GEORGIAN BAY AND SEABOARD RAILWAY

C H RIFF

Victoria Harbor Line.—The surveys for a line from Victoria Harbor to a point on the main line between Montreal and Toronto, are being pushed, and preliminary reports show that a gradient of 3-10 of 1 "% may be secured. The point of junction with the main line has not been decided, though Peterboro', Havelock and a point near Sharbot Lake, Ont., are all suggested. J. W. Leonard, Assistant General Manager, Eastern lines, stated in a recent interview, that the line would be an expensive one to construct. A short route with the easiest gradients was what the company aimed at, and the selection of the point of junction would depend wholly upon the suitability of the location as reported upon by the engineers.

November 1905

P 537

Georgian Bay and Seaboard Ry.—Plans have been filed with the Department of Railways, by the C.P.R., for the construction of a railway from Georgian Bay, between Port Severn and Penetanguishene to Maberley on the Toronto-Montreal line. The authority to construct the line was obtained last session of the Dominion Parliament by an act with this title.

January 1906

P 25

Georgian Bay and Seaboard Ry.—A special meeting of the shareholders of the company has been called for Nov. 12 for the purpose of approving of a lease of the company's projected line to the C.P.R., and to decide as to the issue of bonds to provide for the construction of the line.

The Dominion Parliament will be asked next session to pass an act granting an extension of time for the construction of this railway.

November 1906

Georgian Bay and Seaboard Ry.—At a meeting in Toronto, Nov. 12, a resolution was passed approving of the leasing of this projected line from near Peterborough to Victoria Harbor, Ont., to the C.P.R. We were advised, Nov. 19, that no contract had been let for the construction of this railway.

December 1906

Georgian Bay and Seaboard Ry.—Plans have been filed by the C.P.R. showing the location of this line from Victoria Harbor on Georgian Bay to a point on its Montreal-Toronto line. The route parallels the G.T.R. line from Midland most of the way, crossing the narrows of the Couchiching Lake at Orillia, and touching Lindsay. It is not finally decided whether the line will pass through Peterborough or not, but the junction with C.P.R.'s Montreal-Toronto line will be near that place. Tenders have been invited for the construction of this line, the eastern terminal being said to be between Peterborough and Havelock. The last day for receiving tenders is July 7.

July 1906 p391

Georgian Bay and Seaboard Ry. About 78% of the grading has been completed on the section of this line under contract between Victoria Harbor and Coldwater on the Toronto-Romford line, about 13 miles. The grading is expected to be completed, and track laid during the current season. The Toronto Construction Co. has the contract, and the work is being done under the charge of J. G. Sullivan, Manager of Construction, Toronto.

MAY 1908

Georgian Bay and Seaboard Ry.—In connection with the construction of this projected ... the portion between Coldwater, on the ...nto-Sudbury Line, and Victoria Harbor, ..., being under construction from Vic... Harbor to a junction with the main line ...ween Montreal and Toronto, the Minister Public Works recently stated in the House Commons that the Government would ...dge the harbor at that point. The com...y's plans provide, it is reported, for the ...struction of an elevator of 10,000,000 ...., to be constructed in five units of 2,-...,000 bush. each, while the handling plant ... have a capacity of 62,000 bush. an hour. ... projected line will have a total length of ... miles, and the surveys provide for a grad... of 0.3%.

JUNE 1908

p 399

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MAY 1908

P 337

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June 1908

p399

Georgian Bay and Seaboard Ry.—The first section of this line to be constructed extends from Victoria Harbor, on Georgian Bay, to Coldwater station, on the company's recently completed Toronto-Sudbury branch about 15 miles. The line is practically completed, and is expected to be opened for traffic in October.

September 1908 p. 623

Beach Branch.—The relaying

Georgian Bay and Seaboard Ry.—There was completed, during 1908, a line from [illegible] Junction, on the Toronto-Sud[bury] line, to the west side of Victoria Harbor, on Georgian Bay, 11.5 miles. The contractors were the Toronto Construction Co. The line has not yet been opened for traffic.

FEBRUARY 1909 P109

Georgian Bay and Seaboard Ry.—The Dominion Parliament in 1905 incorporated a company with this title to construct a railway from Georgian Bay between Port Severn and Penetanguishene to the Ontario and Quebec Ry. (C.P.R.) between Cavanville and Maberly, Ont. The C.P.R. has constructed a line from Coldwater Jct. on its Toronto-Sudbury line to Victoria Harbor on Georgian Bay 11.50 miles. Surveys have been made from Coldwater Jct. to various points on the O. and Q. Ry.

July 1909
P 491

Georgian **Bay and Seaboard Ry.**—The Railway Commissioners has order authorizing the opening ion of the line completed be- water Junction and Maple Hog Bay, near Victoria Har- a distance of 13 miles.

Victoria Harbor, Ont.—In connection with the construction of the Georgian Bay and Seaboard Ry., which is in operation for construction purposes between Coldwater Jct., on the Toronto-Sudbury Line, and Victoria Harbour, the C.P.R. is carrying on extensive construction work on the terminals close to Victoria Harbor. Docks are being constructed, yards are being laid out, and the preliminary work for the erection of a large elevator is in progress. It is said that the plans for the elevator provide that it shall have, when fully completed, a capacity of 12,000,000 bush. The Dominion Government is carrying on some extensive dredging operations so as to make the depth of water at the docks and in the approaches thereto sufficient for the largest vessels navigating the Upper Lakes.

August 1909 p 585

Georgian Bay and Seaboard Ry.—The Board of Railway Commissioners has approved the revised location of this projected line from mileage 41.95 to 48.05 and of location plans from mileage 48.05 to 63.42. The company has deposited with the Department of Public Works plans and description of the site of a 160 ft. h.d.p.g. swing span bridge, which it is proposed to construct across the narrows of Lake Couchiching near Orillia, Ont.

September
1909
p 639

Georgian Bay and Seaboard Ry.—Plans have been filed at the registry office at Lindsay, Ont., for a section of this proposed railway from Georgian Bay to a junction with the main line in the vicinity of Peterboro, Ont. The line has been constructed from Victoria Harbour to Coldwater, where it joins the C.P.R. Toronto-Sudbury line, and the plans now deposited are for the portion of the line in Victoria county.

October 1909
p 739

Georgian Bay and Seaboard Ry.—The engineers on the surveys for the location of this line between Victoria Harbor and Peterboro, Ont., have been working at the Peterboro end recently. According to the present survey, the line will meet the C.P.R. main line at Kendry siding, five miles west of Peterboro. The engineers state that they have found a satisfactory route, no steep gradients having been met, and the general condition of the country is favorable. The line comes down from Omemee, cutting through Cavan and Manvers townships.

November 1909
p825

[redacted]

Georgian Bay and Seaboard Ry.—A press report states that a contract is about to be let for the construction of a section of this line between the present easterly terminus at Coldwater Jct., and Orillia, Ont., the work to be completed by Nov. The Canadian Northern Ry., it is reported, will secure an entrance into Orillia from Atherly, over a portion of this line, and the station in Orillia will be a union one.

MAY 1910 p371

Georgian Bay and Seaboard Ry.—The question of the entrance of this C.P.R. line from Victoria Harbor into Peterboro, Ont., is being discussed between the company's officials and the council. The company's plans show that four streets will be closed and a subway constructed. As the result of a conference it was decided to amend the plans so that only Chamberlin St. would be closed, and the subway built at the corner of Romaine St. and Monaghan Road. The company also agreed to give the city a right of way to the river, but no agreement could not be reached as to the price to be paid by the company for the water front land west of the present C.P.R. spur line. The committee of the council asks $15,000, and the company offers $6,000, which would represent the cost of filling it in.

September 1910
p 731

Georgian Bay and Seaboard Ry.—Construction is reported to be progressing rapidly on the extension from Coldwater Jct., where it crosses the C.P.R. Toronto-Sudbury line, via Atherly Jct. to Orillia, Ont. Survey work is being gone on with from Orillia easterly, C. W. P Ramsey being in charge.

The Dominion Parliament will be asked to increase the company's bonding powers and to authorize it to connect with the C.P.R. Toronto-Montreal line between Burketon Jct. and Havelock, Ont.

November 1910
p 935

Georgian Bay and Seaboard Ry.—The Board of Railway Commissioners has authorized the company to build its line across five highways in Medonte tp., one between Medonte and North Orillia tps., line between mileage 74.26 and 37.65 have been approved.

December 1910

The Georgian Bay and Seaboard Ry.—has been built from Victoria Harbor to Coldwater Jct., on the Toronto-Sudbury line, and construction is being proceeded with between Coldwater Jct. and Bethany siding on the C.P.R. Toronto-Montreal line. The original route map approved by the Minister of Railways, showed a line through Orillia and Lindsay to Peterboro, but a revised location has been approved from Lindsay to Bethany Village, and a plan showing the location between Bethany Village and the Toronto-Montreal line has been filed and is awaiting approval. The route plan shows that the Lindsay and Bobcaygeon Ry. will be used in Lindsay town, and south of the G.T.R. tracks, and the route will be south easterly through Ops and Manvers tps., reaching the Toronto-Montreal line just inside the boundary of Cavan tp. The principal bridge on the line will be that across Distillery Creek, Lindsay. The general contract for the sections of the line now under construction, was let to the Toronto Construction Co., and sub-contracts have been let to Johnson Bros., for the section between Lorneville and Cambray and to Perry and Stewart for the section between Cambray and Lindsay.

January 1911

Georgian Bay and Seaboard Ry.—The
e under construction from Coldwater
t. eastward to the Toronto-Montreal
e at Bethany Siding, will be 75.88
iles long. The line from Victoria Har-
r, on Georgian Bay, to Coldwater Jct.,
the Toronto-Sudbury line, is com-
eted and is being used for traffic. Dur-
g 1910 the company laid 1.46 miles of
rminal tracks at Victoria Harbor. The
ard of Railway Commissioners has ap-
oved the proposed change in location
the line in Orillia, of revision in grade
om mileage 85.63 to 69 in Ops and
nelon tps., revision in location from
leage 69 to 70.5, and location from
leage 70.5 to 72.88 in Lindsay, Ont.
The total length of the line from
dwater Jct. to Bethany Siding is 80
les, and the contract of the Toronto
nstruction Co., which company was
ilding the section out of Coldwater
erly, is reported to have been ex-
ded to cover the whole line. G. S.
ks, representing the company, stated
. 4, that 17 miles of grading had

February 1911

been completed, and the whole line was expected to be ready by Dec. 31.

The revised location of the line from mileage 44.22 southeasterly to mileage 47.42 in Victoria county, has been approved by the Board of Railway Commissioners.

February 1911

Georgian Bay and Seaboard Ry.—The Board of Railway Commissioners has authorized the building of a bridge over the Talbot River.

The contract let to the Toronto Construction Co. for the section of the line from Coldwater easterly, has been extended so as to cover the last 38 miles, ending with a junction with the C.P.R. Toronto-Montreal line at Bethany siding, etc.

MARCH 1911

Georgian Bay and Seaboard Ry.—The Dominion Parliament has authorized a change in the point of junction of this line, now under construction, with the Montreal-Toronto line, from between "Cavanville and Maberly" to between "Burketon Jct. and Havelock," Ont.

MAY 1911

G 15

authorized the diversion of the public road in Ops tp., two miles south of Lindsay, at mileage 19.25, and the building of a bridge to carry the line across the G.T.R. Haliburton branch.

We are advised that a contract has been let to the John S. Metcalf Co., Ltd., Montreal, for building a wharf at Victoria Harbor, Ont., in addition to contracts for wharves previously awarded. The new order is for about a third of a mile of wooden crib structure, below water, with reinforced concrete superstructure. This will bring the total length of wharves which have been built for the C.P.R. at Victoria Harbor, by the John S. Metcalf Co., up to a mile and a quarter.

Rapid progress is being made with the construction of this line, which will join the Montreal-Toronto line at Bethany Siding. Track laying will be started, it is expected some time in July, and it is hoped to have the line completed before the end of the year. The line starts at Victoria Harbor, on Georgian Bay, and runs through Coldwater, and Lindsay to Bethany Siding.

Track was laid into Orillia, from Coldwater Jct., May 14, and is being proceeded with in the direction of Lindsay.

JUNE 1911

Georgian Bay and Seaboard Ry.—The Board of Railway Commissioners has authorized the company to build across a number of highways, and road allowances, and to divert a number of road allowances.

Victoria Harbor, which will be the terminus of the line, on Georgian Bay, will on the opening become an important point for the interchange of lake and rail traffic. The company is spending considerable sums upon providing proper facilities for the handling of traffic. Fourteen miles of track has been laid in the yards, and grading for an additional 11 miles has been completed. The buildings, etc., being erected, include a 6-stall locomotive house, with machine shop attached; machine shop, equipped with a 72 in. and a 36 in. lathe; shaper, bolt-cutter and radial drill; oil and storehouse, with 12 oil tanks in the cellar, from which oil is pumped to the store above; bunk house; 70 ft. turntable; two track ashpit; two track coaling plant; laundry, ship stores and office; icehouse; freight shed, 750 ft. long; flour shed, 300 ft. long; 2,000,000 bush. elevator; eight cottages; large boarding house; two boarding houses to accommodate 150 men; and 8,400 lineal feet of wharfage. All the buildings are to be lighted by electricity, and the company is installing its own fire, water and lighting systems.

Nothing definite has been announced as to when the upper lake steamboat service will be transferred from Owen Sound to Victoria Harbor.

A contract was reported let Sept. 20, to G. T. Martin, Smiths Falls, Ont., for the construction of all stations, freight sheds, water tanks, and other buildings on the line.

In a recent interview, D. McNicoll, Vice President, is reported to have stated that when the line was completed, the company would have a dead-level track all the way between the Georgian Bay and Montreal, in addition to having a route shorter by many miles than any other possible connection. As a result the company would use Victoria Harbor as a transfer point to and from Upper Lake steamboats, instead of Owen Sound, as at present.

October 1911

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Georgian Bay and Seaboard Ry.—The Board of Railway Commissioners has authorized the company to connect the tracks of this line at mileage 88 from Victoria Harbor with the line between Montreal and Toronto at mileage 38.57 from Havelock, Ont. The contract for the erection of stations, freight sheds, water tanks, etc., along the line is reported to have been let to G. T. Martin, of Smiths Falls, Ont.

The last rail on this line was laid Oct. 18, and the ballasting is being pushed as fast as possible. It is expected that it will be ready for traffic by the end of the year. The line is in operation from Coldwater Jct., on the Toronto-Sudbury line to Victoria Harbor, where large terminal facilities are under construction. The extension easterly from Coldwater Jct., 88 miles, joins the Montreal-Toronto line near Bethany Siding, Ont. The Toronto Construction Co. had the contract.

The C.P.R. has given a contract to

November 1911

Georgian Bay and Seaboard Ry.—Ballasting the last portion of this line to be completed to Bethany Jct., on the C.P.R. Montreal-Toronto line is being proceeded with rapidly. It is expected that everything will be ready for opening for traffic by Dec. 15. The line extends from Bethany Jct. to Victoria Harbor, Georgian Bay.

December 1911

Construction, Betterments, Etc.

GBPS

water Jct., proceeding to the new port, Port McNicoll, on Victoria Harbor.

A meeting of shareholders will be held at Montreal, June 30, to authorize the issue of additional bonds for the completion and equipment of the line.

It is proposed to add an additional storage capacity of 2,000,000 bush. to the capacity of the grain elevator at Port McNicoll.

June 1912.

Georgian Bay and Seaboard Ry.—The Board of Railway Commissioners has authorized the company to build its line across five highways in Medonte tp., one etween Medonte and North Orillia tps., ne between mileage 74.25 and 87.65 ave been approved.

December 1912

Georgian Bay and Seaboard Ry.—A freight service was placed in operation on this newly completed line early in Dec., and it is expected that a passenger service will be arranged for early in the new year. The line from Victoria Harbor to Coldwater Jct., on the Toronto-Bramford line, has been operated for nearly two years. From Coldwater Jct. the line passes easterly and southerly via Orillia and Lindsay, to Bethany Jct., on the Montreal-Toronto line. It has a total length of 81 miles. The wharves, grain elevators and terminal facilities are on the shores of Victoria Harbor, where a new town is springing up, to which the name of Port McNicoll has been given.

January 1912

Georgian Bay and Seaboard Ry.—This recently completed line from Port McNicoll, Georgian Bay, to Bethany Jct., on the Montreal-Toronto line, was passed for traffic by the Dominion Government's inspecting engineers at the end of 1911. The section from the Bay to Coldwater Jct., about 14 miles, has been operated for some time, and a through service is now being operated over the entire line of 88 miles. A description of the terminal facilities at Port McNicoll was given in our last issue.

February 1912

Georgian Bay and Seaboard Ry.—A meeting of shareholders has been called to be held at Toronto, May 9, to authorize the issue of additional bonds or other securities for the completion of the line from Victoria Harbor to Bethany Jct., Ont.

MAY 1912

Georgian Bay and Seaboard Ry.—The opening of the entire line for general traffic took place May 4. The company's fleet of vessels arrived at Port McNicoll from Owen Sound May 2, and the first one sailed May 4. Trains from Montreal branch of the Montreal-Toronto line at Bethapy Jct., and those from Toronto, join the new line at Cold-

June 1912

Campbellford, Lake Ontario and Western Ry.—The Board of Railway Commissioners has authorized the making of a connection of this line under construction, with the C.P.R. Montreal-Toronto line at Glen Tay, Ont., and has approved of revised location plans from the point of the junction to mileage 2.08. The board has also approved of location plans for the line from mileage 58.5 to 68; from mileage 72 to 76.45; from 79.6 to the western boundary of Trenton; from mileage 106.7 to 123, and from mileage 140.63 to 147.89, all mileages being calculated from Glen Tay. It has also authorized the taking possession of certain portions of the right of way of the Canadian Northern Ontario Ry. at mileage 79.6.

July 1912

Georgian Bay and Seaboard Ry.—A regular freight and passenger service was inaugurated on this line July 2, the Board of Railway Commissioners having authorized the opening for traffic of the 7 miles from Coldwater to Bethany, Ont. The trains run through to Port McNicoll, to and from which point the company's upper lake steamers sail five days in the week, for Port Arthur and Fort William.

August 1912

C. P. R. Elevator at Victoria Harbor.

The Canadian Pacific Railway, which is in possession of large elevators at the head of Lake Superior, found it necessary to provide additional facilities at the eastern end of the lake haul, where its numerous grain vessels could be readily unloaded and the grain either stored or reloaded into railway cars for shipping eastward to Canadian territory. Hence it obtained a site at Victoria Harbor, Ont., at the extreme eastern end of Georgian Bay. With an island for a foundation, the company will have an ideal site for its terminal, after the extensive dredging and filling operations now under way are completed.

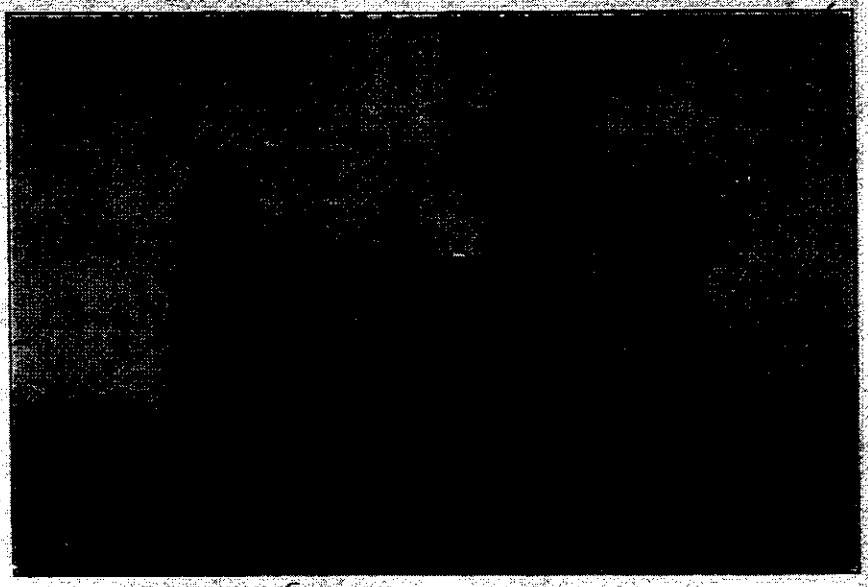
The new elevator plant has just been completed, consisting of two marine towers for unloading lake vessels, a 2,000,000 bush. storage house, a working house for loading cars and a 1000 k.w. power plant, to supply the necessary power for operating the machinery. Each marine tower is 150 ft. in height, built of structural steel, covered with corrugated iron and mounted on 40 heavy car wheels. Steel stairs are provided from bottom to top and the roof and all the floors are of concrete. Each tower is self-propelling, travelling independently on the double track between the storage house and the slip, and can thus work to its full capacity regardless of the spacing of the hatches and different capacities of the various holds in the boats. The marine legs are specially designed so that they can enter passenger boats as well as freighters. Each marine leg will elevate 20,000 bush. of grain per hour on the dip, and a complete set of air-operated ship shovels and clean-up shovels is provided to bring the grain to the legs as rapidly and economically as possible. The marine legs deliver the grain to 1,000 bush. scales, after which it is elevated to the top of the towers and by an arrangement of spouts and conveyors dropped into any bin of the storage or working-house.

The storage house consists of 42 cylindrical reinforced concrete bins 32 ft. inside diameter and 21 interspace bins, each of which holds about a fourth of the capacity of a cylindrical bin. All the bins have hoppered bottoms, so are self-emptying. The present total capacity of the storage house is 2,000,000 bush, and the plant is so arranged that future extensions may be added to raise the capacity to 10,000,000 bush. With extension of the storage, additional marine towers are also contemplated.

The working house or shipping elevator, is also of concrete to the top of the bins and has a structural steel cupola covered with corrugated iron. All of the floors and roof are of concrete. The storage capacity of the workinghouse is comparatively small, being about 85,000 bush., as this part of the plant is intended principally for weighing and shipping the grain to railway cars. For this purpose are provided two 2,000 bush. scale hoppers, each on a 120,000 lbs. scale. Four car-loading spouts lead to two loading tracks one on each side of the house, each running through a track shed. This house will be able to load 200 cars in a 16 hour day. When necessary the cars can also be unloaded in the working house and boats or barges can be loaded by a special boat-loading spout on one of the towers. All of the machinery in the elevator plant is driven by electric motors. The working house may be readily extended to twice the present size with double the present equipment of legs and scales; so when business increases to require faster loading the shipping house will be enlarged to supply the demand.

To provide power for all this machinery and light for the buildings and yards, a modern power plant has been built. This is equipped with four 250 h.p. Babcock & Wilcox water-tube boilers which supply steam at 160 pounds pressure to two 500 k.w. Westinghouse-Parsons turbo-generators. The smokestack is of reinforced concrete 160 ft. high. A system of 750 incandescent lamps and 12 arc lamps makes the operation of the entire elevator plant as easy at night as in the day time. There are also installed a complete system of telephones, electric signal lights and bells and dust collectors. The entire plant is absolutely fireproof as with the exception of transmission ropes there is nothing combustible in it. Wire glass is used in all of the windows and the electric wiring is all in metal conduit. As an extra precaution for the protection of cars and boats, a fire pump has been provided which supplies water to a number of hydrants around the elevator. A concrete wharf 240 ft. long, carried down to a depth to provide for 25 ft. of water, was built along the front of the elevator.

In addition to the new elevator plant just completed, three-quarters of a mile of wharf, 800 ft. of flour shed, and 700 ft. of freight shed are now under construction. The entire work of elevator plant wharves and sheds, is being done under the direction of J. G. Sullivan, Assistant Chief Engineer, C.P.R., with Resident Engineer G. G. Ommanney in general charge at Victoria Harbor. All of the work is being executed by John S. Metcalf Co., grain elevator engineers, of Montreal and Chicago. The total expenditure for this construction will be in the neighborhood of $1,100,000.



Canadian Pacific Ry. Elevator at Victoria Harbor, Ont.

Demurrage Rules.—The Interstate Commerce Commission, in the matter of the investigation and suspension of certain demurrage schedules, reported recently, recommending that for six months following Dec. 1, 1910, the free time upon lumber and forest products, coal, grain, and grain products be extended from 48 hours to 72 hours, provided, however, that the application of the average rule shall only be allowed upon a 48 hour basis. Before the expiration of that period the Commission will be able to intelligently determine what commodities, if any, should be given a longer free time than the standard 48 hours.

Alberta Railway and Irrigation Co.

The reports for the year ended June 30 show a total revenue from railways, colliery, canals, profits on land sales, etc., after providing for depreciation, of $389,216. After deducting interest on prior lien, and 5% debenture stock, there was a surplus of $269,066, from which a dividend of 5% on the share capital was declared, absorbing $162,500, leaving $106,566 to be carried forward to the current year's accounts. The gross earnings of the railway were $378,128, against $320,936 for the previous year. The coal sales were 239,623 tons, an increase of 12,931 tons over the previous year. The land sales were 74,545 acres, and realized $805,491, the average price being $44.03 an acre for irrigated lands and $6.43 an acre for non-irrigated lands. There was also sold, 1,121 acres, in which the company has an interest with the C.P.R., the company's profit being $2,026 or equal to $2.70 an acre. The profit from sale of town lots was $146,900, the estimated profit from the sales being $611,700, but only profit received during the year from lands free from the trust viz.—$116,400, is included in the revenue account. The amount in reserve in connection with land sales is $1,643,473, and in connection with C.P.R. lands, $108,340. On June 30 the company had 221,425 acres remaining unsold. In addition to some town lots in Lethbridge Raymond Milk River, New Dayton and Chinn.

Railway Lands Patented.—Letters patent were issued during Oct., 1910, in respect of railway lands in Manitoba, Saskatchewan, Alberta and British Columbia, as follows:—

	Acres
Calgary and Edmonton Ry.	493.15
Canadian Northern Ry.	6,174.79
Canadian Pacific Ry. grants	820.31
Canadian Pacific Ry. Souris Branch	510.40
Canadian Pacific Ry. roadbed and station grounds	724.17
Grand Trunk Pacific Ry.	44.61
Qu'Appelle, Long Lake and Saskatchewan Rd. and Steamboat Co.	592.32
Total	9,359.75

G. H. Phillips, Superintendent, Ottawa & New York Railway, Ottawa, Ont. in remitting his renewal subscription to the Railway and Marine World, says, "I wish your valued publication continued success."

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Nothing definite has been announced as to when the upper lake steamboat service will be transferred from Owen Sound to Victoria Harbor.

A contract was reported let Sept. 20, to G. T. Martin, Smiths Falls, Ont., for the construction of all stations, freight sheds, water tanks and other buildings on the line.

In a recent interview, D. McNicoll, Vice President, is reported to have stated that when the line was completed, the company would have a dead-level track all the way between the Georgian Bay and Montreal, in addition to having a route shorter by many miles than any other possible connection. As a result the company would use Victoria Harbor as a transfer point to and from Upper Lake steamboats, instead of Owen Sound, as at present.

October 1911

Georgian Bay and Seaboard Ry.—The Board of Railway Commissioners has authorized the company to connect the tracks of this line at mileage 88 from Victoria Harbor with the line between Montreal and Toronto at mileage 38.57 from Havelock, Ont. The contract for the erection of stations, freight sheds, water tanks, etc., along the line is reported to have been let to G. T. Martin of Smiths Falls, Ont.

The last rail on this line was laid Oct. 4 and the ballasting is being pushed as fast as possible. It is expected that it will be ready for traffic by the end of the year. The line is in operation from Coldwater Jct. on the Toronto-Sudbury line to Victoria Harbor, where large terminal facilities are under construction. The extension easterly from Coldwater Jct., 38 miles, joins the Montreal-Toronto line near Bethany Siding, Ont. The Toronto Construction Co. had the contract.

The C. P. R. has given a contract to

John S. Metcalf Co., Ltd., Montreal, for 700 ft. of cribbed wharf with reinforced concrete superstructure at Victoria Harbor, Ont., in addition to the 6,500 ft. of wharf already built and under construction by the Metcalf Co., at Victoria Harbor.

November 1911

Georgian Bay and Seaboard Ry.—Ballasting the last portion of this line to be completed to Bethany Jct., on the C.P.R. Montreal-Toronto line is being proceeded with rapidly. It is expected that everything will be ready for opening for traffic by Dec. 15. The line extends from Bethany Jct. to Victoria Harbor, Georgian Bay.

December 1911

The Canadian Pacific Railway Terminal at Victoria Harbor.

By G. G. Ommanney, Resident Engineer, Canadian Pacific Railway.

The C.P.R.'s new Victoria Harbor terminal on the southern shore of Georgian Bay, now practically completed, is designed to be the eastern lake terminus of the new grain route of that system. This route has as its objective a reduction of mileage to the eastern distributing points, as compared with that of the present route by way of Owen Sound and Toronto. Shortening of the distance is effected both by a more direct steamship line from the western ports and by the construction of a new railway connecting Victoria Harbor with Montreal by way of Peterborough, so as to eliminate the southerly deviation to Toronto. Connection with the latter city will be maintained, however, on the Sudbury-Kleinberg branch by way of Coldwater Junction. A further considerable advantage over the old route will be gained in the greater trainloads made possible by the easier curves and gradients on the new road, which will nowhere exceed 4 deg. and 0.4 per cent. respectively.

THE SLIP AND GRAIN ELEVATOR.

The construction of the Victoria Harbor terminal embraces a slip 800 ft. wide and 25 ft. deep, flanked by parallel wharves, 3,000 ft. long on the one side and 3,600 on the other. The slip is approached by an entrance channel about half a mile long, the entire channel and slip having been formed by the removal of some 3,000,000 cu. yds. of soft material and 200,000 cu. yds. of rock by dredging. The location provides perfect shelter to vessels in all kinds of weather. This dredging has been carried out under Government supervision, the contractor, since the inception of the work in 1908, having been the Canadian Dredge and Construction Co., with whom was associated up to 1910 the Owen Sound Dredging Co. The dredging plant has consisted, during the most of the time, of three large dipper dredges, handling from 2,000 to 5,000 cu. yds. per day, with attendant hopper scows and a large rock-drilling plant. The output of this dredging plant while working in rock has been from 400 to 800 cu. yds. per day.

On the east side of the slip there has been constructed a 2,000,000 bush. grain elevator, unloading from vessels by means of two movable marine towers, each having a leg capacity on the dip of 20,000 bush. per hour. The grain can be elevated and distributed to any part of the storage house or to the working house, after weighing, whence it can be loaded into cars which are automatically fed through the track sheds by car pullers.

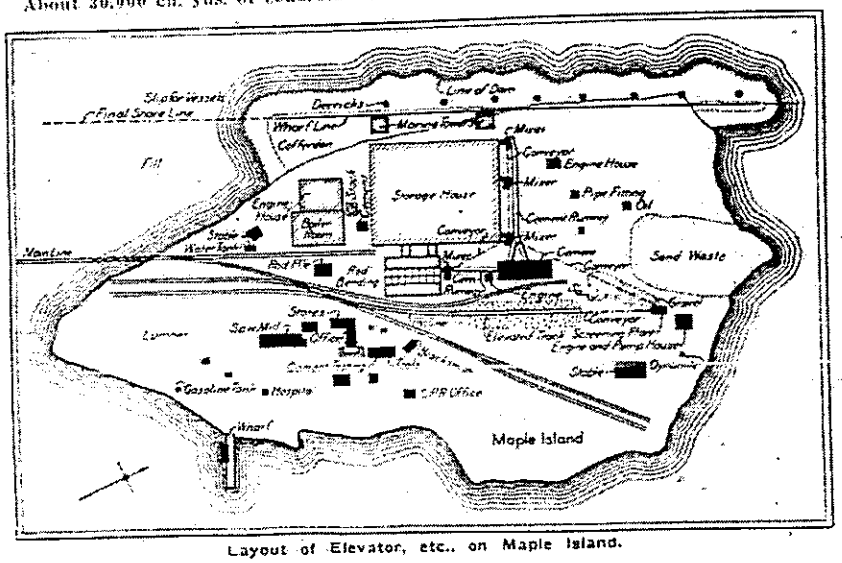
The site of the elevator was formerly an island, which had to be connected with the mainland by means of a trestle, about three-quarters of a mile long, before construction could be started. This trestle was subsequently filled from trains. Work on the elevator was started in May, 1909, and the plant was handling grain in the fall of 1910.

METHOD OF BUILDING THE ELEVATOR.

About 30,000 cu. yds. of concrete were placed in the construction of this elevator and the wharf in front of it, the latter being 800 ft. long. Material for concrete was brought in by train, unloaded from centre-dump Hart cars into a belt conveyor, which carried it to a screening and washing plant. This plant was furnished with stone and sand storage bins, from which the material could be delivered to any one of four pairs of feeding bins located immediately over the concrete mixers. The mixers dumped into hoist buckets, which elevated the concrete to any required height, whence it was conveyed by buggies to the forms, the haul nowhere exceeding 200 ft., except in the case of the wharf. This method of handling the material proved remarkably successful, the only trouble encountered being due to the installation of canvas conveyor belting at the commencement of work, which proved unable to withstand the excessive wear and tear, and was replaced during the progress of the work by rubber belting.

All of the storage units of the elevator consist of concrete bins having 8 in. walls reinforced with continuous spiral ¾ in. steel rods. The joints are connected in each case by means of hooks and a link, a wedge being inserted for tightening. Forms were erected over the whole area of the bins to a height of 3 ft., and were simultaneously raised as the work proceeded, by means of screw jacks operating on threaded rods extending the full height of the bin walls. The work was thus continuous, the actual time of construction of the full height of 80 ft. of the bin walls being somewhere less than six weeks.

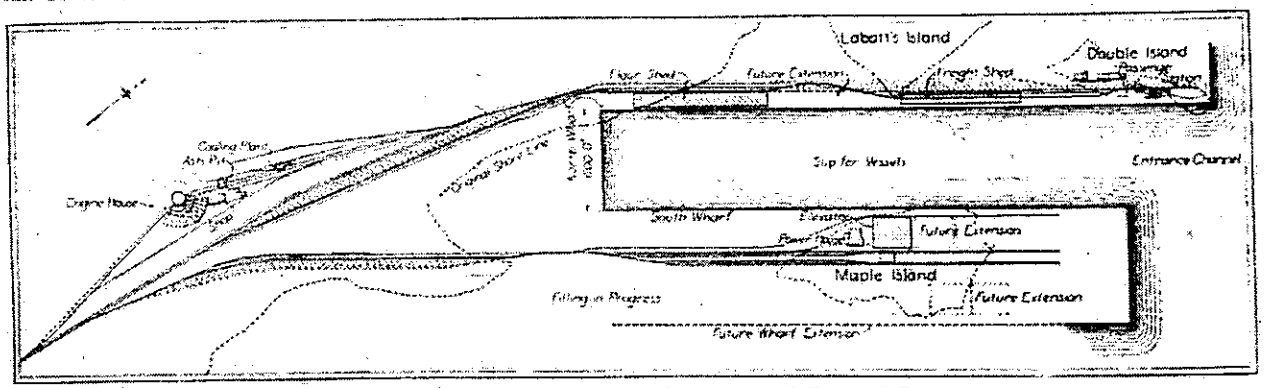
The two movable marine towers, the cupola of the working house and the remainder of the superstructure of the elevator are of structural steel.



Layout of Elevator, etc., on Maple Island.

The power installation for the elevator consists of two 500 k.w. turbo-generators, developing 3-phase, 60 cycle, 600-volt alternating current. Steam is derived from four Babcock and Wilcox water-tube boilers of 250 h.p., fitted with automatic chain grate stokers. The various conveyors and elevators are run by line shafts, operated by individual motors.

The wharf in front of the elevator has a gravity section concrete wall, 800 ft. long, founded on the limestone rock. It was constructed in a trench excavated dry behind an earth cofferdam built from the material removed from the foundations. The original depth of water on the site of the dam was only 2 or 3 ft. The situation was favorable for this form of construction, and the leakage was all taken care of by two 4 in. centrifugal pumps. Foundation level of the wharf was 26 ft. below the water level.



General Plan of Terminals showing Present Structures and Proposed Extensions.

FREIGHT AND FLOUR SHEDS.

On the west side of the main terminal slip a flour shed 800 by 89 ft. wide has been erected, and a freight shed 704 by 71 ft. The flour shed is constructed of steel columns and roof girders, with continuous sliding doors on both wharf and track sides. Concrete end walls and

fire walls are provided, and the flooring is of 2 in. pine. The floor is at car-door level on the track side, and the wharf is 4 ft. above water level.

The freight shed is a timber structure having two loading tracks running through it on either side of an 11 ft. trucking platform. Continuous sliding doors open on the wharf, the level of which is 4 ft. above water level. Track doors are provided at the entrance end. A concrete fire wall is in the middle, and office accommodation in one end.

The whole of the site of these sheds was filled with sand dumped from trains after the wharf had been built, and piles were driven for the foundation, all of them being cut off below water level. The wharves at the front of the sheds were constructed of cribs, with concrete tops above water level, each crib unit being 108 ft. long 24 ft. high and 24 ft. wide at the base. The front and cross walls of the cribs were composed of 2 in. hemlock securely nailed with 4½ in. nails, the whole being built on the wooden bin principle. These walls rested on timber sills. Flotation of the lumber was overcome by means of long vertical 1¼ in. rods connecting timbers spanning the crib walls at various levels. The crib was divided into pockets, every alternate pocket having a solid 2 in. floor to contain the filling necessary for sinking it into place.

METHODS OF PLACING WHARF CRIBS.

The operation of building cribs was continued during both winter and summer. In the summer the sills for a crib were first built on a raft, from which the crib was readily launched when the walls had reached a height inconvenient for further construction. By placing the sills on well greased pine skids on the raft, the launching could be readily effected without the use of mechanical power. Sand filling for the cribs was deposited along the shore by trains, and was wheeled out by barrows along floating runways. About 100 cu. yds. was required to insure the stability of each crib before back filling could be started.

In the winter the site for a crib was first cut out of the heavy ice, which is often 27 in. thick at Victoria Harbor, and the hole then allowed to freeze thick enough to bear the weight of the sills. These were laid out on the thin ice and the building of the walls was continued.

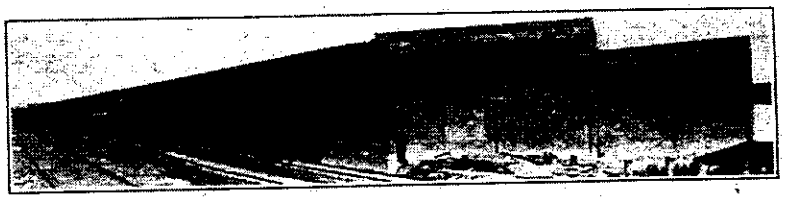
The work of dredging on the crib sites was very carefully done, and close soundings taken before any construction was started. The time taken to build and sink one crib averaged nine days. The filling consisted entirely of sand, which was supplied by train filling after the crib had been sunk into its final position.

In addition to the principal structures mentioned, the C.P.R. is building a roundhouse, turntable, coaling plant, ice house, general offices, stores, passenger station and other buildings. All the necessary filling and grading of the large terminal yard has been done by trains.

The design of the elevator and its power plant, and details for the 1½ miles of wharves, were prepared by the John S. Metcalf Co., Ltd., Montreal, which was also the contractor for the flour and freight sheds and the wharf construction. The flour and freight sheds were designed by the C.P.R. engineering department, the building details being worked out by the contractor. The writer was resident engineer in charge of construction.—Engineering Record.

Since the foregoing was put in type the name of Victoria Harbor has been changed to Port McNicoll in honor of D. McNicoll, Vice President, C.P.R.

Canadian Pacific Railway Elevator at Victoria Harbor, Ont.



Flour Shed at Victoria Harbor, Ont.

The Railway to Hudson Bay.

A resolution was passed by the House of Commons, Dec. 4, directing a return giving all papers, correspondence and orders-in-council in connection with the awarding of the contract for the building of the railway to Hudson Bay, and of all orders suspending work on the same. The Minister of Railways said there was no change in policy in reference to the building of the line, and the Government would fulfil the promises made in respect to it when in opposition. Representations had been made to the Department that the line did not start from the right point, that the surveys were not correct, that the first hundred miles ran through a deep swamp and so on. In consequence of these representations, the Government decided not to allow the work to go on until there had been an investigation. There will be no further delay in construction than is absolutely necessary to check up the surveys.

Ottawa press reports Dec. 14 state that the Dominion Government has under consideration a proposition for the extension of the projected line westward from Fas Mission, the present starting point of the line, westerly through Melfort to Saskatoon, Sask. The Chief Engineer in charge of the work at Winnipeg, J. Armstrong, has been in Ottawa, conferring with the Minister of Railways in connection with the entire project.

Further reports from Ottawa state that the result of the hydrographic survey of the waters of Hudson Bay, made by the steamer Stanley, are now under consideration, and it is reported that the survey shows that vessels of special construction will be necessary to navigate the bay, owing to the prevalence of ice, and that Fort Churchill will provide a better harbor than Port Nelson, notwithstanding the fact that the entrance is narrow. The water is very shallow at Port Nelson, in fact only 24 ft. was found, with the shore out of sight. (Dec., 1911, pg. 1129.)

Oil Burning Locomotives for the C.P.R.

As stated in previous issues, crude oil is to be used for fuel for C.P.R. locomotives between Field and Kamloops, B.C., and tanks of 200,000 galls. capacity are to be built at seven places in that territory. We are now officially advised that 76 locomotives are to be converted to oil burners as follows:—

41 class N-3, cylinders 23½ by 32 ins., driving wheels 63 in. diameter.

16 class D-9, cylinders 21 by 30 ins., driving wheels 63 ins. diameter.

6 class R-1 Mallet compounds, cylinders 23 and 32 by 26 ins., driving wheels 58 ins. diameter.

13 small locomotives of various classes.

The mechanical department is getting information as to the types of oil burners in use on other lines before deciding on what type will be adopted. The oil burning equipment and oil tanks will probably be built at the Angus shops, Montreal, and shipped to the west for application to the locomotives.

It is not contemplated at present to build any new locomotives specially for burning oil, but it is possible that five now under construction by the Montreal Locomotive Works may be changed over for oil burning.

The Halifax and South Western Ry. has been ordered to pay $1,950 damages for loss of a house and barn by fire, due to sparks from a locomotive setting fire to dried grass, etc., along its right of way.

The Quebec branch of the Canadian Society of Civil Engineers at its annual meeting, Dec. 6, elected W. D. Baillairge Chairman, and A. Amos, Secretary for the current year. Various questions affecting navigable rivers were discussed, and the meeting concluded with a social entertainment.

already been built, and it is being operated as part of the C.P.R. system.

Campbellford, Lake Ontario and Western Ry.—Plans are being prepared for filing with the Board of Railway Commissioners for this projected railway. The plans will show a route starting from the Montreal-Toronto line at Glen Tay, to which point the second track work from Montreal is being completed, and proceeding southwesterly to Belleville, and along the lake shore, rejoining the Montreal-Toronto line near Leaside Jct. It was reported that the plans had been filed Dec. 4, but J. W. Leonard, assistant to the Vice President, Eastern Lines, was reported as stating, Dec. 8, that some points on the route had not been finally decided upon, and that the plans would not be filed for about a month. A map showing the route of the line through Belleville has, however, been filed in the Registry office there.

Georgian Bay and Seaboard Ry.—A freight service was placed in operation on this newly completed line early in Dec., and it is expected that a passenger service will be arranged for early in the new year. The line from Victoria Harbor to Coldwater Jct., on the Toronto-Brantford line, has been operated for nearly two years. From Coldwater Jct. the line passes easterly and southerly via Orillia and Lindsay, to Bethany Jct., on the Montreal-Toronto line. It has a total length of 81 miles. The wharves, grain elevators and terminal facilities are on the shores of Victoria Harbor, where a new town is springing up, to which the name of Port McNicoll has been given.

Toronto Office Building.—The office

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JANUARY 1912

St. right on to the corner of Windsor and Osborne Streets. There will be two other entrances to the block, one at the foot of the tower and a second at the corner of Windsor St. and St. Antoine St. Nothing definite has been announced as to the train shed which is to be built over the new tracks which are to be laid.

Proposed Tunnel at Ottawa.—D. McNicoll, Vice President, is reported as having said, Feb. 8, that the company is prepared to build a tunnel under the city of Ottawa as soon as the Government gives the necessary permission. An Ottawa dispatch, Feb. 15, states that the matter will be dealt with by the Government at an early date, and that the engineers to whom the plans were referred report favorably. The cost of the work is stated to be about $3,000,000.

At a hearing before the Board of Railway Commissioners at Ottawa, Feb. 6, it was settled that the basis on which the C.P.R. shall pay the G.T.R. for the use of the Central Station shall be the rental value, not the cost, and evidence will be heard, Mar. 5, as to this point.

Georgian Bay and Seaboard Ry.—Local press reports state that C.P.R. engineers are making surveys for a line from Bethany Jct. through Bethany and Millbrook to the proposed line of the Campbellford, Lake Ontario and Western Ry., in the vicinity of Cobourg or Colborne, Ont. G. H. Garden is in charge.

Grain Elevator at Port McNicoll.—We are advised that a contract has been let to the John S. Metcalf Co., Montreal, for building a reinforced concrete addition to the elevator at Port McNicoll, Ont. The capacity of the additional storage will be 2,000,000 bush., and the estimated cost, together with the additions to the wharf to enable the travelling marine towers to reach the new storage, is approximately $350,000. The original elevator, which has a capacity of 2,000,000 bush., with a working

line through the town.

Interchange Track at Goderich.—The Board of Railway Commissioners has directed the C.P.R. to provide an interchange track with the G.T.R. at Goderich, Ont., by June 15.

Collingwood Southern Ry.—We are officially advised that surveys are being made by C.P.R. engineers for a line from near Baxter, on the Toronto-Sudbury line, into Collingwood, Ont., but it is not known whether any construction will be done this season or not.

H. D. Lumsden, M. Can. Soc. C.E., was in Collingwood, Feb. 1 and Feb. 6, in consultation with the town council and the Board of Trade in regard to the projected line. It is proposed to place the passenger station and freight yards on Maple St., and to build a wharf extending out from between Maple and Birch Streets. Mr. Lumsden is reported to have told the committee, Feb. 6, that if all the arrangements could be completed it was expected that construction would be started on May 1.

North Bay Yards, Shops, Etc.—Application is being made to the Ontario Crown Lands Department for a grant of water lots on Lake Nipissing, fronting the company's property at North Bay, Ont., for 3,000 ft. and extending 900 ft. into the Lake. It is proposed to fill in these lots and utilize the area for new repair shops, extensions to the existing works, and additions to the yards. General plans have been submitted to the town council for a six track repair shop to cost about $250,000. These have been approved, and the council has also consented to the water lots being transferred to the company.

Romford Jct. to Crete, Ont.—The Board of Railway Commissioners has authorized the opening for traffic of the second track from Romford Jct. to Crete, Ont., on the Cartier subdivision.

Fort William Tracks, Etc.—The Board of Railway Commissioners has authorized the company to build a second main

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built until after the line from Cold- to Leaside is built.

Georgian Bay and Seaboard Ry.—The opening of the entire line for general traffic took place May 4. The company's fleet of vessels arrived at Port McNicoll from Owen Sound May 2, and the first one sailed May 4. Trains from Montreal branch of the Montreal-Toronto line at Bethapy Jct., and those from Toronto, join the new line at Cold-

JUNE 1912

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water Jct., proceeding to the new port, Port McNicoll, on Victoria Harbor.

A meeting of shareholders will be held at Montreal, June 30, to authorize the issue of additional bonds for the completion and equipment of the line.

It is proposed to add an additional storage capacity of 2,000,000 bush. to the capacity of the grain elevator at Port McNicoll.

Lake Superior Division Second Track. —We are officially advised that while

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JUNE 1912

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Georgian Bay and Seaboard Ry.—A regular freight and passenger service was inaugurated on this line July 2, the Board of Railway Commissioners having authorized the opening for traffic of the 7 miles from Coldwater to Bethany, Ont. The trains run through to Port McNicoll, to and from which point the company's upper lake steamers sail five days in the week, for Port Arthur and Fort William.

North Toronto Improvements.—J. W. Leonard, Assistant to the Vice President, in an interview in Toronto, July 16 is quoted as saying, that the plans for the new union station at North Toronto with the Canadian Northern Ry. had been approved, and that work would be begun within a month. The building would be sufficiently large to accommodate satisfactorily the two railways which are to use it. Its size and appointments would be in keeping with the rapid growth of the city, and worthy of the Toronto of the future. He said definitely that the company would not build a hotel in Toronto, as has frequently been rumored.

The Board of Railway Commissioners has approved plans for the track elevation at North Toronto, and has ordered that plans be filed for the subways at Yonge St. and Avenue Road. The Board has also approved plans for the elevation of the C.P.R. and the Canadian Northern Ry. from Summerhill Ave. to Dovercourt Road, with some alterations.

Toronto Freight Yards.—The tearing down of the old government house and

August 1912

that some detail matters have to be settled before the plans can be finally approved.

Campbellford, Lake Ontario and Western Ry. — A special meeting of shareholders will be held in Montreal, Sept. 9, to approve of a lease of the line to the C.P.R., and to take steps for raising funds to construct and equip the line.

The Board of Railway Commissioners has authorized the changes in the line at mileage 43.86, and a crossing of the Bay of Quinte Ry.; has approved location plans from King St., Port Hope to mileage 127.3; through the town of Whitby; from mileage 160.86 to 161.0; from mileage 165 to 174, and from 176.0 to 183.51; revised location plans from mileage 63.59 to 68.50, from mileage 70.25 to 72.44, and from mileage 155.13 to 157; has authorized the crossing of the Oshawa Electric Ry. at mileage 158.85; and has authorized a junction to be made with the C.P.R. Montreal-Toronto line at mileage 87.41 westerly from Havelock, Ont., mileage 183.51 of the C. L. O. & W. Ry.

Construction is being rapidly proceeded with and it is expected to have the section from Leaside Jct. to Whitby completed this year. Just east of Whitby there will be a bridge across Ruffins creek, 900 feet long, and 110 feet above high water level.

North Toronto Improvements.—The tenants of the buildings and land on the line of the track elevation in North Toronto, were notified Aug. 1 to vacate immediately. Large quantities of materials are being delivered, and a good deal of other preparatory work is being gone on with. The company's engineers have opened an office at the corner of McPherson Ave. and Avenue Road from which the construction work will be directed. The project comprises a viaduct across Yonge street, a union station, and track elevation westerly to Dovercourt Road.

Islington West.—The second track out of Toronto, ends a short distance west of

September 1912

[illegible] John's, Que., 3.60 miles.

Campbellford, Lake Ontario and Western Ry.—The following assistant engineers have been appointed in charge of 40 mile districts under the Engineer of Construction, C. W. P. Ramsey, viz.:—C. Luscombe, Parham station; W. H. McGaan, Belleville; G. R. Balloch, Cobourg; E. Duncan, Newcastle; H. H. Charles, Agincourt.

The Board of Railway Commissioners has approved of location plan for the line from mileage 125.5 to 127.32, west of Glen Tay, and of plan for a subway on road allowance between lots 8 and 9, Scarboro tp., Ont.

The following subcontracts have been let for grading, etc., on the line:—Mileage 41 to 43, Taylor and Thom, Enterprise, Ont.; mileage 46 to 51, P. McCoy, Croydon, Ont.; mileage 51 to 56, Irvine and Morrison, Roblin, Ont.; mile 69, A. McDonald, Shannonville, Ont.; mileage 70 to 82, Mulhern and Barrett, Shannonville, Ont.; mileage 82 to 84, McRae and Campeign, Bayside, Ont.; mileage 84 to 88, F. R. Welford, Belleville, Ont.; mileage 88 to 91, Deeks and Hinds, Belleville; mileage 91 to 105, F. R. Welford; mileage 107 to 110, E. P. Creswell, Colborne, Ont.; mileage 115 to 123, Chisholm and Morley, Cobourg, Ont. The subcontract for concrete work from mileage 40 to 55, has been let to Campbell and Lathmore, Perth, Ont.; mileage 55 to 80, to the Highland Construction Co., Toronto; for all structures mileage 80 to 106, F. R. Welford, and for the Jones creek culvert, to T. Manley and Son, Belleville, Ont.

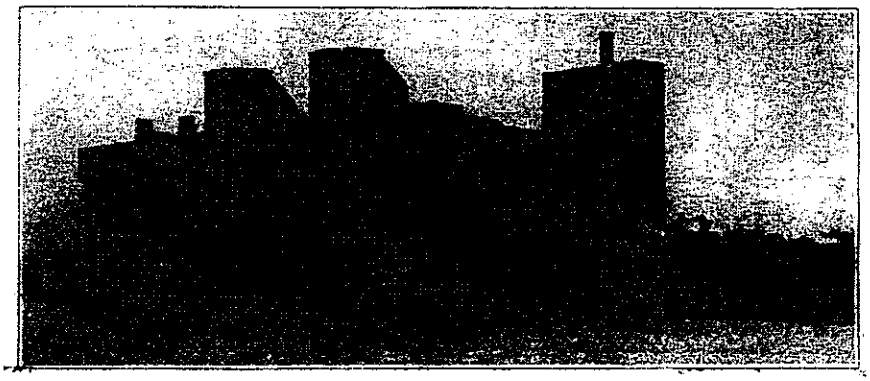
We are officially advised that the following are sub-contractors on the first 40 miles out of Glen Tay:—Mileage 0 to 6.2, P. McCoy, Kingston, Ont.; mileage 6.2 to 7.5, J. M. Foreman, Perth, Ont.; mileage 7.5 to 8.5, McMartin and Murdock, Perth; mileage 8.5 to 9.0, Shea and Huff, Perth; mileage 9.0 to 11.5, McMartin and Murdock; mileage 11.5 to 15.0, A. and W. D. Wheaton, Amherst, N.S.; mileage 15.0 to 24.8, Toronto Construction Co., general contractors, Belleville, Ont.; mileage 24.8 to 39, Johnson Bros., Belleville; mileage 39.0 to 40.0, White and Scriven, Smith's Falls, Ont.

Toronto Yards.—The retaining wall along

October 1912

Canadian Pacific Railway Elevator, Etc., at Port McNicoll.

Canadian Railway and Marine World for Jan., 1912, contained a very complete illustrated description of the C.P.R.'s new Georgian Bay terminal at Port McNicoll,



C.P.R. Elevator, Power House, etc., at Port McNicoll

Ont., including a 2,000,000 bush. elevator built in 1910. The business proved too large for the elevator by the time it had been in operation for only one year, and it was therefore decided to build an additional storage unit of the same capacity as the original elevator, making the total capacity 4,000,000 bush.

The new storage unit, which was completed in time to be entirely filled with the 1911 crop before the close of lake navigation, is a duplicate of the first. It is 179 ft. wide, and 226 ft. long, making the new length of the elevator 452 ft. Each unit contains 32 cylindrical bins 32 ft. 11 ins. in diameter, and 31 interspace bins; the bin walls are 90 ft. long. The entire structure is of steel and concrete. The two marine towers, which travel alongside the original elevator, fill the new storage in the same manner as they filled the first unit. The longitudinal conveyors receiving from the marine towers run the entire length of the two units. Grain for shipment from the new portion is conveyed through the basement of the first storage to the car shipping house. All machinery is electrically driven, power being generated in a steam plant built in connection with the original elevator.

The work was carried out under the direction of J. M. R. Fairbairn, Assistant Chief Engineer C.P.R., and C.W.P. Ramsey, Engineer of Construction, C.P.R., the contractors being the John S. Metcalf Co., Ltd., Montreal, and Chicago, who also built the first storage unit of 2,000,000 bush., as well as the car shipping house with a capacity of 200 cars in 10 hours, and also the following:—1,500 h.p. power plant, about 1 1-2 miles of wharves, flour shed, 700 ft. long, freight shed, 700 ft. long, Customs house, carpenter shop, coal platform, sleeping house and eating house for freight porters, pump house, fire protection and general water supply system.

MARCH 1913

BIRCH POINT . . . .
KENSTONE 32.6
BRIDGE OVER OTONABEE RIVER . . . 33.79
BOBCAYGEON 34.3

peed limit was 20 m.p.h. throughout for all trains, with a 15 m.p.h. [illegible]
over Emily Creek bridge at mile 29.2.

TIME TABLE No. 64. JANUARY 6th, 1929

725 Pagr. f Daily ex. Sun.	723 Pagr. f Daily ex. Sun.	709 Pagr. f Daily ex. Sun.	607 Pagr. f Daily ex. Sun.	Miles from Dranoel	Telegraph and Telephone Offices	Dist.	PORT McNICOLL SUBDIVISION — STATIONS	Telegraph Calls	710 Pagr. a Daily ex. Sun.	610 Pagr. a Daily ex. Sun.	724 Pagr. a Daily ex. Sun.	726 Pagr. a Daily ex. Sun.	622 Mixed a Daily ex. Sun.	606 Mixed a Daily ex. Sun.	621 Mixed a Daily ex. Sun.	92 Freight a Daily	94 Freight a Daily	96 Freight a Daily
(Westbound trains — first class)									(Eastbound trains — superior direction; first class)				(Second class)			(Fourth class)		
				0	D N		DRANOEL YKW	O B					A.M. 5 45	P.M. 6 08		A.M. 4.50	P.M. 12 10	P.M. 9 20
				2.2		2.7	BETHANY	B N					f5 40	f 6.00		4 47	12 55	9 11
				6.3		4.1	FLEETWOOD						f5 30	f 5.45		4 30	P.M. 11 50	8 59
				10.7	★	4.4	REA'S						f5 20	f 5.30				
				13.0		2.3	HILLHEAD						f5 15	f 5.22		4 12	11 32	8 37
P.M. 7.50	A.M. 11.40			16.8		3.8	LINDSAY JCT. (Jct. with Bobcaygeon S.D.)				A.M. 7 43	P.M. 3 38	s5 05	s 5.10	P.M. 9.10	4.01	11 20	8.25
7.55 P.M.	11.45 A.M.			18.1	D N	1.3	LINDSAY RW (Staff System Absolute)	D A			7 40 A.M.	3 35 P.M.	5 00 A.M.	s 5.05 / 4.45	9 05 P.M.	3 55	11 15	8.20
Bobcaygeon Subdivision Train	Bobcaygeon Subdivision Train	MacTier Subdivision Train via Portswitch		22.0		3.9	JOFFRE		MacTier Subdivision Train via Portswitch		Bobcaygeon Subdivision Train	Bobcaygeon Subdivision Train	Peterboro Subdivision Train	4.30	Bobcaygeon Subdivision Train	3.40	11 00	8.05
				22.8	★	8	CAMBRAI							f 4.28				
				27.2	D N	4.4	GRASSHILL	W G H						s 4.15		3.25	10 45	7.45
				29.8		2.6	HARTLEY							f 4 00		3 10	10 30	7.25
				35.0		5.2	BALSAM LAKE							f 3 50		2 52	10.02	7 05
				38.9		3.9	ELDON	D E						s 3.46		2 40	9 40	6.50
				44.4		5.5	TALBOT	W						f 3.31		2.25	9 20	6.35
				47.2		2.8	BRECHIN	B R						s 3.24		2.15	9.10	6.25
				51.4	★	4.2	SCHEPELER							3.14				
				53.0		1.6	ELLESMERE							3 10		2 00	8.55	6.10
				55.8	★	2.8	UPTERGROVE							3.02				
				57.9	★	2.1	ATHERLEY											
				60.6	D N	2.7	ORILLIA	W O R						s 2.50 / 2.25		1 40	8 30	5.50
				62.8		2.2	TAFTON							2.15		1.20	8 10	5.30
				68.5	D	5.7	UHTHOFF	F O						s 2.00		1.05	7.50	5.15
		P.M.	P.M. 1.30	74.7	D N	6.2	MEDONTE (Jct. with MacTier S.D.)	W D	A.M.	P.M. 12.55				s1.35 / 12.15		12.45	7.30	4.55
		s7 30	s1.35	76.3	D	1.6	COLDWATER	C O	s8 05	s12 50				s12.01		12 40	7 25	4 50
		f7.35	f1.41	79.4		3.1	FESSERTON		f8 00	f12 44				P.M. f11.48		12.30	7.15	4 40
		f7.43	f1 51	84.5		5.1	MELDUF		f7.52	f12 34				f11 35		12 15	7 00	4 25
				88.3	D N	3.8	PORT McNICOLL	K V I						11 20 A.M.		12 01 A.M.	6 45 A.M.	s 4 10 P.M.
		s7.53	s2.07	87.8	D	3.3	McMILLAN	D N	s7 40	s12 2[illegible]								
		C. N. Rys.	C. N. Rys.						C. N. Rys.	C. N. Rys.								
		8.05 P.M.	2.15 P.M.	92.0	D	4.2	MIDLAND	M I	7 30 A.M.	12.10 P.M.								
a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.				★ No passing track.		f Daily ex. Sun.	f Daily ex. Sun.	f Daily ex. Sun.	f Daily ex. Sun.	f Daily ex. Sun.	f Daily ex. Sun.	f Daily ex. Sun.	f Daily	f Daily	f Daily
725	723	709	607						710	610	724	726	622	606	621	92	94	96

727 Mixed f Daily ex. Sun.	622 Mixed f Daily ex. Sun.	725 Pagr. f Daily ex. Sun.	723 Pagr. f Daily ex. Sun.	Miles from Burketon	Telegraph Offices	Dist.	BOBCAYGEON SUBDIVISION — STATIONS	Telegraph Calls	724 Pagr. a Daily ex. Sun.	726 Pagr. a Daily ex. Sun.	7[illegible]	[illegible]
(Northbound trains — inferior direction; second class)		(First class)							(Southbound trains — superior direction; first class)			
	A.M. 2.50	P.M. 7.10	A.M. 11 00	0	D N		BURKETON YKCK	N	A.M. 8 25	P.M. 4 25	P.M. [illegible]	
	s3.15	s7.20	s11.10	5.9	D	5.0	NESTLETON	N S	s8 13	s 4 13	s[illegible]	
	f3.25	f7.25	f11.15	8.3	★	2.4	SCUGOG		f8 08	f 4 05	f[illegible]	
		7.27	f11.17	9.2	★	9	ST. CHRISTOPHER		8 06	f 4 03		
	s3.40	s7.32	s11.22	11.6	D	2.4	JANETVILLE	J N	f8 01	s 3 58	s 9 [illegible]	
	f3.50	f7.38	f11.28	14.8	★	3.2	CLABO		f7 55	f 3 51	f 9 [illegible]	
	f3.58	f7.43	f11.33	17.4	★	2.6	OPS		f7 50	f 3 44	f 9 [illegible]	
	s4.10	s7.50	s11.40	21.2		3.8	LINDSAY JCT. (Jct. with Pt. McNicoll S.D.)		s7 45	s 3 38	s 9 [illegible]	
(PORT McNICOLL SUBDIVISION)							(PORT McNICOLL SUBDIVISION)					
P.M. 12.01	4 15 A.M.	s7.55	s11 45 A.M.	22.5	D N	1.1	LINDSAY RWD (Staff System Absolute)	A	s7 40	3 35 P.M.	P.M. 3 30	[illegible]
f12.10	Port McNicoll Subdivision Train	f8 05		26.8	★	4.1	PLEASANT POINT		f7 25		f 3 05	
s12.25		s9.15		30.8	D	4.0	DUNSFORD	D S	s7 15		s 2 50	
f12 40		f8 22		34.7	★	3.9	ANCONA POINT		f7 08		f 2 40	
f12 45		f8 25		36.0	★	1.3	BIRCH POINT		f7 05		f 2 [illegible]	
f12.50		f8 27		37.0	★	1.0	KENSTONE		f7 03		f 2 [illegible]	
1 00 P.M.		8 35 P.M.		38.7	D	1.7	BOBCAYGEON	K B O	7 00 A.M.		2 [illegible] P.M.	
a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.	a Daily ex. Sun.				★ No passing track.		[illegible]	[illegible]	[illegible]	[illegible]
727	622	725	723						724	726	7[illegible]	[illegible]

Southbound trains may leave Lindsay Jct without receiving [illegible]
Swing Bridge over Little Bob River at Bobcaygeon
Maintenance of way employees will provide manual flagging [illegible] 49 and 50 maintenance of way rules and instructions.

PORT McNICOLL SUBDIVISION FOOTNOTES

Maintenance of way employees will provide manual flagging [illegible] and 50 maintenance of way rules and instructions.

To comply with Rule 99 flagman must go out 12 telegraph [illegible] 500 yards; 28 telegraph poles instead of 24 to equal 1200 [illegible] instead of 36 to equal 1800 yards.

Trains approaching Swing Bridge Interlocker at the [illegible] distant signal is at stop, must stop at that signal [illegible] there be governed by the rules governing [illegible]

Coldwater "Station Limits" extend from Coldwater to [illegible] Coldwater to Portswitch on South leg of Wye.

From 6 p.m. until 9 a.m. derails and signals at [illegible] are to be set clear for Canadian Pacific trains [illegible]

Eastbound trains may leave Lindsay Jct. [illegible]

Trains must not exceed speed of 10 [illegible] Crossings, Lindsay. During switching [illegible] watchman on these crossings.

Lindsay is register point for trains 724, 726, 622 [illegible]

Permanent slow posts are erected at [illegible] speed to twenty (20) miles per hour between these points [illegible] of five (5) miles per hour over Hog Bay [illegible] Swingbridge 58.42, and fifteen (15) [illegible]

Port McNicoll yard limits extend [illegible] South to McMillan.

East wye switch Port McNicoll [illegible]

The movement of trains between [illegible] and regulations of the Canadian National Railways.

Takeover of Abandoned Right-of-Way

lowing abandonment, the Township of Verulam negotiated with the [illegible]
iew to taking over the abandoned section for use as a development [illegible]
d to the south side of Sturgeon Lake. This lake had been reached [illegible]
ath concession roads extending in from Highway #36.

railway, paralleling the shoreline for some 5 miles west [illegible]
a short access route to the area. Separately negotiated [illegible]
wo railway bridges, for conversion to road traffic.

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vstorm of the sea-
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were four inches
nd was also blow-
in nearby town-
stripped of apples
es broken. Potato
abandoned and
a very slippery
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nesday, but most
ielted as soon as
the root crop is
and it is hoped
in.

part. Come early to both meetings if you wish to secure a seat.

As a measure of economy, the Canadian Pacific Railway recently announced its intention of taking off the passenger train between Peterborough and Port McNichol, and replacing it with a car attached to the way freight. But the proposal met with strenuous opposition from the Peterbrough Chamber of Commerce which enlisted the support of the Hon. George N. Gordon, the newly appointed Minister of Immigration. Through his influence, President Beatty was induced to give instructions that the train be continued. It is said, however, that the train does not pay its way at any season of the year. And if the public do not patronize the railways, they must expect a curtailment of the passenger service.

October 22
1925
Orangeville Sun

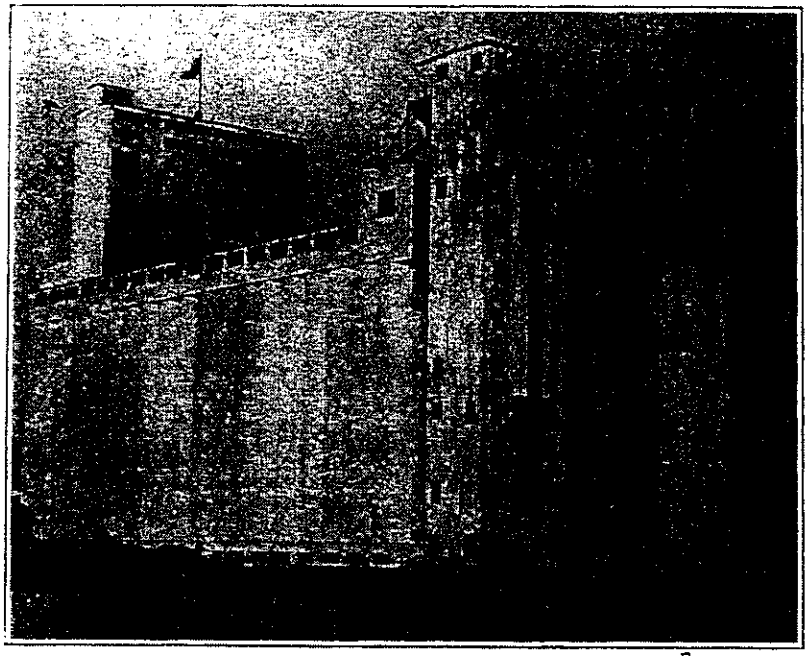
The Midland-Simcoe Grain Elevator.

Construction of the Midland-Simcoe grain elevator at Midland, Ont., in which the Canadian Pacific Ry. Co. has taken a financial interest, was commenced early in Jan. 1926, the building being carried up to the bin bottom slab that season. Construction was resumed about the end of April 1927, and the first ship was unloaded early in Oct. 1927. The elevator is supported on about 6,000 wooden piles driven to hardpan. A solid reinforced concrete mat is placed over the top of the piles and concrete piers support the weight from the storage bins. The bins are of reinforced concrete, the main circular ones being 20½ ft. in diameter and 85 ft. high, with capacity of about 22,000 bush. each. The cupola and workhouse are of reinforced concrete, with steel sash set between columns. The total storage capacity is 2,000,000 bush., with provision for extension to 6,000,000 bush. There are 2 travelling marine towers, built of structural steel and corrugated iron siding, with capacity of 17,000 bush. an hour each. Each tower is equipped with marine leg, lofter leg, 500-bush. scale and 2 sets of ship shovel machines.

Two mixers of 1 cu. yd. capacity were used to mix concrete. Gravel was delivered from a large stock pile through a tunnel under the pile by belt conveyors to the mixers. Cement was handled direct from cars when possible, but storage capacity for 6 cars was provided. Concrete was hoisted in buckets, travelling in wooden towers, and distributed to various parts of the building in concrete push carts. One hoist tower was placed at each mixing plant. Reinforcement was hoisted by a boom fixed to the corner of one of the towers.

The house is equipped with two 42-in. receiving belts, which receive the grain from the 2 marine towers and distribute to four 42-in. transfer belts, which distribute the grain to the various bins. Each of these belts has a capacity of 30,000 bush. an hour, to take care of a maximum capacity of each marine tower of 28,000 bush. an hour, when dipping the boat. In the basement are five 36-in. shipping belts, which discharge to 3 shipping lofters of 15,000 bush. an hour capacity each. Each shipping lofter discharges into a 2,500-bush. scale and each of the 3 scales discharges into any one of 3 car-loading spouts. The 3 car spouts pass through the roof of the car shed, each spout going to a separate track. Cars are pulled up to position in car shed by cables passing over 3 drums on a car haul machine located in basement. Hydro electric power is used throughout, 22,000 volts being delivered to the elevator substation. This is transformed to 550 volts for power and 110 volts for light. The total connected horse power of motors is 1,630.

C. D. Howe and Co., of Port Arthur, Ont., furnished all plans and were consulting engineers to the general contractors, McFarlane-Pratt-Hanley, Ltd., of Midland, which handled the excavation, drove the piles, poured all concrete in the building and erected machinery and superintended and inspected the work of the subcontractors, among which were Dominion Bridge Company, which supplied and erected all structural steel in marine towers and built and erected marine legs. Webster-Inglis Ltd. supplied all elevator machinery. Canadian Westinghouse supplied all motors and supplied and installed substation equipment. Canadian Fairbanks-Morse Co. supplied and erected scales.



The Midland-Simcoe Grain Elevator at Midland, Ont.

Motor Bus Competition.—A Philadelphia press dispatch states that the Pennsylvania and Reading Railroads have announced reductions of 45% in railway fares between the Philadelphia-Camden district and southern New Jersey seashore resorts, in an effort to crush motor bus competition, and that unless the new fares bring a substantial increase in train patronage the train service will be reduced materially.

Fraser River Bridge Proposition.

A proposal by the British Columbia Government to erect a bridge across the Fraser River at Ladner, B.C., has been considered, and an investigation made as to its feasibility. While considerable support is being given to the project by residents, the Canadian National Ry., and marine interests are opposed. On behalf of the C.N.R., S. Morrison, Assistant Engineer, Maintenance of Way, British Columbia District, has given evidence, to the effect that the bridge as planned would be a grave hazard to ships traversing the river, and to the development of traffic on the river in which the railway is vitally interested; he suggested that a bridge opposite Port Mann would not constitute any danger to navigation. Representatives of marine interests gave evidence subsequently, and the investigation was concluded Dec. 15, 1927.

The report of the Dominion commission, appointed to investigate the B.C. Government's plans, was made public at Victoria, Jan. 11. The investigation was made mainly upon the representations of marine interests that the bridge would interfere with navigation, and by the Canadian National Ry., which is interested in the development of Port Mann and adjoining river front territory. The engineers who formed the commission, after discussing the matter from all points of view, arrived at a number of conclusions, viz.:—The time has arrived when a second bridge across the river to relieve the congestion of traffic over the present bridge at New Westminster is an absolute necessity, such bridge should provide for railway traffic and for an increased highway traffic, but until local conditions make its construction vital no bridge should be allowed below New Westminster, which would interfere with the industrial and marine development along the river; the bridge proposed to be built would not relieve the railway situation as it could not be used by the Canadian National Ry., and the logical location of a bridge is at some point between Port Mann and Barnstone Island, that being the practical terminus of deep-sea shipping. Other conclusions condemned the system of toll bridges, and favored the erection of a bridge free of tolls as part of a general highway to connect with the United States highway system. As a result of the report the B.C. Government is said to be considering plans for an additional ferry route across the river.

Freight Car Location Statistics.—The Railway Association of Canada reports location of freight cars on Jan. 1, based on returns from Algoma Central and Hudson Bay, Canadian National, Canadian Pacific, Dominion Atlantic, Edmonton, Dunvegan and British Columbia, Kettle Valley, Napierville Jct., Quebec Central, Quebec, Montreal and Southern, Temiscouata, Timiskaming and Northern Ontario, and Toronto, Hamilton and Buffalo Rys., as follows:—cars owned, 204,666; home cars on Canadian foreign lines, 9,985; home cars on U.S.A. foreign lines, 20,702; home cars on home roads, 173,979 Canadian owned foreign cars on home roads, 7,140; U.S.A. owned foreign cars on home roads, 21,569; total cars on line, 202,688; per cent. on lines to total owned, 99; deficiency on lines to total owned, 1,978; home cars in bad order, 11,300; foreign cars in bad order, 140; total cars in bad order, 11,440; per cent. in bad order of cars on line, 5.6; privately owned U.S.A. cars on line, 2,796; privately owned Canadian cars on line, 1,010.

Port McNicoll to Midland, Ont.—A Midland press dispatch of Feb. 14 stated that the town council had authorized the signing of an agreement respecting the closing of certain streets and that C.P.R. representatives stated that everything was in readiness to proceed with the construction of the proposed branch line from Port McNicoll to Midland, also that a contract had been let for a portion of the work, and that the C.P.R. would build a yard and freight shed south of Bay Street.

MARCH 1928

P 132

Port McNicoll-Midland Line.—The Board of Railway Commissioners passed order 40,359, Feb. 15, authorizing the Canadian Pacific to build a connection between its tracks in lot 14, concession 5, Tay Tp., Simcoe County, Ont., and Canadian National tracks in lot 14, concession 4, and order 40,416, March 5, authorizing the Canadian Pacific to build a transfer track across highway between concessions 4 and 5, Tay Tp. These orders are in connection with the Canadian Pacific's extension from Port McNicoll to Midland, Ont. That company proposed to build its own line throughout, but an arrangement was made with the Canadian National which obviated this. The Canadian Pacific is building about three-quarters of a mile of line from its Port McNicoll yard, in almost a straight line, to the Canadian National's Midland Subdivision, Belleville Division, Southern Ontario District, about 0.7 mile east of Tay Jct. There will be one bridge where the line crosses the highway between concessions 4 and 5, Tay Tp. The contractor, G. L. Campbell, Montreal, started grading, etc., Feb. 15. Tracklaying was started March 7, and it is expected that the line will be finished by April 1. A Y will be put in at the junction between the two companies' lines. The Canadian Pacific will have running rights over the Canadian National from the junction to the east end of the Canadian National tracks in Midland, approximately 5.2 miles. The Canadian Pacific will use the Canadian National station at Midland for passenger, express and telegraph business, and will build a freight shed and provide team tracks there. Interchange tracks between the two roads will be provided just east of the Wye River bridge at the east end of Midland yard. Otto Rawson is the Canadian Pacific engineer in charge of the work. Midland Town Council has authorized the closing of certain streets in connection with the Canadian Pacific's layout plans. (March, pg. 132.)

April 1928

184

Port McNicoll-Midland Line.— The Board of Railway Commissioners passed order 40,359, Feb. 15, authorizing the Canadian Pacific to build a connection between its tracks in lot 14, concession 5, Tay Tp., Simcoe County, Ont., and Canadian National tracks in lot 14, concession 4, and order 40,416, March 5, authorizing the Canadian Pacific to build a transfer track across highway between concessions 4 and 5, Tay Tp. These orders are in connection with the Canadian Pacific's extension from Port McNicoll to Midland, Ont. That company proposed to build its own line throughout, but an arrangement was made with the Canadian National which obviated this. The Canadian Pacific is building about three-quarters of a mile of line from its Port McNicoll yard, in almost a straight line, to the Canadian National's Midland Subdivision, Belleville Division, Southern

April 1928

184

Port McNicoll to Midland.—The construction of the short piece of line from the terminus of the company's line in Port McNicoll, Ont., to a connection with the Canadian National Ry. line just outside Midland, has been completed, and a daily except Sunday train service was put in operation over it on April 30. (April, pg. 254.)

JUNE 1928

321

The Midland Simcoe Railway

Location: The line is located in South Central Ontario, extending between the Georgian Bay communities of Port McNicoll and Midland. One third of the line operated over Canadian National tracks.

History: The history of the Midland Simcoe Railway (MSR) has its roots in the formation of a small industrial line known as the Midland Terminal Railway Company, a project that was formed in 1903 by the Great Lakes Transportation Company of Midland to construct a line from its ore furnaces just outside of the community to Grand Trunk tracks in both Midland and Penetanguishene. While some construction was initiated, little happened with the project until the mid 1920's. It was at this time that large new grain elevators were built along the harbour in Midland. Looking to expand its influence in the area beyond Port McNicoll, the Canadian Pacific purchased a portion of the company and entered into negotiations with the Canadian National in hopes of securing running rights into Midland. It was at this time that the name of the company was changed to the Midland Simcoe Railway. Negotiations were difficult, however, an agreement was reached in February 1928 that allowed the CPR running rights into Midland over 2.2 miles of track. All that remained to be completed was the construction of a railway that led from the Port McNicoll yards west to the CNR tracks. In January 1930, the MSR was leased to the Canadian Pacific for a period of 999 years. The company disappeared as a corporate entity in 1956.

Approximate Mileage: 9.2 miles, 2.2 of which was over Canadian National tracks.

Current Status: The line was abandoned at the same time as the Canadian National tracks into Midland in 1994. All tracks have been lifted.

Principle Stations: Port McNicoll and Midland.

Remaining Stations: The only station that remains on the line is the CNR Midland station which can be found in its original location at Bayshore Road.

Last Updated: December 31, 1997

Return to Canadian Pacific Railway

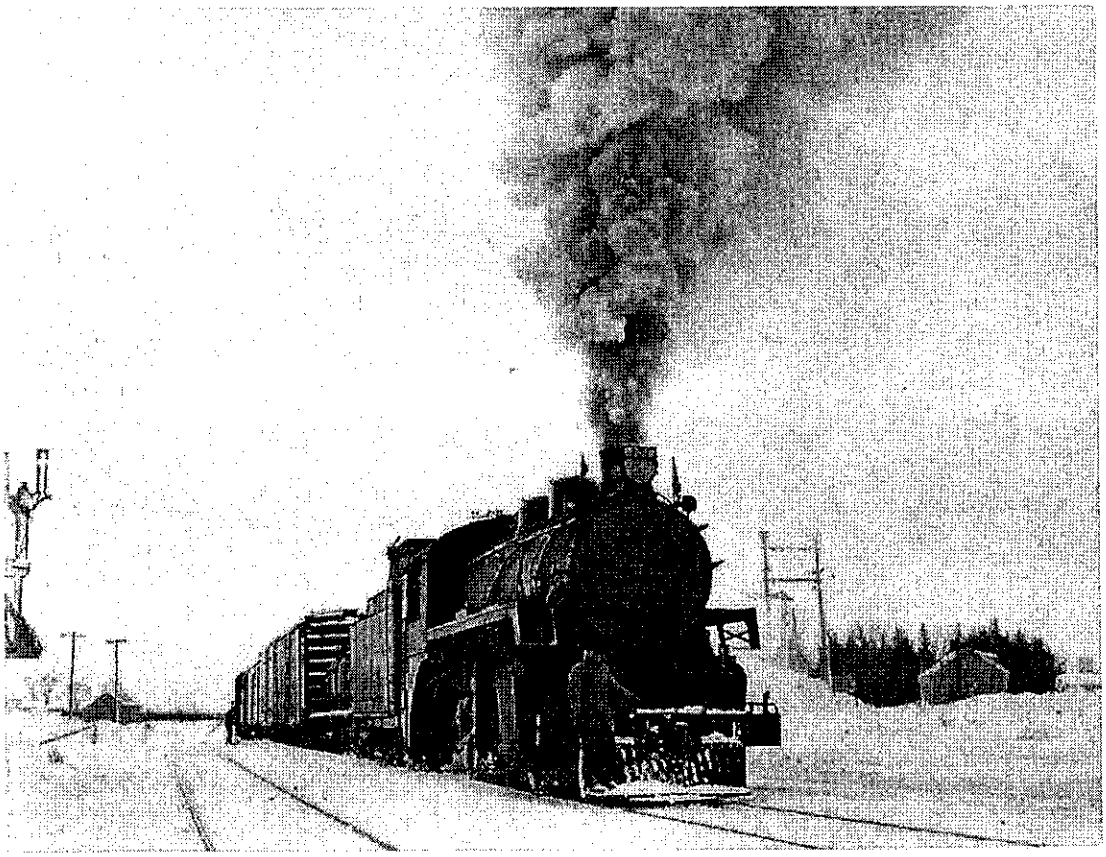
Return to ORHP Home

OLD TIME TRAINS

C.P.R. Port Mc. Nicoll Subdivision

Georgian Bay & Seaboard

R.L.Kennedy



3722 in a winter scene not long before the end of steam. January 9, 1960
Note the bay window on the cab. Common on yard diesels, not so for steam.

Coldwater (Mile 16.0) to Port McNicoll (Mile 26.3) was abandoned March 5,1971 in favour of running rights over the CNR to reach Port McNicoll without using the Hog Bay trestle, which was very expensive to maintain. Speed over this trestle was restricted to 5 mph! *NOTE:* The last train crossed at 5.45 p.m. March 4th hauled by two 8100's.

From Mile 16.9 CP trains used the CN Coldwater Spur, CN Midland Sub. from Coldwater, Mile 58.3 to McMillan, Mile 70.2 where they then used a new CP track from Mile 28.3 to Mile 27.7 where it rejoined the original CP track into Port Mc.Nicoll where it reconnected to the CN at Mile 29.0 (CN Mile 70.9), continuing on to Midland.

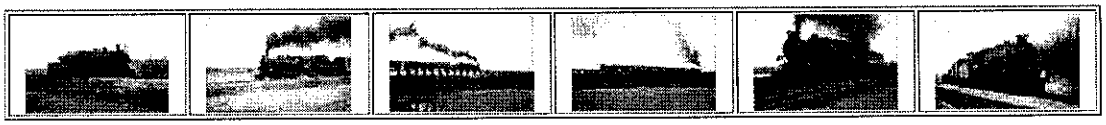
The segment between Orillia (Mile 0.0) and Uhthoff (Mile 7.3) was abandoned December 6, 1985, following which there was an attempt to start up a diesel tourist train *(Orillia Rail Ride)* on this line, but it was still-born. The remaining portion from Uhthoff to Medonte, Mile 14.1 was abandoned December 3, 1993. When Medonte was closed September 10, 1993 when the diamond with the CNR was electrified it was the last location for operators.

The loss of the "At and East" federal government grain rate subsidy in 1989 resulted in the end of grain movements through Port Mc.Nicoll bringing about its abandonment. The last train ran September 13,1991. (Owen Sound and Goderich elevators were also closed down.) In January 1990, CN closed its Tiffin elevator, their last Midland area elevator.

On May 4, 1992 the National Transportation Agency ruled that the CPR did not have to go before a public hearing to seek abandonment of its three remaining segments of trackage in the area, stating they did not constitute a branch line under the Railway Act, rather they were merely spurs and a yard.

These portions were: Mile 14.1 to 15.9 in Coldwater; Mile 28.3 to 29.0 in Port Mc.Nicoll; and Mile 31.2 to 31.4 in Midland. The CPR had already cancelled its running rights agreement with the CNR in November 1991.

Randy Masales Collection courtesy of *Brian Switzer*



These scenes were taken on April 30,1960, the last day of regular steam operation on the CPR. It was here that three old 2-8-0's (inc.3422) had soldiered on, unremarked and largely unnoticed, Port McNicoll had remained all steam right to the end! ***Note:*** 3722 had an 8,000 gallon tender, (same as G5 class 1200's), other engines of this class had their original 5,000 gal. tenders replaced with 10,000 gal. tenders.

Midland Terminal and Midland Simcoe

Midland Terminal Railway Co. was incorporated (Ontario) in 1903 by the Canada Iron Furnace Co. to build from the GTR at Penetanguishene to the GTR at Perkinsfield near Midland to reach their smelter which had begun operation in 1900. It used ore from the Helen mine on the Algoma Central & Hudson Bay and moved by ship to Midland. Just 5 miles of track was built at that time.

April 16, 1912 the name was changed to **Midland Simcoe,** and it was acquired by the Great Lakes Transportation Co. In 1926 authority was granted to extend the line from Midland to Orillia. Also in 1926 a new 2,000,000 bushel grain elevator was built at Midland. Instead of building a new line with a difficult access, they tried to negotiate running rights over the CNR. The CNR refused since it became known the little railway was supported by the CPR. In 1927 approval was given for a new right of way through Midland to connect with the CPR at Port Mc.Nicoll. In October 1927 the elevator opened. Early in 1928 the CPR announced it was building a yard and freight shed in Midland. Soon, an agreement followed allowing the CPR running rights on 4.2 miles of the CNR between Port Mc.Nicoll and Midland. That ended all need to build a separate line. April 30,1928 service was inaugurated between Midland and Port Mc.Nicoll with a daily except Sunday train.

Effective January 1,1930 the CPR leased the Midland Simcoe for 999 years. It was dissolved into the CPR in 1956. Running rights over CNR were cancelled by CPR November 1, 1991 after the closure of all elevators at Port Mc.Nicoll and Midland brought about the end of CPR freight service.

Port Mc Nicoll Subdivision stations


Eldon residence long after abandonment.


Brechin


Orillia


Uhthoff


Coldwater 1960's *Al Paterson*


Port Mc.Nicoll

Great Lakes Steamship Service

On to: Trenton Division - Nephton

On to: Bruce Division - Passenger

Back to: Trenton Division - Lindsay, Bobcaygeon & Pontypool

Back to: Bruce Division - Hamilton

Back (Use your browser Back button)

MIDLAND-SIMCOE TERMINAL RAILWAY

C. H. RIFF