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Index to Railways of Eastern Ontario

The Irondale, Bancroft & Ottawa

The Irondale, Bancroft & Ottawa was the creation of two entrepreneurs, Henry Stark. Howland and Charles J. Pusey, who single-handedly pushed this short railway line through some of the most rugged territory in the Canadian Shield of Southern Ontario.

1879	Incorporated:	Snowdon Branch Railway Ontario Chapter 85 with authority to build from Kinmount to the Snowdon Iron Mines at Furnace Falls
05 Mar 1880	Incorporated:	Toronto & Nipissing Eastern Extension Railway (Henry S. Howland President, Charles J. Pusey Vice President.
1880	Myle Branch Tramway opened	6¾ miles Kinmount Jct to Furnace Falls under the ownership of the Snowdon Iron Mines - known as the Myles Branch Tramway
1884	T&NEE name changed to	Irondale, Bancroft & Ottawa (IB&O)
1886	Route Surveyed	from Kinmount Jct, on the Victoria Railway (previously called Kendricks, renamed Myles Junction in 1876 and renamed Howland Jct in 1919) to York River (North of Bancroft)
Nov 1886	IB&O Purchases	Myles Branch Tramway from Kinmount Jct to Snowdon Iron Mines at Furnace Falls
Feb 1887	Line Opened:	Furnace Falls - Irondale. Steel rails laid Kinmount Jct to Irondale
23 Nov 1893	-	Irondale - Wilberforce
January 1897	-	Wilberforce - Baptiste
Fall 1898	-	Baptiste - Mud Creek (2½ miles east of Baptiste)
18 July 1899	Death of	Charles J. Pusey with Z.A. Lash as executor of his estate.
1905	Control Assumed By:	Z.A. Lash. Lash is General Manager of Canadian Bank of Commerce and Solicitor for CNoR. Lash is a major creditor of the IB&O and C.J. Pusey personally.
16 Oct 1909	IB&O Controlled By:	Mackenzie, Mann & Co (CNoR)
01 July 1910	Line Opened:	Mud Creek - York River (North of Bancroft) to connect with the COR
12 Sept 1910	First Through Train:	Kinmount Jct to Bancroft

1910	IB&O Leased By:	Central Ontario Railway
1911	COR Acquired By:	Canadian Northern Railway (CNoR)
1916	CNoR Controlled By:	Government of Canada
1918	.	Canadian National Railways
31 March 1960	Line Abandoned:	Howland Jct - Central Ontario Railway (Last Train)
30 July 1960	Line Dismantled	Howland Jct - Central Ontario Railway (except for part of line through Domtar Plant in Bancroft)

In 1870, deposits of iron ore were found in Snowdon Township in Victoria County in the area of Furnace Falls along the Irondale River. The rush was on to discover more deposits. The original prospectors, along with other investors, formed the Snowdon Iron Mine Company to exploit the deposits. Around 1876, William S. Myles of Toronto bought the mineral rights to some of the lots around Furnace Falls and took over the Snowdon Iron Mine Company. At about the same time, Henry S. Howland of Toronto also invested in the mineral rights to some of the lots.

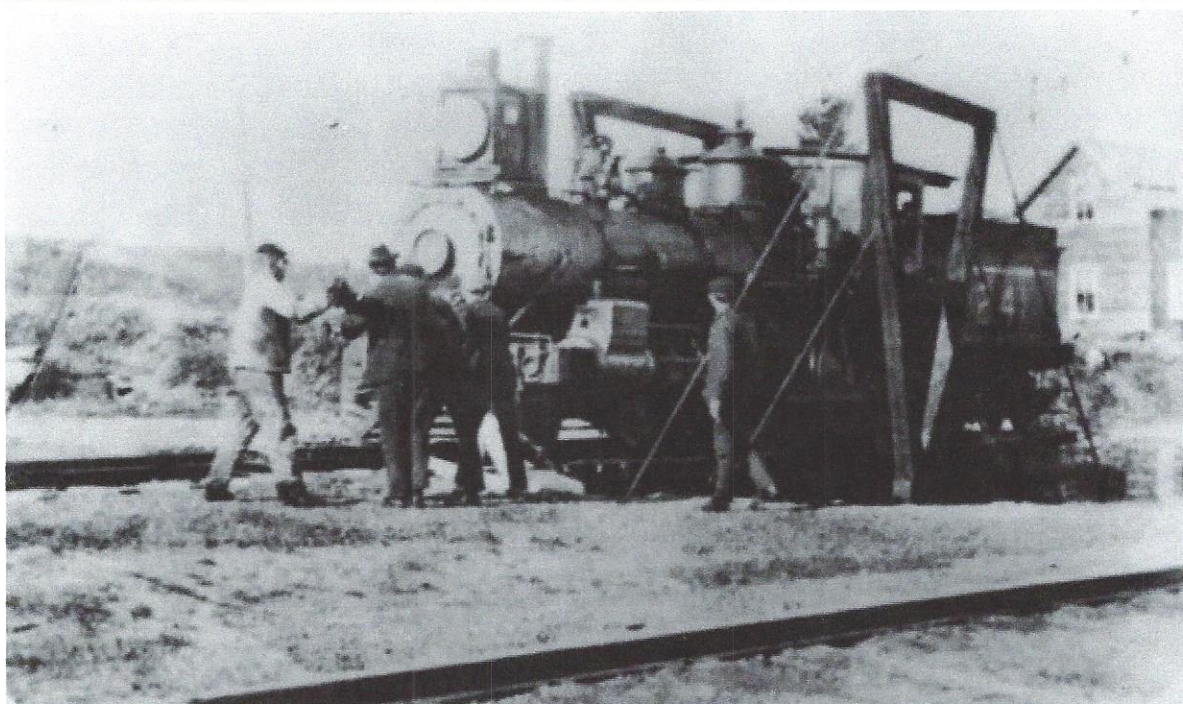
Henry Stark Howland (1825 - 1902), of Pilgrim Father and Quaker ancestry, was born at Paulings, NY, and came to Canada in 1840. He was for many years engaged in the lumber and milling business in the Klineburg, Ont. area, but later in life became the head of the wholesale hardware firm of H.S. Howland, Sons and Company, Toronto. He was a founding director and the first Vice-President of the Canadian Bank of Commerce. In 1875, he was a founding director of the Imperial Bank of Canada and became its first president, holding the office until his death. In public life, he served as Warden of York County (Toronto). He was active in the promotion of railway construction and was for some time president of several railway companies whose lines centred in Toronto.

Myles proceeded to build a tramway to ship out these ores - subsequently referred to as the Myles Branch Tramway. The rails were originally square-hewn hardwood logs and the iron ore was hauled by horse-drawn cars. The line started at Kendricks (about 2.3 miles north of Kinmount on the Victoria Railway), crossed the Burnt River and went along the south shore of the Irondale River to the mines located at Furnace Falls.

It took two years to build the tramway due to the opposition of some of the landowners along the right of way. Myles spent about \$60,000 in building the 6.75 miles of road - part of these funds being borrowed from the Canadian Bank of Commerce on the security of a mortgage on the properties of the Snowdon Iron Mine. It may have been the case that, because the road was operated as a "tramway", the Myles Branch Tramway was not incorporated as a railway. The records are very fuzzy on this and the line may have been built in breach of the law.

By 1878, Myles had abandoned the properties and Charles J. Pusey of Pennsylvania

came in as lessee of both the Snowdon and Howland mines. In partnership with Howland, Pusey shipped out about 1,000 tons of ore to the United States in 1878 and 1879. In 1879 the Snowdon Branch Railway was incorporated under Ontario Chapter 85 with authority to build from Kinmount on the Victoria Railway to the Snowdon Iron Mines - the same territory covered by the Myles Branch Tramway. It's not clear as to whether the incorporation of the Snowdon Branch Railway legitimized their operation of the Myles Branch Tramway.



The Grand Trunk crew is strong-arming GTR 4-4-0 #241 on the turntable at Kinmount Junction. It was from here that the IB&O started. Photo courtesy of Haliburton Highlands Museum.

Back	Index	Next
----------------------	-----------------------	----------------------

Back	Index	Next
----------------------	-----------------------	----------------------

The Irondale, Bancroft & Ottawa

Concurrent with their takeover of the Snowdon Iron Mines and the incorporation of the Snowdon Branch Railway, Pusey and Howland applied for the incorporation of the Toronto & Nipissing Eastern Extension Railway, their intention being to exploit the new iron mines being discovered in the region. Royal assent was given to the incorporation on 05 March 1880. However, by 1880, operations had been suspended due to a downturn in the iron ore markets. Nothing much happened for the next three

years.

It wasn't until 31 January 1883 that the first meeting of the shareholders of the Toronto & Nipissing Eastern Extension Railway was held - but no action was taken to proceed with construction. On 25 March 1884, the name of the railway was changed the Irondale, Bancroft & Ottawa - with authority to build a railway from Orillia, Ont to the city of Ottawa (225 miles), and to extend the line from the Irondale/Bancroft area northwesterly to Sault Ste Marie, and southeasterly to the town of Brockville.

It is presumed that, during this time, Pusey and Howland were able to upgrade and operate the tramway built by Myles, however, the records aren't clear on this. Recall that they controlled both the Snowdon Iron Mining Company and the Snowdon Branch Railway. Some information indicates that the Myles tramway may have been slowly extended the extra 3 miles from Furnace Falls to Irondale.

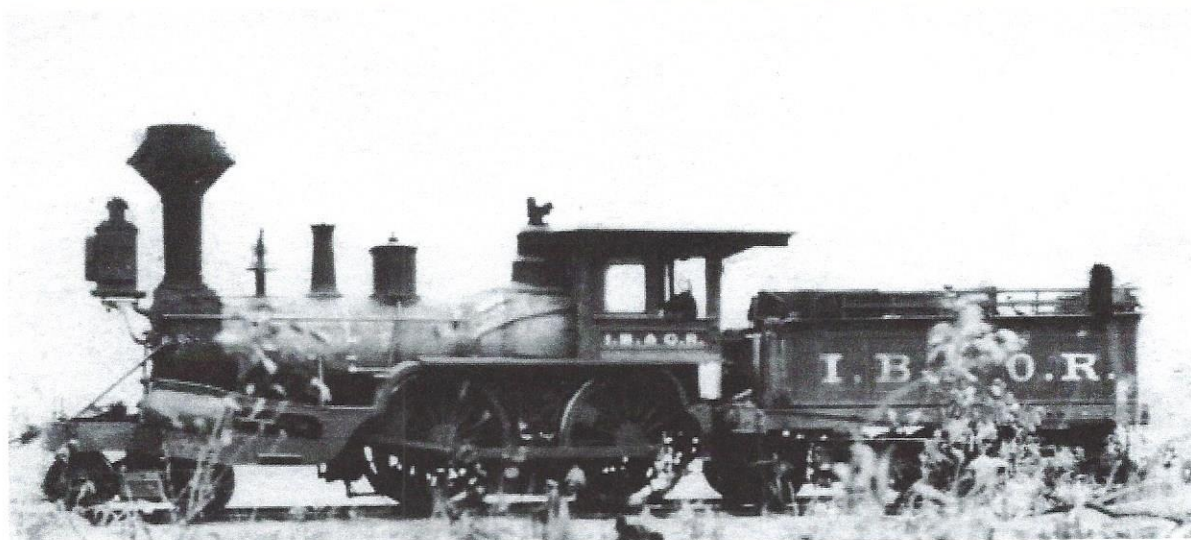
From 1883 onwards, Pusey was busy exploring and surveying a new railway line from Furnace Falls west to Bancroft. In November 1884, notices were placed in newspapers for contractors to construct the IB&O. The tenders called for the construction of 50 miles from a point on the Toronto & Nipissing Railway at or near the village of Irondale for a distance of about 50 miles to the village of Bancroft. Plans and specifications could be seen at the office of the Company, 18 Court St, Toronto. All tenders had to be received before the first day of January 1885. Not much was done about the tender call until 15 February 1886 when the Directors ratified a contract with the Hudson Improvement Company. But even that didn't get the construction started in any rush.

In November of 1886, the IB&O officially purchased the Myles Branch Tramway - the 6.75 mile long tramway that went from Kinmount Jct to the Snowdon Iron Mines at Furnace Falls. It would appear that William Myles had been deeply indebted to the Canadian Bank of Commerce in the original development of his tramway and mining properties. As collateral, the Bank had taken a mortgage on the properties and an assignment of Myles' shares in the Snowdon Iron Mine Company. It would appear that the Bank was realizing on its security as the tramway property was purchased by the IB&O from the Bank for \$500 down and \$22,000 due in 12 months. As security for the \$22,000, the Bank took back a collateral mortgage on the Myles Branch property. The mortgage allowed for the substitution of steel rails for the wooden rails presently in place on the Tramway.

At the same time, the IB&O signed a contract with Messrs Cooper, Fairman & Co of Montreal for the supply of rails and fastenings for about 12 miles of road and sidings. It would appear that the order included steel rails to replace those currently on the Myles Branch Tramway. Total cost of the rails was \$17,710 with \$4,567 having been paid in advance, \$4,343 payable immediately, and \$8,800 to be paid when the IB&O received its government subsidies (upon government acceptance of the first 10 miles of new railway). As security for granting this credit, Cooper Fairman took a lien on the 5 miles of new road east from the Snowdon Iron Mine (Remember that the Canadian Bank of Commerce had a 1st mortgage on the Myles Branch Tramway - the first 6.75

miles of the line - as collateral for their sale of the Tramway to the IB&O.)

By February of 1887, the line had been completed from Kinmount Jct to Irondale with 56 lb steel rails being laid throughout.



The Irondale, Bancroft & Ottawa motive power was typical of many backwoods railways of Ontario. Second-hand 4-4-0 locomotives, typically ex-Grand Trunk power, was the order of the day with the occasional new locomotive. IB&O #1 was of ex-Grand Trunk stock, although very little is known about its antecedents. It was nicknamed the "Mary Ann" as a tribute by it's first engineer, Samuel Edward Hancock, to his wife.

It is presumed to have been built in 1855 by Birkenhead of England for the Great Western or the Grand Trunk Railway and sold to the IB&O in 1886. It was originally built as a 2-4-0 to broad gauge of 5'6". It was rebuilt to a 4-4-0 type and converted to standard gauge in 1872-74. It is presumed to have been scrapped sometime between 1907 - 1910. Another little mystery to solve. Photo courtesy of the Canada Science & Technology Museum - Howland Collection.

Back	Index	Next
----------------------	-----------------------	----------------------

Back	Index	Next
----------------------	-----------------------	----------------------

The Irondale, Bancroft & Ottawa

From the opening of the line to Irondale in 1886, progress on extending the line was extremely slow. The line was pushed forward as funds permitted.

Up until this time, except for the Bank of Commerce mortgage on the original 6.75

miles of Myles Branch Tramway, and the Cooper Fairman lien on the 5 miles of new road east from the Snowdon Iron Mine, there were no other mortgages or registered claims on the railway.

In April 1887, the capital stock of the IB&O was increased from \$100,000 to \$9,000,000 but not to exceed \$40,000 per mile. This would allow the construction of 250 miles of new line - a distance that would take it to some point along the Ottawa River.

In financing railways, it was not the practice of the owners to pay for the construction of the railway from their own pockets. Instead, they went looking for "pools" of money that they could borrow from. The favourite form of financing was to sell bonds to rich investors that were secured by a first mortgage on the real assets of the railway. Railway bonds were hot investment items in the late 1800s as railway fever gripped the western world. Most of the investors in railway bonds were from Britain with a smaller market in the United States.

Concurrent with the increase in the capital stock, in April 1887, the IB&O shareholders authorized the issuance of \$3,750,000 in bonds in the amount of \$20,000 per mile from Orillia to Ottawa. The bonds were to be secured by a first mortgage on the real property of the railway in the amount of \$3,500,000. The bond issue was to consist of 3,750 bonds in the amount of \$1,000 each with interest at 6% per annum - 30 year term with an option to increase the term to 40 years or to reduce the interest rate to 5% per annum. Interest would be payable in the cities of Toronto, New York, or London England. The issuance of bonds requires the appointment of a trustee to look after the collective interests of the bondholders. In this case, the appointed trustees were the Farmers Loan and Trust Company of New York city and the Trust Corporation of Ontario.

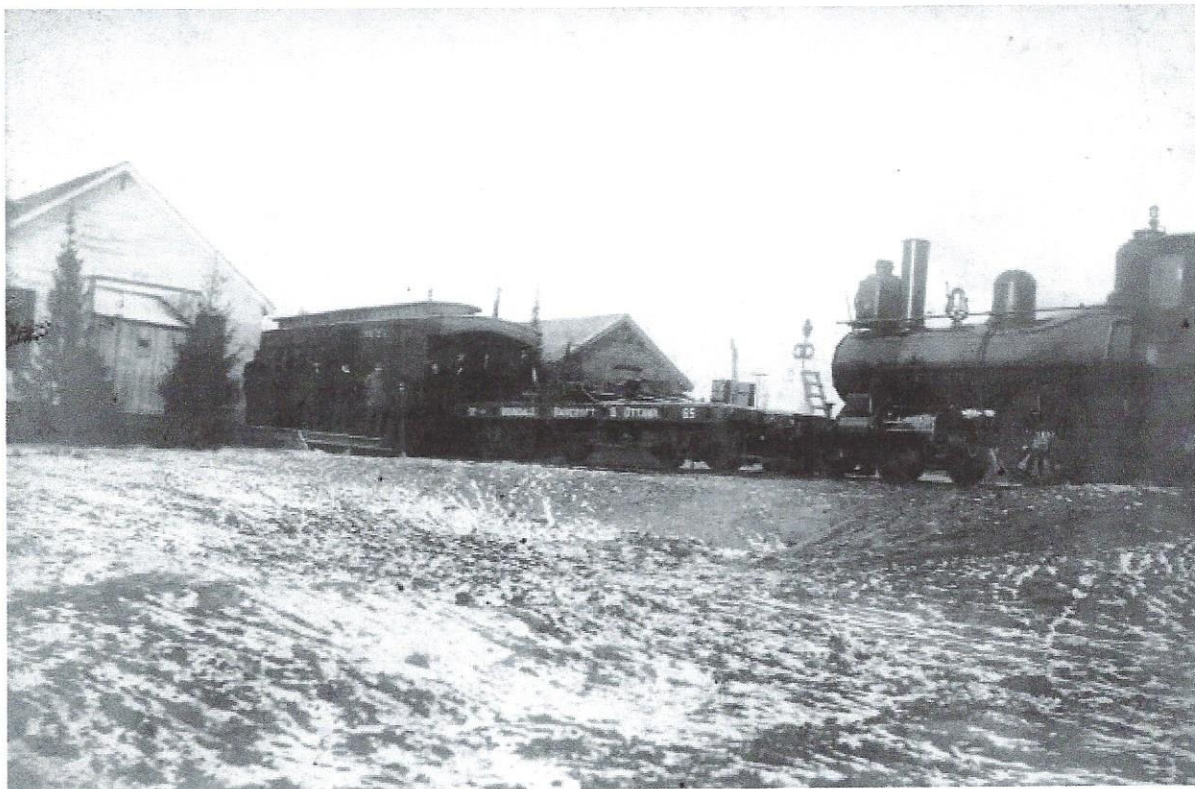
Now, all of the above sounds pretty impressive. Unfortunately for the IB&O, investors weren't interested in a railway line in the rocky northern terrain of Central Ontario. Throughout the life of the IB&O, no bonds were ever sold. However, \$450,000 in bonds were used as collateral security for loans obtained from J.H. Plummer and Z.A. Lash for construction purposes.

Up until this time, the majority of shares were held by Charles J. Pusey with the following nominal shareholders.

<u>Shareholder</u>	<u>No of Shares</u>	<u>Par Value</u>
Chas J. Pusey	510	\$510,000
A.W. Humphries	5	\$5,000

Hon. S.C. Wood	5	\$5,000
A.F. Wood	5	\$5,000
R.W. Elliott	5	\$5,000
H.S. Howland	5	\$5,000
Total	535	\$535,000
Thomas Shortiss	- Secretary	
Pulag Howland	- Treasurer	
John Leys	- Solicitor	

It was common practice for prominent persons to serve as Directors on railway companies but not to invest their personal monies in the shares of the company. The IB&O was the brainchild of C.J. Pusey and was to remain so until his death.



Here's IB&O 4-4-0 #2 at Wilberforce in the winter of 1905. It's pushing IB&O flatcar #65 and IB&O passenger combine #1. Combine #1 was built by the Crossen Car Company of Cobourg, Ont. The truss-rod flatcar on archbar trucks was one of 31 such cars that were used largely for construction purposes. The IB&O only owned 2 boxcars. Because most traffic was ending up off the IB&O, the line depended on cars that came mostly from the Grand Trunk and Canadian Pacific Railways. You can just see a number of officials standing on the station platform and the open vestibule of the

passenger car. Photo courtesy of the Canada Science & Technology Museum - Howland Collection.

Back	Index	Next
----------------------	-----------------------	----------------------

Back	Index	Next
----------------------	-----------------------	----------------------

The IB&O Expands - Slowly

The line from Kinmount Jct to Irondale was opened in 1887 - a distance of 10 miles. However 6 3/4 of these miles included the original Myles Tramway. It wasn't until November of 1893 that the next 20 miles was opened to Wilberforce. The line was opened as far as Baptiste (a further 10 miles) in January 1897. It took 10 years to construct these 30 miles of railway. By the fall of 1898, the line reached Mud Creek - 2 1/2 miles further from Baptiste.

Throughout this period, Pusey personally financed the expansion, either from his own resources, the earnings of the railway, or from monies that he borrowed from financial institutions, suppliers, or friends. The exact amount of money that Pusey borrowed in total to construct the IB&O is not known. A prospectus prepared around 1906 indicated that the investment had reached over \$700,000 without the issuance of any bonds. Unfortunately, Pusey died in 1899. Mud Creek was to remain the eastern terminus of the IB&O for a further 11 years until the Canadian Northern completed the remaining 2 1/2 miles to York River on the Central Ontario Railway.

Back	Index	Next
----------------------	-----------------------	----------------------

Back	Index	Next
----------------------	-----------------------	----------------------

Stations Along The Irondale, Bancroft & Ottawa

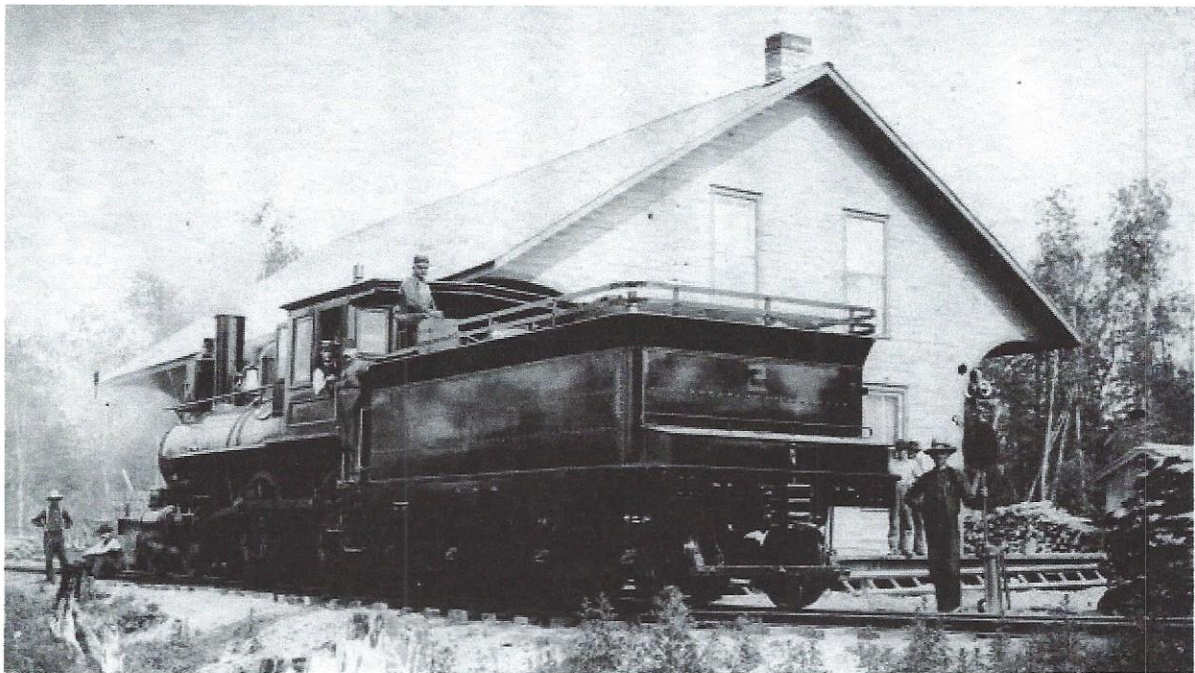
<u>IB&O Mileage</u>	<u>CNR Mileage</u>	<u>Station</u>	<u>Notes</u>
0.0	50.9	Myles/Kendricks /Howland Jct	Junction with Victoria Railway. Turntable
3.0	.	Conways (f)	.

4.9	46.0	Furnance Falls	.
9.2	41.7	Irondale	.
11.3	.	Maxwells (f)	.
16.9	34.0	Gooderham	.
24.6	26.3	Tory Hill	.
27.5	.	Ward (f)	.
30.1	20.8	Wilberforce	.
33.5	.	Ironsides	.
34.9	16.0	Harcourt/ Mumford	.
38.9	12.0	Highland Grove	.
45.0	5.9	Baptiste	Shops and Turntable.
46.5	4.4	Hughes (f)	..
50.9	0.0	York River	Junction with Central Ontario Railway

(f) = Flagstop

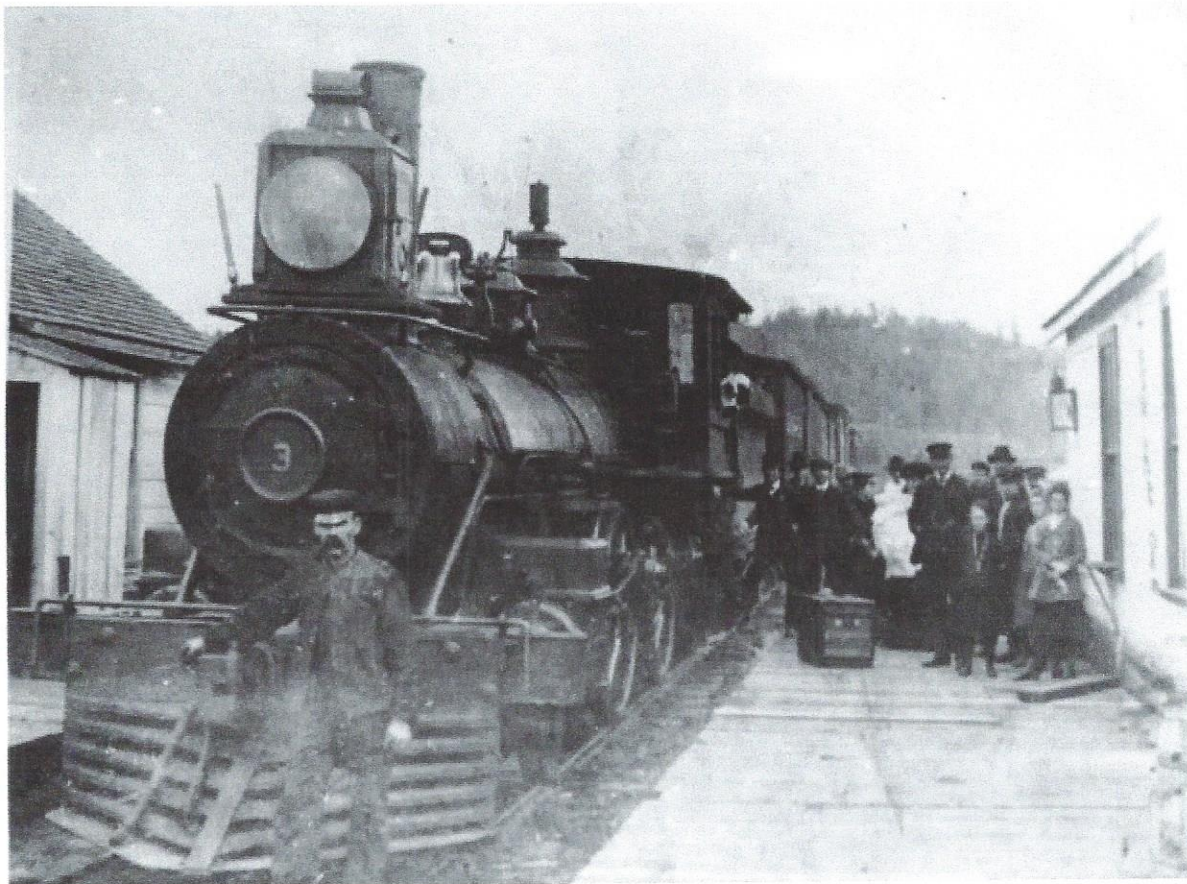


The date is 15 August 1953 and the passenger train has arrived at Howland Jet from Bancroft. On the left is the track to Haliburton. Chad Stoughton is unloading the baggage car. Mrs. Irene (J. M.) Howland is standing by the station. The first station was a two-storey structure with waiting room and freight room on the first floor and living space on the second floor. This structure burnt in 1917 and was replaced by the station you see above.

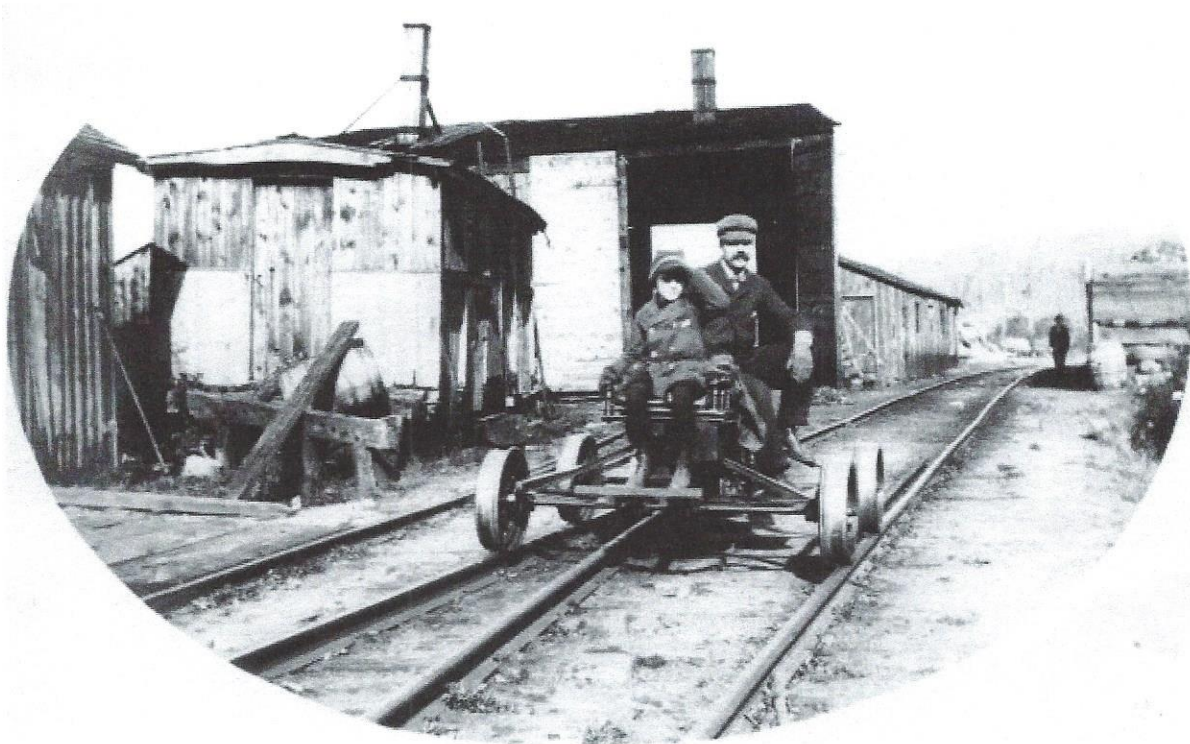


IB&O 4-4-0 #2 with shiny new paint stands at the station at Wilberforce, July 1895. The loco has been recently delivered new from the Kingston Locomotive Company.

Here's another view of Wilberforce station only several years later. IB&O #3 is on the head end of this mixed train.



Baptiste, on Baptiste Lake, is located about 15 miles north and west of Bancroft. For many years, Baptiste was the end of line for the IB&O. It was at Baptiste that the IB&O maintained its repair shops. In the photo below, L.B. Howland and his son, Milton sitting on a motorized railcar at the IB&O roundhouse at Baptiste, 1905. What kind of modern vehicle was this?

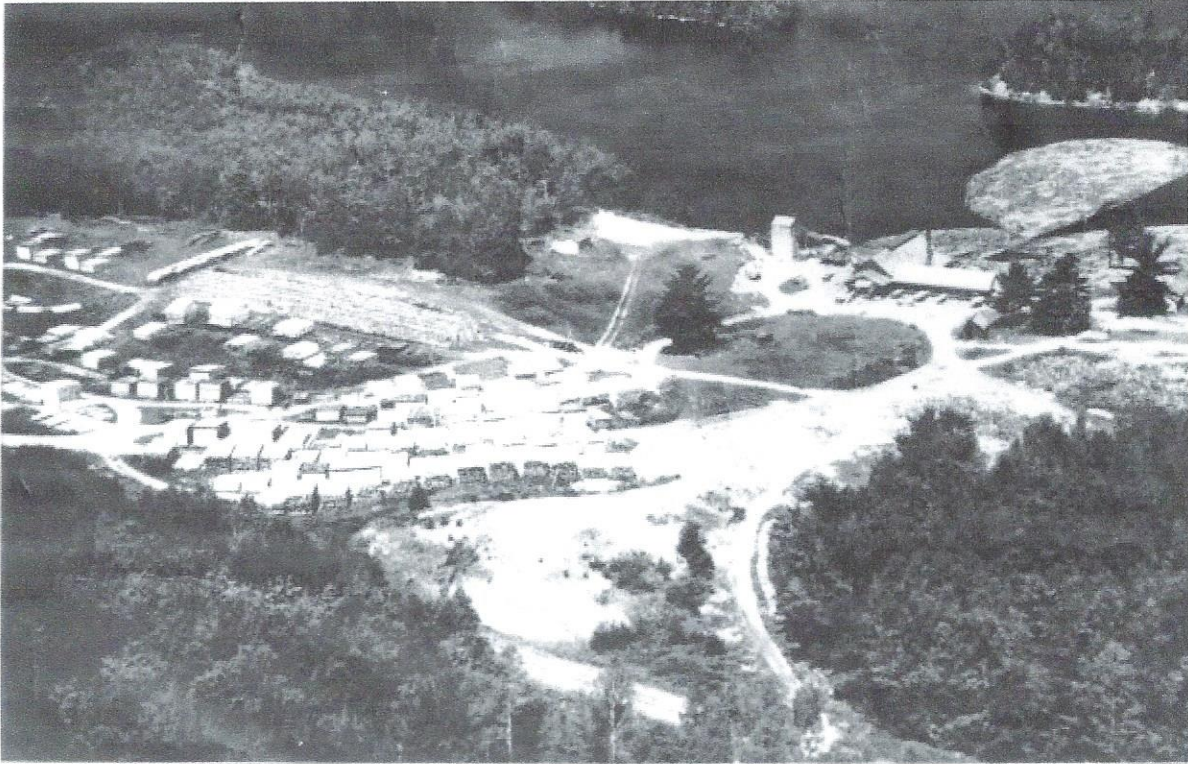


The IB&O traversed very rough country that, for the moment, was very rich in timber. Typical of this type of industry was this scene at Harcourt. IB&O 4-4-0 #3 is switching some boxcars into Harcourt Lumber circa 1897.



Harcourt Lumber Co's Mills

A more recent scene is this 1959 view of Martin Bros Lumber at Baptiste Lake. What looks like a road in the foreground is actually the IB&O main line with a siding coming in from the right to service the mill. There may have been more sidings in the complex but that's a mystery I have to solve in my historical railway research.



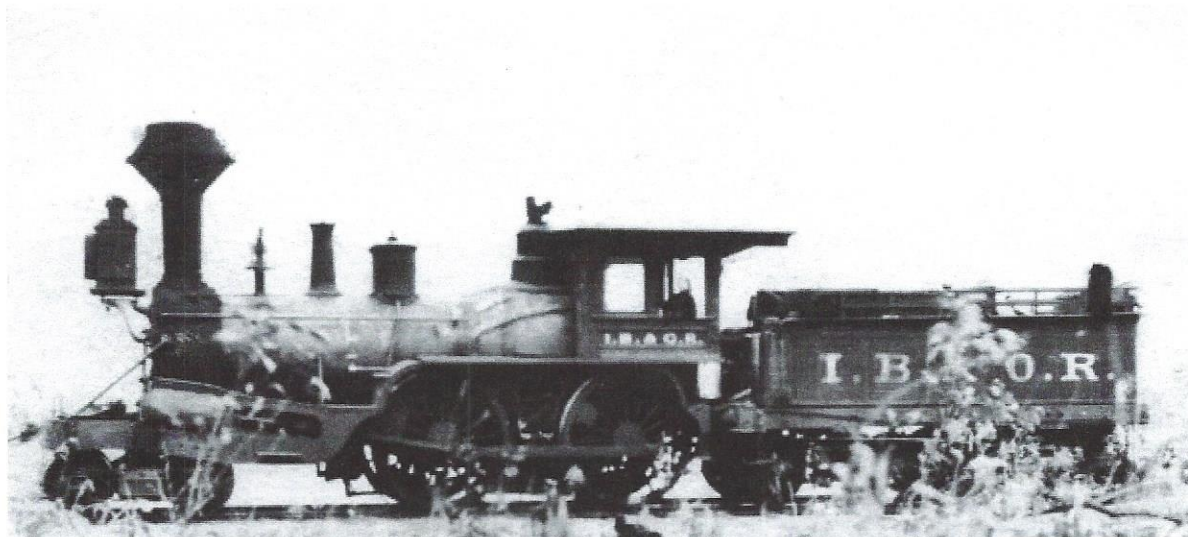
Back	Index	Next
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Back	Index	Next
----------------------	-----------------------	----------------------

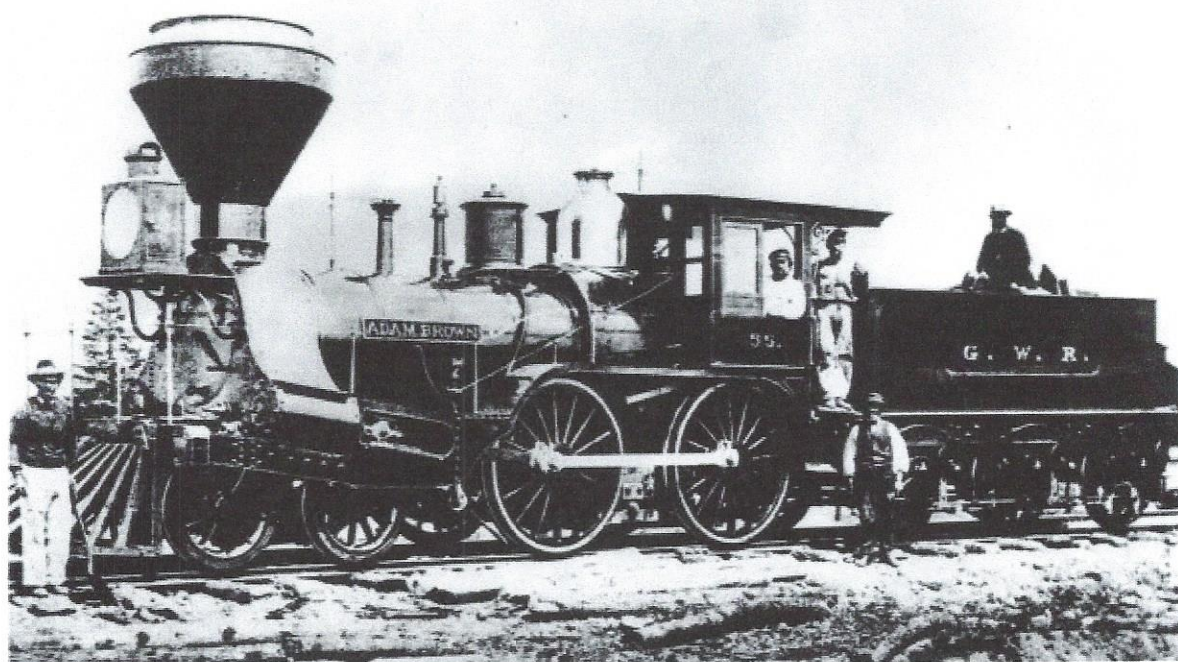
Locomotives of the Irondale, Bancroft & Ottawa

The Irondale, Bancroft & Ottawa motive power was typical of many backwoods railways of Ontario. Second-hand 4-4-0 locomotives, typically ex-Grand Trunk power, was the order of the day with the occasional new locomotive. In all, the IB&O only had 3 locomotives before it was acquired by the Canadian Northern.

IB&O#1 was of ex-Grand Trunk stock, although very little is known about it's antecedents. Also called the "Mary Ann" as a tribute by it's first engineer, Samuel Edward Hancock, to his wife. It is presumed to have been built in 1855 by Birkenhead of England for the Great Western or the Grand Trunk Railway and sold to the IB&O in 1886. Originally built as a 2-4-0 to broad gauge of 5'6". Rebuilt to a 4-4-0 type and standard gauge in. It is presumed to have been scrapped sometime between 1905 - 1910.

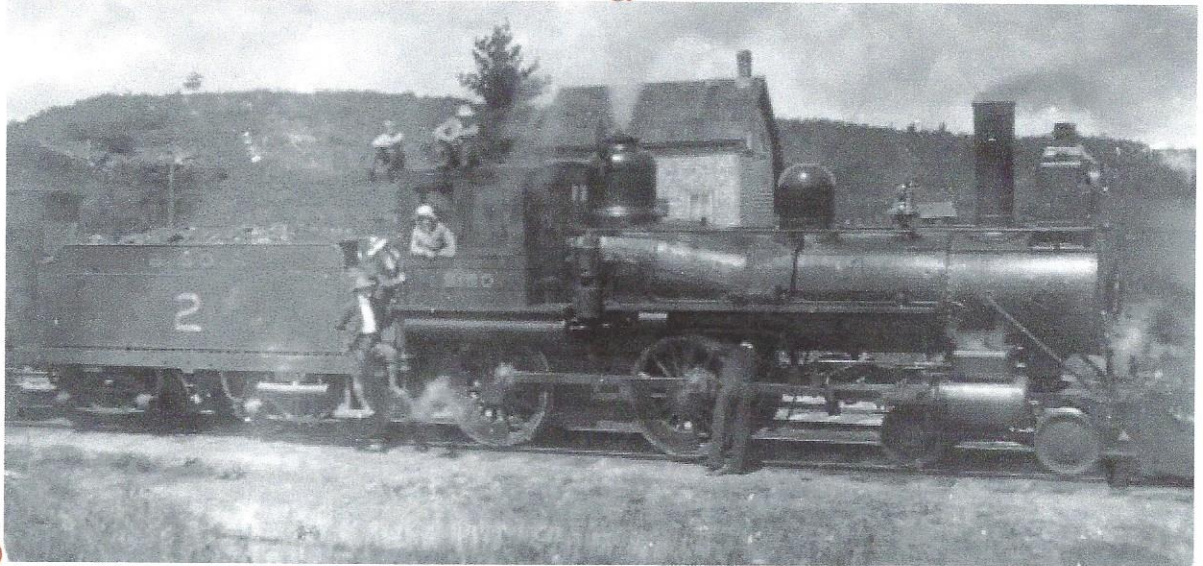


IB&O #1 is similar in construction to a series of locomotives built for the Great Western Railway. Is it coincidence that GWR 4-4-0 #55 Adam Brown is similar in construction to IB&O #1? GTR locomotive records in the Andrew Merrilees collection, however, don't indicate whether it was one of these locomotives that was sold to the IB&O - possibly through a scrap dealer.



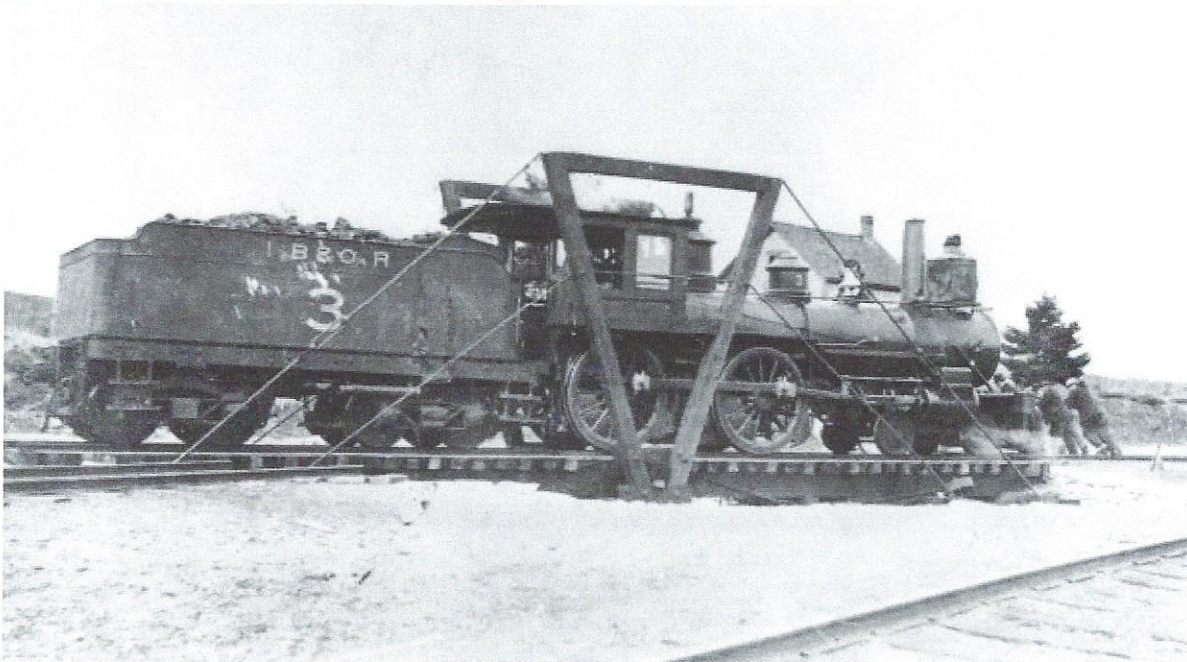
IB&O 4-4-0 #2 was built by Kingston Locomotive Works at Kingston, Ont in 1895 for the IB&O. Scrapped in 1912 - 1913 when the Canadian Northern consolidated and renumbered all of the locomotives belong to the little railway lines that it had acquired in Ontario. In the photo below, IB&O#2 is at Myles Junction. (The gentleman in the big panama hat hanging on to the side of the engine resembles a Howland. This person is seen in many of the other photos in the

Howland collection at the Canada Science & Technology



Museum.)

IB&O #2 was wrecked in 1902. The IB&O quickly acquired another loco (from the insurance claim or so it is rumoured), IB&O 4-4-0#3, from the Grand Trunk. IB&O#3 is shown below on the turntable at Myles Junction. IB&O #2 was repaired but only after the insurance company paid the claim and IB&O #3 was bought - or so it is rumoured).



The Grand Trunk locomotive records in the Merrilees collection at the National Archives of Canada indicate that the locomotive was built in September 1873 by Manchester Locomotive Company, Builder #596 for the Grand Trunk Railway as their #155. Renumbered in 1898 as GTR #293. Sold to the IB&O in 1902 as their #3. Scrapped in 1912 at Trenton, Ont. Since Trenton was the main CNoR division yards, was #3, along with #2, ever renumbered into the

CNoR?

The quest begins!!

Back

Index

Next
