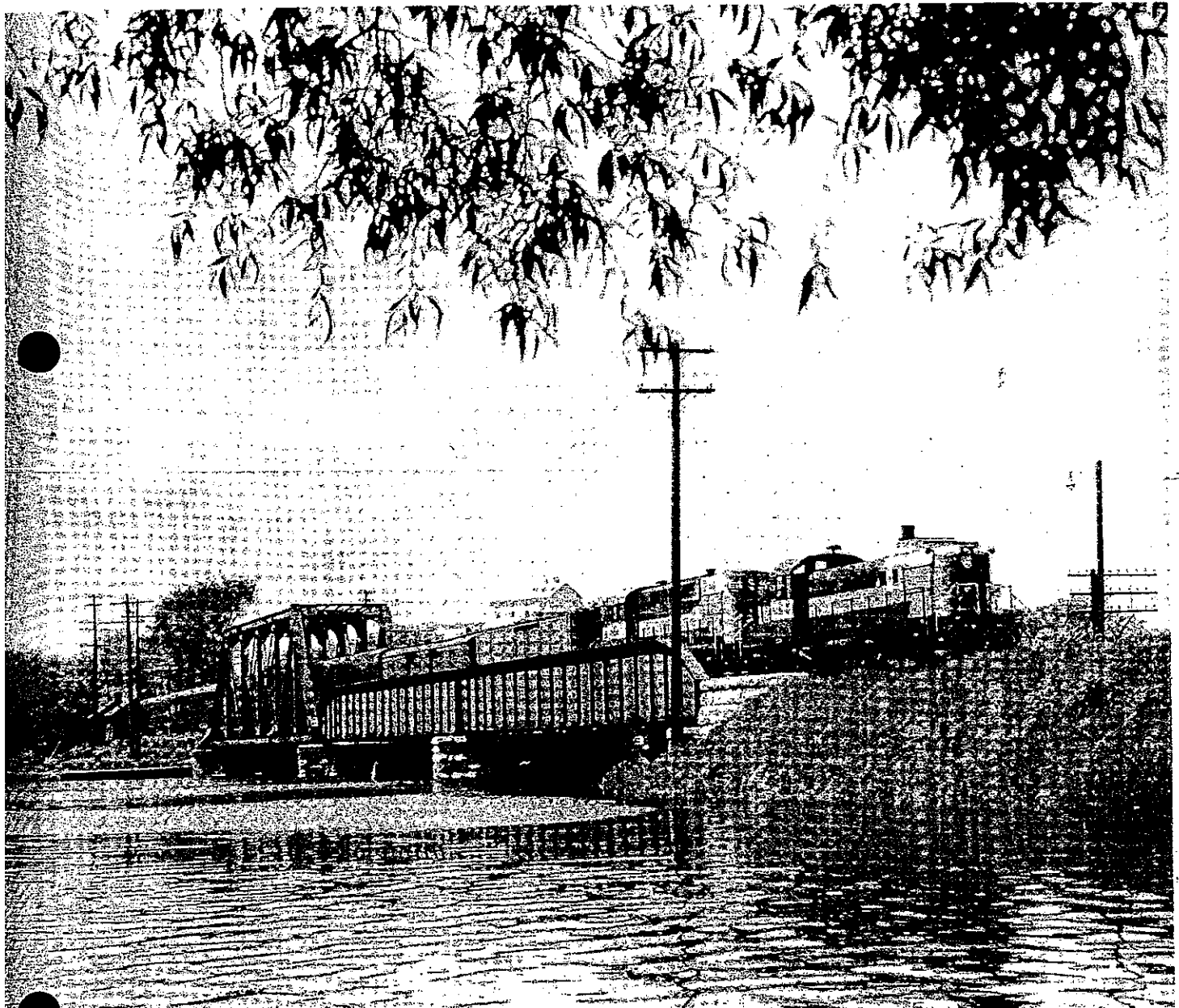
Collection: Mattingly



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NUMBER 429

JULY 1985



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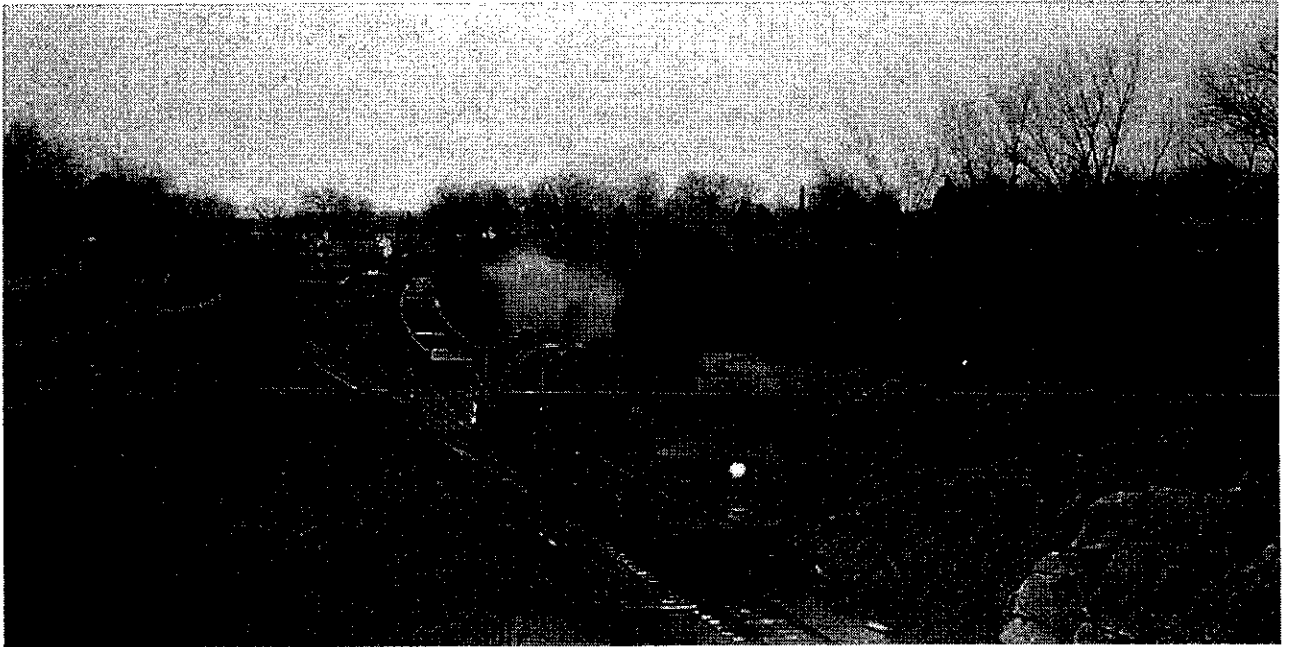
OLD TIME TRAINS

Last train on the Havelock Subdivision east of Tweed.

December 1, 1970 *Bruce Chapman*



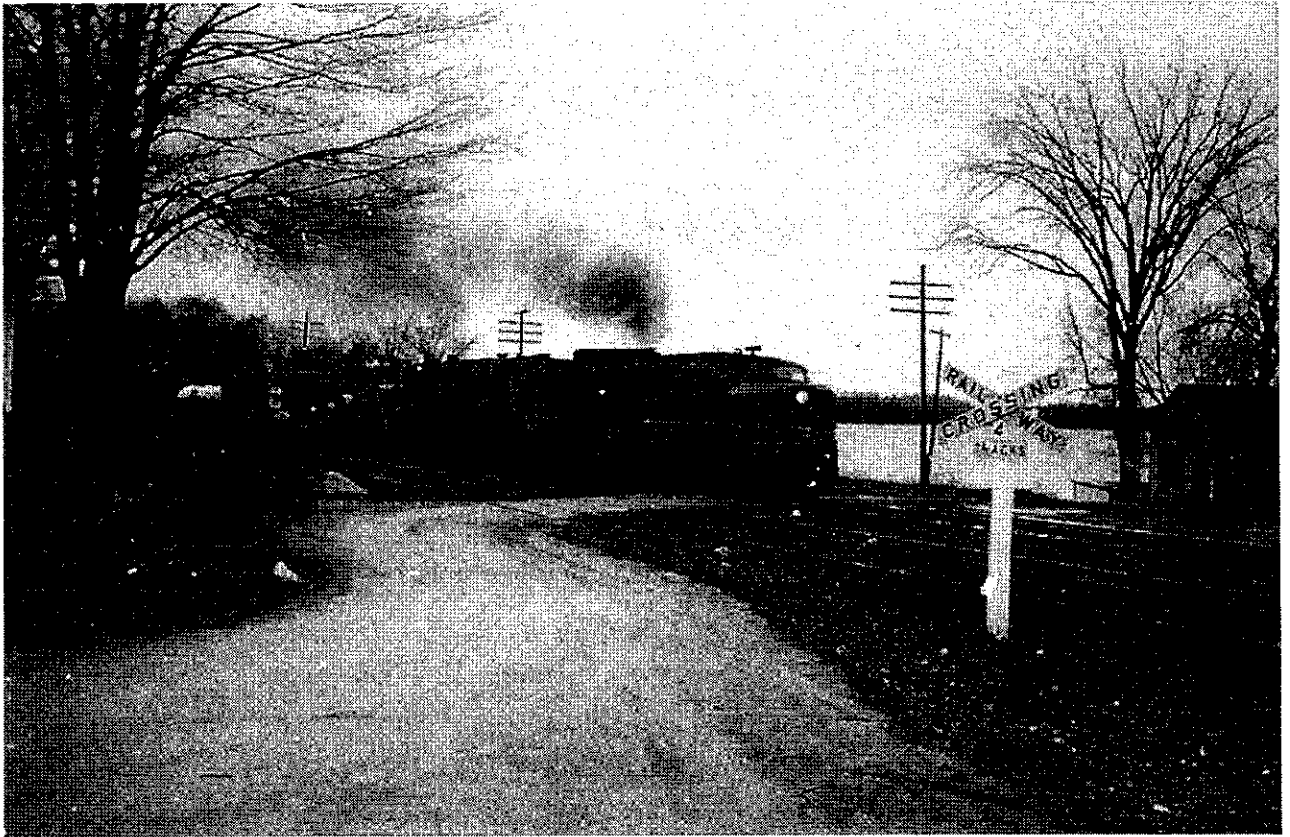
4089 leads 8476 returning to the Falls after running "Van Only" to lift OCS equipment used in track dismantling on the old K&P between Snow Road and Sharbot Lake. The 14.5 miles of track lay unused for years having been abandoned September 1966. Seen here marshalling their train including empties not required.



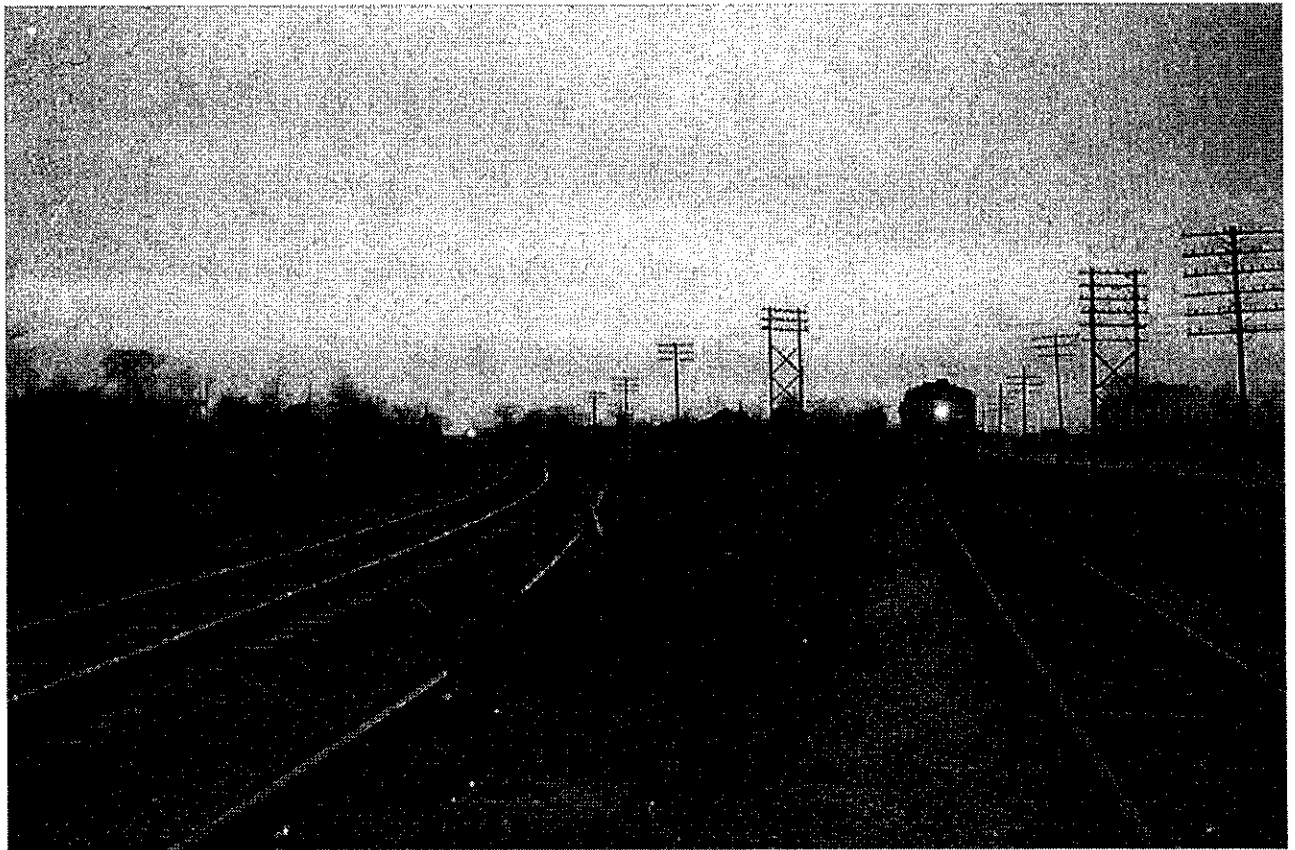
Brakeman walks back to line switch. Photos taken from Highway 38 overpass with old 120 box camera. .



Changing to a 35 mm camera for this shot in colour.



Leaving Sharbot Lake for the last time!



4089 waits at Glen Tay for eastbound whose headlight can be seen in the distance.



4221 leads Symbol freight 906 eastbound on the Belleville Subdivision.

The original O&Q mainline itself between Glen Tay and Tweed would soon be abandoned on July 21, 1971 although the track would not be lifted until 1974.

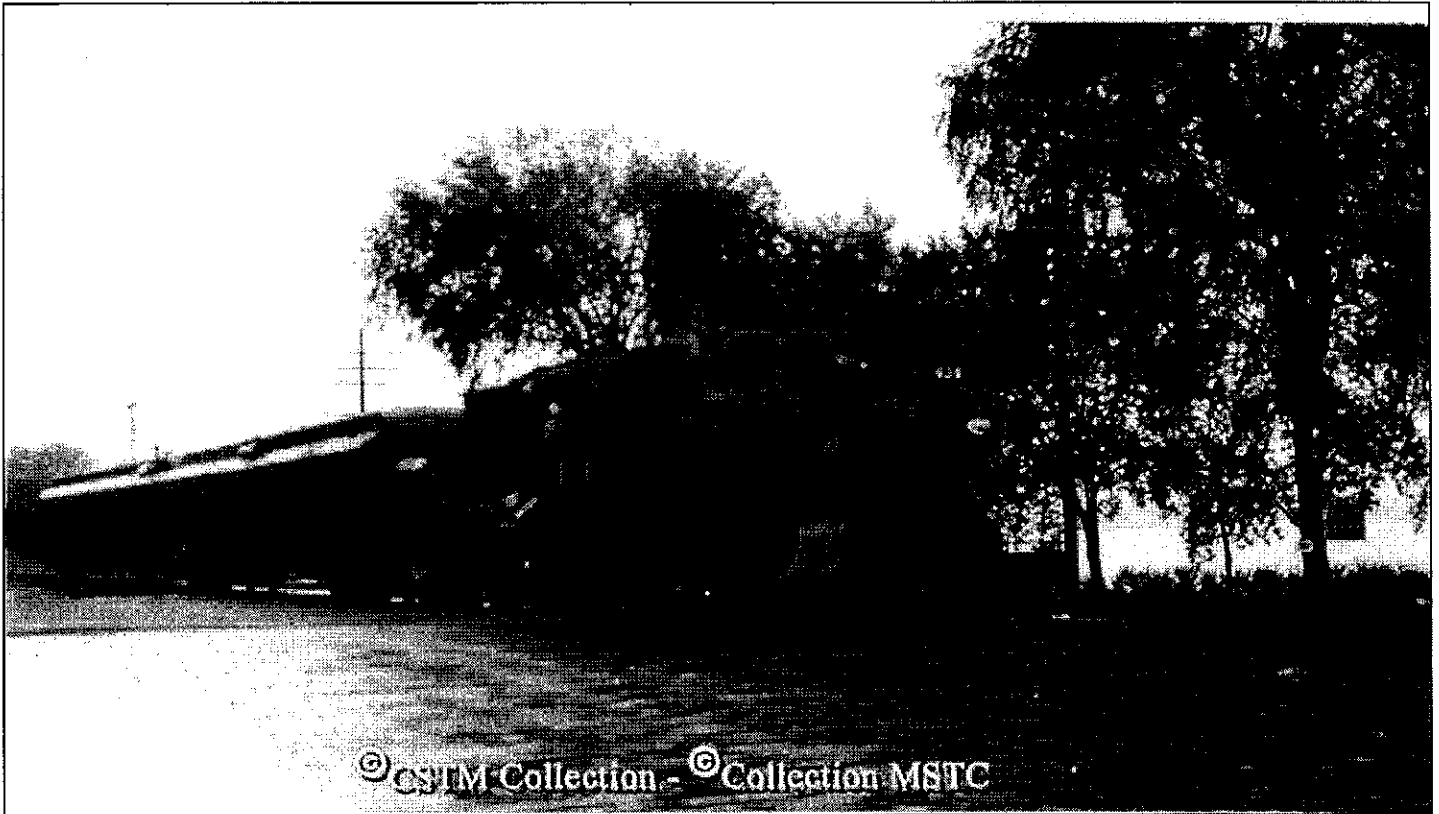


Photo Number: MAT004061

Photographer: unknown

Location: Sharbot Lake, ON

Railway Name: CANADIAN PACIFIC RAILWAY CO.

Date: 1952-09-00

Caption: Kingston and Pembroke Railway

Subject: Steam locomotive Train, passenger

Equipment Number: 434

Collection: Mattingly



Photo Number: MAT004055

Photographer: unknown

Location: Sharbot Lake, ON

Railway Name: CANADIAN PACIFIC RAILWAY CO.

Date: 1946-06-00

Caption: Kingston and Pembroke Railway

Subject: StationYardSignal

Collection: Mattingly



Photo Number: MAT006226

Photographer: unknown

Location: Montreal, Outremont, QC

Railway Name: CANADIAN PACIFIC RAILWAY CO.

Date: 1938-02-05

Subject: Steam locomotive

Equipment Number: 894

Collection: Mattingly

TUESDAY, JANUARY 26, 1943

C.P.R. Engineer Frank Voyer Makes Last Run

HAVELOCK, Jan. 26.—(ENS). — When Engineer Frank Voyer brings Train No. 606 into Havelock terminal to-night, he completes nearly 49 years' faithful service with the Canadian Pacific Railway Company, and retires under the pension rules of the company.

Mr. Voyer was born in Kingston on January 27, 1878 and moved to Havelock in July, 1885 and has resided here ever since. He entered the company's service in Havelock on October 14, 1894 as clerk and timekeeper in the locomotive and car foreman's office, was transferred



ENGINEER FRANK VOYER

to the shop and from there to fireman in June, 1896. He was promoted to engineer on the passenger runs between Havelock and Smith Falls, and Havelock and Toronto, as well as on the Port McNicoll run. Since 1934 he has been engineer on trains No. 605 and 606 running between Havelock and Bobcaygeon. In all his long and faithful service he has never had an accident, nor injured a passenger.

Mr. Voyer enjoys the very best of health and his host of friends along the railroad lines, as well as in Havelock, wish him continued health and happiness in his retirement.

JANUARY 26,
1943

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First Train Of Grain Passed

Over G.T.R. Tracks At London

St. Power House This Morning

Bridge Has Been Ready for Years,
But C. P. R. Siding Has Been
Used--G. T. R. Does Away With
Much Inter-Switching--Will Use
It Regularly.

RESULT OF CONSIDERATIONS

The first load of grain that has ever
passed over the G.T.R. line that ex-
tends from Auburn to the Quaker
Oats Company, was that of eleven cars
of oats which were taken down this
morning. It is understood that this
is the first train that has ever passed
over the new dam that was built over

the Otonabee at the time the power
house at the foot of London street
was erected some years ago. The
rails were laid then, and the line
was cut through from the mill to
Auburn and placed in good condition.

As stated in yesterday's issue the
visits of the officials of the G.T.R.
Company to the city, in regard to this
matter, were expected to culminate
in such a step as this. It is under-
stood that all the grain that arrives
in the city for the Quaker Oats Com-
pany over the G.T.R. line, will be de-
livered directly over their Auburn sid-
ing.

Up to the present they have been
transferred to the C.P.R. line, and
then delivered by that company. The
inter-switching bill must have been
extensive as there was practically a
train load of grain every day.

November
26
1908
Peterson