

**Just A. Ferronut's
Railway Archaeology
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Last month, I thought that I had most of the older material cleaned up, but I was fooled as I was presented with more items, some dating back several months. However, before I get into that, for those interested, as noted above I have changed my E-Mail address. Also for those using the regular mail, it would be no doubt be easier, if it was posted directly to me.

Station Houses, etc., in the News

Where to start? David Barrett had sent along an article about the changes that are taking place at Canadian Pacific's Parry Sound station. By this time, the station is probably owned by the town, or such was the plan late last fall. The town has been eyeing this single storey frame structure highlighted by its witch's hat roof for about the past ten years.

Through passenger service started at Parry Sound on June 14, 1908 when Canadian Pacific established a service between Toronto and Sudbury to connect with their main transcontinental line, over what they called the "*Muskoka Route*". Passenger service lasted until the days of VIA Rail.

The Parry Sound station was designated heritage under the federal act in January, 1995. The Town followed with local designation in April, 1995. The station, unused for the past several years was declared surplus by the Canadian Pacific, in February 1996, and negotiations for the sale of it and some adjacent property to the Town began in earnest. The Town is expecting that it can purchase the station and approximately 500 feet of lands for about \$2,000. Perhaps Dave can give us an update on how things have turned out.

Moving a little south, Dave Stalford forwarded some information on Newmarket's historic CN station on Davis Drive.

The town and the local Chamber of Commerce have reached an agreement whereby the chamber will rent the building from the town for about \$15,000 per year. In the second part of the deal, the town for will pay the Chamber of Commerce \$9,000 a year for handling its tourism promotions.

Probably the biggest station house story is the ongoing "debate" between the City of Kingston and Canadian National over the future of the fire damaged "Outer G.T.R. Station". This structure, one of the two remaining two storey station houses constructed, of limestone with a modified mansard roof, in 1856 on the Grand Trunk's Montreal - Toronto line, was severely damaged by fire on October 30, 1996. The fire is estimated to have done \$150,000 damage. This station had been added to the federal list of "Heritage Railway Stations" a couple of years ago. The station, had last been used as the "Pig & Whistle" restaurant that closed about three years ago, and was vacant at the time of the fire.

The dispute between the Kingston city council and Canadian National centres around what to do with the building. CN wanted to delay doing anything until it could study an engineer's report to determine if the structure is salvageable. CN has been trying to sell this station along with its associated 16 acres of station grounds. To most developers, the station on this

site does reduce the value of the property. With the station fire-damaged, the Railway has indicated that if they can't sell it, they could commence the process of obtaining federal and provincial approval to demolish it. The Railway also argued that it couldn't commence any repairs until they had obtained approval under the Heritage Railway Stations Protection Act.

The City, being very interested in preserving this station house looked to their Property Standards Committee for some teeth to help them in their dispute. The Committee using their powers under the provincial building code issued an order demanding a temporary roof be installed and that the weakened west wall must be to shored up to ensure the building's safety.

Apparently, CN declined to undertake this temporary work, estimated to cost \$10,000.00, resulting in city crews moving in and undertaking the repairs. The City plans to add this cost to CN's property taxes if the company balks at paying.

So at present we have one station with a temporary roof of plastic sheeting held down with wooden slants. Not a very permanent solution, but we will try to keep you posted as things develop in the Limestone City. My thanks to the *CRHA's Kingston Rail*.

Recent E-Mails from Mike Salfi and Jim Sandiland brought an article from the *Kitchener-Waterloo Record* about the CN Waterloo station to my attention.

The station house, on Regina Street next to city hall, was built in 1910 by the Grand Trunk Railway. CN closed the station in 1949. The city of Waterloo bought the station house and 1.16 acres of land in the early 1990s as per terms of an 1987 agreement. This station long used by the Ontario Seed Company, has been the subject of several aborted renewal proposals in the past 5 or 6 years, including a restaurant in 1995.

Back in our October 1991 column, we carried the story about the squabble between the Grand Trunk and Canadian Pacific over track placed in the area. This article also covered extra details on this station house.

In the recently announced proposal, a deal between the city of Waterloo, the current owner of the station and property, and a clothier is for the 20 year lease of the station. The integrity and historic features of the station are to be maintained as part of their up-scale shop. The clothier has also purchased an old steel caboose, which will be refurbished and placed on a rail siding at the back of the building. The immediate area has seen some urban renewal, and is presently considered an upscale part of town, roughly the centre of downtown Waterloo.

Before leaving Waterloo, Mike included a side note about the new passenger station that is being built by the Waterloo St. Jacobs Railway (WSJR) a few blocks away and across the street from the Seagram Distillery Museum. While the new station is nearing completion, there are still a number of questions relating to the commencement of their tourist passenger train operation planned for this spring over the existing CN branchline from Waterloo to St. Jacobs. CN still

occasionally uses this branch line for freight service. The tourist group's long term plans are to run all the way to Elmira.

Pictou, NS, Update – Word has been received that the Town of Pictou has received a \$500,000 grant towards the restoration of their fire damaged ex-CN station. This station was heavily damaged by fire back on August 2, 1996 (See August 1996 Column). Indications are that the station may lose a dormer or so during its reconstruction.

I am going to use an article from Michel Belhumer about the Canadian Pacific's Témiscaming, Québec, station as an excuse to take a bit of a look at Canadian Pacific's branch lines that at one point extended from Mattawa, Ontario via Témiscaming to Kipawa, Villa Marie and Angliers, Québec. Témiscaming is about 200 miles up the Ottawa River from the City of Ottawa.

As we have mentioned on several occasions, railway development in Québec tended to be pushed more by the pressures of population and of the church than in other parts of Canada. There were several reasons for this, not the least was the earlier settlement along the fertile St. Lawrence valley and the large families of the settlers. Beside the need for more agricultural land, pressures also existed to expand into areas with resources, such as timber. The area along the upper Ottawa River and surrounding Lac Témiscaming was one massive pine forests. Railways had reached Bytown (Ottawa) by the mid 1850's and then started gradually working their way up the Ottawa valley.

These railways were following the lumbermen with their axes who had fanned through the upper Ottawa valley area by the 1870's. The lumbermen had followed the Oblate and Sulpician missions that had moved into the area back in the 1840s to convert the natives.

The key main-line for our story is the Canada Central Railway. It had been originally chartered in 1856 as the union of several railroads, but lay dormant for a number of years. The Brockville and Ottawa, as one of the original railways had constructed a line from Brockville, to Smiths Falls and on to Arnprior. After a number of problems, it was agreed that the Brockville and Ottawa, would let the Canada Central build beyond Arnprior and they were amalgamated with the name Canada Central Railway Company. The Canada Central Railway Company constructed the rail line from Arnprior via Renfrew, Mattawa to Bonfield, Ontario (about 20 miles east of North Bay). The Canadian Pacific Railway in 1878 hired Canada Central Railway Company (as a contractor) to built this line on into CP's North Bay terminal. Over the years we have known most of this line as Canadian Pacific's Chalk River and North Bay Subdivisions. Canadian Pacific, at their March 31, 1881 shareholders' meeting approved the acquisition of the Canada Central Railway from Brockville to Ottawa and to Bonfield.

With the Canada Central line opened, the pressures started from the lumbering concerns in the 1880s to serve the mills, etc., that they were starting to open. The Lake Temiscamingue Colonization Railway Company was incorporated in 1885. This company first proposed to build a narrow gauge line from Longue Sault (rapids in the Hawkesbury area, south of Ottawa) to Lac Témiscaming. It struggled for 6 years, the result was a number of disconnected sections of railway. On January 8, 1891 Canadian Pacific submitted a proposal to the Government of Canada to take over Lake Temiscamingue Colonization Railway Company and to build a standard gauge railway from Mattawa (on CP's Smiths Falls –

North Bay line) to Lake Kipawa. This involved the construction of a bridge over the Ottawa river at Mattawa. So with the aid of the Dominion Government subsidies this 46 mile rail line from Mattawa, via the future Témiscaming to Kipawa was opened in 1894. Canadian Pacific finalized the purchase of this railway company on March 25, 1897. Témiscaming welcomed its first permanent resident in 1918, when construction of a paper mill was started.

The next player on the scene was the Interprovincial and James Bay Railway Company, that was incorporated in 1901. It first proposed to build from Lumdsen's Mill (0.5 miles north of the location of Témiscaming's second station), to Des Quinze River (Angliers, on Lac des Quinze). Progress was slow, by 1912 proposals was for a line via Ville Marie to Angliers, and land was being acquired. More time extensions! Then in November 1921, a contract between the Government of Québec, the Interprovincial and James Bay Railway Company and the Canadian Pacific Railway was signed to finalize subsidies that would extend a branch railway to Ville Marie, Québec, on Lac Témiscaming.

Finally construction was underway, one line, 69.2 miles, extending from Gendreau (6.2 miles north of Témiscaming, instead of Lumdsen's Mill) to Angliers, 113.3 miles from Mattawa. The second line was a 7.7 mile line from Gaboury (94.1 miles from Mattawa) to Ville Marie. Canadian Pacific Railway leased the Interprovincial and James Bay Railway Company for 99 years effective June 7, 1856.

The line from Gendreau to Ville Marie and Angliers, Québec opened for service with one train per week effective March 10, 1924. (The Témiscaming station article quote 1923 as the opening date).

Over the years the question has been asked many times as to why this rail line wasn't extended to the Rouyn-Noranda mining area. However, effective May 23, 1924, a through railway and air service (Laurentide Air Service Company) from Angliers, Québec, to the Rouyn gold fields was started. The air service from Angliers left at 8:00 a.m., daily. The fare from Angliers was \$40 single, and \$75 return, with 25 lb. of baggage free.

A 1948 time-table indicates that the one passenger train daily except Sunday, was still in service. In 1948, the 7.7 mile Ville Marie Subdivision was used by two passenger trains each way, daily except Sundays.

About 1950, the construction of Rapide La Cave power development on the Ottawa River resulted in a 3.6 mile increase in the length of the rail line between Mattawa and Témiscaming, Québec. This diversion changed the mileage from 37.9 to 41.5 miles. Canadian Pacific Railway started using this new diversion on September 12th, 1951.

On June 7, 1956, Canadian Pacific dissolved the Interprovincial and James Bay Railway Company and the undertakings were vested with the C.P.R.

Passenger service north of Témiscaming ceased in 1970 and the tracks were later abandoned and finally lifted in 1987.

The Tembec Incorporated pulp and paper complex in Témiscaming, Québec received its last train manned by Canadian Pacific Railway crew on October 29, 1996. The former CP Timiskaming Subdivision was leased to Ottawa Valley RailLink and the next day a train with their crews served Tembec.

Now that we have had a quick look at the rail lines of

the area, let's look at Canadian Pacific's station, 15 Humphrey Street, Témiscaming, Québec. This station house is the second that have served the area. The first station was a couple kilometres west of the present site. The present building was constructed in 1927. The rapidly developing community was the reason to develop this more spacious depot, nearer the centre of the newer development. This station occupies a distinct site, between a wooded hill and a small waterway (Gordon brook) that separates it from the community. To allow easy access, the municipality opened a large avenue and constructed a bridge for access. This impressive access added to the noticeable architecture of the station. The station, a brick structure rests on a foundation of large stones. The design features details of the neo-Queen Anne style – a popular style common before the First World war. This also gives the station the feeling of being welcomed to a large bourgeois house from the turn of the 20th century.

The main portion of the station, containing the main lobby, etc., is two storeys capped with a large roof that melts into the roof of the low wing that served as baggage room. The lines of the baggage room roof extends around most of the building and is supported by a series of fret-work wooden brackets.

The front of the main building is symmetrical with impressive and fancy woodwork around and over the main entrance. This face has a gable above the door, that is crowned by a semicircle in the trim along the roof line. The windows, double hung, are in groups of two or three, and are formally placed around the station.

Like most stations of the period, Témiscaming offered two waiting rooms, one which was reserved for ladies. The entire upper floor over the main station had accommodation for the station master and his family. This flat had are six rooms, including three bedrooms.

The station's architecture style, combined with its well chosen site and planned surroundings are a feature of this industrial city station. Moreover, it constitutes one the rare examples of this type of station located in these remote regions of Québec. The station was declared a heritage building in 1979. The station has suffered some fire damage two or three years ago. Canadian Pacific set terms for its transfer about a year ago. The station over about the past year has undergone a major restoration, costing several hundreds of thousands of dollars and now houses the Station Museum.

So while the upper Ottawa River has seen many changes over the past 120 or so years, this station still hears the sounds of trains, while remembering axe-swinging lumber jacks of the earlier days. Thanks again to Michel Belhumer, and apologies if I lost too much in translation.

London and the Railway Shops

While on the surface we can blame Steve Gardner for sending along a couple of articles about railways and the shops in London, the real culprit is really Don McQueen.

Again while a bit dated, the first part of our London story centres around CN 86 and efforts of a committee attempting to create a Transportation and Technology Exhibit Centre featuring that locomotive. The centre, looking at the Confederation Building of the Western Fairgrounds for their new home, would include not only Engine 86 but also other reminders of London's "moveable" past. These might include items such as Sir Adam Beck's carriage, an early fire truck and Guy Lombardo's speedboat Tempo VII.

Engine 86, a 1910 2-6-0 Mogul locomotive was moved to the Western Fairgrounds in 1958, following its donation by CN Rail to the City of London. The London Advisory Committee on Heritage has decided that the railroads were too important a part of London's past to forget. To show how important the railroads was in London's past, it was noted that the city's railyards once employed almost 4,000 people. A spokesperson for the people of the area stated, "We all lived by the whistle (from the CN car shop) around here," That whistle sounded seven times daily, telling workers when to start work and when to quit.

Employees at General Motors of Canada, Diesel Division, volunteered to do some repainting and refurbishing on Engine 86. The volunteers do not propose to sandblast Engine 86 or do anything else that might prevent it being restored as a working locomotive in the future. The Historical Society would also like to hire a locomotive expert from Montreal to determine whether Engine 86 could be restored to working order.

For the transit fans, the committee has met with the London Transit Historical Society about also displaying old city buses at the proposed centre.

The second article that Steve Gardner sent along was about the demolition of the last of the old Grand Trunk Car Shops in London. A year or so ago, I would have published it as a item of news. However, things have changed, all because of a letter from Don McQueen. Don asked what I had on the old Richmond shops in Halifax, NS. The shortness of my reply led to discussions about how little is kicking around on the various railway shops and their development into the series of shops we think of as CN's main shops. This is now an area that I am actively looking for material on in hopes that we can do a series of articles about the various shops, probably highlighting those that built locomotives. So the little article on the demolition of the London car shops is a good excuse to let our readers know about one of my longer term projects.

The London shops were originally built by the Great Western Railway in 1874, burned in 1885. These London car shops replaced the original ones that had been located in Hamilton from the early days of the G.W.R. In 1897, the Grand Trunk with a bonus of \$100,000 from London rebuilt and enlarged the shops. The article from Steve covered the removal of the last of the London shops and transfer of the land to the Western Fair corporation for parking.

The 1897 shop shuffle, saw the car shops in Brantford closed and relocated to London. This was mostly in retaliation to a squabble with the City of Brantford over the fact that the city had supported the Toronto, Hamilton & Buffalo, in building their line, between Brantford and Hamilton, that competed with the G.T.R.'s.

Brantford, as part of their role in financing the Buffalo, Brantford & Goderich Railway that opened Friday, January 13, 1854, had borrowed \$500,000 and used \$100,000 of it for a bonus for railway shops to built in Brantford. Shortly after line was opened these shops burned and the City of Brantford had to borrow another \$100,000 to help rebuild them. Then in 1870, the City of Brantford granted the Grand Trunk a bonus of \$32,500 to modernize and expand the old shops. The Grand Trunk had to return this \$32,500 plus \$1,000 in interest in 1897 as the Brantford shops were being closed and relocated. The Brantford relocation effected about 250 men in the shops, 75 of them moved to London.

With the closing of the Brantford shops, attempts were made to entice the Gould Coupling Company to take over, however, this failed, and it appears that the shops were used for a couple of years for the Winter Fat Stock show. Then in 1900, the Pratt and Letchworth Company of Buffalo, NY, took over the shops and proceeded to install a malleable iron plant capable of producing 4,000 tons per annum. This plant continued to grow until the fall of 1912 when the Canadian Car and Foundry Company, Limited, of Montreal purchased it. While most of the Brantford car shops are gone, a couple of buildings with their familiar yellow brick and railway style still exist. The old Great Western shops in Hamilton have been long gone, the car operations going to London, while the locomotive portion moved mainly to Stratford.

So, hopefully enough material will turn up to be able us to do more articles on how the various shops evolved, and as I mentioned, I would appreciate any material that you may have lying around.

Belleville and Ex-CN 2534

A few more apologies, and a little more catching up! David Ray Smith of Trenton has sent along a couple of articles about the Montreal built 2-8-0 No. 2534 that has been displayed at Zwick's Island Park, Belleville, since September 29, 1966. This locomotive built in 1906, first carried GTR number 670.

The City of Belleville was first looking at repairing this locomotive to help reflect the City's long railway heritage. The City, on receiving an estimate to remove the asbestos, and cosmetically restore the engine, have now decided that they can't afford the estimated \$91,000, and council has decided to sell the locomotive and find a suitable monument to replace it. The council will have to first rescind a 1990 by-law fostered by Heritage Belleville that designated the locomotive and site a historically important site.

However, there are still a few small rays of sunshine around this locomotive, – local groups such as the Central Ontario Railway Historical Association, have expressed an interest in acquiring it. Spokesman for the Central Ontario Railway Historical Association stated that his group is interested in this engine and have been discussing with the City about moving it to a local industry who has offered storage space for it. They consider it could be restored to operating condition, but the first step is to obtain agreement with the City over the engine and the costs of moving it from the Park, presently estimated in the order of \$21,000.

Tourist Railway

On my last visit to Montréal, Doug Brown passed me an article about a proposal for an urban tourist railway that would carry passengers between some of that city's historic sites. The proposal would now involve the relaying of track along much of CN's rail line that paralleled the old Lachine Canal. CN began ripping up this track last November.

The proposal would involve a three car train that would enable visitors to travel between various historic sites along the old Lachine Canal. Hiking and bicycle paths have been established along this linear park. The area is under the control of Parks Canada, and discussions have been ongoing as to whether the area should be served by a railway or boats on a rehabilitated Lachine Canal. The Canal saw water activities from 1824 until the St. Lawrence Seaway opened in 1959. The train proposal would operate between the Old Port and Lachine, letting people see or visit the grain elevators warehouses and

ships, at the old port, with panoramic views of the Montréal skyline and Mount Royal along the way. The train would also enable people to visit the Fur Trading Post, old churches, historic buildings and the Lac St. Louis water front at its western terminal in Lachine. While the goal of both the boaters and train promoters is to attract more tourists to the city's south-western sector, it should be interesting to see what happens. Hopefully, Doug will keep us posted.