

The Ferrophiliac Column *July 1990*

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Abbreviations! I have been told that our comments on this subject have only covered limited facets of the subject. According to Ken Andrews, an ex-telegrapher, they were the modern fathers of abbreviations. Ken tries to convince me that he graduated as the youngest commercial teleprinter operator in North America from the Canadian National Telegraphs Automatics School – C.N.T. or CNT – in 1950, but that is different from what Samuel Morse told me. Regardless of Ken's age, he says he is old enough to remember the distinction between abbreviations and private symbols.

But tr was a diff symbol sytm gg full strength way back in the beginning of this century. "Wt was tt u sa?" Morse – later teleprinter – operators in the railway and commercial telegraph companies, and also "ham" radio operators, had an abbreviation code all their own for professional and personal conversation. "Will u tell tt db supvr to dd?"

These telegraphy abbreviations resulted from the fact that there are differences between the speed that telegraphers could send versus the speed they could receive and type. A good telegrapher with a "key" could send about 30 words per minute, while a good receiver/typist could decode and type over 50 words per minute. Even with the introduction of "bugs," a good sender could barely get to 50 w.p.m., still not up to the speed of a good typist, so the abbreviations.

To complicate things, along came what was called "style," sometimes arbitrarily designed by a bevy of editors and editorial consultants for various publishers, i.e., C.N.R. became CNR, etc. Then there was a "Phillips" code used by telegraphers in private wire service such as for the stock and grain exchanges, newspaper wire services, etc.

Ken closed his comments with the complaint that very little pops up regarding this important aspect of railroading: communications – telegraphy!

While I have limited documentation on the subject, I plan to do an write-up on the subject of railway telegraphy. So, this is to forewarn any "lightning slingers" or "brass pounders" out there that we will be looking for your feed back on this subject.

In the December 1989 column, I asked about the present status of the "Sir William Mackenzie Cottage" at MacKenzie Point on Balsam Lake, just east of Kirkfield, Ontario. Well, I was in the area the other day and I was told this summer residence was destroyed by fire two or three years ago. The lady at the Grill next to the Mackenzie Manor, Kirkfield, which is operated in conjunction with it, spoke of the three residences of Sir William Mackenzie. Sir William had his main residence on Benvenuto Place in Toronto, with two residences on the turf of his boyhood home, Eldon Township. These were all quite different from the log cabin where he was born. The cottage on Balsam Lake was his 1½ storey summer home, while his house on the north side of Highway 48 was used as his place to entertain.

Speaking of buildings, I was interested to note that the "Music Building" at the Canadian National Exhibition, Toronto, which was constructed in 1907, was a joint project of the two railway companies and the Toronto Industrial Exhibition Association and originally housed shows promoting rail transportation. The corner stone was laid on June 4, 1907. This

83 year old building was designed in the Beaux-Arts style by Toronto architect G. W. Gouinlock.

St. George, Ontario has a station that is still standing. It is on the south of Highway 5 (Beverly Street) at the west end of the village. While this station is only a mile or so north of the abandoned Great Western Railway mainline between Lynden and Paris, it is, in fact, from another railway.

The station was erected sometime between November 9, 1875, and March 30, 1876, by the Brantford, Norfolk and Port Burwell Railway some 10 miles southwest of Brantford at Burford at a cost not to exceed \$450. The Reverend Gordon Hoult purchased this 1½ storey station for \$400 in 1973 and moved the 75 foot long structure to its present valley site in St. George. While the gingerbread trim along the roof peaks has been removed, the overall lines of the station remain basically unchanged. It has been used recently as a residence with an antique shop and is now up for sale. So, if you want a century-old station in a small Ontario community, here's your chance. This information was sent to us by Don Carr of Edward E. Doucet Realities, Brantford.

The Stoney Point station on CN's Chatham Subdivision about 20 miles west of Chatham, Ontario, is still intact and on its original site on the north side of the right-of-way just west of Essex County Road 35.

Both Rick Mannen and Mel Andrews let me know I goofed on my statements about the TH&B Jerseyville station. Both gentlemen point out that the real Jerseyville station was moved in the spring of 1962 to the Wentworth Pioneer Village on Highway 52, northeast of the village of Rockton, Ontario. The station was one of the first structures located at this heritage centre. This centre is also home for the TH&B Summit Way Shed, 2-8-0 steam locomotive 103 and caboose 58, as well as other assorted railroadiana. As both Mel and Rick point out, the pioneer village has been closed for several years and various efforts have been made to move all of the TH&B equipment to the Hamilton Museum of Steam and Technology.

Mel Andrews points out that the general store in Jerseyville may be the Jerseyville express building. My observations, as I reported last month, could support this. This structure definitely appears to be of railway type construction. The store clerk stated that the store had been originally located at the railway. Another gentlemen stated that a Mr. Black had moved the building from the railway, and he also mentioned about the railway type of junk that was in the attic at one time. But I should have realized that to these people any railway structure may be called a station. Does anyone have more data on this general store?

Before we leave Jerseyville, it was interesting to note that one of the several photos that Mel Andrews sent shows the platform area around the operator's window and waiting room door with about 10 milk and cream cans. This raises a couple of interesting points. One, is where did the name Jerseyville originate? Was it from the breed of cows or was it based on its namesake in the old country? While the photograph was taken at the Wentworth Pioneer Village and the cream cans are painted much brighter than the ones I recall being used by our dairy farm neighbours, the déjà vu is sure there. Milk and cream from along our road was hauled to the local dairy by horse and wagon or

sled, a number of the rail line had there numerous stops, where the farmers would take and stack their full cream cans to be picked up by the local train for delivery to town and the dairy. Gordon Shaw recently mentioned about his days with the railway and of the importance they placed on this commodity and the cost the railway would often go to just to get a few extra cans of cream and thus try to keep the farmers and dairies happy. It is also interesting to note that Ronald S. Ritchie, in his new book *Canadian Pacific's Montreal Lakeshore Commuter Services*, published by B.R.M.N., writes of CP trains 29 and 30 that operated between Montreal and Glen Tay as being noted for their handling of milk cans.

Mel continues that an article published in the *Hamilton Spectator* on June 5, 1982, states that the Jerseyville Station was built in 1897, and then he made reference to TH&B Timetable 13, dated March 30, 1896, as shown on page 65 of Norman Helm's *In The Shadow of Giants* shows the Jerseyville station. TH&B Timetable 8, dated December 3, 1894, shown on page 42, of the same book has a handwritten notation showing the stations including Jerseyville, east of Brantford, Ontario.

Rick Mannen also forwarded some tidbits about the TH&B in Brantford and their line to the south of the Telephone City. The TH&B had a substantial presence in the older industrial sections of Brantford on the interval land along the Grant River. Brantford at the turn of the century was the largest exporting centre in Canada. Companies such as Massey-Harris, Cockshutt, and the Verity Plough Company, the well known farm implement makers, the Waterous Company, and numerous other companies, were all served by the TH&B.

The railway had a two storey brick freight office on Eagle Street and Rick believes this building is still standing. For years following the abandonment of the Brantford and Hamilton Electric Railway, some of their trackage in Brantford was served by the TH&B.

Rick also advises that to his knowledge there are no stations remaining along the TH&B line between Brantford and Waterford. The last one was the old Scotland station that had been moved to Oakland where it remained until 1985. Since it was in poor condition, it was dismantled.

Ray Corley has confirmed that the two houses in Deseronto that I mentioned last month are indeed the Rathbun houses.

Also last month, I mentioned an old east-west roadbed in Madoc that I took as being a Bay of Quinte Railway spur from Actinolite. I was wrong. Some of the railway data I have shows two different dates and mileages for the abandonment of trackage between Actinolite (Bridgewater) and Madoc (Bridgewater Junction). However, in discussion with Ray Corley we concluded that there was only the one line between the two communities and it was built as part of the Toronto and Ottawa Railway.

While the records indicate this 82 mile line from Actinolite to Madoc was opened on July 1, 1882, there is a question as to whether the east end into Actinolite was actually put into operation. The comparison of various data, including the construction and abandonment dates of these lines, raise probably more questions than they answer. The Toronto and Ottawa line between Actinolite and Madoc was only operated for 11 or 12 years, operations having ceased by 1894. But a June 30, 1897, railway inventory implies that the line was still in place but not operated.

Bridgewater Junction was about 2 mile south of the Madoc station on the Belleville and North Hastings Railway's

line that extended from Madoc Junction to Eldorado and was opened in 1878. This line, from the north end of Madoc to Eldorado, was abandoned in February 1893, but the rails were not removed until November 1913.

Back at Actinolite, the Bay of Quinte Railway's line north from Tweed to this village and on northward to Queensborough and Bannockburn was not opened until December 12, 1903, and lasted until July 29, 1935. So you can see why things could be slightly confusing. Additional data anyone?

Still on the central eastern part of Ontario, J. M. Harry Dodsworth forwarded some information about the Bay of Quinte/Canadian Northern Ontario/Canadian National operations over the Kingston and Pembroke Railway between Harrowsmith and the old downtown K&P station in Kingston across the street from the old Grand Trunk station. Harry says that this operation was shown in the June 1922 timetable but had been withdrawn before January 1927. Train 73 left Kingston at 3:15 p.m. and reached Harrowsmith at 4:05 p.m., returning as Train 74 at 4:37 p.m., arriving in Kingston at 5:25 p.m. Train 5, the CAPITAL CITY, Toronto to Ottawa, crossed Train 5, the QUEEN CITY, Ottawa to Toronto, at Harrowsmith at 4:20 p.m., so the shuttle provided a connection between Kingston and both Toronto and Ottawa. By 1927, Trains 5 and 6 were both renamed the INTER-CITY LIMITED, and had a Montreal section switched at Napanee. The CNR records indicate the Kingston – Harrowsmith operation was ceased on June 3, 1926.

Harry, commenting on Norman Cardwell's article on the Lindsay area railways in the June *NEWSLETTER*, advises that in 1913 the Grand Trunk Railway had approximately 15 passenger and 25 freight trains departing daily from Lindsay. He also commented that the 1927 timetable showed daily service between Omemee Junction and Millbrook (referred to as the Old Road). This line was abandoned later in 1927.

Jack Knowles has also forwarded some extra information as the result of Norm's article. Jack points out that the track of the Georgian Bay and Seaboard (CP's Lindsay – Orillia line) was indeed dismantled in the fall of 1937, but that operations over it had ceased several years earlier. This line, part of CP's grain route from Port McNicoll on Lake Huron's Georgian Bay to east coast seaports, had ceased operation early in the 1930s depression. The line was then used for several years to store hundreds of old wooden boxcars with arch bar trucks and truss rods, which had fallen into disuse in the depression. These cars stretched for many miles west of Lindsay, perhaps to the crossing of CN's Coboconk Subdivision east of CP's Eldon station. "Cars which I saw were numbered in five-digit series no longer then in general operation, and some carried a CP beaver trademark, also no longer to be seen on operational cars. These 1930s retirees, apparently in consideration of their wooden construction, were stored in groups of about two to four cars, separated from adjacent groups by fire breaks of one to several car lengths. No cars were stored on the part of the line closer to Lake Simcoe."

My comments about Canada's narrow gauge railways of our eastern island provinces resulted in an note from our US member Bill Reddy. Bill, like many, didn't get to ride these island lines, but he has some interesting timetables from Newfoundland. These range from public timetables of the 1930s to Employees' Timetable 73, dated December 30, 1951, which he found very different. Bill, a locomotive engineer for 42 years, thought it was a real treat that the timetable had the weights and specifications listed for both steam and diesel locomotives. For

Bill, from the central states, having coastal steamships included in a railway timetable was also a bit different.

Well, enough verbiage for one month. In closing, I must thank all of those that have forwarded information, so keep it coming. While I may not use you information the month it is received, it will get used. Until next month may you have clear track.