

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

December 1995

Well after a month roaming around New Brunswick, its back to the urban cabin in Montréal for a while. These lengthy sojourns are great, but since I usually spend considerable time collecting old news clippings, it means burning some extra oil to get them all filed in my electronic scrap book when I get back, ah, but, who cares? The coal scuttle is full, so what better way to help pass a good old Canadian winter, than sitting by the old hot pot-bellied stove, reading and thinking about railways! So, in this mood, with a good jig playing in the background, it's time to see what's around in the Ferronut files.

### Courtaulds' Equipment Question from September

Based on a query that was presented to me, I had asked if anyone had information on what happened to the 2 Plymouth ML6's that Courtaulds Industries had in Cornwall, Ontario.

While not being able to supply the answer concerning these two internal combustion units, Jack Knowles, has forwarded some of his recollections about the Cornwall. These include comments about some of the equipment at both Courtaulds Industries' rayon and nylon mill, in the east end of Cornwall, as well as the Cornwall Street Railway Light & Power Company Limited. Jack, as one of our long-time transit enthusiast, followed these operations from his first visit in July 1943, until the CSRL&P was de-electrified in the fall of 1971.

In the summer of 1943, Courtaulds owned one of the first two trolley locomotives of the Cornwall Street Railway. This locomotive, CSRL&P No. 26, had been built by Canadian General Electric in 1900, and sold to Courtaulds in 1932. In 1943, it still had the appearance of an early interurban express motor, but lacked the big side doors. It remained at Courtaulds until CSRL&P was de-electrified. Over much of this period, it continued to carry its last CSRL&P number, 26, and in its later life was used as a snow plough. Courtaulds' sold this locomotive to Harry L. Magee of Bloomsburg, Pennsylvania for his operating electric railway museum. This line was wrecked by flooding on June 22, 1972 by a tropical storm, and Harry Magee died October 9, 1972. (Reference: *Modern Tramway*, February 1973). This popular museum line was not reopened because of its flood-prone location, the equipment was dispersed, and Jack is uncertain what became of this Courtaulds motor.

While, as mentioned Courtaulds' motor continued to sport No. 26, the CSRL&P had by 1943 give number 26 to one of three St. Louis Car Company 1917 double-truck, double-ended street cars bought from Jamestown (NY) Street Railway in 1938, and kept until scrapped in 1949.

By Jack's 1943 visit, the CSRL&P's other 1900 freight motor, originally CSRL&P No. 12, which had a wooden steeple cab, was on the property as snow plough No. 4, a role it kept from its 1930 conversion until it was scrapped in 1948.

Shortly before Jack's first visit, the CSRL&P had purchased locomotive No. 10, the first of what was to become a fleet of eleven second-hand Baldwin-Westinghouse trolley locomotives. A 12<sup>th</sup> was purchased for parts. The CSRL&P at that time was still operating its older small steeple cab trolley locomotives Nos. 7, 8, 9 and 11. These were double-end operation, but from one set of mid-cab controls positioned 90E from normal.

CSRL&P's No. 7 was sold to Courtaulds, in 1946, where it retained the same number. Courtaulds retired No. 7 due to major frame damage and donated it to the Canadian Railway Museum, Delson, in 1959.

CSRL&P No. 8, that had been acquired from the Niagara, St. Catharines & Toronto, was rebuilt to become CSRL&P's snow plow No. P-8, in 1946 and scrapped in 1958.

CSRL&P No. 9 was converted by A. Andrew Merrilees to an end-cab diesel-electric for a Saskatchewan coal mine. While out of service, it still existed in 1992 at Manalta Coal, Alberta, as noted on Page 3, of the October 1992, issue of *RAIL & TRANSIT*.

The older part of Cornwall is laid out in a grid of squares, with streets running parallel and at right angles to the St. Lawrence River. The parallel streets start with Water Street/Montreal Road along the river and then numbered streets as one travels inland to the north. The old Grand Trunk/Canadian National (in pre-St. Lawrence Seaway times) went through Cornwall between Ninth and Tenth Streets. The Glengarry and Stormont Railway's (Canadian Pacific) line came into Cornwall from the north-east and penetrated south to Seventh Street.

Early rail freight service to Courtaulds' Montreal Road plant in the east end from these long-haul railways was over CSRL&P track. Freight interchanged with the C.N.R. would travel along the nine blocks of the CSRL&P street trackage on Cumberland Street, turning east on Water Street and Montreal Road. In the 1940's, Montreal Road, was then part of main Toronto – Montreal Highway No. 2, as Highway 401 was still far in the future. Freight traffic interchanged with the C.P.R., would use the street trackage of the CSRL&P from 7<sup>th</sup> Street, along Pitt Street, four blocks east of Cumberland, to meet the riverside Water Street/Montreal Road line to go east to Courtaulds.

In 1945, as the Second World War closed, it was determined that Pitt Street and the downtown business area was suffering congestion from the frequent freight movement required through the area. This resulted in the construction of a new freight line to Courtaulds, on a private right-of-way. This new freight line was located along the south side of the G.T.R./C.N.R.'s soon to be relocated (by the St. Lawrence Seaway project) main line. This new line provided interchange with both CN and CP trackage. From its alignment along the C.N.R., it swung south through what was then open country in a straight line to Courtaulds' plant.

A few years latter, the continued heavy demands from freight traffic and track changes resulting from the construction of the St. Lawrence Seaway indicated the need for some additional motive power. The de-electrification of the small Springfield Terminal Railway (Springfield, VT – Charlestown, NH), in the mid-1950s permitted the CSRL&P to acquire their two double-ended, Baldwin-Westinghouse built, steeplecab locomotives. On the CSRL&P, these became Nos. 7 & 14.

Jack mentioned that the superintendent of the Springfield Terminal at the time of de-electrification was Dwight Smith, now widely known as a leading personality in Conway Scenic Railroad. He replaced their two trolley locomotives by one second-hand GE 44 ton diesel, which eventually became a Claremont & Concord parts locomotive.

These two former Springfield Terminal locomotives were common sight around Courtaulds in the latter years of Cornwall electrification. Courtaulds usually rented a CSRL&P motor, and Nos. 7 and 14 would take their turns on alternative months. CSRL&P No. 14 still exists in operating condition at the vast Illinois Railway Museum, painted CSRL&P Agram Red and carrying its CSRL&P number.

Jack closed with comments about another unique piece of equipment that called Cornwall home.

"Entirely unrelated to Courtaulds was another piece of equipment still present on the Cornwall Street Railway in 1943, which never appears on CSR rosters. This was a wooden, truss rod, arch bar truck box car, of similar appearance to the original CNR 300000 series, which was lettered *CANADA STEAMSHIP*

*LINES No. 5.* It sat semi-permanently on a spur on the south side of Water Street at Pitt Street adjacent to the docks and transfer shed by the canal which then existed. The boxcar had been used to transfer passengers' baggage between the old CNR depot and the boats."

So, while we may not have the answer concerning Courtauld's two Plymouth locomotives, Jack's notes brought back many memories concerning Cornwall electric rail operations. The CSRL&P was Canada's last common carrier electric railway, when it was ceremoniously closed with a farewell excursion on October 9<sup>th</sup> 1971.

#### Station News

First, how many millions, are some of the politicians saying we are wasting on VIA Rail? Then there are those grumbling about the profits our banks are making! How about \$985 million Canadian, for one new station! Well that is the price tag that the *Montréal Gazette* quoted in the caption of the photo of the new Beijing, China, railway station. This huge new station has taken some 20,000 workers three years to build. The caption continued that the new station would open for the Lunar New Year, in time for the busiest railway season in China.

The *Montréal Gazette* this week, not only made reference to the very large station in Beijing, but it also carried a captioned photo about a rather small station that has been converted to a coffee shop. The Canadian Northern suburban station at Mount Royal has been completely refurbished and is now open as a café-restaurant, called "*Le Torréfacteur de la Gare.*"

This single-storey brick station, with its hip roof and end dormers, has been completely redone both inside and out. The exterior walls have been cleaned down to expose their red brick. The wooden roof brackets have been painted black and much of the other exterior wood work has been replaced with narrow tongue and groove, and finished in a natural stain. The dormers at each end of the hip roof have been redone with clear glass side lights on either side of a square panel with a circular stained glass insert in the middle. This treatment highlights the dormers, and thus gives you the feeling that someone has just removed the circular Canadian Northern crest from the stained glass circles. This is about where the retention of the station ends. The doors and entryway at the south end to the abbreviated portico, originally the access to the station platforms, has been replaced with several narrow doors that can be opened accordion style, to enable the area to be used for an outdoor patio come warm weather. The entrance doors on the west side have been replaced very non-station-like doors, having full length glass. The windows have been replaced with fixed sashes have only two large panes of glass, a bottom and top light.

It is on entering that one gets the total shock. I guess I was expecting something like the rebuilt TH&B station/restaurant in Brantford, ON. At Brantford, while one can comment about the artistic license taken in the rebuilding, you still get the feeling of an older station. Not so at Mount Royal, the building was completely gutted, and opened into basically one room. To meet their rate of return targets, everything is very cramped. They have stripped out the ceilings and exposed the wooden boards and rafters. This has permitted the installation of a second level gallery, supported on exposed structural steel, painted grey. While some of the interior finish is wood, there is extensive use of plastic and metal. Lighting follows the current trend to strings of miniature lights. These are supported on rods under the gallery. The inclusion of a floor model coffee bean roaster and the storage and display facilities for up to forty-two varieties of coffee and imported teas, don't help with the free flow of people in the restaurant.

Perhaps the thinking of the owners and architect was that the "*Le Torréfacteur de la Gare*" should reflex the glitz of the new commuter service in just another recycled building, not to reflect back on the railway history that built the Town of Mount Royal.

I enjoyed my coffee and croissant, the price was reasonable. The shock of the interior did cause me ask my waitress: "What would Bill and Donald (Mackenzie and Mann) say, if they wandered into their station now?" This threw her for a moment, but on explaining, she did know that it had been a station. We wish the promoters all the best, and regardless, it is good to see stations being recycled.

#### A Few Eastern Ramblings

While in New Brunswick, I was in Sussex a couple of times. Cutting through the old army camp grounds, I passed the Agricultural Museum of New Brunswick. I had forgotten that this museum has some railway displays associated with it. Since my last visit, years ago, they have added a CN caboose. This caboose still sporting its former road number CN79229, is located in front of the former CN Apohaqui station. A short stone's throw "down the track" is a crossing tower. While, I am going to have to some digging myself on some of the details on these buildings and when they were moved, I am mentioning them for those who may be planning some summer vacation in south-eastern New Brunswick. Apohaqui is a small community about 5 miles west of Sussex. While I shouldn't trust my memory, I believe the crossing tower was the one at the Main Street crossing just east of the Sussex Station. This crossing is also at the east end of the rail yard in Sussex. Since Sussex is in a good agricultural valley supporting numerous dairy farms, this yard was once very active supporting their needs. In addition, as mentioned above, Sussex was home for a substantial military camp that also had rail requirements. Today, I only rail activity that I found, was on December 28, when I spotted CN 3532 and 3533, along with a few covered hoppers basking in the sun near the Sussex station.

While travelling from Sussex to Fredericton, I dropped by to visit another station that Mike White, of Moncton, had reminded me of. This is the former Central Railway (C.P.R.) station at Codys, NB. This line is probably best known as the home for years of the Patterson, New Jersey built C.P.R. No. 136, and the two Delorimier Avenue Shops, Montreal, built, C.P.R. Nos. 144 and 29. The section of line through Codys was taken out of service on April 2<sup>nd</sup>, 1962, following the damage by ice of the drawbridge over the Washademoak River, north of Codys. Official abandonment of the 25.5 miles of C.P.R. operated track, from Norton north through Codys, to Youngs Cove Road, occurred on September 1<sup>st</sup>, 1963, following approval of the Board of Transport Commissioners for Canada.

The Codys station is now being used as a house and the owner is presently undertaking repair work. The old Central Railway line sneaked through Codys hanging on the side of a fairly steep hill side. The station almost seems custom made for the location, average length, but rather narrower than most stations. The highway has been rerouted around Codys, so the small cluster of buildings near the station are now on a cul du sac.

Having made mention of Mike White, we spent several hours one evening discussing the railway hobby. While having corresponded with him for considerable time, this was our first direct meeting. Mike, a resident of Moncton, is a very active member of the Salem & Hillsborough Railroad as well as the New Brunswick Division of the C.R.H.A. We ran the gambit of maritime railway topics. But on the more global issues, Mike was filling me in on S&H's new engine, ex-CN1754 and how great it was for them to have it. He also commented on what great cooperations and donations of time and equipment the S&H had received from many local groups and companies towards this project. In return, the group from the Hillsborough museum held an Appreciation Dinner for the people from the various companies, etc., that helped. This dinner was held on October 22, 1995 on board the Sunset Diner as the S&H train made its way along their line. Company representatives were given a Certificate of Appreciation from the museum group. While the losses from their 1994 fire are still being felt, Mike

was indicating that things are looking good towards a new building for the S&H this year.

### **Rail Removals**

In the September column, I mentioned that it was expected that CN would be removing its so-called Port Hope Spur, under and around its Kingston Subdivision bridge and in the valley under it. Well, both Tom Box and Denis Taylor have forwarded comments concerning this trackage and its removal. While this trackage had not been used in recent years, and was identified by CN Rail as its Port Hope Spur, in fact parts of it are the remains of the old Peterborough and Port Hope Railway, renamed the Port Hope, Lindsay and Beaverton Railway, cum Midland Railway Company of Canada, cum G.T.R./Canadian National Railway. However, as Tom mentioned, its early names are long forgotten, but some old-timers still call it the Midland.

This railway was constructed from the Port Hope harbour along the Ganaraska River, some 40 feet below the Grand Trunk (now CN's Kingston Subdivision), inland to Millbrook, and eventually Lindsay, etc. It was one of several similar railways extending inland from Lake Ontario with the goal of tapping the rich timber resources of the hinterland. Like most Canadian railways constructed in the 1850s, the P.H.L&B was originally built to the Provincial gauge of 5'-6". A connecting track climbed the mentioned 40 feet on the west side of the Ganaraska River valley to joint with the Grand Trunk (CN's) main line just east of Grand Trunk/VIA stone Port Hope station.

At the north end of Port Hope, once the Grand Trunk was brought into the Canadian National fold, new connections were between the Canadian Northern and the G.T.R. trackage to permit the abandonment of portions of the C.No.R. east of Port Hope.

The Port Hope, Lindsay & Beaverton trackage along the river in Port Hope was washed out, I believe in 1936. This track was reconstructed, but in the fall of 1941, permission was obtained to abandon the line from Port Hope to Millbrook. However, "due to wartime conditions," this abandonment was delayed.

The end for rail operations over the 16 miles between the town of Port Hope and Millbrook came on the sunny afternoon of Thursday, May 31, 1951, as "Old 95" pulled out of the Walton Street station in Port Hope for the last time. This abandonment left trackage through Port Hope that became the Port Hope Town Spur, approximately 2.0 miles long. This spur serviced a local stone works, and was as so often was the case, also kept "to serve proposed industrial development." The trackage near the harbour developed into a double track siding serving the former Eldorado Nuclear (now Cameco) uranium refinery. This industry still retains a rail access, although it is at the level of CN's main line, since the siding comes off the trackage in back of the Port Hope station.

The 2.0 mile Port Hope Spur remained until the second half of the 1970s. This spur crossed the Ganaraska River twice, and as Tom mentioned, the kids used to cross one of them on their way to school for several years in the 1970s. By 1979 it was cut back to a timetable length of 0.5 miles. Tom recalls the track on this 1.5 miles being lifted about 1980.

Since this trackage wasn't being used a street, Dorset, about a car length beyond the junction switch joining the lead coming down from CN's main line and the old P.H.L&B was paved over a couple of years ago. This made rail access at the water level to Cameco impossible.

The present need to replace the 1910 built rail carrying bridge over John Street spelt the end to these last remnants of the Port Hope, Lindsay & Beaverton trackage. Rather than replace the span over John Street, it was decided it was cheaper to realign John Street eastward to pass under the main portion of the CN viaduct. This realignment cut the steep grade on the P.H.L&B access track, so it meant part of the access track, the part of the old main line used for a pull-back and the

trackage on the waterfront were cut off from rail access with CN's Kingston Subdivision. So both Denis and Tom advise that all of this trackage has been removed, and much of it nearly stacked. In addition fill has been placed under the old John Street railway bridge. While Denis mentions that this span is still in place, it can be expected to see it removed latter this year. So this is the end of the last of the trackage at the south end of the P.H.L&B that started operation with its gala opening on Friday, October 16, 1857.

Port Hope is one of those communities that still has three railway stations still existing. There is a standard Grand Trunk stone station, the somewhat larger brick Canadian Northern, that is occupied by the provincial government. The third is the narrow store front station on Walton Street, presently occupied by a Travel agent.

### **New Brunswick and Canada Railway and Land Company**

In last month's column (November), I mentioned that crews were removing the rails of the old New Brunswick and Canada Railway and Land Company (C.P.R. Shogomoc Subdivision) track, just at the north end of Canterbury, New Brunswick. However, due to the differences in speed between E-Mail and Canada Post, the photos didn't quite keep up with the column.

The removal crew from Brandon, Manitoba, were using a small crew, a rail mounted "Speed-Swing" type crane and two or three home-built dollies in their removal process. A couple of men were removing the splice bars. A couple of other men were working with the crane operator, as the crane would lift a rail and swing it around to the waiting dolly ahead of it. Tie removal and clean up was following. The material as it was being removed was being transported to a road crossing or in the case at Canterbury, the station grounds to be stockpiled for sorting and disposal.

Canterbury, originally known as Howard Settlement, remained the northern rail terminus of the old New Brunswick and Canada Railway and Land Company for several years, until more money was found to build on into Richmond and later into Woodstock.

In January 1862, this rail head was very busy with military trains. The Canadas were under attack, so troops from the east and England were needed to help end the Trent Affair. So many January days saw troop trains arrive. Fifteen to twenty sleighs would be filled and head to Woodstock, to join a similar number arriving by sleigh from Fredericton and Saint John. From Woodstock they continued their over-land travel to Little Falls (Edmundston) and then to Rivière du Loup in order to take a Grand Trunk train westward.

To the men removing the rails at Canterbury, it was just a job, most unaware of the roles that many of these now abandoned lines played in the country's history.

### **Odds and Sods**

The renovated food court at CN's Central Station is now almost completely open. I am going to wait until after I can spend some time wandering around it, but doing a final write-up on it.

Last month I mentioned bad weather rail operations in the east. Well, I think someone told VIA Rail about my story. On a recent trip from Montreal to Toronto, we arrived in Toronto about 3 hours late. The departure was one hour late, and we lost another 2 along the way. While the weather was cold, some of the other manoeuvres, did cause some head scratching. Oh well, just a pleasure of winter.

CN Rail is taking advantage of the winter closure of the St. Lawrence Seaway to move ahead with its major rebuild of the Victoria Bridge as we have mentioned in previous columns. The railway is using the diversion bridge (route) around the up-river end of the canal. This permits the complete closure of the original bridge at the St. Lambert end. The railway's steel gang has the first span on the Montréal side of the canal, fully equipped with a hanging stage. They are presently busy

replacing the floor system in this span.

Since this is the last issue for another year, I would like to take this opportunity to thank all of those, members and friends, who have supported and helped with this column over the past year. While I have never been noted for making New Year's resolution, I am going to try to complete more single topic columns, next year. Some of these stories have been sitting in the wings for several years.

Being interested in railway history, a recent incident happening to an acquaintance in Ottawa is enough to make us all take note. Those interested in history know the amount of material one can accumulate. Doug Smith, lost all his historical accumulation, when as the result of a gas explosion, his house was one of several recently destroyed. While a lot of material can't be copied and stored at a second site, this type of event makes one think. I keep a backup copy of my computer records stored away from home. What ideas do you have to help protect historical information and material.

Again, thanks for your support, and I always enjoy your input. Here's a great 1996.

Note:

We may get some flak on Cornwall, since I note there are some differences between some of Jack's figures and those used by Bill Lingley in his June 1972 article on the Cornwall Street Railway.

It you want, the AP photo in the Gazette of the Beijing's station is large enough to scan and reduce.

#### **Abandonment News**

Chatham abandon in a year  
Cayuga abandonment applied for  
Newmarket accepted as application

CP Highgate, QC station

#### **Other topics**

NYC line Finch to Cornwall

#### **Ottawa, Northern & Western Railway**

O,N&WR (CP) - Hull to Maniwaki, QC

#### **Ottawa, Northern & Western Railway**

O,N&WR (CP) - Mattawa to Angliers, QC