

## MORE INFORMATION ON PORT DOVER STATIONS

I said in May that if there appeared to be the interest we would try to make this a monthly column. Well, there have been two responses to our column, and let's keep them coming.

Our long time member Neil McCarten submits the following information on the Port Dover station:

The original Grand Trunk Station still exists, at least some two thirds of it does, on the west side of the Lynn River. It was moved to its present location, where it is now an antique shop. According to the owners, only the two thirds portion of the station could be moved, but the part with the bay window was saved.

Port Dover appears to be a very popular town when it comes to railway stations. We also have information from J. D. Knowles:

The CNR Port Dover, Ontario station mentioned in the May Ferrophiatic Column (page 20) was originally built for the Lake Erie & Northern Railway in 1946. Previously L.E.& N. had a joint use of the old CNR station on the waterfront on the east side of Main Street near Water Street, reaching it by running rights on CNR tracks. Movements of the two railways on this section of line were controlled by staff machines. There was trolley wire on CNR's main track only; no yard sidings were electrified. Interurbans took their layovers in front of the CNR depot. Overnight electric car storage was on a siding on the L.E. & N. line at the north end of Port Dover. The siding had dual trolley wire; the second wire was fed through a 25 ampere fuse for supplying one bank of car heaters only. This arrangement was adopted after Grand River Railway car 866 was gutted there by a heater fire. (The burned out car was rebuilt into combine 624). A similar dual trolley wire arrangement was provided at the new station. LE&N ceased using CNR tracks before the new station was ready; wood arch interurban GRR 826 served as a temporary station.

Girders for a turntable were delivered to the new station yard to permit turning of electric line's CPR steel wedge plow 400893. However, the turntable was never actually installed.

The L.E. & N. line south of Simcoe fell into disuse after the end of passenger service in 1955 and before de-electrification. When CNR gave up its yard and station near the waterfront, it took over the L.E. & N. station, situated between Chapman and Nelson Streets. CNR's main track was immediately east of the L.E. & N. station tracks. The L.E. & N. building, then as now is sheathed with imitation brick asphalt siding, and is illustrated on page 37 of John Mill's book Traction on the Grand. Page 32 of this book has a photo of an electric train at the waterfront.

Many thanks to J.D. Knowles. My first casual comments about Port Dover were based on my recollection of an invitation to a ground breaking and a recent visit to Port Dover. However, the responses have created some questions in my grey matter and the desire for a more detailed field trip. I have dug out my copy of what I believe is an invitation to a "Breaking of Ground" for the New Canadian National Railways Depot, at Port Dover, Tuesday, November 1, 1960! This invitation is a 4 by 7 inch folded card style with a photo of the Erie Beach Hotel on

the cover where a luncheon was apparently held. The back cover is a tint showing a group of people around the cab of locomotive 1541 and titled "Last Passenger Train at Port at Port Dover, Saturday October 26, 1957. Inside is a photo marked "Celebration marking the arrival of the first train into Port Dover, June 29, 1875." The second photo inside is of a old board and batten combined station and freight shed marked "The old C.N.R. Depot at Port Dover." This station appears to fit the description of the Port Dover station on the Hamilton & Lake Erie line as described in the Grand Trunk Railway System, Middle Division 1907 inventory. The station is described as having been built in 1898 as a first class station & freight shed measuring 83 feet long by 25 feet wide. Is there an other station in Port Dover as per this invitation? So, come on fans can you shed any light on my confusion?

### MOVING AWAY FROM PORT DOVER.....

Some more items from Neil McCarten:

Milton, Ontario – The original CPR frame station is a house at 162 Commercial Street; the structure is now up for sale.

Brampton, Ontario – The CPR station has been moved to private property and set up. It is now located on Creditview/3rd Line about 1/4 mile south of Queen Street West, on the west side, west of its original location.

Niagara-on-the-Lake, Ontario – The Michigan Central station is now a business in this attractive town. It is located on King Street near Queen and faces onto King. Michigan Central trains (along with Niagara, St. Catharines & Toronto) used to run down King Street.

Whitby, Ontario – The stone engine shed (4 tracks) of the Whitby, Port Perry & Lindsay Railway is now an automotive garage & towing service at the N.E. corner of Mary & Hickory. The front has been covered over but the bricked in portals are evident at the rear.

Niagara Falls, Ontario – The former L. & P.S. Line car (made from a caboose) that sat for several years beside the CNR yard in Niagara Falls has been gutted by fire.

Thanks again to Neil McCarten.

Now onto other items that may interest some – we hope!

Blue River, B.C. – The second class Canadian Northern station built some seventy three years ago is closed. VIA has a new stationette under construction and as of mid-May was using a trailer as their waiting room, etc. CN has taken a two part ATCO prefabricated building and added a bay window for their new station. Again in mid-May they were adding some roof rafters and metal roofing to provide a pitched roof complete with an overhang to protect the bay window.

Valemount, B.C. – This Canadian Northern station has been moved again after setting next to the Albreda Subdivision since 1927. This station according to Charles Bohi in his book "Canadian National's Western Depots", was built at Swift Current, Alberta in 1915 and moved to Valemount 12 years latter. Anyway the old station is setting on a new foundation

about a block north east of the original site in Valemount. VIA is served by a new prefabricated stationette.

Lyn Junction, Ontario – I have been asked by a couple of fans as to where the old Brockville, Westport and North-Western Railway crossed and later connected to the Grand Trunk (CN's Kingston Subdivision) near Brockville and what if anything was left? The records show the connection at CN mile 129.69, some 4 miles west of Brockville. On a recent trip from Montreal I decided to see what I could see at 95 m.p.h. Well just east of Halleck's Road on the north side of the Kingston Subdivision the road bed of the connecting track is still very visible. There are several private roads in the area all showing their heritage of cinders. It is now worth a closer site inspection.

All railfans require food. Often we scout out restaurants or eateries that either have a great view for train watching or a display of railway photographs or other railroadiana. Fine, except we never spread the word - so lets hear from you.

Montreal, Quebec – In the S.E. corner of Central Station there is a MacDonald's Restaurant. Should you be in the area, this restaurant has numerous black & white photographs of the Canadian National. Many are publicity shots of the interiors of passenger cars, but there are others including a night shot of CN 6218 on the Spadina turntable. I would question two or three of the captions, but all and all worth the time to wander through.

Port Hope, Ontario – Railside Restaurant, 112 Peter Street. This restaurant is located on the north side of Highway # 2 just east of CN's & CP's large bridges over the Gansraska River. While the restaurant lists Canadian, Greek & Italian food as the specialities of this licensed establishment, the view of CP Rail's bridge is good enough to make any food palatable. Slightly to the south west is CN's double track bridge. A great spot to relax for lunch or whatever and watch freights on both railways plus VIA.

Well enough from this old ferronut. Lets hear from some of our many fans across the country – scratch us a note about the titbits of knowledge you have stored in your head and have not passed on.