

The Ferrophiliac Column Compiled by Just A. Ferronut

February 1990

January? Where have you gone? Yes, it is February, and already, at least in southern Ontario we have had a few sunny spring like days and yes, even lazy I got out for a good excursion through the country side more about that later. In the meantime lets look at the mailbag. First from J. D. Knowles is information on another restaurant of interest to our fraternity. Jack writes that the HARVEY's at 805 Queenway, Etobicoke is worth a visit. It has 12 large pictures including a track side view of the CNR Parkdale station, a street side view of the Sunnyside station and six aerial views of the old Sunnyside beach area. In this group is one showing the old curved Lake Shore Road bridge at Roncesvalles and Queen. Others show the present Queensways Humber River bridge under construction, the amusement area, the bathing beach, the old Palace Pier being destroyed by fire and the old TTC Humber Loop south of the CNR, taken just days after Hurricane Hazel. This shot of the loop shows it full of Hamilton Street Railway and Canada Coach Lines buses which temporarily replaced the Queen carline west of the Parkside Loop due to the use of a Bailey Bridge while the flood damaged Lake Shore Humber River Bridge was being patched up.

Not in the restaurant class, but there are a couple of other locations in Toronto, that the railway – transit history buff may find worth visiting. One is the Food City Store on the east side of Broadview, just north of Mortimer. They have numerous photos around the store including one of a burnt out street car following a tangle an truck. The second location is in the west end of Toronto Union Station along the ramps leading to the Skywalk. Again the photos are not all rail, but some are and many show similar shots from two different time periods.

Is “Misplaced Nomenclature” causing “Steam” – Last month's Newsletter had a short article by our Editor about the use of the word “steamer” in referring to steam locomotives. I guess many of us have been guilty of the misuse of words but until it is brought to your attention, you don't think about it. Well this little article has got a couple of responses. First, Ken Andrews brought to our attention that the record of “6218” by the Stone Hand, both on the cover and in the record uses the word steamer. Also, over the last few weeks I have been reading a number of old Tempo Jr.'s and it is interesting to note that in at least two issues back about 1973, Don McQueen uses the word steamer in articles about steam about Turcot and in another tracing CN's paint schemes. How many spots have you seen this or others misused?

Along the same line, our President who only knows steam locomotives from museums, photographs and movies, forwards a few words about the more current form of motive power.

“Stu Westland's piece on “misplaced nomenclature” in last month's Newsletter reminded me of some of the uses of terminology that have bothered me at times. (I am a “diesel boy” and I have never called a steam locomotive a “steamer,” nor even a “teakettle,” but I can't remember all those “Moguls” and “Consolidations.”)

③ There's no such thing as an “electric engine.” Those pieces of machinery in Montréal and Tumbler Ridge are “electric locomotives” or “motors.”

③ What is head-end power (HEP)? How often do you

see a train where the power is somewhere other than at the head end? From before Amtrak existed, GO and CN called it “auxiliary power,” as in the 800-series Auxiliary Power Units (APU). For a while, it was referred to as “hotel power,” but that doesn't make much sense either (unless you're talking about the old CP train, THE ROYAL YORK). I try to avoid the issue by saying that the rebuilt VIA cars will have “electric heating and lighting.”

③ People with diesel fumes on the brain have also been heard to call steam locomotives “units.” One SD40-2 is called a unit because several can be hooked together to make one big multi-unit locomotive. Except for 2860, steam engines don't MU.

③ The US diesel periodical Extra 2200 South tries to impose its terminology on all railfans. They say we shouldn't call CN 9400s “widecabs,” but instead use “widenose” or “comfort cab.” Another X2200S imposition is their abbreviation “BBD,” for Bombardier.

③ The Société de transport de la Communauté urbaine de Montréal is the STCUM, not the MUCTC (and watch the capitalisation when it's spelled in full). If you must, use the English translation of the meaning, Montréal Urban Community Transportation Corporation, but don't abbreviate it.

③ One last one is a favourite of Ken Andrews, our typesetter member. He complains that an SD40-2 should not be called a “Dash 2,” but a “Hyphen 2.” If it were a “Dash 2,” it should be typeset as SD40–2, not SD40-2. (Look at the length of the horizontal line between “SD40” and “2.” The first is a dash; the second is a hyphen.)”

Thanks Pat and as I take my leave from this subject, I must make two comments. The first, is that I now know why railways seem to like to use the term “Motive Power”. The second, relates to a friend of mind, who when first getting involved with the hobby considered there was only 6 types of motive power – steam, diesel and electric and each type was divided into those that worked and those that don't.

Now over to a totally different topic. Ian Caie forwards a couple of comments as well as a few questions relating to the “Adventure of the Rusty Railfans-6” that appeared in the December Newsletter. I think it is time to make our Rusty Railfans earn their keep so I am holding a contest to see whether the RR's can come up with the answers before other members can. Ian writes that it is his understanding that the former Toronto Suburban Railway shelter now at South Simcoe's Tottenham site is from Churchville, not Huttonville as mention by the RR's. Churchville was the station between Huttonville and Meadowvale. Can anyone shed any light on this question?

The T.S.R.'s Islington shelter, after an apparently varied career following the Suburban's closure in 1931, was moved to the top of the ski hill in Etobicoke's Centennial Park. Is it still there or what has happened to it?

Ian's final question is does any one know if any other Suburban shelters survive?

While on the topic of stations, I believe it would be timely with the January 1, 1990 abandonment of the remainder of CN's Forest Subdivision from St. Mary's Junction west, (a

portion of the original Grand Trunk line – Toronto – Samia) to reprint a February 1973 item from Tempo Jr. by Don McQueen on the St. Mary's Junction station.

“St. Mary's Junction Station, is of particular historical interest. It is the last one to be built of a series of stations along the Grand Trunk main line from Montreal to Samia. The building must have been constructed around 1869 after the railway was completed. The six other stations of this design are all east of Toronto and have been altered from their original design whereas this depot is still in much the same layout as when it was built. Stone stations seem to have been built by Grand Trunk wherever there was a local supply of stone as in the area around Kingston – Belleville and at St. Mary's. The date of construction makes St. Mary's Junction station one of the oldest in Canada.” Thanks Don. The station is presently empty, however, it has been fenced and declared an heritage structure. One additional note is that Thomas Edison apparently worked at St. Mary's Junction in his earlier years.

On the subject of Grand Trunk stone stations, a note from Daniel E. McConnachie brought the Grand Trunk Napanee station, and other matters of the area to my attention and this got me out on my January excursion. The sale of this station to the Town of Napanee been mentioned in earlier columns. It has had considerable restoration work done and looked great with its black and yellow trim in the bright sun on January 27, 1990. But first, the note that Daniel sent: In 1978 and 1979 my wife and I lived in Picton and Napanee. I used to walk the abandoned roadbeds of the Bay of Quinte Railroad. The various abandoned connections between it and the Canadian Northern and the Grand Trunk were still evident. Of note at that time was that the original Bay of Quinte station in Napanee. It still had its concrete platform and stub end track and was in the style of the traditional Ontario 1½ storey house. Passengers for the Grand Trunk had to cross Highway # 41 to get to the beautiful Grand Trunk station. The wye and roadbed of the original north towards Tamworth were still evident. These are located north of the present CNR mainline. The station had become a part of a feed and coal dealer that was located behind the station. The original stub end track was used to unload bagged feed that was put into the old station for storage.

Well, 1990 shows some things have changed and some haven't. The stub end track and some of the concrete platform at the original Bay of Quinte Railway station is still in place at Lasher's Feed and Seed between Robert Street and Highway 41, but the station building is gone.

At the north end of Robert Street on the south side of the CNR tracks is ??????'s rail car repair operation. On my visit there were three cars on the sidings including Private Rail's NORTHERN LIGHTS.

Daniel's notes included that while he lived in Picton, it was still an active railway town. At that time there was a daily freight that switched the Lake Ontario Cement Company and the iron ore dock on Picton Bay. At that time the station in Picton was being used by a lumber company for storage. Well, this was enough to stir the blood in this old ferronut to head on and do some exploring.

The shortest route from Napanee is through Deseronto, the original southern terminal of the Bay of Quinte Railway in the days before it became part of the Canadian Northern Ontario line from Toronto to Ottawa. Deseronto has a interesting brick structure that makes me wonder if it was a Bay

of Quinte Railway engine or car house? The structure is south of the CNOR (nee B.of Q.) roadbed on the east side of Mill Street. It appears that it was either part of a much larger structure or had other structures around it at one time. The end facing Mill Street has bricked openings that remind me of the shape of the bricked up doors in the old Whitby, Port Perry & Lindsay Railway engine shed in Whitby. It also had some circular openings above the former doors very similar to the type used on many railway structures for ventilation. I have not been able to dig up anything on this structure yet. So readers! can anyone confirm or shed other light on this structure?

South on Highway # 49 to the outskirts of Picton. Knowing that CN Rail had at least issued notice of its intent to abandon their line to Picton (CN Marmora Subdivision), it was with of interest to noted a few cylindrical hopper cars at the Lake Ontario Cement plant. Down at the junction of the Lake Ontario Cement trackage with the Bethlehem Spur, I spied an old section building, well lit and in good shape, definitely worth a picture before heading into Picton for some serious exploring. A click of the shutter, then a very major problem – a train whistle. With computers humming, a quick look at the rails at the crossing – a quick change in plans. The station, etc., if still standing will hopefully remain in that condition for a few more weeks – but CN freights, maybe not. The whistle I heard had to be a train leaving town, so it was across to Highway # 33. About 3 or 4 miles out of Picton, I caught up to two CN GP9's – 4118, 4338 with 24 carloads of cement and caboose 70410 trundling along the Marmora Subdivision towards Trenton. The next hour and a half was spent getting a few photos of this train on its journey along the line built by the Prince Edward County Railway. The Prince Edward Country Railway from Picton to Trenton Junction, distance of 32.13 miles was opened on October 27, 1879. So we will have to get back to Picton another day.

Once in Trenton, it was back to my original plan of going north on the Prince Edward Country Railway to the right of way of the Grand Junction Railway and then westward. But first Trenton deserves a few words. A former roundhouse still stands near the south end of town on the east side of Highway # 33. It is just south of the old Canadian Northern Ontario right of way (trackage still extends from the Marmora Subdivision westward across Highway # 33). The roundhouse (which I have always assumed to be the CNOR – can anyone confirm?) has been converted into commercial premises. Along in town is another remaining structure from the CNOR and that this the pony truss bridge over the Trent River on what is now CN Rail's Chemical Spur that extends east from downtown.

Various things including Neil McCarten's comment to me about the former station in Frankford about 8 miles north of Trenton having been taken over by the Lions Club, sparked my interest in the northern loop of this excursion. Sure enough, the station now redone with wide light grey clapboards and sporting a Lions Club crest and name is still in its location on the east side of the former railline on the north side of Mill Street (county Road # 5) a few blocks west of Highway # 33.

It was on to Stirling on the former CN Campbellford Subdivision (nee Grand Junction Railway). The 43.5 miles between Belleville and Hastings was opened about December 31, 1878 and the remaining 19.5 miles into Peterborough was opened a year latter. The two storey station in Stirling has been restored. The station is located on Emily Street north of Church Street. Westward on County Road # 8 past the former Anson

diamond (the crossing of CN's Marmora and Campbellford Subdivisions) over to Hoards. A interesting find here, on an older building, that was ochre red, but I don't believe was a railway structure and now used for general storage is the station sign for HOARDS. This building is on the north side of the highway just across from Hesston Equipment dealership.

My next stop was Campbellford and the old station site on Alma Street that is located on the west side of the Trent Waterway. The freight shed is still standing. It was with interest that I noted this building has very similar trim detail at the peak of the east gable including a turned wooden spindle projecting above the roof like on the station at Stirling. Was this a trade made of Grand Junction Railway structures? On the south side of the right of way opposite the old freight shed is a very interesting coal tower. It consists of four silos, slightly separated. The silos are constructed of vertical wooden staves bound with cable bands every couple of feet. The area between the silos is closed in with a elevating device for lifting the coal to the top in the central area. While not a railway structure, it would no doubt make a interesting addition to any turn of the century model layout.

The final station stop of the day was at Hastings. The station here, located on the west side of Highway # 45, south of the Trent Waterway, presently has a for sale sign on it. It has been used as a commercial property until recently. It is in fairly good shape and no doubt will be around for a while.

From here it was back to Toronto, except for a minor detour via Harwood on the south shore of Rice Lake. It was this village that the Cobourg and Peterborough Railway Company had constructed to as part of their line across Rice Lake heading for Peterborough. The fifteen miles from Cobourg to Rice Lake was opened on May 19, 1854. It became part of the Grand Trunk System April 1, 1893. While 2.5 miles of this line in Cobourg survived into the 1980s, the northern 12.5 miles was abandoned prior to 1922, probably about 1920. However, along the west side of County Road # 15 south of Harwood to at least Regional Road # 9 the road bed of this long abandoned rail line is still very visible. This was the end of my exploring that day and while there are still a number of items on the list, I am going to sign off for this month.