

**The Ferrophiliac Column**  
**Conducted by Just A. Ferronut**

*August 1989*

Well, the old Ferronut must thank several of our members for supplying information to some of my questions. However, it appears that every time one question is answered, several more pop up in my thick grey matter.

While I got my bones down to Port Dover since my last column, and had an interesting conversation with the Curator of the Port Dover Harbour Museum, I am going to skip that town this month. This is partly because I want to do some more research and also I hear that three railfans have been scouting out the railways in Port Dover, so maybe another report. There is however, one request concerning Port Dover - the museum would like to get a few photos of trains in Port Dover. So the request is, if you have any such photos or negatives and would permit copies for the museum, please either contact the museum or the old Ferronut at the address below.

In skimming Charles Cooper's book "Rails to the Lakes" about the Hamilton & Lake Erie Railway, I noted the photo on page 46 of the Garnet Station (shelter). Upon checking I found this structure is still located on the north side of the 10th Line Road (first cross road south of the CN crossing of Highway 6 in Garnet). The shelter is located north of the side road west of Highway 6, in the farm yard of the Cherricrest Farm which is the first farm west of the Garnet United Church. It still looks about the same as it did in November 1979.

Being in this part of the province, I decided to do some checking as to what is still visible of the CN Port Rowan Subdivision. Zig zagging along the various side roads I followed the former right of way from just west of Vittoria to Port Rowan. A hydro power line provides a clear marker for this route, confirmed by numerous remains of the road bed. While I did not have all my home work done on the Port Rowan rail facilities, I can report that the 101 year old freight shed is still in use as a part of the Doerksen Farm Supplies operations on the east side of Main Street near Chestnut Street. Other structures from the rail era are still clustered along the old right of way at this location.

Another town in this area that no doubt could be called the Station Town is Simcoe. For many years there were at least three stations in this town. Of these stations, the Great Western (Air Line, Wabash, CN) is now I believe on their fifth generation station located west of Norfolk Street on what is now CN's Cayuga Subdivision with fires in 1904 and 1930 having destroyed the first two. A second station location in the Grand Trunk system was about 1.75 miles south of the Air Line on the Port Dover line. Trains on the line to Port Dover and Port Rowan stopped at this station. The Lake Erie and Northern had a combination passenger station-sub station in Simcoe for their interurban line. In addition while I have not been able to locate any record of a station building at Simcoe Junction (Loop Line Junction) the July 1908 International Railway Guide shows at least 6 Grand Trunk trains a day stopping at this location as well as Simcoe. There was a single story 14 foot by 18 foot telegraph office at Simcoe Junction in 1907.

Part of the reason for my sojourns in this part of the province is that my life long friend Art Clowes is compiling historical data on the Canada Southern Railway, so I have been doing a little scouting for him. From these trips I note the old Michigan Central station at Waterford is still standing. For the real nuts, Art tells me that you can still see the tie daps for the old water pick up pans on the Canada Southern about a half mile east of County Road # 24 in Waterford. Travelling on north on # 24 in Mount Pleasant on the west side of the highway is the Lake Erie and Northern frame station in a farmers front yard. This site, I presume is about ¼ mile or so from its original site, and, except for the missing tall chimney and new foundation, looks must the same as in John Mills' book "Traction on The Grand" and in Norman Helm's "In the Shadow of Giants". Which

street was it on the north side of?

Anyway, while we are talking of the Canada Southern part of the province, let me put a plug in here for Art. Art as I said is compiling historical data and stories on the Canada Southern Railway over its 150 years of existence. He is presently just cataloguing as much information as he can collect and verify. Whether he translates this data into a railfan type book he is not sure at present. However, he does consider there is a need for a reference base. So on this basis he is asking that anyone who has stories or data on the Canada Southern Railway that they would like to contribute to this data base please contact Art Clowes, 50 Alexander St., Apt. 1708, Toronto, Ontario M4Y 1B6. Also since I always see Art when I am in Toronto, any comments, etc. you would like to sent to me or the Ferrophiatic Column, just send them to Art's address.

Yes, there is more around than just Southern Ontario. About mid-July, one of the Rusty Railfans and I headed north east of Toronto to look over some of the long abandoned lines including CN's Coboconk Subdivision. We made a loop trip and the following comments and questions are from the first part of this trip. The second part will be in this column next month.

Our first stop was at Uxbridge. My records indicate this station was part of a substantial Grand Trunk rebuilding program in this town during 1903 - 1904. The station setting on a concrete foundation with brick work up to the window sills is a frame structure with a 15½ foot pavilion (commonly referred to as "which's hat") due to their conical roof. The station is now a private dwelling still on its original site. Except for the slightly brighter shade of paint and a chain link fence it looks about the same as thirty years ago.

Highway 48 in Sunderland had an interesting creature sitting in front of an variety - ice cream store on the east side near the top of the hill. It is a ? - Climax type locomotive, mounted on rubber tires. Don't look at me like that, honest, I saw it on two different occasions this summer. I don't know any of the back ground on it other than it appears that it was designed to operate on steam power. It has a steering wheel connected to the front wheels. The gear box from the steam pistons is tied into the rear driving axle on this dual axle beast. Come on fans fill us in on the details.

Next town, next mystery. Cannington, on the old CN Coboconk Subdivision. There is a station and caboose in the Cannington Area Centennial Park in the south east section of this village.

What is the history of the station? Charles Cooper in his book "Narrow Gauge For Us" has a photo on page 123 of the Cannington Station. The caption indicates it burned to the ground in 1968. Grand Trunk's inventory indicates this station was built in 1886 and was in fair condition in 1907. I would say the present structure is smaller than the above one. It has a covered baggage cart area at one end. The second artifact at this site is ex-CN caboose 78661 (The Bytown Railway Society's "Canadian Trackside Guide"). This wooden caboose with an end cupola was rebuilt in 1948. It has had its sides covered with plywood and presently is in need of Railway logo and markings.

So as we leave Cannington and head northward, I am going to take a break from these jottings. Next month we will continue our tour as well as pass on any other tidbits that come our way. It is going to take YOU to make this column, so don't hesitate to send your comments, questions or what have you to either the NEWSLETTER Editor, the Society's Mailing Address or to myself at Art's Toronto address.

A late item and a reminder. It is noted that the remaining brick walls of the T.H. & B. station at Market Street, Brantford has a new sign announcing that a "Iron Horse" restaurant will open in this structure in the fall of 1990. This no doubt a spin off of the new Telecommunications Museum that is presently under construction in the old Massey plant a half a block north. The reminder is to those who collect train orders, they are fast disappearing and it looks like the last ones

in Canada will be issued about the end of the year.