

Just A. Ferronut's Railway Archaeology "Art Clowes"

June 1993

It's time to open the mail bag and see if we can find a few more goodies. Speaking of time, where does it go? Work sure interferes with one's hobby.

First, I am going to bore you for a third month in a row with a little more about the rail lines of the south-central area of Montréal Island. Between a few days of American vacation, and work commitments, I missed a few Tuesday luncheons with the Montréal gang. Anyway, Doug Brown finally cornered me and passed on a couple of extra tidbits about the Montreal and Lachine Rail-Road line.

Montréal

To most non-Lower Canadians, the fleuve Saint-Laurant (St. Lawrence River) is a river that extends from the golfe du Saint-Laurent (Gulf of St. Lawrence) in the Matane area south-west some 925 kilometres to Kingston and Lake Ontario. Well as Doug Brown points out about the Montreal and Lachine Rail-Road, this is not true. This river is broken up by three lakes (widening of the river), maybe someone's answer to the Great Lakes. The Lachine terminal of the M&L was located on one of these, lac Saint-Louis (Lake St. Louis), not the St. Lawrence River as I had previously mentioned. The other two lakes are lac Saint-Pierre (Lake St. Peters), located downstream from Montréal between Sorel and Trois-Rivières. The third is lac Saint-François (Lake St. Francis) located at the Ontario Québec boundary.

Various researchers including Doug's father had pin-pointed the opening of the Montreal and Lachine Rail-Road as Friday, November 19, 1847 rather than November 22 that I had used. This latter was the date that the *Montréal Weekly Witness* was published.

The eastern terminal of the Montreal and Lachine Rail-Road was in the part of Montréal that was sometimes called Griffintown. This depot was located on the south side of Bonaventure Street as mentioned in the April *Rail & Transit*, but Doug points out that it was most likely one block farther west than the 2nd. Bonaventure depot. To quote Doug, "... The likely terminus was at Bonaventure and Mountain Streets because Mountain Street was a very early Montréal Street (actually it was an Indian trail converted to a street). Since Bonaventure Street probably went as far west as Mountain Street, hence this was the likely location of the terminus."

In closing, Doug pointed out that a cairn was erected in 1947 on the south side of St. Joseph Street near 21st Avenue in Lachine, near the original 1847 western terminus of the Montreal and Lachine Rail-Road on lac Saint-Louis.

The April article on the Montréal also brought a letter from George Horner outlining some of his research on the various mileages used over the years along the Grand Trunk Railway line in the Montréal area. George's notes added to some of Doug's father's research along with some other odds and sods should make an interesting article on Montréal's rail lines between the area we covered in April, west to Dorval.

Railway Hotels on Postage Stamps

By the time you read this you will have probably seen some of Canada's new 43¢ postage stamps sporting views of five CP historic Hotels. Dave Stalford reminded me that these stamps were put on sale on Monday, June 14, 1993. As Dave points out one of these, showing The Banff Springs Hotel, also includes a view of a CP Rail passenger train. This stamp is interesting in that the train is led by two F-units in CP red with Multi-marks, while the third unit is

in the older maroon and grey paint scheme. In addition to the stamps, five post cards with the same pictures as the stamps will be issued on the same day.

Canada Post's notes issued with these stamps point out that the architecture of these grand railway hotels is reminiscent of French châteaux, Scottish baronial castles as well as luxurious Tudor-style and of course Toronto's massive ROYAL YORK, (then the tallest structure in the then British Empire). Canada Post goes on to point out that Canadian Pacific Railways had a vision back in the 1880s: "... to build a chain of hotels along its transcontinental line that both complemented the scenery and attracted tourists from around the world." While a some of the early grandiose Canadian railway hotels were constructed to woo the wealthy for their vacations, many more obtained their bread and butter from the ordinary travelling salesmen with their sample trunks. In many areas, the earliest railway hotels were also required to fill the void left by the lack of sleeping car accommodations. Similarly, since the railways were instrumental in the settlement and development of trade, many early hotels were needed for these ventures.

While this present set of stamps feature existing CP Hotels still in hotel use, they are prime examples of the large elaborate, well appointed railway hotels constructed in this country. From the industrial archaeology perspective, they indicate the confidence of the railway company czars and their expectations for the continued growth in their industry from the birth of the BANFF SPRINGS HOTEL in 1888 to the opening of the ROYAL YORK, in 1929. A swing ahead to the 1950s and a comparison of a hotel like the Montréal's QUEEN ELIZABETH against other corporate flagships shows a much changed corporate mentality from the earlier hotels.

The Toronto Star in their June 12, 1993 Stamp Column, in addition to writing of these Canadian stamps, points out that Australia also relied on their railways to open their country to settlement and trade. To commemorate this, Australia has this month issued stamps showing six of its most famous trains. These include the "Ghan," which still runs from Adelaide to Alice Springs, and the "Spirit of Progress" which was built in Melbourne in 1937 and featured streamlined locomotives and the latest in art deco coaches.

Abandonments

In our October 1992 Column, Norbert Krommer and Ross Gray reported on their inspection of CN's Uxbridge Subdivision from Lindsay to Stouffville. We discussed Norbert's question as to why CN had abandoned their line on the east side of Highway 47, leaving a couple of what appeared to be useless crossings. This point had been chosen to protect possible rail service to an industry in the area.

Well, CN without any firm commitment from this industry and others, filed an application to abandon a further 1.43 miles of the Uxbridge Subdivision. The National Transportation Agency by Order 1993-R-167, dated May 27, 1993, has authorised CN to abandon between Mile 38.88 (east side of Highway 47) and Mile 40.31 (near Stouffville station), effective June 26, 1993. This removes a little more trackage of the Midland Railway of Canada system.

The railway buzz-word "Co-Production" is leading to abandonments. To the ordinary rail enthusiast, this modern buzz-word is a modern twist on the age-old "Running Rights". The most obvious difference is that under co-production the rail plant

is jointly owned by more than one railway, and costs and profits for that plant are shared on the basis of use. The Toronto Terminal Railways is an example of co-production.

Canadian National and Canadian Pacific have been working for about a year towards the Ottawa Valley Co-Production project. Several mentions have been made of this project that will see both railways using CN's line from CN de Beauieu, Québec (near CN Coteau) to the west side of North Bay, Ontario.

Both railways have filed Notice of Intent to abandon rail lines as part of this co-production project. CN has filed their notice to cover 2.1 miles of its Newmarket Subdivision through North Bay. This 2.1 miles is from CN Mile 226.8, Dykstra (just south of diamond crossing of the Ontario Northland Railway) to CN Mile 228.9, North Bay (west side of Timmins Street). CP's notice will be for their trackage between Smiths Falls and the eastern outskirts of North Bay.

I am sure we will be seeing more about the Ottawa Valley Co-Production between this and *The Rapido* columns. As indicated in last month's *The Rapido*, North Bay based on a relocation study done about 1980 was expecting the railways to use CN's line through their city and various groups are raising questions about the use of CN's (nee-Canadian Northern Ontario) line through Algonquin Park.

Moving east to Québec, CN has filed Notice of Intent to file for the abandonment of trackage in Montréal consisting of the Harbour Branch spur from CN Mile 0.4 to CN Mile 1.3, including the St. Patrick Spur from CN Mile 0.0 to 0.4. These lines are shown on the map of Montréal with the article in April's *Rail & Transit*. The Harbour Branch spur will be abandoned from the west side of Bridge Street and the St. Patrick Spur for its full length along rue Saint-Patrick.

The Province of Nova Scotia as part of their Trans-Canada Highway upgrading were faced with the costs to construct and maintain a grade separation across CN's Oxford Subdivision near Oxford Junction. To avoid these costs the province and CN have agreed to build a transfer facility at Oxford Junction. This new facility will not only permit the province to avoid the grade separation costs, it also permits the abandonment of the remaining western portion of the CN's Oxford Subdivision and Pugwash Spur. Based on this agreement, CN has filed notice of abandonment for 15.0 miles of its Oxford Subdivision from CN Mile 1.0 to Pugwash Junction (CN Mile 16.5) as well as the remaining 4.6 miles of the Pugwash Spur. As described in the July 1991 Column, the construction of this trackage was started by the Montreal and European Short Line Railway Company, but finished Intercolonial Railway after the earlier company failed.

Vancouver Island Trail

We have from time to time written about various rail-to-trails projects in central and eastern Canada. Gray Scrimgeour has now sent along several articles about on-going proposals from the Victoria area on Vancouver Island for possible uses of their abandoned rail lines.

We often think of our Victoria neighbours as spending their afternoons sitting on the terraces of the *EMPRESS*, sipping tea and eating crumpets. However, their proposals for recycling the abandoned CN right-of-ways indicate that they must also do some thinking.

The map on page 12 of the April, 1993, *Rail & Transit* shows the rail lines in the Victoria area. This map shows the alignment of three former CN rail lines radiating from the WYE (nee-Patricia Bay Junction), near the top centre of the map. The line towards downtown and the one 'To Youbou' are the alignment of CN's Cowichan

Subdivision (nee-Canadian Northern Pacific Railway). The one marked 'To Patricia Bay' was part of the CNP's original 17.13 mile line that extended from Victoria to Patricia Bay. This line was opened on February 20, 1918 and most of it was abandoned in September 1935. Canadian Northern Pacific started to extend their line from Wye (Patricia Junction) towards Youbou. Canadian National finished it, opening it into Youbou (82 miles from Victoria) on November 4, 1925. This line was further extended 12 miles to Kissinger and remained open from July 6, 1928 until it was abandoned in 1931. CN built an additional 7.3 miles of track on Vancouver Island extending from Deerholme, mile 58.2 on the Youbou line to Cowichan Bay. This line known as CN's Tidewater Subdivision was constructed in 1925 and 1926.

Since 1974, the British Columbia government has spent \$6.38 million in acquiring 120 kilometres of abandoned CN right-of-ways between Victoria and Youbou. The long-term goal is to turn the clock back to pre-World War I and re-establish a LRT system to serve the southern portion of Vancouver Island and the Greater Victoria area. The original LRT's were the BC Electric's Saanich Interurban that opened on June 18, 1913 and lasted until 1925 when it was abandoned mainly due to lack of population coupled with competition from the nearby Victoria and Sidney Railway and the CNP Patricia Bay line then operated by the Canadian National.

The government openly admits that it will be probably early in the next century before much action is taken on turning these abandoned rail lines into LRT lines. Meanwhile pressures are growing to use these strips of land for other uses. What makes this recycling proposal different than many is that proposals are under study to make these abandoned lands serve multi-purposes. European multi-use concepts are being reviewed to develop a *TRAILS WITH RAILS* design suitable for these former CN lines. This would see bicycle/pedestrian ways placed on the right-of-ways with protection of space to construct a LRT system.

The goal is to provide safe alternates to driving. The use of the railway right-of-ways would separate the pedestrians and cyclists from the motorists. The present trail with rails proposal will see three routes radiating from Wye. One will be a 2.5 kilometre leg extending downtown to the near the former connection of CN with the E&N at the Johnson Street Bridge. This route has the problem of getting across the Selkirk Water. CN crossed this waterway on timber trestle with a bascule span that permitted opening for ships. The bridge has been left in an open position since the railway abandonment. However, since some shipping uses this channel, an opening must be provided. The City is presently negotiating with the Coast Guard on acceptable solutions that will meet the needs of all users and the City's budget.

The first 46.6 kilometres of the Wye to Youbou abandoned line to be converted to trails was the Galloping Goose Trail that starts about 7.5 kilometres from Wye.

The Galloping Goose connector proposed from Wye to the trail is under pressure from the Department of Highways to permit the use of part of the abandoned right-of-way for widening the Trans-Canada Highway.

The other leg along the old line to Patricia Bay also has some obstacles that are resulting in an interesting solution. The last rail customer on this spur was a grain mill, and as part of the deal to abandon the line they were permitted to purchase the right-of-way. This company now wants to build on the former railway land. Arrangements are being negotiated that will result in them building, but with an opening through the structure to protect for the LRT line and trail.

Enough dollars are being spent and committed on this trails with rails project to leave one with confidence that all the people in the Victoria area are going to be winners.

Tripping around the Eastern Townships

Fine weather and a friend from Toronto were enough excuse on June 5 to take a trip due east of Montréal in the direction of Sherbrooke. This Eastern Township city is 150 kilometres from Montréal, but we spent about 12 hours to make the round trip. As it has been many years since I had covered much of this area, it was sort of a get re-acquainted trip. We used as many secondary roads as possible and even down several dead end gravel ones. With no real target or schedule the first railway community we explored was Farnham. This community 70 kilometres east of Montréal is located on CP's Short Line to Saint John, NB. Once served by four railways, two from each the CN and CP families of railways, there is not much left today. CP unit 1848 was in the yard ready to handle the local switching assignment. The two storey brick CP station is in reasonable shape and still in use. The CP controlled Montreal and Atlantic Railway still passes through Cowanville on its way towards Sutton and Richford Vermont. This line gives the appearance of a reasonably used branch line. We had swung southward to Sutton and then headed back north towards the alignment of the Autoroute des Canton-de-l'Est (a straight line between Montréal and Sherbrooke). We passed through Sutton Junction, the original with the abandoned Montreal and Atlantic Railway's route north through Knowlton (Lac-Brome) to Foster (where it crossed CP's Short Line) and continued north to Waterloo, Acton-Vale and finally Drummondville. On a side road near Brome, we came across a section of the former road-bed. The abandoned single storey frame station at Foster is still standing, minus windows and doors.

We took another sojourn south from the Autoroute baseline along the valley from Eastman to Bolton Centre South Bolton to Masonville, to see if what might be visible from the Orford Mountain Railway that was abandoned in the early 1940s. The Orford Mountain Railway was the successor to the Missisquoi and Black River Railway. As often the case on the first trips to these areas, you don't find much. There were a couple of locations where there one got the feeling that an embankment next to the road may have been a roadbed. Also, it would appear that the road was on many parts of the abandoned roadbed.

From Masonville we took the very back roads north along the west bank of Lac Memphrémagog. This part of our trip made me recall another part of Julian Bernard's letter about the Eastern Township's that we made reference to in the March 1993 Column.

Julian pointed out in his letter that his grandmother was born in Bolton Centre in 1869 and was an occasional rider on the Missisquoi and Black Rivers Valley and its successors (Orford Mountain Railway). However, what he remembered was his grandmother talking of most fondly were the Lake Memphrémagog steamers 'Lady of the Lake' and 'Anthemis', mostly the former. Julian went on to mention recalling seeing the 'Anthemis' in the late 1940s, still carrying passengers despite a pronounced list.

My partner and I made a fast trip through Magog and a quick inspection of the CP station, etc. in Sherebrooke before the sunset. CP Unit 1836 was waiting next to the large wood frame storey and half station for Monday morning action.

This trip was a great scratch the surface trip letting one know that there are many good bits of railway history to dig into in the Townships.

Museum

To close, I took a trip on a recent Sunday to the Canadian Railroad Historical Association Museum at Delson. While not the prototype we remember from our younger days, it is a good effort to remind us all about some of our history. If you are in the Montréal area this summer, it is worth a trip. especially on weekends.

INFORMATION NETWORK

Dave Stalford sends us a question about Lindsay. In 1868, the Port Hope, Lindsay and Beaverton Railway commenced construction of a line between Lindsay and Beaverton. Then, in 1877, the Whitby, Port Perry and Lindsay completed its line into Lindsay. Both of these lines became part of the Grand Trunk Railway. After the Canadian Pacific completed its line from Lindsay to Orillia in 1911, the GTR built a connection between the Whitby line and the Beaverton line just west of Lindsay. The point where this new connection joined the Beaverton line was named Midland Junction. When was this connection opened for traffic and for how long did Midland Junction remain a junction?

Future Months:

CP LaSalle station still standing
Newburgh CNOR Station exists in town as a house – Dan McConnachie.