

CANADIAN PACIFIC RAILWAY

LONDON DIVISION

As reported in Railway and Shipping World and Canadian Railway and Marine World. 1898- 1936

August 1898 Woodstock p. 237

A new and handsome station has been completed at Woodstock.

August 1904 Parkdale Second Track p. 273

A second track was installed Parkdale to Toronto Junction.

October 1909 p.739

An extension to the machine shops at West Toronto. An enlargement of the eight stall roundhouse by the addition of three stalls each of which is eighty feet long made of concrete and wood.

January 1910 p. 37

London roundhouse seven stalls. Plan a new roundhouse.

September 1910 p.731

Plans for a second track from Lambton to the Humber.

December 1910 p. 1025

The Lambton station was moved closer to Dundas Street.

April 1911 p. 339

Plans for a twenty-two stall roundhouse at London.

September 1911 p. 845

West Toronto Station the work was nearly completed.

September 1911 London p.845

At London work had been started August 10, 1911 on a new bridge across the Thames River. Work had started on a new roundhouse and coal shed at London.

October 1911 London p. 945

London Improvements: A new bridge over the Thames river and the old link and pin bridge sent to Mattawa.

December 1911 London p. 1131

Work on the London Roundhouse was completed on Quebec Street.

December 1913 Galt p. 577

An eight track downtown yard laid on Main Street in Galt.

January 1915 Campbellville p.15

Canadian Pacific was planning a Bolton to Campbellville route.

August 1915 North York Station p. 298

Plan for a North York Station, Toronto.

September 1915

CPR plans a North York grade separation.

October 1915 p. 393

The cornerstone was laid September 9th, 1915 on the new North Toronto station.

July 1916 p. 287

The old CPR North Toronto station was leased to the City of Toronto for use as a market.

May 1917 p. 182

A second track at Toronto, Leaside to North Toronto.

December 1917 p. 465

A second double track Leaside to North Toronto.

March 1926

Fast Train to London

p. 135 B

A fast train was run on the Canadian Pacific Railway, Mr Leon of Carlings Brewery, Montreal, in order to reach the bedside of a sick relative in London, Ontario and was too late for the regular morning train chartered a special Canadian Pacific train of one locomotive and two cars for himself and two other relatives which left Montreal on February 19th (1926) at 12:03 P.M. and proceeded via Lake Ontario Shore Line, Leaside Junction and North Toronto station arrived at West Toronto station at 6:30 P.M. doing the 340 miles in six hours and 27 minutes or at an average speed of 52.27 miles per hour.

September 1926

p. 462

The new concrete forty-two foot subway over Hurontario Street was opened July 23rd, 1926.

January 1927

p. 3

The Canadian Pacific rebuild the bridge over Wyandotte Street in Windsor. The ferry slip at Windsor went from two tracks to three tracks.

April 1927

CPR plans to install electric light block signals from Streetsville Junction to Guelph Junction that would give continuous signals from Toronto to Woodsock. Other plans; a ninety foot turntable for Windsor, and a new turntable for St Marys. A four stall rectangular timber frame and Gunitite locomotive house for Guelph Junction. There is not one there at the present.

October 1927

p. 581

Puslinch grade separation.

April, 1928

p. 183

Canadian Pacific plans for a new coaling plant at Windsor and a seventy foot turntable for Ingersoll North.

February 1932

p. 55 & 70

Galt Bridge reconstruction.

GUELPH AND GODERICH RAILWAY

July 1906

p. 391

Tenders were called for a branch line off the Guelph and Goderich line for fifteen miles Listowel to Linwood.

August 1906

p. 471

The first section of the line from Guelph to Elmira was opened for traffic.

September 1906

p. 547

A train service was put on the line as far as Millbank thirty miles.

October 1906

p. 577

Grading waqs completed to Blyth.

November 1906

p. 643

Trains had been operating between Guelph and Elmira sixteen miles for some time and it is expected that a regular train service will be put on a further thirty-five miles to Milverton. There was a legal fight on between the contractors and the Grand Trunk Railway respecting the right of way. The Grand Trunk in laying an additional track to the grain elevator scooped away a portion of a hill under which the Guelph and Goderich runs weakening the trestle-bank.

December 1906

p. 725

Nicoll made an inspection of the line as far as Milverton on November 8th, 1906; and the line opened for traffic on November 15th, 1906.

January 1907

p. 19

Track had been laid from Guelph to Blyth 63.5 miles. The branch to Listowel was under construction.

June 1907

p.411

Vice-president D. McNicoll went over the entire line by special train on May 11th, 1907.

July 1907

p. 481

Trouble with the bridge at Goderich.

August 1907

p. 587

The portion of the line from Milverton to Blyth was opened for traffic on July 8th, 1907. It was expected to open for traffic the addition mileage into Goderich in the fall.

September 1907

p. 659

Track had been laid on the line to the bank of the Maitland River at Goderich, Ontario and the line was opened for traffic on August 26th, 1907. At Goderich the Maitland river would be crossed by a large bridge, and a cement wall was built on the bank of the river which separated the high level tracks from the low level tracks of the Grand Trunk Railway.

October 1907

p. 749

The official celebration in connection with the opening of the Guelph and Goderich Railway took place in Goderich, September 12th 1907. The line is an extension of the Guelph Junction Railway and was opened August 26th, 1907. It had a total length of eighty miles. It was opened from Guelph to Elmira in August 1906 and subsequently to Milverton and Blyth, but owing to the heavy work which had to be undertaken at Goderich the opening of the last few miles from Blyth had to be delayed until August 26th. The first meeting called to secure a Canadian Pacific connection for Goderich was held at Brussels December 16th, 1884.

The branch from Linwood to Listowel was proceeding and the grading was nearly completed. Track laying was to start in September.

November 1907

p. 827

The Listowel station was a 30 by 77 foot brick structure.

January 1908

p. 25

Track was reported to have been laid on the Listowel branch as far as the Carthage Side Road, and the grading gang was working near the boundary of Elmer and Morninton Townships.

March 1908

p. 199

Track had been laid on the branch from Linwood to Listowel a distance of thirteen miles and it was expected to have the last 3.5 miles completed shortly.

June 1908

p. 399

Track-laying was completed into Listowel, Ontario on the branch line in early May 1908. Train service was expected soon.

August 1908

p. 549

The branch of this line from Linwood to Listowel, Ontario about fifteen miles was opened for traffic on July 1st, 1908.

SOUTH ONTARIO PACIFIC RAILWAY
GUELPH JUNCTION TO HAMILTON

October 1911

p. 945

The South Ontario Pacific railway good progress had been made Guelph Junction to Hamilton. A steam shovel was at work Milepost 15.7 to the junction with the Toronto Hamilton and Buffalo Railway at Milepost 16.28.

August 1920

p. 428

Interlocking plant installed at Hamilton Junction.

March 1932

p.120

Canadian Pacific Railway runs CPR gas-electric car No. 46 Hamilton to Goderich

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