The Ferrophiliac Column
Compiled by Just A. Ferronut

I know we all talk about how politicians get their foot in their mouth without trying too hard. Well, I'm no politician, but I think I got both feet in my mouth with my comments about abbreviations in the April *Newsletter*. Being a bit ancient and following the conservative thinking of my legal friends, I guess I forgot all about the modern hep approach to the use of the English language. When Rick Jelfs raised his questions about abbreviations, I immediately started to think of the formal approach as one would find in Oxford. However, the stack of comments I've received makes it quite clear that my conservative approach doesn't coincide with the current practice that takes the definition of abbreviation "to abridge" very literally.

So let's open the discussion on abbreviations with some comments from J. D. Knowles .... "A careful perusal of telephone books reveal a well-developed system of abbreviations. The airlines have extensive placename abbreviations or *codes*, conspicuous to the public on baggage tags, but also used extensively throughout their systems.

"I never heard "T.O." used in conversation to mean Toronto before World War II, yet it was used constantly by World War II (W.W. II – another abbreviation) servicemen. The source of this abbreviation seems to have been official rather than slang. The Royal Canadian Air Force had two-letter allocation code marked on all of its automotive vehicles and the code for Toronto was TO.

"The general public in northeastern Ontario universally recognizes "Kap" for Kapuskasing, while locals use "K.L." for Kirkland Lake. But New Liskeard is known conversationally as "Liskeard", perhaps because that was its original name ("New" was added afterward.) I have seen GEO'TOWN on preprinted small cards attached to railway freight cars.

"Cincinnati" has been abbreviated various ways by hobbyists with reference to the curve-sided lightweight trolley cars once built there. CINTI appeared in large letters on the main casting of the staffless handbrakes on these street cars used by CNR in St. Catharines and Niagara Falls, Ontario. This, therefore was the builder's abbreviation, but it is not used by trolleyfans."

Milne Hall of Cobourg, along with a couple of others, wrote about Amtrak's use of three letter abbreviations or codes. These same writers also advised of the confusion VIA creates since it uses four letter abbreviations or codes. The following is a list of the VIA and Amtrak abbreviations for some stations served by both.

Station	VIA	Amtk
Brantford, Ont.	BRTF	BTF
Burlington West, Ont.	BURL	BTW
Hamilton, Ont.	HAML	HML
London, Ont.	LNDN	LOT
Montréal (Que.)	MTRL	MTR
Niagara Falls, Ont.	NFON	NFS
Oakville, Ont.	OAKV	OKL
Sarnia, Ont.	SARN	SIA
St. Catharines, Ont.	SCAT	SCA
Toronto, Ont.	TRTO	TWO
Vancouver, BC	VCVR	VAC

⊛ The VIA abbreviation for Niagara Falls was changed from NIAG to NFON when the MAPLE LEAF began operation – this was probably done to allow NFNY to be added.

⊛ The abbreviations used by Amtrak (and therefore by *Passenger Train Journal*) for Montréal is MTR, not MTL, which was described as sensible in the April *Newsletter*.

⊛ One more VIA abbreviation that Milne sent along was for his hometown of Cobourg CBRG.

Pat Scrimgeour, like Jack Knowles, commented on the confusion of the standard abbreviations for airports, such as YYZ – Toronto and YVR – Vancouver.

Off course where do you stop? There are the Post Office assigned abbreviations and the AAR "company codes" as I mentioned in April.

As one digs farther into the subject and uses the most liberal views on English, then it is possible to envisage numerous abbreviations for any word. This is particularly true if one concedes that codes "system of signals for communication" and abbreviations "a shortened form" are synonymous.

This is one I think I will concede defeat on and wonder why I didn't learn a simple stable language like French rather than continually changing English. Thanks to all of our writers for their input and don't be afraid to add further comments.

STATION UPDATE:
This is a simpler topic to handle, I hope. Neil McCarten sends some good news about the missing Otterville Station, (December 1989 *Newsletter*). Well, Neil has found it alive as well, perhaps even headed for some restoration since it is now setting on a new foundation and the building has been straightened. It has been moved to the west side of Otterville, next to the Woodlawn Adult Community Centre which is located on Main Street West, Oxford County Road 19.

While we found one lost station, Ross Gray of Lindsay sends news about the loss of another. The Janetville Station, located at View Lake (April 1990 Newsletter,) was burnt for practice by the local fire fighters on Earth Day late in April 1990. The voluntary fire fighters from Janetville and Caesarna used this long abandoned structure to get some special training on fire fighting techniques. Having been a journeyman carpenter at one time (no JP I didn't built the ark), and having seen the condition of the structure a few weeks earlier, I would consider, it would have been nigh near impossible to have restored this station. This especially, for a small community with no doubt limited funds. I would like to see all stations saved but I do consider I am enough of a realist to know this is impossible.

Another station that is still in existence but hardly recognisable is the TH&B station at Jerseyville, Ontario. This station was located at Mile 52.6 on the TH&B's former Waterford Subdivision. This rail line from Hamilton to Brantford has been abandoned and the rails and ties removed from Brantford to somewhere east of Jerseyville. The station was apparently moved from the station site sometime between July 2, 1957 and 1963 by a Mr. Black. It was moved about 500 metres

down the road to the main tee intersection in the village and was converted for use as a store. It is still being used as a general store and Post Office in Jerseyville. Its roof line from the west and the tongue and grooved sheathing on some of the eves gives it away.

I don't know whether I should include this or not, since it will show just how big the minus sign is in front of my I.Q. Last October, Neil McCarten forwarded me a note that a friend of his, Ian Folkard had sent him a slide of the former CNoR Solina station between Oshawa and Bowmanville, Ontario. I have to admit it took me three trips over the last six months to spot this pink and white station still in its original location on the north side of the right-of-way and very visible from the road. I was looking in the wrong place. This station-come-house that has just been sold is located on the east side of the Solina Road which is the second north south road east of Courtice Road on the old CNoR right-of-way which is about two kilometres north of Highway 2 at this point.

What started as an information search on the Port Dover stations, has turned into a continuing saga of rail fanning. Port Dover was included in my first column (May 1989 *Newsletter*) and then became a centre of more research to understand railroading in this community.

One trip included a visit to the Port Dover Harbour Museum and a discussion with Sylvia Crossland, the curator. This discussion sparked questions from Sylvia, that because of my limited knowledge of the area I had to come to you for help. Well amongst the replies came an offer from Ross Gray to supply some photographs of rail activities in the area. I was down to see Sylvia a few days ago and between comments from Ross and herself came an interesting story that may help the museum.

Ross's photographs sparked interest in the Museum's directors and now there has been a couple of stories in the local newspaper about the museum and these photographs. Sylvia was telling me that this gesture of kindness from Ross has now resulted in a couple of local people coming forward to talk about old photographs they have of the early days around the harbour. Again this outside support appears to be a key in plans to tape an interview with an elderly local resident on stories her father who was a conductor on the old Port Dover Granny when it ran from Port Dover to Jarvis and Hamilton.

Lastly, Sylvia was commenting on a land problem they are having trying to get a new museum building and their review of some of the old railway plans that has been forwarded to them. As I leave this subject, don't forget the local museums like this, even such small gifts are greatly appreciated by these groups struggling to preserve knowledge and artifacts of our past.

Richard Carroll sends along a few notes on the old CNoR Belleville station and its related service. This station was often referred to as the "South Station" to distinguish it from the older Grand Trunk station to the north.

This brick and station was constructed by the Canadian Northern Ontario Railway and was opened in the fall of 1911, when the CNoR service between Toronto and Belleville commenced.

Late in 1913, through CNoR Toronto – Ottawa service began through the station. The Railway used Rathbun's Bay of Quinte Railway trackage from Deseronto through Napanee to Sydenham. (Incidently, to provide a "short line"

access to Kingston, the BofQ acquired running rights over the CPR – i.e. the K&P – from Harrowsmith to Kingston, thus completing a direct route Bannockburn – Yarker – Kingston. I'm not sure if this lasted through the CNoR and into the Canadian National era – in mid-1929, it was still shown in the CN Timetable, but no longer used.)

CPR passenger service through Belleville commenced in the Summer of 1914 on the Toronto – Montreal "Lake Ontario Shore Line," and used the CNoR station.

Canadian Northern was absorbed into Canadian National in January 1923, the Brighton – Cobourg section of the CNoR single track Deseronto Subdivision between old mile 72.31 (west of the Cobourg, Peterborough and Marmora) and old mile 95.57 (east of Brighton station) was taken out of service that year. Most of this section was dismantled in 1924.

The ex-CNoR trackage from the east end of Trenton to Belleville and Deseronto including 0.23 miles of BofQ track in the west end of Deseronto was taken out of service and lifted during 1931. CN Plan K16C-51-132, dated January 7, 1932 states "Operation of dismantled portions was discontinued and the dismantling of same completed December 1931." The CNoR from Brighton to about two miles west of Trenton had operations discontinued March 4, 1932. This CNoR abandonment and track removal meant that the "South Station" was only being used by the CPR. This station was latter purchased by CPR. Richard asks whether anyone knows the date of this sale?

The ex-CNoR bridge over the Moira River (the south span), just west of the station was taken out after the "Great Flood" of 1936. (A few traces of this structure remain.)

The South Station was last used as a passenger train depot in October 1965. In the mid-1970s, it was briefly used as a Voyageur Colonial Bus Terminal while the regular agency, just around the corner was being renovated. The station was razed in December 1976."

Richard continues by asking a question about the CNoR station in Belleville. He writes that according to a photocopy of the 1926 "GOAD Insurance Atlas," the inner (platform) track at the station was the CP, while the outer track was the CN (ex-CNoR). Now since the CP line was the second built through this station how did they get the preferred location? A guess on my part would be that since the station was built on the north side of the CNoR, and since the CP alignment was on the north of the CNoR from just east of Brighton to Shannonville where the CP swings towards Smiths Falls, it made more economic sense to relocate the CNoR track southwards away from the station rather than to cross the CNoR twice. Can anyone shed any facts or otherwise about my guess?

As a post script Richard comments about the Belleville – Trenton local bus "Jitney" service was provided in the 1950s by the Rathbun Bus Service.

While in talking of this part of the country and the Rathbun's, I must comment on my promise last month to get on with the Bay of Quinte Railway in the Napanee area. Well I am going to beg your indulgence to leave it for one more month. I want to include a map of Napanee, but I am not happy with my first computer generated one. (Imagine *me* drawing maps on a computer. I grew up thinking a battery operated crystal radio receiver was about as far as things could go.) Anyway, I hope a new computer program I got will help me get an acceptable map.

However, based on some data from Daniel McConnachie and others, I recently made a whirlwind trip along

must of the Bay of Quinte Railway line including Napanee. In Napanee I was trying to locate as many of the points on the ground as I could from the map that Ray Corley had sent me a couple of months ago.

I started at Deseronto Junction, (off Highway 401 at exit 570 and go south on Hasting County Road 10 to the CN's Kingston Subdivision). Existing remnants of the actual junction is going to take a closer survey of the site. However, a couple of farms south of the junction and no problem to see the old road bed a stone's throw east of this county road.

The two concrete bridge piers and abutments are still pretty well intact where this line crossed Selby (Sucker) Creek. Concrete is interesting material for bridge foundations of this early period. Daniel in some of his notes gives a very good explanation. While this portion of the line was opened for traffic March 21, 1881, no doubt the first bridge at this location was timber with a permanent bridge coming later. The line north of Tamworth to Marlbank and beyond was opened in late 1889. Marlbank as its name implies was a source of marl, which was used to make cement. So no doubt it was cement from the Marlbank marl that was used in this bridge.

Derseronto keeps turning up more and more material on each trip. Again based on a map Daniel supplied, I would be of the opinion that the house in the north west corner of Centre and Dundas is the F. S. Rathbun residence that has been converted into tenement house. The house just west of it not doubt is the former residence of H. B. Rathbun.

After a bit of scouting around Deseronto and Napanee, I headed northward along Lennox and Addington County Road 1 towards Yarker. About a kilometre south of County Road 16, that leads into Strathcona, on the east side of County Road 1 is what appears to be the old freight shed from Strathcona, still with its name board in place. This structure is just across the road from a large brick house with a mailbox showing the name Courval.

Not much outstanding until I reached Yarker. The high cut limestone abutments and pier for the bridge on the BofQ line to Tweed and Bannockburn still stand majestically a few metres north of the present CN bridge that spans the Napanee River. Much of the embankment and road crossing on the west side has been removed.

From Yarker I travelled County Road 6 to Colebrook and then Moscow. At Moscow, concrete foundations west of County Road 6 looked like railway type, but no guarantee. Onward to Enterprise and then the back roads to near the probable site of the crossing of the CPR, but no luck in locating any of the old roadbed.

From Rogers Road at the south end of Tamworth up through that village is a different story. The roadbed is very visible as it crosses Roger Road a metres east of county Road 15, then the line crosses County Road 15 and heads for Salmon River. Here not only are the limestone abutments still in place but the steel for the deck plate girder span are still intact. A few metres north west of the river on the west side is the station. It has been coated in stucco and converted into a house. Perhaps Ms. Clarke choice of colour is not quite up to railroad specification, but it good to see structures like this being recycled and put to further use.

The day was still young enough to keep going along this line. Just south of Erinville on the east side of Highway 41 almost on the beach of Beaver Lake is the Erinville station,

apparently converted into use by the local Lions Club. It is of the same design as Tamworth. It was now west on County Road 13 to Marlbank. I was able to follow the out of Erinville until it crossed over the County Road. However, it crossed back over without telling me, so there I was looking in the wrong area in Marlbank. It was a good thing there is still a station there - it is similar to the last two I spotted. The station is now a house, with numerous trees around it. It is on the east side of Hasting County Road 32 at the junction of County Road 13. The concrete station platform is still in place along the south side of this structure.

Westwards towards Tweed. I was able to pick up the old road bed in spots where is near County Road 13. This road appears to be on the old right-of-way as you cross the East Channel at Stoco, but just north of the road west of the Channel is the fourth station of similar design that I had encountered since leaving Tamworth. This one is also been converted into a well kept residence.

Without knowing much of the details on this line in Tweed, I didn't spend any time looking. In Tweed, while the tracks are gone the old CP (O&Q) station still stands on the east side of Colborne Street south of Jameson. Some changes have been made to this brown insulbrick-covered structure, now used for offices, but the train order mast still stands.

Still westward but this time on County Road 38 to Highway 62 and then northward to have a fast look at Madoc. I am quite certain that I spotted a segment of the old BofQ road bed in Madoc on the old spur line that came in from Actinolite, but I need a more detailed map to confirm this. The old CN station although quite badly fire damaged still stands in the north west part of town.

At this point I considered I was running out of time for one day and had better head back to home base in Toronto. This outing was to reconnoitre this rail line so one can now home in on areas to carry out more detailed trips. This trip also strengthen my belief that many of the lines that were abandoned early have left more structures than those that have been abandoned in more recent times.

I believe I have done enough rambling for one month, but keep the tidbits and questions coming for I am sure someone out there can answer them. So until next month, cheers.