

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

March 1993

Who said ferronuts are crazy, last month, I wrote of heading out in minus 30°C weather. This month, it was 35 cm of snow to plough through to a railway show in Burlington, Vermont. The snow definitely had a negative impact on the turnout at the show. I did, however, pick up a little booklet put out in 1927 on the merits of "Modern Travel In Canada," as seen by the Canadian National Railways. It was interesting at the Canadian Customs, as I tried to explain to the young lady that this booklet was a bit of Canadian history that I was bringing back into the country. Her major problem appeared to be trying to understand what was the strange looking machine with the Number CN 6100 pictured on the front cover. From the lady's look, she is no doubt still trying to figure out its use and what it has to do with Canadian history.

### Gowganda Junction and the CNOR

In January we carried George Horner's question as to why did the Canadian Northern call the temporary end of their line 42.7 miles north-west of Capreol, Gowganda Junction? Well, Dale Wilson has come to our aid with the answer – Canadian Northern had planned a railway junction for this location, 2.8 miles from Thorlake. Dale has sent us a copy of a page from *Altitudes in the Dominion Of Canada*, by James White, published in 1915. This book outlines the general course for a 58 mile rail line that the Canadian Northern had intended to construct from Gowganda Junction to Gowganda. Dale points out that the Canadian Northern was proposing this line to gain access to the gold mines that were mushrooming in the Kirkland Lake area in the early part of the century. Although this line was not constructed, it was certainly surveyed as the following list of geographical features and proposed stations indicates.

Mile	Station Name
0.0	Gowganda Junction station
0.3	Outlet of Tramp Lake
1.5	Wigwam Lake
8.8	Conglomerate station
13.9	Wanapitei River
18.9	Rosie Creek
26.2	Sylvester Brook
33.2	Togo Lake
37.5	Summit
38.4	Outlet of lake
40.9	Jackpine station
45.6	Beaver Lake
46.6	Ridge Lake
49.9	Bone Lake station
51.0	Hangingstone Lake
53.9	Gowganda Lake
56.7	Montreal River
58.0	Gowganda station

The fact that it was to be 4.1 miles between Gowganda Lake and Gowganda and that the Montreal River was in between would lead me to believe that the Canadian Northern's proposed Gowganda station was to be closer to Kirkland Lake than the present Gowganda which is on Gowganda Lake.

This 1915 publication defines Gowganda Junction as 358.8 miles from Montréal versus the 315 miles from Toronto shown in earlier timetables issued before the Montréal – Capreol portion of the CNOR was opened.

Dale concluded by making reference to a couple of other proposed CNOR lines in central Ontario that are contained in White's book. One of these tie into our comment last month about the 1909 *Cobourg World* article

defining French River (Key Harbour) as a possible terminal for the CNOR line from Montréal. White's *Altitudes in the Dominion Of Canada*, lists a line defined as the CNOR "Chisholm Branch" that was proposed to leave the CNOR Montréal – Capreol line at Mile 318.2 or about 18 miles east of North Bay (near CN Grahamvale) and connect with the CNOR Toronto – Capreol line at Mile 202.5 from Toronto, or fairly close to where the CPR crosses the CNR (Lugate). This is on the Key River and only about 12 miles from the junction of the CNOR's Key Harbour line and water access on Georgian Bay. The other CNOR branch mentioned for this area was the "North Bay Branch" that was proposed to be built from Mile 170.0 (from Toronto), or about 20 miles north of Parry Sound (near CN Arbeg) to a point about 10 miles east of North Bay (near CN Derland).

### Stations

Last month we mentioned the CP Rail station in Woodstock, New Brunswick. This station on the abandoned Shogomoc Subdivision is a federal heritage station that the town has been trying to purchase. CP Rail has advised the town council that the station is not presently for sale.

The rumour mill is reporting that the City of Etobicoke is interested in trying to preserve the single storey frame CN Mimico station under the provincial heritage act. This one could become interesting since the buzz is that there may be parties interested in the land for development.

Doug Page sent along an interesting article from the *Hamilton Spectator*, on CN's large stone station on James Street North in Hamilton. As the article points out this once-majestic building, built at the start of the depression in 1929-30, is in a sad state of repair and will soon be closed entirely to the public as GO Transit moves their commuter operations downtown the former TH&B station on Hunter Street in late in 1994.

GO Transit, is presently the only tenant in the building and doesn't want to be on the hook for major maintenance or repair bills, pending their planned move next year. To counter these expected costs, GO Transit has announced that it plans to accommodate its commuters by providing a ticket office trailer in the James Street parking lot, across from the CN-owned station, with a covered stairway to the track level passenger loading platform. This arrangement will probably be in place by the time you read this.

VIA Rail's passenger service which had been the other tenant over recent years moved out last year with the opening of the joint GO Transit/VIA Rail station at Waterdown Road which is about mid-way between Hamilton and Burlington. The new Waterdown Road Station has the advantage to VIA Rail of being east of Bayview Junction, therefore it permits trains destined for both London and Niagara Falls to stop, without the need to back out of the Hamilton Station as was done for many years by trains destined to London.

The *Spectator* article points out that it is positive in the architectural and historical sense that the station was declared a heritage station under federal law. However, this translates into a millstone to any potential development, since any modifications to, or sale of the building requires federal approval and that there must be guarantees to protect or restore the historic features of the structure.

The article closed by indicating that this latest move by GO Transit ought to be the catalyst for strong political support for the revitalization plans for the

Hamilton's North End, that would include the preservation and eventual refurbishment of one of the city's veritable treasures, this grand old station.

While not really a station item, J. M. Harry Dodsworth, has sent along a reminder of an old Canadian National Railway slogan – one that I had forgotten about, how about you? Harry has written that our various mention of the CN/VIA Cobourg station reminded him of a sign reading “CN - the Double Track Railway” that used to be on this station in the sixties. Harry said that he always considered this sign at this location was an obvious dig at the neighbouring single track CPR.

#### **Rails to Trails**

Doug also sent along another *Spectator* article on the conversion of portions of the former TH&B line from Hamilton through Ancaster to Brantford into lineal parks for hiking and cycling, etc. The long term plan is to raise a whopping \$900,000 to develop this trail from West Hamilton to the Jerseyville area of Ancaster.

The project, multi-phased, will see the first phase start near Ewen Road, across from the Canadian National Institute for the Blind on Main Street West, and end at the Dundas Valley Trail Centre, with a parkette stop-over in Sanctuary Park in Dundas' Pleasant Valley neighbourhood.

This trail is somewhat different from many in that it is being constructed with grades less than 3 per cent, covered with packed limestone dust and wide enough to encourage the use of wheelchairs as well as cyclists.

#### **Savoir Faire: the Railway Industry in Montreal**

Winter blues got you down and looking for something to pick up your interest. Well here is a show in Montréal that may be the answer. It is a collection of more than 100 terrific photographs along with other railroad memorabilia on display at the old firehall in Place d'Youville, Montréal. This compact but entertaining exhibition has been assembled by the Société Historique de Montréal. The show chronicles the impact of the steam locomotive on the city for more than a century.

The display has reminders of the Champlain and St. Lawrence Rail-Road Company, which built the first line from LaPrairie to St-Jean south of Montréal in 1836; of construction of the tunnel through Mount Royal in 1911; and of the giant Canadian Pacific Railway locomotives that were manufactured at the Angus Shops in the 1930s.

Motive power fans will enjoy the photo display of such locomotives as the Canadian Pacific's No. 285, their first wood burning locomotive built at the de Lorimier Yard, Montréal, in 1883; the Royal Hudson, used for the royal visit in 1939; and the first diesel engine built for Canadian National in 1929.

While all the photographs and memorabilia are labelled in French, there is an English guide book.

The show is on at 36 Place d'Youville, Montréal and is open Tuesday through Sunday from 10:00 a.m. to 5:00 p.m. Admission: adults \$4.25, students and seniors \$2.75, children 6 and under free. The show runs until the end of April when it will move out to the Canadian Railway Museum at Delson for the summer.

#### **Wartime in 1993**

*Telegraph Lines* recently carried an article by Alex Campbell about the CNOR/CN water tower in Wartime, Saskatchewan, that surprisingly still serves as water storage, but only for local farmers these days, not the thirsty steam locomotives of the Canadian Northern and Canadian National that stopped at it for forty odd years.

As we have mentioned many times the railway promoters Mackenzie and Mann were busy in the early years of this century developing their railway network. This development included lines in southwestern Saskatchewan.

Of these lines, was a secondary line serving the rich farmlands north of the South Saskatchewan River, north-west of Moose Jaw.

The Canadian Northern pushed this line westward, opening the 50 miles from Tichfield to Elrose, October 24, 1913. While World War I broke out in 1914, the CNOR kept pushing their line westward another 35 miles from Elrose to Eston, opening it on November 5, 1915. Steam locomotives were demanding creatures, requiring frequent lunches of coal washed down with numerous drinks of water. One of the locations selected for a locomotive water fountain, was a small community that was also the site for grain elevators, etc. Since the railway opened through this community during wartime, it adopted the name “Wartime,” or so the says the local lore.

There is not much left of Wartime, Saskatchewan, today. Only the water tank stands beside the railway tracks; no elevators. A few houses and assorted buildings make up the remainder of the hamlet.

The CN water tower is beautifully preserved, and stands as a landmark visible for miles on the flat prairie. While the spout over the tracks is long gone, the pulley mechanism and frame used to lower it over the locomotive's tender are still quite evident.

A mile east of the town, the former CPR Matador Subdivision crossed over the CNR line by means of an overhead bridge. The earthen approach embankment on either side of the CNR line still exist.

Mr. Campbell commented in closing that it was rather astonishing that this crossing was a grade separation, as a diamond crossing would almost certainly have been cheaper. The parties must have been thought that there would be enough traffic on both lines that an overhead crossing was feasible, or someone was just head strong to protect their rights.

The Matador Subdivision was 43 miles of CP track that originally extended from Gunnworth, 7.5 miles north of Wartime on CP Rail's McMorrin Subdivision, south to Matador. CP Rail's 1979 timetable lists Wartime as one of its station.

In the early 1980's CP Rail's Matador Subdivision was abandoned from Wartime north to Gunnworth. The 30.4 miles from Wartime south to Kyle, 5.1 miles north of Matador, was taken over by CN Rail and became its Matador Subdivision.

#### **Toronto and York Radial Railway**

In January we had a question from Howard Smith about an embankment with a hydro line on it that he had come across south of Keswick near Cook's Bay. Daniel McConnachie called the other night to add his confirmation that this particular earthwork probably was not part of the T&YRR's Metropolitan Division. Dan speculated the fill may be remains from an old survey that was made in the area as part of a proposal to build a highway causeway across the south end of Cook's Bay.

#### **Remembering the Eastern Townships**

As carried in *The Rapido* column, CN Rail has obtained authority for the abandonment of a few more miles of trackage in Québec's Eastern Townships. It was timely that Canada Post delivered Julian Bernard's letter about some of his early recollections of railway operations in this part of Québec.

Julian said his earliest recollections of train watching were just before the start of World War II, when he would travel to Iberville for his summer vacations with his grandparents. Iberville is across the Richelieu River from St-Jean. Julian's grand-parents lived within sight of the river and immediately north of the CP's Montréal to Sherbrooke and Saint John, New Brunswick rail line. Julian says he can remember frequently standing on the front path

at a point where he could watch the activity on the CP through a gap in the trees, and he says "... there was a lot of it." He continues "... However, the most interesting passage each day was that of the CN gas-electric car – for some reason I remember most particularly the eastbound morning trip to Waterloo which came up the CN Lemoyne Subdivision from the Central Vermont station and continued east on the CP. I don't think I could see this movement too clearly through the trees but I sure could hear its series of explosions and backfires or whatever all that noise was." The reason for this CNR operation over the CPR would have followed the abandonment in 1937 of the CNR line from Iberville and Farmham. Also in the late 1930's the Central Vermont's Roxbury Subdivision extended north from Highgate Springs, Vermont through St. Armand, Stanbridge, Des Rivieres, St. Alexander to Iberville. The CV connected to CN's Lemoyne Subdivision in Iberville to permit connection to the CPR and CN's Rouses Point Subdivision in St- Jean (St. Johns, in the 1930s).

While Julian reminisces about several other areas of the Eastern Townships, I am going to leave those until I can put a map together to show the relationship of the numerous rail lines that this fascinating part of Canada has seen over the last century and half.

Bill Reddy has sent along a copy of the 1889 *ABC Pathfinder Railway Guide* as a help with our research on the railways of Albert County, New Brunswick. A quick review reminds me of a remark from a museum curator, "Research begets research, and it never ends." And finally, Dave Hanson our man in Woodstock, New Brunswick has sent along the basis for some future questions for the *Information Network*.

March 5, 1993  
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**Future Months:**

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