

Just A. Ferronut's Railway Archaeology September 1993 "Art Clowes"

Greeting for another month! Last month I left you as I left Prince Edward Island. After some business and family duties around Moncton, it was time to think of the trip back to the metropolis. However, since I didn't have much of a photographic record of the former St. Martins & Upham Railway station at St. Martins, New Brunswick, my ferronut calculations told me that a hundred mile detour would not really add to the trip home. Again the shortest route had to be along the roads next to the railway from Moncton to Sussex and then through the hills and vales to the coast of the Bay of Fundy. West of Petitcodiac, I met VIA's Atlantic Limited led by two F40PH's on its way to Moncton & Halifax. The St. Martin's depot now clad with metal siding, and the roof converted from hip to straight gable still sits on the beach near its original site at the southern terminus of the St. Martins & Upham Railway. St. Martin's also has two other structures that are of interest to me, – covered bridges! The village has converted a lighthouse near these bridges to their tourist information centre. After some non-railway photographs, I stop at the info centre and was pointed towards the Quaco Museum. Since it didn't open until after lunch, it was time for some more clams. The delay to go to the Museum was worth it. They had several articles on their railway, as well as a number of interesting photographs.

So armed with some more photocopies, it was back to the scanner & computer and the need to write some letters to see what we can get for copies of photographs, etc. to fill our pages.

Trains on Hotel Stamps

Many of our Canadian readers have no doubt by now seen or purchased Canada Post's series of stamps featuring Canadian Railway Hotels that we mentioned in the May Column. Dave Stalford, states he was surprised on the first of August 1993, as he turned the page on his Canadian Trains calendar from Steamscapes Canada. The August scene caused Dave to take a second look and then quickly find a copy of the Banff Springs Hotel stamp. Yes! The train on the calendar and stamp are one and the same. The caption on the calendar indicates the photo was taken by Doug Cummings on July 18, 1970, near Massive, Alberta as a train of the "longest dome ride in the world" passes the Sawbuck Range along the Bow River between Calgary and Lake Louise. The lead unit is FP-9 No. 1411. Dave also pointed out that the car behind the fourth unit (not too clear on the stamp) is a box car and while it doesn't have a red stripe, it appears to be one of the cars used for mail as mentioned in the June Information Network column.

Cote St. Paul, Quebec

Our article on the railways west of downtown Montréal in the April 1993 *Rail & Transit* has brought a general inquiry about the Grand Trunk Railway's St. Paul branch. Since I want to do an article of the rail lines west of this downtown area, several contributors, including Ray Corley have forwarded material on this area. This new material has clarified numerous questions about these lines, however, no reason has yet turned up for the construction of this GTR Branch. The St. Paul branch extended west along the south bank of the Lachine Canal for 1.08 miles from GTR's main line.

While our April map doesn't show the St. Paul station, its location would be about the left edge of the map. At

first glance, the large station at the end of the branch was a question. In discussing this branch at our Tuesday luncheons, it was mentioned that this line had commuter service at least during the period from about 1895 to 1910. A look at the 1907 GTR Inventory reveals that the 18 foot by 36 foot single storey frame depot, freight shed and coal & wood shed were all constructed in 1894. The July 1908 edition of the *International Railway Guide* lists six suburban trains each way over the 2.91 miles between Bonaventure via St. Henri to St. Paul daily except Sunday. The one-way trip including the stop at St. Henri was 15 minutes.

Vancouver Island Update

Over the last several months we have made reference to various proposals and problems relating to the possible use of the former CN right-of-ways in the Victoria area for hiking-bicycle path while protecting part of it for possible future light rail transit.

One of the problems has been the conflict of the railway bridge over Selkirk Waters with boaters if it is to be left in a closed position. The expenses to put it back into operation were a non-option. The latest proposal would raise one part of the bridge that would put a hump-back in it. This raised section would allow 90 per cent of marine traffic to pass under without having to raise the bridge's arm. While the Canadian Coast Guard has not yet approved the project, the preliminary design estimates the work at roughly \$500,000.

Inspection of CP Rail's former St-Gabriel Subdivision

Mention of the abandonment (sale) of approximate 10 miles of this line from near Joliette, Québec to Saint-Félix-de-Valois (St. Felix – CPR) was made in *THE RAPIDO* column back in January 1993, and in this column in April 1993.

With this change of ownership and it being 10 years since the 10 mile portion from the Saint-Gabriel terminus south to Saint-Félix-de-Valois had been abandoned, I considered an inspection was in order. The Railway Transport Committee permitted Canadian Pacific Limited to abandon operations on this northern section on May 19, 1983. This was most of the 10.9 miles constructed by the Joliette and Brandon Railway Company.

Knowing about where the line was in Saint-Gabriel, most of it was fairly easy to locate. The major portion of the main railyard area is now the site of the town's Civic Centre, with its recreation facilities. While it was my understanding the tail of the rail line had swung northward and crossed Highway 148 in the community, I couldn't locate any traces. The road bed is quite visible in the western part of the town, where it paralleled the north side of Highway 148. From the west end of Saint-Gabriel the rail line swung south away from the highway to follow the contours of a valley. The line again crossed Highway 148 just north of Saint-Cléophas and is quite visible at this point, as it follows a hydro line and is used as farm roads. However, the same can't be said for the former crossing south-west of Saint-Cléophas. I drove across the site three times before I could spot it. The main clue was the row of telegraph poles curving through the farm land a couple of hundred yards from the road. The field immediately north of the road has been totally regraded and a broad expanse of golden grain met my eyes.

Close examination shows a slight signs of the former highway crossing. A new house and barn to the south, along with regrading has again completely wiped out visible signs of the roadbed. A couple of ranges/concessions to the south, while the road profile shows the location of the former crossing, grading on both sides have again removed all signs of the former roadbed.

The north end of Saint-Félix-de-Valois is the home of Bell Gaz Ltée, the purchaser of the approximately 10 miles of this former CP Rail line south into Joliette. The day of my visit found about 20 tank cars on several siding at the Bell Gaz Ltée plant. In the village, there was an additional 5 grain cars shared between two feed/grain plants. The rails south of the village gives the appearance of being operated over at least a couple of times a week.

Stations

The rumour mill is whispering that CN wants to demolish its former station at Boston Bar, BC. This large frame structure is no longer needed by the railway. The Railway Transport Committee had given CN permission to demolish the building several years ago, as long as a suitable waiting room was supplied for rail passengers and that CN did not need it for operating purposes. That was all before the heritage stations legislation, but indications are that at least the feds are not interested in declaring this station as a heritage structure.

VIA Rail has constructed a suitable waiting room for passengers at Boston Bar, so the future of the old station is very much a question mark.

Over the summer, David Byrnes did a survey for the heritage station people to compile a list of all stations in British Columbia constructed since 1950. Dave reported that the Boston Bar depot, "... more a shelter than a station: about 8' x 12' with a 4' porch under a 12' x 12' pyramidal roof. This structure is all wood construction. Dave continued that he found 3 of this style, the ones at Boston Bar and Blue River are still in use, while the similar style structure at CP Ashcroft has been removed to a fairground.

On August 12, 1993, I was on an inspection at Sainte-Foy, Québec about mid-morning as VIA Train # 23, *The Citadelle*, arrived for its run to Montréal. This westbound, with LRC 6909 and three cars came to a stop in front of VIA's modern and functional brick station ready to pick up about 2 dozen passengers. This single storey structure serves the west end of Québec City, and its low lines are accented by a low tower over the main entrance from the parking lot to the centre of the depot.

Needing an afternoon break on Sunday, September 5, 1993, I took a drive out to Saint-Hyacinthe, some 53 VIA kilometres (33.4 CN miles) from Montréal Central Station. As I was leaving Saint-Lambert a CN eastbound freight with CN 2113, 3512, 3517 and 5314 was crawling into CN Southwark yard. Its slow speed made me expect it to wait there until VIA's eastbound # 22, *The Citadelle*, due shortly out of Central would get ahead of it. I arrived at Saint-Hyacinthe about 1355 hours, expecting to find # 22 past me with the freight coming along in a few minutes. I was wrong, as I looked west along the track from the station, headlights were starting to appear as a train worked its way up the grade towards the station. A second look made me realize it looked like a freight and then it appeared to be crossing over to the westbound track. The Alco chuffing confirmed that it was and as it cleared the eastbound main, another set of

headlights appeared. These, as it turned out, were the ones for Train # 22. Our eastbound freight slowed up to let VIA 6917 and its train pass. After all this manoeuvring Train # 22 still got stabbed at the interlocker just east of the station. Since I don't know the plant in this area, I am not sure exactly what happened.

Anyway after about 3 minutes, VIA got underway again for it trot over to Québec City.

Saint-Hyacinthe is a medium sized city and like many older Québec communities, plenty of old buildings and narrow streets. This city is on the route of the *Saint Lawrence and Atlantic Railroad Company*, the Canadian portion of the original railway from Montreal (Longueuil) to Portland, Maine. The 29.75 mile portion of the line from Longueuil to Saint-Hyacinthe was opened on either December 28, 1848 according to a historical plaque at the station. If my French is correct there was an official opening by the Governor General Lord Elgin on February 10, 1849 when some two hundred people joined him for the one hour 10 minute trip from Longueuil.

The second generation station at Saint-Hyacinthe was constructed in 1872. It was a standard GTR single storey style, similar to St. Mary's Junction, Port Hope, Prescott, etc, except the Saint-Hyacinthe depot was brick. The station had a low roof with three chimneys and one end had two windows plus a circular one in gable. It was demolished in 1900 following the construction of the present one.

The main station of the existing structure, a 30' x 80' brick building on a stone foundation and with a slate roof was constructed in 1899 according to the 1907 GTR Inventory. This main structure combined with the separated freight shed portion in all under a single steep hip roof with a number of dormers. This depot like many in Québec has been refurbished complete with a brightly painted exterior. The foundation stones around the base of the Saint-Hyacinthe depot are painted and mid-tone blue, with the main body of the structures being a yellowish cream. There is a pinkish-red base around near the top of the windows and two shades of blue for accent around the windows, etc. Definitely not a station to miss. The central portion of the original main waiting room has been leased to a fabric shop. Their main entrance is the original main door from under the canopied carriage way.

The Historical plaque on this station shows a photo of the Grand Trunk Hotel taken about 1887, apparently shortly after it was opened. A look across the street and there it is. Much of the original gingerbread, etc. has gone, and part of it is one storey taller, but the corner portion complete with its turret is still very much the same as it was over a century ago.

A search for a Book

It is interesting to see more communities being interested in their history and particularly their railways. A couple of months ago, I received a call from the Cobourg Public Library. They were looking for an old book and Ray Corley suggested that I might be able to help. The mention of the main part of the title gave me that déjà vu feeling that I had seen the book in question. This became an interesting mystery as Denis Taylor and the Librarian, Ms. McLean, considered it was about the Cobourg and Peterborough Railway, but while a title with the term 'Swinging Lantern' was familiar, I couldn't relate the two. Anyway, the mystery was eventually solved after Ray mentioned that he thought the C&P material may have been only part of the book or publication. This prompted me to look at some old books and there was *THE TRAIL OF THE SWINGING*

LANTERNS - By John Morrison Copeland, a 1918 book with a chapter on the Cobourg and Peterborough. Found, it was on its way to Cobourg to perhaps help add a few more details in about their history. Of course the chapter on the C&P went through the scanner before leaving. The chapter covers the history of the line in quite detail including the infamous Rice Lake bridge, trips by royalty, etc. We have made mention of this line and its stations several times including February 1990, October 1990 and April 1991. The C&P like many small railways was always just scrapping by financially and never more than a half-step ahead of the bailiff. The following is a portion of Copeland's story to this end that I find amusing.

"... It is recounted that one forenoon long ago the sheriff unexpectedly boarded a northbound "C. & P." train on which the superintendent was also travelling. Although the latter was not a mind reader he had a presentment that the sheriff's presence might not auger well for his particular department. Everything was as placid as the lake itself until the train approached the height of land at Summit, nine miles up from Cobourg, when the brakes controlling rear car in which the court official sat in tranquil state, were locked and the coupling pin withdrawn. A retrograde movement quickly followed and the sheriff was powerless to stem the progress of his unwilling hurry. As though the evil one was after him, down grade rolled the flustered occupant of the flying carriage to where it started. Nothing daunting, the sheriff procured a team and drove thirteen miles back to Harwood, but found on arrival that everything not nailed down, including attachable railway equipment, etc.. had forsaken Northumberland (County) and was transferred across the bridge to the next county. ..."

Charles Melville Hays

J. Harry Toop's reference in his July article on the naming of western railway station about how at least some of the railway workers felt about the death of Charles Melville Hays has brought some extra comments and details from Derek Boles. Derek's comments puts Hays' death into a more global context and advises that he is currently working on an article about Hays, which from my limited knowledge could use a lot of paper. The political climate of North America in the early years of this century, the corporate rivalry amongst Canadian railways coupled with Hays' American background and differences in his managerial style when compared to most other Canadian railway managers with their British training or support, definitely kept him in the limelight.

Derek's comments to Harry's figurative comment as to how he and perhaps other employees of the time considered that Hays wouldn't even make a decent shark meal is as follows:

"... Hays' body was retrieved by the Canadian ship *Minia* on April 29 and landed at Halifax on May 6. The body was returned to Montreal on May 7 and was interred at Mount Royal Cemetery the next day. Despite the alleged wishes of disgruntled Grand Trunk employees, Hays most assuredly did not provide sustenance to any sharks. Hays body was found because he was wearing a life vest. He did not drown, but died from hypothermia, as did many of those who perished in the Titanic disaster."

"There were several tributes to Hays across the continent. The most impressive was a complete shutdown of the Grand Trunk system on April 25. At 11:30 am, every wheel on the far-flung GTR system stopped turning for five minutes. The railway's flagship train, the International Limited ground to a

halt just east of Brockville."

"Hays' relations with the railway labour unions were frequently acrimonious and his death may very well have been celebrated by some but he was one of the most important railway managers and builders that this country has ever seen. ..."

Many thanks to Derek, for to me at least, this is what makes railway archaeology so interesting, sifting through the various layers and viewing each found article from many angles.

A Rarity for the CPR

In this day of environmental concern an article titled "The little plant that stopped a dam" in the Woodstock, NB, *Bugle* caught my eye. However, it was not the main story that interested me, but a side issue. The plant in question is the Furbish's lousewort, one of the rarest plants in the world. The yellow perennial herb is known to exist only in the St. John River Valley, New Brunswick and in Aroostook County, Maine. Records show that only about 6,000 plants exist between the two places.

The St. John River Valley location of the plant is mostly located on a plot of land owned by the Canadian Pacific Railroad, near Four Falls. This plot has been under the protection of the railroad, under the authority of the local agent, since April 1978.

INFORMATION NETWORK

In our July, 1993, column we circulated a question from J. H. Toop concerning early CNR "Road Railers" or "Auto Railers", as were used in the North Battleford, Saskatchewan in the late 1930s.

Both Ray Corley and Dana Ashdown have forwarded information on this interesting early equipment. I have taken the liberty to combine these two responses into the following scenario:

Canadian National Railways experimented with four of these units known as Evans Auto Railers and constructed by the Evans Products Company, Detroit, and were powered by a 6-cylinder, 101 horse-power Reo Gold Crown engine. CNR's roster had three passenger carriers (25 passenger seats per vehicles) and one freight unit. Both types rode on a single front axle with a double rear axles, with retractable flanged guide wheels.

The CNR took delivery of these units starting with the freight unit # 15950 and passenger unit # 19953 on July 5, 1937. Passenger unit # 15951 was delivered on July 30, 1937 and Passenger unit # 15952 arrived on August 12, 1937. These Auto Railers had been built about 18 months earlier as listed below.

The freight unit # 15950 was assigned to North Battleford, Saskatchewan. Indications are that this freight carrier only operated during the summers as official CN assignment lists shows it stored at North Battleford in the winters of 1937 & 1938.

The three passenger carrying vehicles were assigned to the Niagara, St. Catharines & Toronto Electric Railway during 1937 and 1938. The plan was to have a bus-type vehicle that would run equally well on road or rail. They were largely used for special parties between Port Dalhousie and the USA by way of Niagara Falls, to avoid having to change from bus to car after crossing the international bridge. However, they were too light to operate spring switches and it proved difficult to keep the rail guide mechanism in repair.

Because of these problems the flange wheels on the

three passenger carrying Auto Railers were removed in 1938. In their recycled duty as road buses, their design and construction made the driver's visibility of the road very poor.

<u>Number</u>	<u>Type</u>	<u>Remarks</u>
15950	Freight	Sold November 1942 to Department of Munitions & Supply. Later sold to Levey Auto Parts, Toronto, August, 1945. Resold by them.
15951	Passenger	Repainted in Canadian National Transportation colours in 1941. Transferred to Oshawa Railway in 1942. Sold to Canadian National Transportation Limited (Oshawa Railway), December 1947.
15952	Passenger	Repainted in Canadian National Transportation colours in 1941. Transferred to Oshawa Railway in 1942. Sold to Canadian National Transportation Limited (Oshawa Railway), December 1947.
15953	Passenger	Repainted in Canadian National Transportation colours in 1941. Transferred to Oshawa Railway in 1942. Scrapped at London, Ontario December 1946.

Ray sent along a photocopy showing the side-views of both types of vehicles. The freight Auto Railer had a roll-up freight door on the side with a squarish body. The front appeared quite similar to the passenger models.

According to a CNR *Rail Unit Car Diagrams* book, the railway owned four Auto Railers built by the Evans Products Corporation, Detroit, as follows:

<u>Number</u>	<u>Built</u>	<u>Remarks</u>
15950	1936	Sold November 1942
15951	1936	Sold to Canadian National Transportation Limited, December 1947
15952	1936	Sold to Canadian National Transport Limited, December 1947
15953	1935	Dismantled December 1946

According to page 95 (photos) of *Niagara, St. Catharines & Toronto Electric Railway in Pictures* by Andrew Panko and Peter Bowen (Niagara-on-the-Lake, 1984), they carried 25 passengers. Numbers 15952 and 15953 were transferred to the Niagara, St. Catharines & Toronto in 1938 and used to carry special parties between Port Dalhousie and the USA by way of Niagara Falls.

However, the cars proved to be too light to operate the spring switches and because of mechanical problems with the flanged guide wheels (which were subsequently removed), the units were subsequently used as buses only – a role in which the driver was hampered by poor visibility on account of the Auto-Railers' peculiar construction. In 1941, 15952 and 15953 were repainted in Canadian National Transportation Limited colours and in 1942 they were transferred to the Oshawa Railway.

From this I can only speculate that either No. 15950

or No.15951 was the one operating out of North Battleford, Saskatchewan, although my diagram book has no diagram for the Autorailers to indicate whether or not one of them was indeed built to handle freight. – Dana Ashdown

Road Railers – Ray Corley

<u>Number</u>	<u>Built</u>	<u>Remarks</u>
15950	March, 1936	Sold November 1942 to Department of Munitions & Supply. Later sold to Levey Auto Parts, Toronto, August, 1945. Resold by them.
15951	January, 1936	Sold to Canadian National Transportation Limited, December 1947
15952	April, 1936	Sold to Canadian National Transport Limited, December 1947
15953	November, 1935	Scrapped at London, Ontario December 1946.

<u>Number</u>	<u>Delivery</u>	<u>Remarks</u>
15950	July 5, 1937	Freight
15951	July 30, 1937	Passenger with 25 seats
15952	August 12, 1937	Passenger with 25 seats
15953	July 5, 1937	Passenger with 25 seats

On official CN assignment lists (December 31, 1937), shows 15950 stored at North Battleford in 1937 & 1938. (operated in summer only ??)

Passenger carrying units 15951-3 assigned to NS&T Railway both years.

Units 15951 - 53	Flanged wheels removed in 1938 and repainted as CNT # 51-53 in 1941. Transferred to Oshawa Railway in 1942.
Units 15951 & 52	Sold to CNT for use in Oshawa in December 1947

Road-Railers

In 1937, the N.S. & T. acquired one of the C.N.R. "Road-Railers" built by Evans Products Company, Detroit. This was an attempt to produce a bus-type vehicle that would run equally well on road or rail. Two other such vehicles were acquired in 1938. They were properly the property of the C.N.R. and never officially formed part of the N.S. & T. roster. They were largely used for special parties for boat connections originating on the American side, to avoid having to change from bus to car after crossing the bridge. However, they were too light to operate spring switches and it proved difficult to keep the rail guide mechanism in repair. Therefore, they were used almost exclusively as buses with the rail equipment removed, but they were really unsatisfactory in this service as well, owing to restricted driver visibility.

ABANDONMENTS

It can be expected to see considerable activity in the area of abandonments from both federal railways as they continue to spin-off various marginal lines. Applications will be two classes, those where it is expected some interest of them being purchased for short-line operation and those where no interest can be expected.

CN has announced that effective 0001 hours on Sunday, 15 August 1993, that the 150 miles of the former CN Kapuskasing and Pagwa Subdivisions between Cochrane and

Calstock, Ontario was taken over by the Ontario Northland Railway.

The ONR held a brief ceremony in Cochrane on Monday morning, August 16, to herald the inaugural of service along its newly acquired line. The first train departed Cochrane for points west at 0830.

This line was originally constructed by the government as part of the National Transcontinental Railway.

It is expected that the Notice of Intent to abandon another 160 miles of government built line will be issued soon for CN's Graham Subdivision, built as the Grand Trunk Pacific line from Thunder Bay to Superior Junction (Sioux Lookout).

GTR Rule – 15. No ballast between the rails must be thrown up to a higher level than two inches above the ties; and all gravel or ballast dumped alongside of the track, must be shovelled to the side far enough to leave a clear passage for trains, and the rails must be kept clear of gravel and other materials. The track repairers must be particular in maintaining the rails to the proper level gauge, and with a good even surface; they must sweep and scrape the rails when necessary, and keep them free from dirt and snow. All labourers dwelling in shanties along the line are strictly forbidden to keep cows or pigs within the fences. Occupants of crossing, watch-houses must be particular in obscuring their windows at night, as the light might be taken for a signal.

BOOKS –

PAT: Mike Leduc was telling me he is up to 89 station sites on Montreal Island that have been used by CN and its family of predecessors. These 89 sites have had 120 (122) names.

Future Months:

CP LaSalle station still standing
Newburgh CNOR Station exists in town as a house – Dan McConnachie.
CN 2113, 3512, 3517, 5314 eastbound at Saint-Hyacinthe at 1357, Sunday September 5, 1993 & LRC 6917.