

Compiled by Just A. Ferronut

First, while both Ray Corley and Douglas Brown have sent extra material on the Bay of Quinte Railway, I am going to beg off that topic this month while to let some of this material sink into my thick grey matter.

One carry over from last month is a couple of extra facts from Douglas Brown on the Albert Southern Railway's short lived line in southeastern New Brunswick. Doug confirmed that the line ran as a struggling business over its 16 miles of track from its opening on June 15, 1892 to December 6, 1892 when it was sold at a sheriff's sale. It then ran for several more years under trustees. The company had one locomotive in 1900.

Doug also sent some extra data of the Albert Railway which was the original name on the rail line that extended from the European & North American (Intercolonial Railway) at Salisbury N.B. southward 44.76 miles to Albert, NB. This data will be a good base for a future story on this railway, a portion of this line is the present home of the Salem & Hillsborough Railway.

Back in December 1989, Neil McCarten had raised a question about a building in Cobourg as to whether it was a station or not. In January 1990, it was confirmed by Mike Lindsay and Pat Scrimgeour that the building in question was the town's market building. While it turned out this building is not a railway building, Milne Hall of Cobourg has sent along the following historical data he had found in a flyer.

"Market building – circa 1850 – This building, designed by Kivas Tully, has ample windows retaining their original 12 over 8 panes, pedimented pilasters and traditional roof with wide overhanging eaves. It has served as a centre for meat marketing, a municipal weigh station, and now as a seasonal market place." Mr. Hall continues that this building is also used for senior citizens activities and that the Cobourg and Peterborough railway station was located further south than the Market building. Mr. Charles Kent of Cobourg, also sent along some data on the market building and the Cobourg and Peterborough Railway station. Mr Kent confirmed that the market building was constructed in the early to mid 1850s. He also advised that the C&P station was located east of Hibernia Street just south of Orr Street. Many thanks to both of these members. Knowing some of the general railway history of the Cobourg – Port Hope area, expect to read more about it, since Mr. Hall has offered to supply extra rail data on the Cobourg and Port Hope area.

Now that it is getting into spring, well almost, I started working on the details of a topic that was mentioned last December – the long abandoned rail lines north east of Toronto.

Neil McCarten forwarded some material from Gerry Cowle concerning the long abandoned portion of the Lindsay, Bobcaygeon and Pontypool Railway between Burketon Junction on the Ontario and Québec Railway northward towards Lindsay.

Burketon Station named after West Durham MP, H. W. Burke became a bustling community following the opening of the Ontario and Québec Railway through the area south of Peterborough and Lindsay on July 30, 1884. This station some nine miles west of Pontypool became the southern terminus of the long fought for LB&P that started its 39 mile trek to Bobcaygeon from the O&Q just east of Burketon Station.

Construction work started on this line in 1902 but the majority of work was undertaken in 1903. Donald M. Wilson in his book The Ontario and Québec Railway states that the rails from Burketon Station to Lindsay were laid between late May and June 20, 1904. This book also states that first official train to mark the opening ran on July 28, 1904, just 4 days before the deadline for subsidies.

A 1947 article authored by a Mrs. Grant Thompson gives the following information on this rail line:

"The Canadian Pacific Railway proposed a line from Burketon to Bobcaygeon via Blackstock, Nestleton, Janetville and Lindsay. In 1900 the By-Law passed and the Council (Township of Cartwright) presented it to the people and issued debentures. In the summer of 1904 the first train was in operation. Six trains a day ran the forty odd miles, one mixed train, two passenger trains each way. (The International Railway Guide of July 1908 shows four passenger trains per day, two each way. A timetable on page 111 of The Ontario and Québec Railway shows a total of six passenger trains per day between Burketon and Lindsay. – JAF).

There was some controversy as to where the Nestleton station should be built. Many supposed it would be at the site of Old Nestleton. But the C.P.R. regulations must have stations a certain distance apart, so the station was built a mile south, and the new village of Nestleton Station began. Scugog Station was on the Scugog Point Road where the tracks crossed just below Mr. John Hooyer's, through the Armstrong property, and also a St. Christopher Station on the concession road between the 9th and 10th concessions. (Scugog Station is not shown in the 1908 listing, but is shown as a flag stop in the one in Don Wilson's book but without a mileage. Neither listing show the St. Christopher Station. – JAF).

The LB&P was claimed to be one of the best paying lines in the beginning, but better roads, trucks and cars put it as so many others, out of business. The last train between Lindsay and Burketon went through on December 15, 1932 and the tracks were removed in the spring of 1933. We have been told that an error was made when workmen began lifting the line – it was to have been the one farther east, but when once begun, they finished the job. (The line to the east would have been the Georgian Bay and Seaboard Railway between Bethany Junction on the O&Q and Lindsay Junction – JAF). Most of the land from the abandoned line was sold back to the farmers for a nominal fee. Thus the Township of Cartwright (like several others) was deprived of any sort of travel service which for twenty-eight years had proved such a boon to the Township."

Neil and Gerry passed on a second article covering the Nestleton Station on this southern portion of the LB&P. This article was also penned in 1947, this time by a Miss Ruth Proutt. Nestleton Station was born in 1903-04 when the LB&P located their new station one mile south of the Old Nestleton. A new village with grain elevators, stock yards, bank, butcher shop, general store, hardware store and even a Post Office grew around this station. By 1910 the village had about 20 houses and a church. Don Wilson's book carries the comment that the station at Nestleton was neat with waiting room, office and baggage room. However, the local Council had complaints – their Minutes record on several occasions their request to the C.P.R.

to obtain a station agent for Nestleton Station. A 1911 post card view of this station area shows two or three sidings. Neil says that according to a local resident the Nestleton station was either removed or torn down and a new house built on the site.

Approximately six miles north Nestleton on regional Road 57 is View Lake and it was/is the home of the Janetville station. The station building is still standing on the west side of Regional Road 57 just north of Trader Sam's Pizza and Variety store in View Lake. While it has survived one more winter, it is showing its 57 years of neglect, so your guess is a good as mine on how many more winters will it stand. Why this station was named for Janetville which is a couple of miles to the east is a mystery to this writer. Gerry and Neil indicated in their notes that they believe this station had been used for a number of years as a residence. Can anyone add to this? My first inspection of this line was a quick one on the way to the Lindsay Model Railway show, but there are enough questions to go back and do some serious looking.

While we were driving around View Lake, we spotted an interesting cottage at the corner of McGill and Maple Street. It is a structure that takes a second look to confirm that it is not a station. To me, only the narrow roof overhang and the small timber sizes in the roof knee brackets made this cottage a non station at first glance. It has been done with a turret in one corner and even double doors for the baggage room. The exterior is done with clapboards similar to the type common on many CP stations.

On the northern outskirts of Lindsay, the urban sprawl of housing is fast encroaching on the old Georgian Bay and Seaboard Railway right-of-way (CPR Lindsay-Orillia line). While the concrete piers and abutments that carried this railway over the Victoria Railway (CN's Haliburton Subdivision) for twenty years or so are still visible monuments, the adjacent road bed is disappearing.

Now for a couple of questions for the local historians. The first question relates to a building adjacent to the Whitby, Port Perry and Lindsay Railway right-of-way west of Myrtle, Ontario. The long abandoned WPP&L crosses the Townline Road about a mile west of the village. A couple of farms north of Townline Road on a side road is a building that appears as if it could be an old freight shed. It has a vertical board and batten exterior and is located just on the west side of the former road bed. Can anyone confirm this?

The second question relates to a structure in Mount Albert, Ontario. It is a small building in the back yard of the house at 42 King Street. This structure appears to have vertical board and batten siding on its ends. However, it is the roof lines that make me question its heritage. The roof is a basic hip roof but with small gable extensions on each end at the peak. Knowing the magnitude of the former rail activities of Mount Albert, does this structure have a railway heritage?

Now to a totally different subject. Rick Jelfs writes concerning abbreviations used within our hobby. I am not sure whether I am the one that should answer since I have problems remembering my own initials.

Rick first asks "Who makes up abbreviations?" This question came after he noted that Passenger Train Journal used 'MTL' as the abbreviation for Montréal and 'TWO' for Toronto in an article on Amtrak ridership. Of course we can all add the abbreviations that both Canada Post and the US Post Office have adopted for abbreviation, especially the Canadian provinces.

While I would consider 'MTL.' as being a commonly accepted abbreviation for Montréal, 'TWO' is a new one to me for Toronto. Since an abbreviation is an abridgement or shortening of a word or phrase, then in the case of locations and companies, it should be acceptable to them. Having lived for a few years in Toronto, I would consider 'T.O.' or 'TO' as being an abbreviation more accepted by Torontonians.

Rick goes on to question the abbreviation for Bombardier Incorporated, Montréal used in the Canadian Trackside Guide. While the Guide uses 'BBD' I would consider it a vehicle of convenience for the publication rather than an abbreviation. Since I am unaware of the company using an abbreviation and noting that Bombardier does not have an AAR 'company code' (reporting mark), then it is my belief that Bombardier does not want any abbreviation for its corporate name.

In the same vein, Rick comments about the calendar reviewer in Railfan and Railroad goes "gaga" because 'Boxing Day comes right after Christmas Day -' in Australia. Obviously this reviewer has not seen some of the US calendars which show 'Boxing Day' as a Canadian holiday.

Well there is the old story about a couple of Cape Bretoners going into North Station in Boston and asking when the next train from Sydney would arrive. The clerk looking a little puzzled said he didn't know. Their reply was that everyone in Sydney knew when the train from Boston arrived. I mention this story since many things that may be common to one group, is foreign to another. Another comment relates to the Montréal public transit system. Rick writes that he has a 1974 route map that uses 'MUCTC' as the abbreviation. This was a poor translation used by some for 'Commission de transport de la Communauté urbaine de Montréal', the then name for the 'Société de transport de la Communauté de Montréal', 'STCUM.' There were other guides, etc. in the days of the Commission that used the more proper 'CTCUM.'

Well since I don't want to wear out my welcome, I am going to say 'Happy Railfanning', keep the material coming and we'll cover a few more items next month.