

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

November 1994

Gee! It is that time of the month to turn on the computer and see what one may find of interest. I had planned for an article with map on Northern Quebec railines, but the great weather over the past month has tended to keep my computer in the off mode, so we will have to browse some computer files this month. Hopefully, I get the map done before next month. However, on the positive side, the weather did entice me to do some wandering.

### ALONG THE OLD RAIL LINES TO OTTAWA

A trip to Ottawa's *Railfair '95* was an excuse to take Quebec Highway #148 along the north-east side of the Ottawa River from Montréal to Ottawa. This area along the east side of the Ottawa River was once criss-crossed by the rail lines of the Canadian Northern Ontario Railway; the Great Northern Railway of Canada; the Carillon and Grenville Railway; the Saint-Eustache Railway, and the only remaining line, the Quebec, Montreal, Ottawa & Occidental Railway. All except the last two companies were part of the Canadian Northern / Canadian National family of railways.

Highway # 148 stays north-east of the Canadian Northern Ontario Railway's former line over the approximately 25 mile section from Saint-Eustache to Lachute. At Lachute, the Quebec, Montreal, Ottawa & Occidental Railway crosses Highway #148 and then parallels it most of the way to Hull. This line is presently Canadian Pacific's Lachute Subdivision that extended from Sainte-Thérèse to Hull and over the river to Ottawa. Sainte-Thérèse, at the eastern end, is the junction with CP's Sainte-Agathe Subdivision and still has its single storey frame station, painted nearer a pumpkin orange than CP red. This station houses CP radio transmitting equipment.

Lachute, also was served by the Great Northern Railway of Canada's line that came west from Joliette and St-Jerome, to join the Canadian Northern's line at Crushing Junction north-west of Lachute. The Canadian Northern used the Carillon and Grenville Railway from about Cushing Junction to Grenville where Canadian northern's line crossed the Ottawa River to Hawkesbury, Ontario.

At Lachute, the classic Canadian Pacific station is presently being used by government services in the community. This single storey brick with stone trim structure is the small-town version of the distinctive "chateau style" structures which were a Canadian Pacific trademark during the golden age of passenger rail. The building with its hip roof and wide overhangs, sits on a stone foundation that extends up to the bottom of the windows. An article in the January, 1930 *Canadian Railway & Marine World* states that this depot, located 44.1 miles from Place Viger station, Montreal, was officially opened on November 22, 1929. It goes on to state that the civic ceremony was presided over by the Mayor, and attended by C.P.R.'s Laurentian Division Superintendent and other officials.

Eleven miles west of Lachute, the single storey brick station at Marelán sits on the south side of the track between it and the highway. This boxy spartan station, definitely has that no-nonsense efficient look common amongst structures built in the 1950s.

At Grenville, on the east bank of the Ottawa River

across from Hawkesbury the road bed approach and east abutment of the old Canadian Northern line is easily spotted about a quarter of a mile down stream from the highway bridge.

A little closer to Hull, and 30 miles from Lachute, is the small community of Montebello, Quebec. This village was spotlighted by the rail enthusiast community in the late 1980s as the community purchased and relocated its relatively large log station. This log station, dating from the days of the Quebec, Montreal, Ottawa & Occidental Railway was relocated to the west side of the Main street (Highway #148), where it has been restored, with the logs now in natural varnish.

We were soon in Ottawa-Hull, where we spent an enjoyable few hours at *Railfair '95*, seeing friends, looking over the varied model displays and browsing through the ton of booths with their wares of books, photos, as well as modeller's supplies.

Now that it is November, it was time to visit the Sun Youth's 8<sup>th</sup> *Model Train Exposition*, here in Montreal. This is my third year at this show and I while I am not sure why, I find it interesting, perhaps because it is different. Sun Youth, the sponsors, are not a rail enthusiast group and the show is spread over three floors of an old school. The model displays cover the full range in both directions, – that is scales and skill levels. Others must also find this show worthwhile, for if I read the flyer correctly, there will be two shows next year, one in March as well as the regular in November.

### A MONTRÉAL EXCURSION

No, don't worry about getting your tickets for one, you're too late! Back in July 1993, *Rail & Transit* carried an article as part of the celebration of the fiftieth anniversary of the opening of the present Central Station. This station, successor to the Canadian Northern's Tunnel Terminal that served as the Montreal terminal for their rail line from Ottawa via Hawkesbury, mentioned above. The access to Tunnel Terminal prior to the development of Central Station was only by the Mount Royal Tunnel. Physical work on this tunnel started in June 1912 and numerous stories have been written about it and its construction. The other day, I came across a letter and footnote, concerning the first excursion through the tunnel. This letter, dated April 17, 1917 was written to Gérard R. Ruel, Esquire, Canadian Northern Railway, Toronto and stated; "The work on the tunnel is practically completed. They are now laying a standard gauge track and have three new electric motors which will haul the regular trains. Contracts have been let for the excavation of the Station site between Cathcart and Lagauchetière Streets and for the erection of a City Station.

"We would be very pleased if you could be present for the first trip through the completed tunnel running over the standard gauge tracks and hauled by one of the large electric motors.

"If you are able to be present, we will meet at the shaft, Corner Dorchester & St. Monique Streets, promptly at 2:30 o'clock p.m. on Sunday, April 22<sup>nd</sup> (1917)."

This letter contained the following very interesting footnote, "In order to reach the train it is necessary to walk down the stairs at the Dorchester Street shaft to a depth of about 45 feet, and then walk through the heading gangway for about 500

feet. The stairs are narrow, steep and not at all easy to go down or up. The gangway is, in places, low, so that you will have to stoop to avoid striking your head on timbers, and it will be unwise for anyone to wear clothing that will be damaged by dirt. The train will merely run through the tunnel to the West Portal and back, without stopping to let passengers off for local inspection.”

Perhaps, not the excursion for photography, but nevertheless an interesting one. I visualize a sunny warm spring day, with groups of men, no doubt mostly dressed in suits and top hats, standing, pointing towards the holes in the ground and Mount Royal, discussing this great engineering project. Shortly, chauffeured automobiles arrive with senior Canadian Northern Officers including perhaps G. R. Ruel, Esq., and no doubt a number of city and government officials, stepping out again with suits and top hats for their descend into the bowels of Montreal and trip through the new tunnel behind an electric locomotive in standard gauge cars.

#### **STATION NAMES ALONG THE EUROPEAN & NORTH AMERICAN RAILWAY**

You can blame Broadcast News for this section, since they reminded me that November 9, was the anniversary of the first through train from Saint John to Halifax in 1872. My checking showed that November 9, 1872 was also the date for the opening of the last 76 miles, between Truro to Amherst, NS, on this route and the purchase of the European & North American Railway by the Intercolonial Railway. At that time the line was broad or 5'-6" gauge. This route wasn't converted the standard gauge until Friday, June 18, 1875.

My review highlighted the variety of station names along this route. Many station have names borrowed from their European namesakes. Some are named for people of national importance or with local impact. Others have names with roots in the aboriginal language. The Maritime provinces probably have more than their fair share of station names from this last group. A closer look at these station names often show that some are made up of a combination of bad Indian and equally bad English. Other people decry that the early railways imposed poor substitutes for some of the original names. The portion of this route from Saint John to Moncton is perhaps a good place to look at some of these naming practices. This line, currently CN's Sussex Subdivision was built by the European & North American Railway and while opened in sections. The first was the three miles from Saint John to Moose Path, that was opened on March 17, 1857. The last to be completed was the 45 miles east of Moncton, that was completed for the opening of the rail line between these two southern New Brunswick cities on August 1, 1860.

An ENAR 1868 timetable listed the following among its stations on this line: Saint John, Moose Path, Torryburn, Appleby, Rothsay, Quispamsis, Nauwigewauk, Ossekeag, Passekeag, Norton, Apohaqui, Sussex, Plumwesweep, Penobsquis, Portage, Anagance, Petitcodiac, North River, Salisbury, Boundary Creek, Moncton.

Saint John, was named in the honour of Saint John on who's birthday it was first visited by white explorers. At the other end of the subdivision, Moncton, originally named "The Bend", because of its location at the bend in the Petitcodiac River was renamed to honour Lieutenant Colonel Robert Monckton, a British Army Officer who led a number of the early attacks on the Acadian settlers in the area. Moncton's first

station was a quaint little frame structure between Main Street and the rail line just west of the present highway underpass.

Moose Path, 3 miles from Saint John is no doubt descriptive enough, and Torryburn and Appleby reflect a background of early settlers.

Rothsay, spelled Rothsay in the 1868 timetable was originally called Nine-Mile House (distance from Saint John) and Kennebecasis Station. Kennebecasis the name of the adjacent river is derived from the Maliseet words "Kennebec" meaning "snake" and "sis" meaning "little".

In 1860, the Prince of Wales, afterwards King Edward VII, visited New Brunswick and made the journey from Saint John to Kennebecasis Station. To commemorate this event Kennebecasis Station was renamed Rothsay, in honour of one of the Prince's titles, the Duke of Rothsay.

Quispamsis developed from a "shanty town" that was established accidentally to accommodate the Irish labourers, needed for work on the railway and other area projects.

Nauwigewauk, is another Indian place-name. As a kid, I remember the local folk-story as to how this village got its name. The story was of an Indian maiden travelling with her young child named Wigie along the Kennebecasis. The child kept complaining about having to walk and wanted his mother to carry him. Eventually, the mother got frustrated of the complaints and gave Wigie a few swats on the derriere, and said "Now-Wigie-Walk".

Ossekeag, 22 miles from Saint John got its first train on June 18, 1859. At the time Ossekeag was nothing but a swampy stop along the rail line. Nearby was Hampton Village, and as time went on Ossekeag started to grow because of the railway. It was renamed Hampton Station as more and more important business and offices located near the railway.

Nearer Sussex is Apohaqui. The first settlers here named the community Studholm, honouring a early settler, Major Guilford Studholm. The railway changed this to Apohaqui which means "meeting place of the waters" in Indian.

Three miles east of Sussex is Plumwesweep. to the first immigrants it was Salmon River, but became Plumwesweep, Indian for "salmon and river".

Stone's Brook became Penobsquis with the coming of the railway. Penobsquis is normally translated as Indian for "a stone and a brook", although others interprets it as meaning "little fish".

Anagance is 61 miles from Saint John and 5 miles east of another station called Portage. Anagance comes from the Indian "oo-ne-gunce", which means "a portage". This is the area where the headwaters of the Kennebecasis and Petitcodiac rivers are the closest and hence a historic area long established for portaging between these two waterways.

Petitcodiac is a name that shows up quite frequently in south-eastern New Brunswick. As indicated above it is the name of a river that flows through Moncton and is also the name of a village about 25 miles west of Moncton on the ENAR. Petitcodiac has been recorded as being spelled almost a dozen ways is from the Micmac word "pet-koat-kwee-ak" that means "the river bends in a bow".

These are some of the names highlighting one 90 mile section of rail line in New Brunswick. Imagine the possibilities across the country!

#### **HERITAGE STATIONS**

Before leaving stations, the Privy Council has issued

an Order in Council permitting Canadian National to sell its Jasper, Alberta station to Parks Canada. The Minister of State will be recommending that the Privy Council also authorize the sale of the Canadian National Nakina, Ontario station to the community. Both of these stations carry the heritage designation under the Heritage Railway Stations Protection Act.

While nothing to do with a heritage station there was an interesting news item in the September 1927 *Canadian Railway and Marine World* about the clock in the then recently abandoned Union Station near Simcoe Street in Toronto. The report states that the large clock from the tower of that station was purchased by a gentleman in Huntsville, Ontario, and was presented to that town, 142 miles north of Toronto.

#### **VANCOUVER**

A while back, I wound up spending a Saturday in Vancouver. After a leisurely breakfast I wandered down to the harbour (Burrard Inlet) and from Granville Street Square next to the former C.P.R. Station, I watched the SeaBus cross the inlet and people scurrying between its dock and the SkyTrain terminal attached to the C.P.R. Station. As I stood there, noting a SkyTrain set parked on its tail track next to C.P.R. private cars “*Van Horne*” and “*Shaugassey*”, I had to wonder what these gentlemen would think if they could see this terminal today.

C.P.R.’s elegant station has been restored and is used by many Vancouver commuters as their terminal to connect with the SeaBus to cross Burrard Inlet to North Vancouver or the SkyTrain for their commute to Burnaby, New Westminster and communities to the south east of Vancouver. The upper floors of the C.P.R. station are now commercial offices. The main concourse or passenger waiting area has been restored with its frieze of panels around its outer walls with scenes from along CP’s route through the mountains. This work is accented with a few panels of dark scroll work patterns of the buff upper walls. This sets off the deep panelled flat ceiling. The exterior brick work of this station is painted brick red with the row of large columns across the front now a cream colour.

It was then time for a relaxed trip on the city’s SkyTrain to kill some time and then a trip over to the VIA Rail station on Main Street. This former C.N.R. station is a large grey stone two storey structure. This station has a stub end track arrangement, and the rail access is via Burlington Northern’s line. VIA Rail has restored this station. It like the C.P.R.’s has a flat ceiling with deep panels. The pilasters along the walls have been done dark green. The columns around the main concourse have a polished light grey marble dado or base. The ceiling panels are cream with their mouldings accented in reds. As part of this modernization, the south portion of the main hall has a news stand, a barber shop and more importantly a intermodal terminal for several bus lines. The centre of the main hall has an information counter with a large restored clock. In the north-west corner is a restaurant ready to feed the travellers over the next decade – a McDonald’s Restaurant.

#### **ANGUS SHOPS, MONTRÉAL**

A portion of this once major Canadian Pacific shop complex in Montréal was converted this fall for a totally new use – for circus performances. Montréal’s **Cirque d’Soliel** took over one of the large shop areas, had it cleaned and repainted, and set up for their Montréal performances.

#### **A FEW MORE 1872 GTR BROWNIES**

Back in May, 1994, I listed a few punishments inflicted and rewards given (brownies) by the GTR to their

employees back in 1872.

*Rule G* – A Brakeman from Buffalo was dismissed for being the worse of liquor, disorderly and impertinent to Agent at Port Huron while No. 6 was waiting at that Station, also for being the worse of liquor when on duty at Stratford.

*Train Speeds* – A Toronto Conductor was fined 50 cents for running with No. 25 Train from Georgetown to Toronto at a greater speed than allowed as per Time Table.

*Blocking Main Line* – A Toronto Conductor was Suspended for a week after causing a detention of 15 minutes to Nos. 1 and 6 Passenger Trains by occupying the Main Line at Bowmanville on the time of those trains.

*Fire Prevention* – A London Car Checker was rewarded 2 day’s pay for his vigilance in discovering fire in pile of lumber near the Station, and promptness and energy in getting it extinguished.

These punishments and reward are interesting in that they show how some things have remained the same on the railway and how in other areas, priorities have changes.

\*\*\*\*\*

NTR station at Mile 42. Pelletier’s

Sioux Lookout

CN Hamilton Station

#### **Stations**

Saskatoon – CPR station large brick structure has a solid sign on it. This station has a 2 storey centre section with single storey wings at each end. The brick is buff colour.

Just south of it is the Station Restaurant with at least a couple of cars around it.