

TILSONBURG
LAKE ERIE
AND
PACIFIC
RAILWAY

of the Canadian Northern. (Sept., pg. 275.)

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,

December 1901

THE RAILWAY AND SHIPPING WORLD.

Di- There has been some talk of an extension
n- from Ingersoll to Stratford and thence to
o- Collingwood, but there is as yet nothing tan-
n- gible in the scheme.

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

of At a recent meeting of the Railway Com-
ro- mittee of the Privy Council at Ottawa it was
ce, agreed between the parties interested that
he the T.L.E. and P. Ry. should cross the
his G.T.R. line near the station of the former Co.
ep- in Tilsonburg, at right angles, on level cross-
va- ing, and without grade, and that the former
m- should run its line parallel to that of the Great
l of Western and across the Canada Southern
end Ry. by an independent subway.

as
co
ing
in
B.
S.
lab
ne
sid
sw
ha
Si
te
B.
H.
wo
a
of
st

December 1901

ance against the general contractor, one of the grounds alleged being that the terms under which they started work are being varied, and another that they are asked to purchase all their supplies from the contractor, paying him 15% on the purchases. An appeal is reported to have been made to the Commissioner of Public Works on the subject. (Jan., pg. 23.)

Tillsonburg, Lake Erie and Pacific Ry.

The extension from Tillsonburg to Ingersoll, Ont., 15 miles, has been put in operation for both freight and passenger traffic. The line from Port Burwell to Ingersoll, is 35 miles in length. The Port Burwell harbor is completed. It has a depth of 18 ft., and a turning basin 2,000 ft. from the entrance, 375 ft. wide. The piers are set several feet deep in blue clay, and the work is of a most permanent character. The harbor opens out into deep water, and can be kept open for car ferry purposes throughout the winter. The T.L.E. and P.Ry. crosses the G.T.R. air line, Michigan Central, the Tillsonburg and Brantford branch of the G.T.R., and connects with the C.P.R. at Ingersoll. The projected extension of the Lake Erie and Detroit River

Ry. from St. Thomas to Buffalo will cross the T.L.E. and P. Ry. The T.L.E. and P.Ry. will have special facilities for the coal trade. Port Burwell is 51 miles from Erie, Ohio; 49 miles from Conneaut, Ohio; 57 miles from Ashtabula, Ohio, and 63 miles from Fairport, Ohio. It will furnish commercial coal to the towns upon the route, and to the other towns which may be reached by the Michigan Central, the T.H. and B., and the C.P.R. The road has a charter for an extension from Ingersoll to Collingwood, Ont., about 100 miles. The route selected will be either by Stratford or via Woodstock and Berlin, and bonuses are being asked for. Negotiations are in progress for establishing a car ferry to Port Burwell by putting on a steamer that will carry 30 loaded cars. Either this plan will be adopted or extensive coal docks and pockets will be erected at Port Burwell, and hoisting machinery for taking coal from the holds of coal vessels. (Nov., 1902, pg. 387.)

Toronto and Mimico Ry. (Electric)—Surveys have been made recently for the extension of this line from its present terminus, 5.25 miles from Sunnyside, Toronto, to Oakville, alter

February 1903 P 48

THE RAILWAY AND SHIPPING WORLD.

[APRIL, 1903.]

ie elec-
r mort-
fication
of the
on of a
s from
to St.
station,

Sudbury, Ont. J. A. Milligan, Sudbury, is
solicitor for the applicants.

Tilsonburg, Lake Erie and Pacific Ry.—
Application will be made at the current ses-
sion of the Ontario Legislature by the town of
Ingersoll for the confirmation of a by-law vot-
ing \$20,000 towards the extension of the Co.'s
line from Tilsonburg to Ingersoll.

STANDARD TIME TABLE AND RAILWAY RATES. P. 1.

concrete abutment. The remaining 240 ft. of
trestle was filled in and heavily rip-rapped on
the up-stream side of the embankment. The
whole work was done without accident or de-
lay to trains, and the bridge is now well above
the extremest floods. These improvements
have proved beneficial to the city of Brantford
in giving 100 ft. more clear waterway, allow-
ing the ice to escape to a lower level more
easily and thereby lessening the possibility

April 1903

JUNE, 1903.]

TH]

switching, making up of trains, tracing of engines, handling of passengers and freight, issuance of tickets, cleaning of cars, supplying of coal and water, and all the other work pertaining to the terminal. In view of the possible cancellation of the G.T.R. running rights over the C.P.R. from Nipissing Jct. to North Bay, the Commissioners have secured running rights between the same points, which will give the T. and N. O. Ry. a connection with the G.T.R. as well as with the C.P.R. (May, pg. 152.)

Tillsonburg, Lake Erie and Pacific Ry.

The proposed extension from Ingersoll to Georgian bay is under consideration by the different municipalities, and those on the suggested route having a terminal at Collingwood are favorable to voting subsidies. The Company recently applied to the Owen Sound Board of Trade asking what subsidy would be voted to secure the terminal there, but the application was not considered. A large deputation recently waited on the Ottawa Government to urge the granting of a subsidy. (April, pg. 122.)

Toronto and Hamilton Ry. (Electric).

JUNE 1903

n 1890. A WORK TRAIN IS IN OPERATION. (June,
e pg. 219.)

h **Tillsonburg, Lake Erie and Pacific Ry.**
h —At the recent session of the Ontario Legis-
e lature an act was passed confirming a by-law
e of the town of Ingersoll, voting \$20,000 as a
h bonus to this company, in connection with the
e extension of its line from Tillsonburg to In-
is gersoll.

o The Dominion Government has been asked
e to vote a subsidy for an extension of the line
e from Ingersoll to Collingwood, via Embro and
it Stratford. (June, pg. 219.)

Windsor and Hamilton Ry. (Electric) —

JULY 1903

the
108 has already been approved by the general
body of bondholders in London, Eng.

Tillsonburg, Lake Erie and Pacific Ry.

ra- The shareholders of the C.P.R. will be
04. asked at the annual meeting Oct. 5 to ap-
ing prove of the lease of the line of the T., L.E.
in- and P. Ry. at a rental equal to the interest of
for an issue of bonds not to exceed \$25,000 a
the mile. This will total \$875,000, which is the
ers amount of bonds the company is at present
10. authorized to issue. A meeting of the share-
the holders of the T., L. and P. Ry. will be held
ine to approve of the lease at an early date.

ur, The T., L. and P. Ry. extends from Port
tor Burwell, Lake Erie, to Ingersoll, Ont., 35.33
nd miles, and it may be extended under its char-
ant ter to Collingwood, either by Berlin or Strat-
00. ford. The extension into Ingersoll was com-
ind pleted in 1902. Its main line and five miles of
eb. sidings are laid with steel rails of 56, 65 and
70 lbs. weight. The equipment consists of
four locomotives, six 1st class passenger cars,
13 cattle, freight and box cars, and 17 plat-
an form cars. During the year ended June 30,
m- 1903, it carried 26,672 passengers, and 20,-
ily, 937 tons of freight, its passenger trains run-
, a ning 34,220 miles, and its mixed trains 10,920
of miles in so doing. The gross earnings for
the year amounted to \$19,239.12, and the net
to \$842.51; the figures for the year ended
June 30, 1904, are not yet obtainable. The
common stock issued and paid up is \$400,-
000; the company received by way of
bonus \$113,431.48 out of a total of \$151,712
voted by the Dominion Government; \$38,564
from the Ontario Government and \$75,000
from municipalities. The cost of the line, ex-
clusive of equipment is given as \$326,200.

The Toronto and York Radial Ry. Co.

October 1904

crown grant made for the property.

Tillsonburg, Lake Erie and Pacific Ry. — Plans have been filed for a proposed extension of two miles at the Ingersoll end of the line. The company has powers to construct a line to Collingwood, either by Stratford or Berlin. D. McNichol, Vice President C.P.R., which has leased the line, and other officers of the C.P.R., inspected the terminals at Port Burwell, Ont., on Lake Erie, with a view of deciding on extensions, April 7.

MAY 1905

the spring. (Dec., 1901, pg. 359.)

Tilsonburg, Lake Erie and Pacific Ry.--

It was originally intended to run for about 1,800 ft. on the G.T.R. tracks at Tilsonburg, and then under the Michigan Central Rd. for the purpose of laying track, but this was found to be impracticable, and an additional $1\frac{1}{4}$ miles of track has had to be constructed. On this there will be 2,400 ft. of an 8 to 12 ft. cut. As the season is late work on this is slow, but it is expected to complete it by the middle of Feb. The track laying is delayed in consequence of this extra work. (Dec., 1901, pg. 359.)

wi
it i
tic
do
a l
be
G
us
in
(I
L
th
b

SEPT., 1905.]

THE RAIL

Sullivan is engineer in charge, and A. Wilson, of Montreal, is geologist. It is expected that the exploration party will be absent about five months. A recent report states that the parties are experiencing considerable difficulty in their work on account of forest fires, and that one party had been turned out twice.

The proposition to electrify the section of the line from North Bay to New Liskeard, is under consideration by the Government.

It is understood that the recommendation is that the single phase system be adopted. B. S. Arnold, of Chicago, is consulting electrical engineer, and C. H. and Richards, electrical engineers, Toronto, made the reports under his direction. (Aug., pg. 351.)

Tilsonburg, Lake Erie and Pacific Ry.—The Board of Railway Commissioners has approved of plans for the extension of this line from the present southerly terminus at Port Burwell, Ont., across Otter Creek to the southerly limits of the company's property at that point.

The negotiations in progress for the extension of the line from Ingersoll, through Elgin and St. Mary's to Stratford, where it will join a projected branch of the Guelph and Goderich Ry., from Conestogo, are progressing satisfactorily. The St. Mary's town council has decided to submit a by-law for the provision of a \$35,000 bonus. The Stratford joint railway committee has completed an agreement with the C.P.R., which controls the T.L.E. and P. Ry., as well as the G. and G. Ry., respecting the line between Stratford and Conestogo. This provides for a \$30,000 bonus for the right-of-way in Stratford, the line to be completed by Dec., 1906, and that to Ingersoll by Dec., 1907. (Aug., pg. 353.)

Toronto, Hamilton and Buffalo Ry.—The

The order

The present locomotive

The ment at its

The vised any a

The new They

The Ont., North

length The Brough

mark equip

The has n 100,000

order The Ry. C

work facta

F. built N.S. cars,

Th St. J coach

three snow

September 1905