

Just A. Ferronut's Railway Archaeology

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Well, as part of your Society's look at CN's Bala Subdivision, I am going to take a few quick glances at some of its history and background. This line now used as CN's mainline northward is listed as being 276.1 miles from Toronto to Capreol. This line was constructed by the Canadian Northern Railway with the majority being constructed under the James Bay Railway's charter shortly after the turn of the twentieth century. While construction started about in the middle around Parry Sound and worked in both directions toward its present terminals, we will like the mileage, start our review at Toronto and work northward. It should be noted that until at least 1910, the Canadian Northern referred to the portion between Toronto and Parry Sound simply as the "Parry Sound Section." North of Parry Sound to Sudbury Junction it was called the Sudbury Section. The main line section North of Sudbury Junction was the Gowanda Section. In this month's column I will use the slightly later name, the Muskoka Subdivision, for south of Parry Sound and the section names north thereof, with the current name in parentheses. Again, where possible, I will use two names in the same format for lines of other railways.

Downtown Toronto

The first rail line out of Toronto was northward. This of course was the Ontario, Simcoe and Huron Railroad that was opened from Toronto to Machell's Corners (Aurora), in the fall of 1852.

However, it is the rail lines in the area of the Don Valley that interest us in our review. The Grand Trunk Railway opened its line from Montreal to Toronto on October 8, 1856. This line terminated at a station located between Parliament and Berkley Streets, a few blocks east of the present Union Station. For the next several months, passengers travelling west of Toronto were carried by omnibus across town to the Grand Trunk's Queen Quay station. The City and Grand Trunk had reached a final agreement, dated August 30, 1856, whereby the Railway would construct a 100 foot wide Esplanade, in the waters of the harbour, for the city and its own tracks. The completion of "The Esplanade" in 1857 provided the Grand Trunk a right-of-way along the Toronto waterfront.

The year 1871 saw the Toronto & Nipissing Railway open its rail line between Uxbridge and Scarboro Junction on July 1st. The T. & N., was built using a 3'-6" gauge, since it was more economical, and many argued, just as good as the wider gauges. The G.T.R. was still using broad gauge, 5'-6" in 1871. Since the T. & N. met the G.T.R. at Scarboro Junction, this gauge difference meant that the T. & N. had to lay a third rail westward along the Grand Trunk track into a new station which was built in the same area as the original 1856 Grand Trunk station.

The first rail line from the north, was the construction in 1887-1888 of the C.P.R.'s "Don Branch" by the Ontario and Quebec Railway. Simply put, this line from Leaside Junction crossed the Don River, and then crossed the Grand Trunk on the west bank and finally paralleled the south side of the Grand

Trunk westward into what later became the C.P.R. "John Street Yard."

The Toronto Belt Line Railway Company was incorporated by Chapter 82 of the Statutes of Ontario 52 Victoria on March 23, 1889 to build a line up the Don Valley for about 3.5 miles then climb a ravine to Moore Park and loop westward to 11th District, Northern Division (CN's Newmarket Subdivision) (originally the Ontario, Simcoe and Huron Railroad). This ill-fated line, taken over by the Grand Trunk pursuant to an agreement dated January 20, 1890, was identified as the Don to Belt Line Junction - 15th District, Middle Division. Today, most of the 3.5 miles along the Don Valley forms the Toronto end of CN's Bala Subdivision.

The next change at the Toronto end came with the incorporation on July 13, 1906 of the Toronto Terminal Railway Company to facilitate the construction of a new Union Station. Of course it took twenty-one years of battling, etc., to see the Toronto Union Station as we now know it to be officially opened. While there had been various earlier agreements between the Canadian Pacific and the Grand Trunk, as well as with the City, the projected needs of each party and the sharing of the costs delayed the opening of Union Station until August 6th, 1927, when His Royal Highness, Edward, Prince of Wales, opened the station. This year marks the seventieth anniversary of that event. One result of this long delay was the construction of what is known today as the eastern viaduct, constructed in the 1920's to provide suitable highway grade separations and a road bed into the new station. During this work the curve on the Toronto Terminal Subdivision (CN's Bala), and Toronto Terminal Subdivision (CP's Belleville) subdivisions with the G.T.R.'s 15th District, Middle Division/Oshawa Subdivision (CN's Kingston) subdivision were changed, moved eastward, and the track grade raised with the roadbed supported by fill between concrete retaining walls. Following the creation of the Canadian National Railways, the line from Duncan south to Toronto Union became the Toronto Terminal Subdivision. Today, the operating limits for the Toronto Terminal Railway is CN mile 2.1 Bala Subdivision. For operating purposes Canadian Pacific had designated the complete 5.3 mile line from Leaside Junction to Toronto as being Toronto Terminal trackage. Today the T.T.R. limits only extend 1.9 miles to Don, on the C.P.R.'s Belleville Subdivision.

Why The Don Valley?

For those familiar with Toronto's geography and the general pattern of the various rail lines, they soon realize that while it has many twists, by 1900, the Don Valley and the various valleys that carried its tributaries were about the only routes left into downtown Toronto. During the early planning stages, the goal of the James Bay Railway was downtown. About the time the James Bay Railway was ready to start construction, the little used G.T.R. branch up the lower portion of the Don Valley, (mainly used to serve the Toronto Brick works, CN Mile

3.7, Bala Subdivision), along with the G.T.R. 15th District, Middle Division/Oshawa Subdivision (CN's Kingston) provided the option of dealing only with one company, and the least amount of foreign track for Canadian Northern would need to reach Toronto Union Station. This same route would later be used to provide access for their line east to Belleville and Ottawa. As you will see, this thinking later changed, as the C.P.R. following one of their disagreements with the G.T.R., decided to construct their own version of a grand station at North Toronto.

With one of the more complex portions of the line's history behind us, we will now start working northward.

Opening the Toronto – Parry Sound Line

The line from Parry Sound to Rosedale was constructed using the James Bay Railway's July 1895 charter on behalf of the Canadian Northern Railway.

Mr. D. D. Mann, First Vice-President, and a party of nine that included Mr. D. B. Hanna, Third Vice-President, made a trip over the James Bay Railway on Sunday, September 16, 1906. The driver of the train was a Mr. Yarnell, while the conductor was a Mr. Brooks. The 149.2 mile trip took six hours. However, it wasn't until Monday, November 19, 1906, that the first regular passenger train steamed out of Union Station, Toronto, at 8:10 a.m. to officially commence service northward.

Like most lines, trains and service by the railway and its contractors had been provided over parts of the line prior to this date. Some traffic was unauthorized, like the 5 James Bay railway cars that broke loose on August 30, 1906, near Richmond Hill and went for a nineteen mile run down the Don Valley. The line in this area drops about 500 feet or an 0.5% average. The first obstruction they met with was an engine which they crashed into at the Don siding damaging the engine considerably.

When this line was opened, one should remember that neither the Canadian Northern nor the National Transcontinental Railways had lines across northern Ontario, so Parry Sound provided a terminal for summer shipping across the Great Lakes directly with Port Arthur (Thunder Bay).

Rosedale, Mile 3.8

Rosedale was an open station, located at the junction between the Grand Trunk and the Canadian Northern's Muskoka Subdivision. Rosedale was also considered the initial or terminal station for all Canadian Northern trains. Prior to the construction of the branch from Duncan (Oriole) to Donlands for access to Leaside, the Canadian Northern had a wye, yard and engine house, etc., in the area between the Bloor Street viaduct and the Rosedale station. This yard and structures were apparently removed in 1921 following the establishment of the Canadian National Railways, as part of the consolidation program. Relocations of the Don River in the area have also been undertaken over the years to wipe the area clear.

East Don, Mile 6.0 – Todmorden, Mile 5.6

While, Todmorden Mills existed in the area, it would appear that the use of the name Todmorden station came later. In my 1910 Time Card, a station at Mile 6.0 called East Don appears. Following the opening of Canadian Northern's eastern line towards Belleville and Ottawa, that opened in the fall of 1911, the name Todmorden at Mile 5.6 replaced the earlier station. This station became the junction station between the Muskoka (CN Bala) and Trenton (CN Orono) Subdivision.

Leaside Shops

By 1909, Canadian Northern had completed and opened their Fort Rouge repair shops in Winnipeg. With the expansion of the Canadian Northern rail network in the east, it was becoming apparent that the railway needed a similar facility in the east. Without getting into too many of the details of Mackenzie and Mann's plans for southern Ontario rail lines or their relationship with the Canadian Pacific, Leaside at the junction of CP's Oshawa (Belleville) and Toronto Terminals (North Toronto) subdivisions was chosen for the site of these eastern shops, with land for a townsite surrounding them. These shops were first announced on December 17, 1909, but were delayed because of the first World War, etc.

August 25, 1922, saw the first car come out of the Leaside shops, when Observation Car 15100 left the Shop en route for the Toronto Exhibition grounds to be placed on view with the all-steel train. The car was especially designed so that patrons would be able to take in all the scenery of the Rocky Mountains with the greatest possible comfort, the two ends of the car being open and the centre enclosed and equipped with windows.

North Toronto

While the Canadian Northern had incorporated the Toronto, Niagara and Western back in 1903, it wasn't until 1913 that they announced that this line would follow along part of the Toronto Suburban and then the Canadian Pacific's Oshawa (CP North Toronto) Subdivision through north Toronto to Leaside.

The Canadian Northern and C.P. started to work out an agreement for this scheme. In the meantime, early in 1914, Canadian Pacific started the design for their new North Toronto station.

In April 1915, an agreement had been reached concerning Canadian Northern's use of C.P.'s North Toronto station and trackage. This agreement, included a joint zone from Donlands Junction west 5.95 miles along CP's Oshawa/Toronto Terminals (Belleville/North Toronto) Subdivision. This was 2.25 miles beyond the North Toronto Station. This agreement was ratified on October 1, 1915. Of course, Canadian Northern never did construct its western line.

September 9, 1915, saw the cornerstone of the North Toronto station laid. This station was officially opened on June 14, 1916.

The location of the new North Toronto Station, with its adjacent street car service was enough to cause the Canadian Northern to do some serious rethinking of their rail service into Toronto.

Duncan/Oriole, Mile 11.1

Late in 1916, the Canadian Northern, started construction on their 2.18 mile rail line from Duncan, on the Canadian Northern's Muskoka (CN's Bala) Subdivision, to Donlands Junction, on the C.P.R., east of their Donlands bridge. I have conflicting dates on the opening of this line, but it was completed sometime between June 1917, and February, 1918.

In conjunction with the opening of this line, the Canadian Northern, were also discussing, and surveyed for a 4-mile rail line diversion from its Trenton Subdivision, near Scarborough Village to Donlands Junction on the C.P.R. With their arrangements with the C.P.R., this would give the Canadian Northern one central station from which all its lines could radiate, without concerns over the grades and curves of getting

down through the Don Valley. However, disputes over road crossings along this eastern diversion, caused it to be delayed, and the formation of the Canadian National Railways spelt its final death knell.

Doncaster, CN Mile 16.1

The February, 1965 opening of the Toronto Yard (MacMillan Yard) with its access line from Pickering, called the York Subdivision created a new rail line crossing of the James Bay Railway at Doncaster. This connection has seen a number of improvements since, including upgrades in the mid 1970's as Go Transit service was extended to Richmond Hill, and more recently with a new east to north connecting track.

Richmond Hill, Mile 21.4

Since Mackenzie and Mann controlled both the James Bay Railway as well as the Toronto & York Radial line, and they were both the same gauge, there was an interchange between the two at Richmond Hill.

Zephyr, Mile 43.8

The James Bay Railway crossed the Grand Trunk's Sutton Branch – 10th District, Northern Division (Sutton Subdivision) at grade with a non-interlocked diamond crossing at Zephyr. The Sutton Subdivision had been constructed by the Lake Simcoe Junction Railway, as part of the Midland Railway system. Following the formation of the Canadian National Railways, 16.15 miles of the Sutton Subdivision from near Stouffville to Zephyr was taken out of service and dismantled in 1928. A new wye and connecting track was constructed at Zephyr to connect with the remaining north end of the line that had originally served Jackson's Point on Lake Simcoe.

Beaverton, Mile 64.3

The James Bay Railway was not the first to reach Beaverton. The Midland Railway reached Beaverton as a Christmas present, when the formal opening party arrived behind the engine "Havelock" on December 24, 1870. I am mentioning the Midland at this point, since prior to it being extended to Orillia, the railway (originally the Port Hope, Lindsay and Beaverton Railway) had run to the wharf on Lake Simcoe. A topographical map from the 1920's indicates that while the trackage to the wharf had been abandoned, the wharf line from Midland's Beaverton East, connected with the James Bay Railway.

North of Beaverton the two railways paralleled each other, with the James Bay's Muskoka Subdivision staying on the west, or Lake Simcoe side of the Midland, G.T.R.'s 9th District, Northern Division (CN's Midland Subdivision) until north of the Trent Canal.

Trent Canal, Mile 67.1

The Canadian Northern's Muskoka Subdivision crossed the Trent Canal on a non-interlocked draw bridge west of the Midland Subdivision. Unlike many locations, the approximately 4 miles of parallel track between Beaverton and Gamebridge remained in place and apparently in legal use until the fall of 1963. The Canadian National records indicate that operation over the Midland Subdivision between Gamebridge {a station on both the Canadian Northern's Muskoka (Bala) Subdivision and Midland's Midland Subdivision} and Atherley, near Orillia, on CN's Newmarket Subdivision was discontinued in July 1959. Even this raises the question as to what was taking place on the portion of the Midland Subdivision between 1959 and the fall of 1963? Definitely a research project for the future!

The Grand Trunk, as the then owners of the Midland Railway (Midland Subdivision) had replaced their bridge over the Trent Canal in 1903. This bridge was high enough to provide suitable clearance for boats on the Trent Canal without needing a draw. The records indicate that the Federal Government had funded the abutments for this bridge. Noting the date of this work, one wonders if perhaps it wasn't tied in with the approaching Canadian Northern Railway. The Canadian Northern followed the existing ground level, and passed under the Midland Railway, north of the Trent Canal. This lower elevation accounted for their need for a draw bridge over the Trent.

Canadian National's Time Table 38 that went into effect on October 27, 1963, shows the elimination of the old Canadian Northern's draw bridge, Mile 67.1, as well as the slow order north of the canal for the reverse curve underneath the former Midland Subdivision.

While we have not been able to find the regulatory orders for this "relocation/abandonment", Board of Transport Commissioner's Order 112479, dated October 28, 1963, was issued authorizing the abandonment of the Midland Subdivision from Gamebridge, Mile 26.52 Midland Subdivision to Atherley, Mile 40.52 Midland Subdivision. This 14.08 miles of track from Mile 26.44 to 40.52 Midland Subdivision was dismantled in April, 1964.

Brechin Interlocker, Mile 71.4

Another late comer, that crossed the James Bay Railway at Brechin, Mile 71.4 Muskoka (Bala) Subdivision, was the Georgian Bay & Seaboard Railway, part of the C.P.R. family of railways. Canadian Pacific's Port McNicoll Subdivision, opened for general traffic on May 4, 1912, was built primarily to handle western grain coming from the Lakehead to Port McNicoll by ship. This line provided a short-cut via Orillia and Lindsay to C.P.'s Peterboro (Havelock) Subdivision. The Peterboro Subdivision was part of the original Toronto to Montreal line that had been built by the Ontario & Quebec Railway.

The short-lived crossing of the two railways at Brechin was interlocked. The Georgian Bay and Seaboard between Lindsay and Orillia was apparently abandoned in 1932. However, based on comments made by the late Jack McLean, the line may not have been quickly removed. Jack mentioned on different occasions, the long strings of box cars sitting on this line during the depression of the 1930's. Also the C.P.R.'s Time Card issued March 11, 1934 shows the full line.

Udney, Mile 77.5

Udney was a small station when the James Bay Railway opened its Muskoka Subdivision. However, the rails had hardly felt revenue traffic, before the Canadian Northern Ontario Railway started construction of a 7.34 mile line from Udney west to Atherley, near Orillia. This line opened July 28, 1910 was originally called the Canadian Northern's Orillia Subdivision. With the construction of the above mentioned Georgian Bay & Seaboard Railway through Orillia, the Canadian Northern's Orillia Subdivision using an interlocker at mile 7.15, crossed the Grand Trunk's 12th District, Northern Division (Newmarket Subdivision), and connected with the C.P.R. line. The Canadian Northern also obtained running rights into Orillia. A news report in *The Packet* of Orillia, dated October 5, 1911 defines the new C.P.R. station there as being a "union station," and that a G. T.

Martin, of Smiths Falls had been awarded the contract.

Like many other parts of the Canadian Northern System, their Orillia Subdivision didn't last long after the establishment of the C.N.R., as it was taken out of service in 1922 and the line dismantled in 1923.

Washago, Mile 88.7

The first rail line through Washago was the Northern Extension Railway. This company had started its corporate existence in December 1869 as the Toronto, Simcoe & Muskoka Junction Railway. Since they wanted to join onto the Northern Railway of Canada at Barrie, that latter company acquired a controlling interest in the Toronto, Simcoe & Muskoka Junction Railway, combined it with another railway and called the new venture the Northern Extensions Railway. While this line was opened across the Narrows at Orillia on September 15, 1872, it wasn't until August 18, 1873 that the Northern Extension reached Washago. The final 13.53 miles to the Muskoka Wharf wasn't opened until November 15, 1875. The Northern Railway of Canada, along with its associates were amalgamated with Grand Trunk Railway, effective February 24, 1888. So by the turn of the century this railway was called the 12th District, Northern Division, (CN's Newmarket Subdivision).

The James Bay Railway's Muskoka Subdivision crossed the G.T.R. at approximately 45 degrees about 0.3 miles south of the present station at Washago. This line had its own crossing of the Severn River. The Canadian Northern's Washago station was on the north side of the track at Mile 89.1 Muskoka Subdivision.

Again effective May 22, 1922, following the establishment of the C.N.R., Canadian Northern's Muskoka Subdivision from Toronto, had both a north and south connecting tracks constructed to CN's Newmarket. A new 0.47 mile section of track was constructed west of CN's Newmarket Subdivision and north of the original Muskoka Subdivision. This provided that 0.73 miles of Canadian Northern track, one bridge across the Severn River could be abandoned, and the G.T.R. station at Washago used by all trains. Following this relocation, CN's Newmarket Subdivision passed on the east side of the station and CN's Bala on the west side. As part of more recent highway work in the area, the junction with CN's Newmarket Subdivision was relocated westward so that both subdivisions passed on the westerly side.

Relocation for Trent Canal, Mile 89.44 to 90.58

Construction work for the Trent Canal caused the relocation of the Muskoka (CN Bala) Subdivision southward for a distance of 0.86 miles between the above mileage. Operations over the original line ceased in 1920. The result of this was the creation of a new drawbridge location at Mile 90.0 Bala Subdivision and line that opened on March 11, 1920.

Jeanettes Narrows, Mile 113.1 – Bala Park, Mile 113.4

Bala Park was one of the important centres along the line. It is situated on an island along the edge of the Muskoka Lakes. This area had been growing in popularity as a summer resort both for the people of Toronto and numerous Americans. The Canadian Northern Railway provided a second convenient access to this summer vacation area. Canadian Northern's promotions from the time write of the area as providing "a perfect mingling of sociability and seclusion." They also highlighted how close and convenient it was to the United States, and the American influence on the architecture of houses in the

area.

Bala Park had a wye and trackage to its wharf. The mainline switch for the south leg of the wye was immediately adjacent to Jeanettes Narrows draw bridge. This draw bridge was across the narrows between the main part of Lake Muskoka and Bala Bay, created some interesting operating restrictions. In the early days this draw bridge was non-interlocked, although the switches next to the bridge had special locks, and the Bridge Tender was the only one with keys. Southbound trains mainly had to be sure that the semaphore was set for them, or not pass it, since they were using the north leg of the wye to the wharf. These southbound trains would then back out the same route as they came in, before proceeding south. However, for northward trains, going to the wharf, things were a little more interesting. First they had to ensure that the draw bridge was in a safe position to cross, then they would proceed and move head first onto the wharf track via the south leg of the wye. However, before backing out from the Wharf, "the Conductor must, before the train is moved, make sure that the draw bridge is in proper position and must personally have the understanding with the Bridge Tender in charge that such is the case and must also receive a proceed signal from the Bridge Tender before train is moved on to main track."

Lake Joseph Siding, Mile 130.1

Lake Joseph, like Bala Park had a wharf with trackage to it. The 1910 Time Card indicates that trains "must not exceed Six (6) miles per hour when backing Lake Joseph Siding to Lake Joseph Wharf." Under the C.N.R., as early as 1919, this location had become known as Dock Siding.

Falding Diversion, Mile 139.59 to 140.88

The original Muskoka Subdivision made a slightly southward bow across Blackstone Road and then swung northward using three wooden trestles, including one to cross the narrows of Rankin Lake. The diverted alignment stays closer to the shore of Windfall Lake and makes a smoother northerly arc on its approach to Falding. This 1.3 miles of original Muskoka Subdivision trackage was taken out of service on July 19, 1920.

Amalgamation of Trackage, Falding to near James Bay Junction

The James Bay Railway, as mentioned was incorporated under a Federal Government charter, July 22, 1895, and to enable it to get a foothold in the area, built first a rail line from the harbour at Parry Sound to James Bay Junction on the Ottawa, Arnprior and Parry Sound Railway, better known to most of us as part of the Canada Atlantic Railway. This 3.70 mile portion of the James Bay Railway was opened for the carriage of traffic on March 2, 1902. Under an agreement dated August 15, 1904, the Grand Trunk Railway acquired control of the Canada Atlantic Railway.

The James Bay Railway, as it started its construction towards Rosedale left its original line about 0.8 miles north of the original James Bay Junction. This new junction was named James Bay. From James Bay, the new line then paralleled along the west side of the Canada Atlantic for approximately 5 miles to Falding. This diverted route permits the James Bay Railway to pass over the Canada Atlantic as it also crossed the Boyne River. For what ever reasons, this parallel trackage outlasted many locations. It wasn't until June 1938, that a new connection at Falding tying into the James Bay Railway was put into service, and 2.86 miles of the Canada Atlantic was dismantled. Because

access from the James Bay Railway, at James Bay, to the Canada Atlantic's Depot Harbour line involved a switch-back movement at the original James Bay Junction, a 0.58 mile section of the old Canada Atlantic was kept for a pull-back track.

My plan of these track changes, show the short section of James Bay between the original James Bay Junction and the start of the diverted main line, as being called a portion of the Algonquin Subdivision, the name used in 1939 for the Canada Atlantic track towards Ottawa. It had been earlier called the Depot Harbour Subdivision.

Parry Sound Terminals

The Canadian Northern first operated its line from Parry Sound Junction to Parry Sound under the name Parry Sound Terminals. Since the Parry Sound Terminal line had the first Parry Sound station on it, it meant that all trains from the south had to back into the station. The rules of the day stated that "All passenger trains backing up between Parry Sound Junction and Parry Sound Station must have air whistle signal on the front end of leading car. The whistle must be sounded while the train is moving backwards. Speed not to exceed Six (6) miles per hour." By 1916, the station had been relocated out to the main line, and the former station designated the "Freight Station." This trackage had become known as Parry Sound Industrial Spur by 1916. While the original James Bay Railway track extended to the harbour, the arrival of the Canadian Pacific resulted in their desire to also gain access to the waterfront of Parry Sound. The agreement reached was that each railway would use the defined "joint section" during set hours. Each party could ask the other permission to use the track outside of their hours if needed. In 1916 Canadian Northern engines had rights daily to the track from 12:01 to 24:00 o'clock. The C.P.R. had the use from 24:01 to 12:00 o'clock. By 1979 Canadian National engines only, operate on the Parry Sound Industrial track from 2359 until 0600 and from 1200 until 1800. Canadian Pacific had sole use from 0600 until 1200 and from 1800 until 2359.

North from Parry Sound

Canadian Northern's push northward from Parry Sound met both quite different terrain, as well as reasons for its construction. South of Parry Sound, there was the population to support farming, lumbering, the resort business as well as need to get various supplies to the city. We often forget the train loads of such commodities as wood, needed for heating and cooking, hay for all the hay burners that were still being used to pull everything from delivery and service vehicles to the family carriage. Then also, the summers required more trains for the ice for our ice-boxes, delivered by horse and wagon. Also as we previously mentioned there was the traffic to and from Port Arthur.

The Canadian Northern had played a major role in helping with the homesteading of the prairies. Government surveys had estimated that there was 16 million acres of cultivable clay in northern Ontario between Sudbury and Port Arthur. But this knowledge and the need to provide a year round connection with its western lines were the main carrots to push through this uncharted and sparsely settled land north of Parry Sound. Also, at first, various reports indicated that there wasn't much in the way of mining potential in this north area. However, it was the falseness of these mining reports that became the biggest attraction for the Canadian Northern's push.

About 1900 prospectors had discovered one of the largest and most accessible deposits of iron ore in North America, some 30 miles north of Sudbury. This same wave of prospectors were finding various minerals in large quantities in the Sudbury area. Great news for the railway promoters.

The rough terrain took its toll! During the construction period, it seemed like a weekly occurrence to read a report of another group of men being killed in a dynamiting accident.

Under the name of the James Bay Railway, work on the Sudbury Section (CN's Sudbury Subdivision in its early days and later the Bala Subdivision) was generally paralleling the construction time frame of the southern section. The 44.30 miles of Sudbury Section (CN's Sudbury Subdivision in its early days and later the Bala Subdivision) to Still River, Mile 193.7 was opened for traffic on September 25, 1907. The mileage along the Sudbury Section are taken from Toronto.

Wallbridge\Salines\Drocourt, Mile 190.1

Wallbridge was the name used in the Canadian Northern's September 1910 Time Table for a depot located 3.6 miles south of Still River. This station was renamed Salines in their Time Table 36, dated October 19, 1914. By October 20, 1918, the name Drocourt, appears for this station. While a quick change by our current processes, this new name may have been in honour of a military attack that took place on September 2-3, 1918, when Canadian troops broke open the Drocourt-Quéant hinge of the German Hindenburg defense line in France.

While accidents seem to be an unavoidable component of railroading, a head-on collision near Drocourt on Wednesday March 20, 1929 was probably the most serious to occur on this former Canadian Northern line. This head-on collision occurred when trains Nos. 3 and 4 collided, resulting in the death of at least nineteen people.

The next section of the James Bay Railway to be opened was actually the 11.24 miles from Sudbury via Sudbury Junction to Coniston, that opened on April 24, 1908.

Less than three months later on July 2, 1908, the 62.32 miles from Still River to Coniston was opened.

Key Harbour Junction and Branch, Junction Mile 214.2

The discovery of iron ore at Moose Mountain, the name given the ore deposit north of Sudbury by a Professor Leith, of Wisconsin University, after he had been driven up trees four times in one morning by bull moose, put the railway surveyors to work. In October 1905, Mackenzie and Mann, following considerable checking, entered into an agreement with the Moose Mountain Mine Limited, for their James Bay Railway to have exclusive rights to ship the ore from the mine to a new terminal at the mouth of the Key River.

Key Junction, Mile 214.2, James Bay Railway's Sudbury Section (CN's Bala Subdivision) was selected as the site for the junction. Key Junction would eventually sport a two storey frame station, a coal chute, water tank, a bunk house and the usual assortment of section gang buildings. Track-wise it had a passing siding as well as a back track. While the main branch had a north facing switch, a connecting track to the south end of the yard provided a wye.

The 7 mile branch from Key Junction to Key Harbour was constructed under the Canadian Northern Ontario's charter, not that of the James Bay Railway. Construction started in May 1907 and was completed November 6, 1907.

The first iron ore pellets from Moose Mountain were shipped out of Key Harbour in 1909.

Both Sir William Mackenzie and Sir Donald Mann invested heavily into the Key Harbour venture, hoping that Key Harbour could become a Pittsburgh of the north. The lack of cheap coal would rule this out, since it takes 3 tons of coal to smelt one ton of iron ore.

The Key Harbour facilities suffered a major set back in 1912, when someone attempted to blow up the ore dock and buildings. The resulting fire destroyed part of the loading dock and some of the adjoining trestle.

Repairs were carried out over the winter, and it looked like the dock would be ready for the 1913 shipping season. However, on Good Friday, 1913 a freak windstorm blew down part of the facilities including the a major portion of the train shed over the ore storage building.

The last iron ore was shipped from Key Harbour in 1916. Future shipments were made via Depot Harbour and other ports that could handle larger ships.

The ore dock was dismantled during the 1920's and 1930's.

The Key Harbour branch would probably become the most re-classified (in service out of service, etc.) piece of track on the Canadian National System.

After a dozen or so years of general idleness, Key Harbour was put back in service by Canadian National Railway in 1929. This coal unloaded at Key Harbour would be transported and stockpiled at Hanmer, Mile 271.8 Gowanda Section (Mile 122.8 CN Sudbury, later Mile 271.1 CN Bala Subdivision) mainly for use on the railway's northern division.

During the years of this coal operation, being the opposite of the earlier years of hauling ore to Key Harbour, trains would back down the 7 miles in order that the locomotives could use their sanders on the trip from Key Harbour to the Junction. The ships average about 7,000 tons of coal would keep a crew busy, working around the clock for the most of two days. Some years, the coal brought into Key Harbour was for the Ontario Northland Railway and the furnaces of International Nickel at Sudbury. These coal movements ended about 1938.

Key Harbour Jitney Service

William A. Campbell, in his book "Northeastern Georgian Bay and its People" has an interesting account on a "Jitney Service" that operated over the Key Harbour Branch for about 40 years. It was started by an Arthur Gropp for personal use sometime between 1910 and 1918, probably nearer the latter after the line stopped handling ore in 1916. From being a means of personal conveyance, it branched out into providing service for hunters, fishermen and campers. For the commercial fishermen, he transported their fresh fish to the Junction for shipment to various markets. In 1921, a C. H. Gauthier purchased the concession and equipment from Mr. Gropp. He obtained permission from the railway to keep the service running, including handling freight along the line. In return he was to keep the line serviceable. He expanded his equipment roster, that at times included a Whippet automobile, model "T" Ford truck, and various home built passenger and freight trailers. Trains consisting of 6 or 8 trailers were at times operated. This service lasted until July 1958.

Canadian National Railways obtained a Regulatory Order in 1959 for the abandonment of the Key Harbour branch,

since it wanted the rails for relaying elsewhere. The last rails were removed on September 5, 1960, bringing an end to a colourful era of an interesting place. Following abandonment some of the lands around Key Harbour were sold for cottages, etc.

St. Cloud Interlocker, Mile 247.8

The James Bay Railway near St. Cloud, Mile 247.8 Sudbury Section (CN Mile 247.5 Bala Subdivision) crosses at grade, the C.P.R.'s Parry Sound Subdivision at their mile 112.7. This crossing has always been interlocked.

Coniston Interlocker, Mile 257.0

The James Bay Railway has its second level crossing of the C.P.R., this time on their North Bay to Cartier line, near Coniston, Mile 257.0 Sudbury Section (CN Mile 256.8 Bala Subdivision). This grade crossing is at C.P.R. Mile 70.7 Cartier Subdivision. This crossing also has always been interlocked.

Sudbury Junction, Mile 261.7

To do justice to the trackage in the Sudbury Basin, one would need at least a full column. Therefore, at this time, I will give a description of the trackage associated with the Canadian Northern and a general description of trackage as used by Canadian National.

Canadian Northern under the James Bay charter, built a line 5.2 miles long from Sudbury Junction, located east of Sudbury, into Sudbury. This trackage was called the Sudbury Terminal Section in 1910 (CN's Sudbury Spur). Over the years a northerly connection has been added and the headblock (H.B.) of the Sudbury Spur is now at that location (CN Mile 262.3 Bala). The junction station has also been moved northward to CN Mile 262.1 Bala, and the junction part of the name dropped. At Mile 4.08 of the spur was a junction called Algo. From this point, on a branch, was yard trackage, a wye with a 3-stall engine house inside the wye.

In 1931, the Sudbury Spur was extended, under the Canadian Northern Ontario Railway charter. Trackage was extended across Sudbury to Mile 6.71, where Canadian National maintenance ended. At this point it joined a section of joint CN-CP track that extended to Clarabelle, CN Mile 8.48 Sudbury Spur. This trackage provided a connection to C.P.R.'s Cartier Subdivision as well as providing access to Inco (International Nickel Company). This extension was opened on August 13, 1931.

Gowanda Section

From Sudbury Junction, northward, the track was originally listed at the Gowanda Section and was constructed by the Canadian Northern Ontario Railway. The 26.98 miles from Sudbury Junction to Sellwood was opened for traffic on October 24, 1908. Sellwood was the location of the Moose Mountain Iron Mine and the end of the line in 1908.

Garson Junction, Mile 262.9

Garson Junction was located at Mile 262.9 Gowanda Section (CN Mile 262.8 Bala Subdivision). From this junction Canadian Northern built a 3.66 mile spur eastward to serve the Garson Mines, that was opened April 14, 1908. Canadian National Railways extended this trackage from the original Garson Mine spur to Falconbridge Nickel Mines. On December 18, 1929, 3.03 miles of the track from Garson Junction to Falconbridge was reclassified as being part of the C.N.R. system. On the same date another 3.5 miles of trackage was taken into CN's system. The original 3.66 mile spur, now extends 6.6

miles, with various sections of trackage owned and used exclusively by CN, while other is owned Falconbridge and operated by CN, and still other is owned and operated exclusively by Falconbridge.

Capreol

Of course Capreol didn't exist as the Canadian Northern was pushing its Gowanda Section through the area. With the construction of the Canadian Northern Ontario Railway's line from North Bay getting closer to completion, details of the junction had to be worked out. The original Gowanda Section left the current (CN) alignment at Mile 275.8 from Toronto (CN Bala Subdivision) and followed a slightly more westerly alignment, crossing the Vermillion River twice and joining back into the Gowanda Section (CN's Ruel Subdivision at Mile 1.0). This old section was discontinued in October 1914. The replacement for this line stayed on the east bank of the Vermillion, and with a wye connection joined the proposed alignment of the projected line from North Bay. This alignment provided space for a small townsite as well as over a mile of tangent track with adjacent lands on which to build yards, round house etc. The new line from North Bay and Pembroke was opened October 15, 1915. The western portion of this Canadian Northern line has carried subdivision names including: North Bay, Alderdale and most recently CN's Newmarket.

So about this date, a new community name was needed. In some of A. J. Hills' notes he mentions that "while the county or township bore that name, we did not decide on using it until we found out that one of the Capreol family in Toronto had been a director of one of the first railways from that city." So the north had a new community and the railway had a new junction.