

TILLSONBURG
LAKE ERIE
AND PACIFIC
RAILWAY

Aug. 1887-337

Tilsonburg, Lake Erie and Pacific Ry.

Work has been commenced on the extension of this line from Tilsonburg to Ingersoll, Ont., 15 miles by Dart & Hamilton, of Ridgelytown, who have the contract for the whole work of clearing the right of way, building culverts, stone work for bridges, ballasting and track-laying. It is to be completed by Nov. 1. The line will run very nearly north from Tilsonburg through the townships of Dereham and West Oxford and the small villages of Ostrander, Mount Elgin and Salford. The maximum gradient will be 1%, and the maximum curve 6 deg. 10 min. The country is quite rolling and the gradients will change very frequently. There will be no large bridges; nothing to exceed 16 ft. in length. The culverts will be mostly iron and concrete. The rails will probably be 65 lbs. There will be about 2 miles of sidings. The south end of the extension near Tilsonburg is not settled, the matter being before the Railway Committee of the Privy Council. Bell & McCubbin, of St. Thomas, are the engineers in charge of construction. (Aug., pg. 233.)

Vancouver, Westminster and Yukon Ry.

September 1901

Tilsonburg, Lake Erie and Pacific Ry.—Recent press reports stated that J. Charlton, M.P., was promoting a railway from Port Rowan to Collingwood, and that active building operations had been commenced at the southern termination. The report evidently refers to the T.L.E. and P.R. Co., of which Mr. Charlton is President, which has its line in operation from Port Burwell to Tilsonburg, Ont., 20 miles, and has about completed an extension from Tilsonburg to Ingersoll, 15 miles. This 35 miles of track will give the T.L.E. and P.R. connection with the four trunk lines of Ontario, and the Co. expects to be in a position to command the coal trade of central Western Ontario, and also to supply the C.P.R., the G.T.R., the Michigan Central Ry. and the Wabash Rd. within the same area. At Port Burwell the harbor is approaching completion, and will be the equal of any on Lake Erie, having 18 ft. of water, and a turning basin 360 ft. in diameter, 1,700 ft. inside the ends of the piers. The Co. proposes to establish a coal ferry to one of the U.S. coal ports, either Erie, 46 miles, the nearest, or Fairport, 57 miles, the furthest; with Conneaut, or Ashtabula, lying between them. As to any extension of the line northerly everything is pure speculation,

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December 1901

There has been some talk of an extension from Ingersoll to Stratford and thence to Collingwood, but there is as yet nothing tangible in the scheme.

Grading was completed early in Nov., and a contract was given to Dart and Hamilton for the tracklaying and ballasting of the extension to Ingersoll. The tracklaying will include 4 miles of siding. It was expected to have this work completed before the end of the season. (Sept., pg. 275.)

At a recent meeting of the Railway Committee of the Privy Council at Ottawa it was agreed between the parties interested that the T.L.E. and P. Ry. should cross the G.T.R. line near the station of the former Co. in Tilsonburg, at right angles, on level crossing, and without grade, and that the former should run its line parallel to that of the Great Western and across the Canada Southern Ry. by an independent subway.

Toronto, Hamilton and Buffalo Ry.—It

December 1901

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Huntsville and Lake of Bays Ry. Co.—
The charter of this Co. has been acquired by the Huntsville, Lake of Bays and Lake Simcoe Navigation Co. (Ltd.) We are informed that it is intended to construct the line authorized from the north end of Lake of Bays to the south end of Peninsula lake this season if possible. The grading is comparatively easy and no bridges will be necessary on the $1\frac{1}{2}$ miles. The line will be operated by steam. The Co. does not at present propose to take any action in reference to the line authorized to be constructed to connect Lake of Bays and Hollow lake. (June, pg. 191.)

Huntsville and Lake of Bays Ry. The surveys for the

August 1902