

LINDSAY
BOBCAYEON
AND
PONTYPOOL
RAILWAY

Lindsay, Bobcaygeon and Pontypool Ry.

—An act was passed at the current session of the Dominion Parliament granting an extension of two years for the commencement, and of five years for the completion of the company's projected line from Burketon to Bobcaygeon, Ont. The head office of the company is removed from Lindsay, Ont., to Toronto. Two locating parties have been in the field, one in charge of A. H. N. Bruce, C.E., and the other in charge of A. Brunell, C.E., the office at Lindsay being in charge of J. McCunn, C.E. Trial lines were run between Lindsay and Burketon, on the C.P.R., Montreal-Toronto line, the line between Lindsay and Bobcaygeon having been previously located. The whole work of location

July 1903

1904

Sound will be constructed by Angus Sinclair, C.E. (July, pg. 233.)

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—The line from Burketon to Bobcaygeon, Ont., has been completed. It was inspected by the Dominion Government engineers, and C.P.R. officials, July 26, and on July 28 a number of invited guests went over it by special train. The line will be operated by the C.P.R., under lease, and a circular was issued July 28 to the effect that it would be opened for traffic Aug. 1. (July, pg. 233.)

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subsequently there was a sensational fall in its stock. W. S. Webb, President of the Rutland Rd., who was the President of the D. S. Co., has been in Ottawa since the agreement with the G.T.R. has been made, and had an interview with J. R. Booth, but its object has not transpired.

The C.A. Ry. obtained an amendment to its charter in 1903 authorizing the construction of a line from some point on its line near Whitney, to Sault Ste. Marie. It has also an agreement with the city of Ottawa by which it has to erect a central railway station there. The company also owns the Canada Atlantic Transit Co., which operates steamers on the upper lakes, and two elevators.

At the annual meeting held Sept. 27 a report for the year ended June 30, 1904, was presented, but has not yet been issued. The officers and directors for the current year are: President, C. J. Booth; other directors: J. F. Booth, J. Christie, W. Anderson, N. MacIntosh, G. W. Mitchell. Secretary-Treasurer, A. W. Fleck.

National Transcontinental Railway.

Following the appointment of H. D. Lumsden as Chief Engineer to the Commissioners of the Transcontinental Ry., M. J. Butler was appointed Assistant Chief Engineer, and the work of organizing the survey staffs was proceeded with. The route of the line which the Commissioners have been authorized to construct extends from Moncton, N.B., to Winnipeg. Surveys were made on the section of the route between the Ontario boundary near Abitibi River and Winnipeg during the winter of 1903-04 by surveyors working for the G.T. Pacific Ry., which company will operate the line under lease. No arrangement for surveys on this section has been announced by the Commissioners, but it is reported that some surveys will be made with the view of ascertaining how far the surveys made by the G.T. Pacific engineers can be utilized for the

RAILWAY FINANCE, MEETINGS, ETC.

Alberta Ry. and Irrigation Co.—The formal sanction of the Governor-in-Council to the mutual agreement for amalgamation of the Alberta Ry. and Irrigation Co., the Alberta Ry. and Coal Co., the Northwest Irrigation Co., and the St. Mary's River Ry. Co., under the name of the Alberta Ry. and Irrigation Co., has been given. The agreement was made July 20, and became operative Sept. 30.

Atlantic and Lake Superior Ry.—An action has been commenced by Galindez Bros., financial brokers, London, Eng., against the A. and L.S. Ry. Co. to recover \$480,440 interest accrued on bonds of the railway held by the firm.

Bale des Chaleurs Ry.—A special meeting of the shareholders was called to be held in Montreal Sept. 19, but was adjourned until Sept. 27, after some routine business had been attended to.

Beersville Coal and Ry. Co.—The annual meeting was held at Harcourt, N.B., Sept. 6, when reports were presented showing the practical completion of the railway line, and the satisfactory development of the coal properties at Beersbridge. The officers for the current year are: President, H. Von Hagen; Vice-President, I. Von Hagen; Solicitor and Secretary, Hon. C. W. Robinson; Treasurer and General Manager, M. F. Keith.

British Columbia Electric Ry.—Railway earnings for July: Vancouver, \$24,064; Victoria, \$10,668; New Westminster, \$13,554; total, \$49,632, against \$42,839 for July, 1903. Gross earnings: railway and lighting, \$71,305, against \$61,845 for July, 1903. Working expenses, \$38,914; renewal funds, \$6,695; net income, \$25,996, against \$32,904, \$4,998 and \$23,953 respectively for July, 1903.

The B.C.E.R. Co. has assumed formal control of the Vancouver Gas Co., the stock

foreign corporations, a license to transact business in the province for one year from Nov. 1, 1904.

Hullfax Electric Tramway.—Railway receipts for Aug., \$17,402.03, against \$16,786.03 for Aug., 1903, making for eight months ending Aug. 31, \$104,023.56, against \$96,457.08 for same period 1903.

The usual quarterly dividend at the rate of 5% per annum has been declared and will be paid Oct. 1.

Hamilton, Grimsby and Beamsville Electric Ry.—C. J. Myles, President; L. Bauer and W. Harris have resigned from the board, their interests having been acquired by the G.T.R.; the present directors being J. W. Nesbitt, J. G. Gauld and James Dickson; who purchased the majority stock for the G.T.R., and R. S. Morris, whose interests were not purchased. R. S. Morris has been appointed Treasurer. In connection with the purchase of the shares of the directors and others, the Hamilton city assessment department proposes to assess the sellers with the profit of \$100 a share made as income.

Kent Northern Ry.—Press reports state that an option has been secured on the Kent Northern Ry., in New Brunswick, by interests connected with the New Brunswick Petroleum Co., the price being \$135,000.

Lindsay, Bobcaygeon and Pontypool Ry.—The agreement for leasing the line for a period of 99 years to the C.P.R. has been sanctioned by the Governor-in-Council, and a duplicate filed with the Secretary of State at Ottawa. A duplicate of the mortgage of the line to the National Trust Co. (Ltd.) has also been deposited with the Secretary of State.

At the annual meeting held Sept. 1, the only business transacted was the election of directors. The officers for the current year are: President, C. Swabey, Toronto; Secretary, T. Stewart, Lindsay, Ont.

LINDSAY BOBCAYGEON AND PONTYPOOL RAILWAY

October 1903

p. 343

Work was rapidly progressing on the construction of this line from Burkton on the Canadian Pacific Railway via Lindsay to Bobcaygeon with the hope that the grading would be completed by December (1903).

November 1903

p. 389

It was advised on October 24th (1903) that track grading was almost completed from Burkton to the southern boundary of Lindsay and from the eastern boundary of Lindsay to Bobcaygeon. The grading in the town of Lindsay was expected to be completed in this year. The delay was occasioned owing to the difficulty in fixing a location, caused by the Grand Trunk putting in a number of new sidings and thus rendering a deviation necessary. All the culverts and other structures had been built.. The stations would be at Blackstock, six miles north of Burkton, Lindsay, Dunsford and Bobcaygeon. There will be two flagstops.

January 1904

p. 3

The LB&P approved plans for the entrance into Lindsay. The line will pass under a bridge of the grand Trunk and follow the river.

February 1904

p. 61

The Lindsay Bobcaygeon and Pontypool Railway had been under construction since August 15th, 1903 running from Burketon. Two turntables planned for Lindsay and Bobcaygeon. A two stall roundhouse is planned for Bobcaygeon.

August 1904

p. 277

The line was completed from Burketon to Bobcaygeon. It was inspected on July 26, 1904 and was opened for traffic on August 1st, 1904

Lindsay, Bobcaygeon and Pontypool Ry.

—The Railway Committee of the Privy Council has approved of the plans submitted for the entrance of the line into Lindsay, Ont. The line will pass under the G.T.R. bridge, and will follow the river between that company's line and river to the site of the station as originally proposed. This will be a more expensive line to construct than the first one proposed. (Nov., 1903, pg. 389.)

January
1904

Lindsay, Bobcaygeon and Pontypool Ry.

This line, which has been under construction since Aug. 15, 1903, runs from Burketon, on the C.P.R. about 40 miles east of Toronto, northeasterly through the townships of Cartwright, Manvers, Ops, Verulam, in the counties of Durham and Victoria. It passes through the village of Nestleton, which is 7 miles north of Burketon, and enters the corporation of Lindsay close to the Scugog river, crossing the Midland division of the G.T.R. under the bridge across that river. It then skirts the river, running between it and the G.T.R. spur line to a level crossing of that branch at King Street, into the station grounds located between Caroline and Lindsay streets. Then passing out of the corporation from the east limit of the town the line runs in an almost straight line to Sturgeon lake at the mouth of Emily creek. Thence following the shore of the lake to opposite the west end of the village of Bobcaygeon, and crossing the Little Bob river on to the island where the present terminus is located, near the west end of the Trent Valley Canal locks. The distance from Burketon to Lindsay is 23 miles, and from Lindsay to Bobcaygeon 17 miles, a total of 40 miles.

The work done comprises all the grading and fencing of the line and all the small structures, with the exception of the work in Lindsay, which is being carried on during the winter. The more important structures are: A pile trestle of 200 ft., crossing the East river, about 6 miles south of Lindsay, and a similar structure over Emily creek, also 200 ft. long, and a trestle bridge over the Little Bob river at Bobcaygeon, with a steel swing span of two equal arms, giving a 35-ft. opening each side of the pivot pier, which with the abutments will be built of concrete. The maximum gradient going northward is 1 in 100 and south bound 0.8%. The maximum curvature is 4°, excepting the entrance to the station yard at Lindsay, which is somewhat sharper. The station buildings and water tanks are under construction. The station building at Lindsay will be a first-class building on stone foundations, with hot water heating, electric light and all modern conveniences in the way of lavatories, etc., together with a freight shed 100x40 ft., and other necessary buildings. At Bobcaygeon the station will be somewhat smaller, and the freight shed 60x40 ft. At Dunstford and Nestleton there will be ordinary wooden stations and freight sheds combined, with dwelling house above. Water tanks of 40,000 gals. capacity, entirely housed, will be erected near Burketon and at Bobcaygeon, while at Lindsay two stand pipes will be provided in the station yard supplied from the town waterworks. A 70 ft. steel turntable will be put in at Lindsay and at Bobcaygeon, and at the latter point a 2-stall engine shed.

It is expected to commence laying track about April 15 at Burketon. The rails will be 60 lbs. to the yard, American Society of C.E. section, and the ties of the number and dimension required under the Dominion Government specifications. Good ballast pits have been secured at two points on the line, and all the work will be done fully up to the highest standard of construction. It is expected that there will be nothing remaining to be done during the coming season except the track laying and ballasting and the telegraph line, and the road should be fully completed for operation in July. H. W. D. Armstrong is the Chief Engineer.

February
1904

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August 1904

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The Dominion Parliament is being asked at the current session for an act extending the time within which to complete the construction of this railway as authorized in 1901. The extension in question, as authorized, is from Bobcaygeon, through the townships of Verulam, Harvey, Galway and Snowden, to the Irondale, Bancroft and Ottawa Ry. within ten miles of Furnace Falls, Ont.

MARCH 1908



Photo Number: MAT001478

Photographer: unknown

Location: Lindsay, ON

Railway Name: CANADIAN PACIFIC RAILWAY CO.

Date: 1910-10-00

Caption: Bobcaygeon Local at Lindsay.

Subject: Steam locomotive Train, passenger

Equipment Number: 252?

Collection: Mattingly

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