

THE Brockville & Westport Railway

PART TWO
THE BROCKVILLE & WESTPORT RAILWAY

The right of way was purchased from the farmers through whose land the railway ran. But many never got their money. A Mr. Nelson Knowlton of Crosby did not receive pay for his land, so he built fences across the right of way on both ends and refused to allow workmen on his land.

Of course, court action followed. It's hard to say who won. The railway work continued but Mr. Knowlton was paid in script, equivalent to free rides on the train when the line was completed. For many years the figure of Nels Knowlton was a familiar one on the "B. & W.". If the younger generation wondered at his frequent trips, the older ones could tell he was still using his script.

The line finally reached Phillippsville Station and again funds were running low. Although the railway only briefly touches South Crosby Township, Mr. Harvey approached South Crosby Council for money. Thinking this a promising project, they gave him five thousand dollars and the station was named Elgin. Not until the C.N.R. built another Elgin Station, was the name Phillippsville given back to this station.

At Lyn a trestle was built across a section of the right of way. Since it was not well constructed and shook under the weight of the train, it came to be known as the Praying Section. It was not until about 1910 when the Canadian government took over the B. & W. that this section was filled in.

At first there were agents in nearly every station along the line - at Westport, Newboro, Crosby, Elgin, Delta, Lyndhurst, Athens, Forthton, Lyn and Brockville, with flagstations at Soper-ton, Elbe and Seeleys.

In 1900 there were two trains per day, one down from Westport leaving at 7:30 a.m. and arriving back from Brockville at 6:30 p.m.. These were mixed trains. The morning and evening trains were always on schedule; the others scarcely ever on time. Mail was carried on all the trains, with a special mail on morning and night trains and closed mail carried on the other two.

In 1901 stock yards were built at certain stations along the line. At first these were owned by the railway, but later were purchased by the different drovers. Saturday was stock day, when drovers bought the livestock from the farmers as delivered to the stations. They loaded their purchases in stock cars which would be taken away by the afternoon mixed train.

Tuesday of each week was excursion day into Brockville, with cheap rates and an extra car. This car was an open flat car, covered with a canopy. While these might have been pleasant on hot days, the passengers seldom arrived at their destination as clean and well-groomed as they had departed.

Friday was always "cheese" day when the afternoon train carried special freight cars for the cheese brought to stations all along the line.

With the coming of cars, trucks and new railways, there was no place for the B. and W. Railway. The last train ran August 31, 1952, the first having run Mar. 4, 1888.

Today, a long row of rotten railway ties is all that remains of the B. & W. Ontario Hydro bought the right of way and there is now a line of poles along most of the route. Thus ended a chapter in the development of transportation in this area.

Appropriate Technology

ALTERNATE ENERGY SOURCES Part 2

Bt Leah Adams

COGENERATION

Cogeneration is a simple idea. It refers to the generation of steam and electricity at the same time. Many industries require steam as part of their plant processes. If a cogeneration program is implemented, this steam is first diverted to turn a turbine, generating electricity; then the steam goes on to perform its other functions. Once the turbine has been installed, the electricity costs nothing to produce. Even more free electricity is available at the other end of the industrial process. Here, "waste" can be converted to steam, which then generates electricity, in an unusually efficient manner.

The potential of industrial cogeneration is enormous. West Germany meets 1/3 of its electrical needs through cogeneration. In North America, industry could produce 5 times the amount of electricity it requires to meet its own needs. Here in Ontario, it is estimated that 90% of our electricity could be provided by cogeneration. Presently, 39 industrial plants in Ontario have an installed cogeneration program. James Auld, our provincial Energy Minister sees obstacles to cogeneration expansion. Incredibly, the biggest obstacles have to do with Ontario Hydro's present surplus of electrical generating capacity! Auld also sees the high cost of equipment as an obstacle. Yet his Ministry supports the continued expansion of Nuclear Power, which costs twice as much to produce as cogenerated electricity.

During the Depression, many paper companies in the United States turned in desperation to cogenerated electricity. Surprisingly, their cogeneration programs became profitable, and they were gladly continued after the Depression. But, they were stopped by a government which, under pressure from the utility companies, forced them to choose between paper and power production. Our government today is not discouraging industrial cogeneration as blatantly as this. But, neither is it doing enough to encourage the expansion of cogenerative programs.

Cogeneration is not the ultimate in renewable energy sources. It does not eliminate the need for the original non-renewable fuel source which provides the

process steam. But, it clearly has the potential for reducing our need for non-renewables to a more sane level. It provides a sensible and relatively inexpensive alternative to nuclear power.

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