

GRAND TRUNK
MIDLAND TO
TORONTO
CUT-OFF

TINY JCT. TO
BIRCH JCT.

1911

Montreal and Toronto.

Tay Jct. to Birch Jct.—The Board of Railway Commissioners has authorized the opening for traffic of the line between Tay Jct., on the Orillia-Midland line, and Birch Jct., on the Penetanguishene line. This order rescinds the previous order under which the line was opened for traffic, as mentioned in our last issue.

Montreal to Ont.—The Board of

Galloway-Waldo	10.00	463.20	1
ESQUIMAULT AND NANAIMO RY.---			
Cameron Lake to Port Alberni, B.C.	26.00		1
GRAND TRUNK RY.---			
Birch to Tay. Ont.	8.20		1
GRAND TRUNK PACIFIC RY.---			
SASKATCHEWAN			1
Dalmeny to Regina	61.00		1
Moscham to Waraw	42.00		5

of a dam than a pier."

Wyevale to Tiffin, Ont.—There is under construction a cut-off from Wyevale, on the Penetanguishene branch to Tiffin, Ont., on the Midland branch 8.90 miles. The Midland Railway Construction Co., Midland, has the contract.

Calt and Elmira Branches.—A depu-

NOVEMBER, 1911.]

THE RAILWAY AND MARINE WORLD.

1089

deration in the first instance, there has been laid practically 2,300 miles of main line track, and on large sections on which the construction of the road-bed is already advanced, a large addition will be made to the track mileage within the next few months.

Under agreements with the Government to provide equipment for the op-

Midland-Penatang Branches Connection.—The Board of Railway Commissioners has authorized the opening for traffic of the line from Tiny Jet, on the line from Orillia to Midland, to Saurin Jet, on the line between Colwell and Penatangushene, Ont. A service of two trains a day each way was commenced Oct. 8.

ments in London, Ont., until the work in progress in Toronto is out of the way. (Oct., pg. 948.)

Traffic Orders by the Board of Railway Commissioners.

Summaries of other orders are given on another page under "Orders by the

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Grand Trunk Railway Tourist Traffic to Georgian Bay.

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The G.T.R. has made arrangements with the Midland, Ont., Town Council under which tourist traffic to Georgian Bay will be handled from Midland, instead of from Penetanguishene as heretofore. The G.T.R. will run an express train from Toronto to Midland. The service will probably be started June 25, continuing to about Sept. 6. The northbound train will leave Toronto about 10 a.m. reaching Midland about 2 p.m., and the southbound train will leave Midland about 12.45 p.m., reaching Toronto about 4.20 p.m. The traffic on Georgian Bay will be handled by the Georgian Bay Tourist Co., and the Honey Harbor Navigation Co.

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The agreement with the G.T.R. provides that the Town of Midland shall provide this year a plank platform 10 ft. wide paralleling track 11, from 60 ft. west of the westerly limit of King St. easterly to the intersection of track 11 and the Esplanade track, for the transfer of passengers between trains and steamboats; to increase the width of the present planked portion of the dock from 24 ft. to 40 ft. for the whole length of the dock, and to erect a canopy roof thereon 14 ft. wide by 158 ft. long, together with fences; to arrange for the free use by the G.T.R. of the warehouse at the foot of King St. until a permanent baggage room is built by the town, to undertake the transportation of passengers and baggage between the trains and the steamboats, and to provide for a steamboat service between Midland and Copperhead. The town also agrees to complete in 1922 the construction of the dock from King St. westerly to a point in line with the present planked portion of the dock, and to extend the railway siding from the easterly limit of King St. to the westerly end of the dock, the work to be of sufficient strength to carry passenger trains; to rebuild and maintain the trestle from the eastern limit of King St. to the easterly limit of the trestle; and to repair the siding thereon and the track approaching it, to erect a frame building 42 x 14 ft. containing a waiting room 14 x 21 ft., lavatory accommodation and a baggage room adjoining the station, for the accommodation of the traffic. The G.T.R. agrees to continue to run tourist traffic via Midland as long as the steamboat service and all other facilities are satisfactorily maintained.

Ticket Collectors on Canadian National Rys. Trains.—Hon. R. Lemieux, Maisonneuve and Gaspe, Que., asked in the House of Commons recently: "How

MAY 1921

Thursday,
September 28, 1911

The Northern Advance (Barrie)

Page 5, col. 2

ACROSS THE BAY

..

→ Operator Dixon of the G.T.R. has been transferred to Midland.

..

→ On Thursday the Penetang train was so heavy it necessitated a second engine to take it out.

→ Mrs. Fisher of Bradford is the successor to our late ticket agent E. Chester, who resigned.

..

→ The new G.T.R. branch to Midland via Wyevale is becoming very busy as the company is hauling all its grain over this new route from the elevators in Midland.

..

From the present outlook it is possible that the G.T.R. will start passenger service over their new branch from Wyevale to Midland at once. Orders were given last week to fix up a coach here to be used as a temporary office and waiting-room at Wyebridge, so it is likely that this will be used to accommodate the travelling public at that point until such time as they can erect a more suitable station.

Railways: G.T.Ry.

Stations: Wyebridge

|<< < 58 59 60 61 62 63 64 65 66 67 > >> >>|

Results

Link to this article <http://cnr-in-ontario.com/Database/DisplayArticle.php?articleID=2415>

Thursday,
September 28, 1911

The Northern Advance (Barrie)

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HEAD-ON COLLISION MILE EAST OF MIDLAND.

Two trains running as extras between Midland and Orillia met head on one mile east of Midland at 5 a.m. Saturday morning. P. Armstrong of Allandale, car cleaner, was badly shaken up and was sent to the Midland Hospital. The train crew jumped and escaped serious injury. The trains were in charge of Conductors Hoover and Fair. Errors in orders is given as the cause. Mr. Armstrong was hurt so badly he was unable to be brought home but it is thought he will be home during the latter part of this week.

Railways: G.T.Ry.

Stations: Midland

|<< < 60 61 62 63 64 65 66 67 68 69 > >> >>|

Results

Link to this article <http://cnr-in-ontario.com/Database/DisplayArticle.php?articleID=2418>

Thursday,
September 28, 1911

The Northern Advance (Barrie)

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Railways: [G.T.Ry.](#)

Stations: [Wyebridge](#)

|<< < 56 57 58 59 60 61 62 63 64 65 > >> >>|

Results

Link to this article <http://cnr-in-ontario.com/Database/DisplayArticle.php?articleID=2414>

Thursday, October 12, 1911

The Northern Advance (Barrie)

Page 5, col. 1

ACROSS THE BAY

..

On Friday afternoon the Midland passenger No. 25 left here with two engines.

..

→ On Monday night No. 1660 left the rails against at the Essa street crossing in exactly the same place as it did on Saturday. It was finally replaced after about an hour's work.

Railways: G.T.Ry.

Stations: Allandale

|<< < 68 69 70 71 72 73 74 75 76 77 > >> >>|

Results

Link to this article <http://cnr-in-ontario.com/Database/DisplayArticle.php?articleID=2425>

Thursday, October 26, 1911 The Northern Advance (Barrie)

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ACROSS THE BAY

→ Mr. Owen Peters succeeds Mr. E. McFadden at the roundhouse.

..

→ Mr. V. McGinty has been transferred to Birch, where he will be chief operator.

→ Mr. H. Channen has accepted a position in the Train Masters' office as junior clerk.

→ Mr. Chas. McNiven has been appointed yardmaster during the absence of Mr. Thos. Blair.

..

→ Mr. James Kearns of the Car Dept. left on Monday to make an inspection of the G.T.R. elevator at Midland.

..

The steam shovel left on Monday for Birch, where they will will put down a lot of heavy ballast on the new road to Midland.

Railways: G.T.Ry.

Stations: Birch

|<< << < 79 80 81 82 83 84 85 86 87 88 > >> >>|

Results

Link to this article <http://cnr-in-ontario.com/Database/DisplayArticle.php?articleID=2431>

Thursday, October 26, 1911 The Northern Advance (Barrie)

Page 5, col. 2

SET FIRE TO WRECKED TRAIN.

On Saturday evening about 8.30 two freight trains came together near the Bathurst St. bridge, Toronto, the accident being caused, it is said, by one of the engineers being given the wrong signal. The impact was terrific and several of the cars took fire, necessitating the calling of the College St. fire reels. The fire was extinguished before much damage was done to the cars. The freight train of this division was in charge of Conductor Thos. Cliff, who together with his crew escaped without a bruise. The wreck blocked not only the G.T.R. lines to the Union Station, but also the C.P.R., all the C.P.R. trains going west having to leave the city by way of Leaside Junction.

Railways: C.P.Ry., G.T.Ry.

Stations: Toronto

|<< < 81 82 83 84 85 86 87 88 89 90 > >> >>|

Results

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Thursday, November The Northern Advance (Barrie)
16, 1911

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WRECK SPILLED TRAINLOAD OF WHEAT.

Eleven cars of a wheat train drawn by engine No. 420 were derailed on Sunday morning about 3 o'clock, while coming from Midland down the Hendrie grade, most of them tumbling down the banks on either side of the track. The grain was "sown" in the nearby fields, some hundreds of bushels being dumped in heaps where the cars overturned. Nearly all the Italians on the Northern Division had a hand in shovelling the wheat back into other cars which were soon rushed to the scene of the accident. The Allandale auxiliary left early Sunday morning but did not have all the wreckage cleaned up until Tuesday noon. It was necessary to build a temporary line around the wreck to allow the other trains to pass. A spread rail is said to be the cause of the accident. Conductor Ike Ambrose and Engineer McDougall were in charge of the train. None of the crew were injured.

Railways: G.T.Ry.

Stations: Hendrie

|<< < 90 91 92 93 94 95 96 97 98 99 > >> >>|

Results

Link to this article <http://cnr-in-ontario.com/Database/DisplayArticle.php?articleID=2448>

Thursday, October 12, 1911

The Northern Advance (Barrie)

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ENGINE IN LAKE

About 2 o'clock Monday morning the auxiliary was called to Midland where an engine had been precipitated into the lake. The accident was caused by a rail spreading. After working the balance of the night the steam crane got the engine placed back on the track, not much the worse for its tumble in the water.

Railways: G.T.Ry.

Stations: Midland

|<< < 67 68 69 70 71 72 73 74 75 76 > >> >>|

Results

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Thursday, November The Northern Advance (Barrie)
23, 1911, Vol. 60, No.
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NEW ROADBED FOR PENETANG BRANCH.

On Thursday night forty-one cars of gravel were taken from Walker's pit to the Hendrie grade, and at 3 o'clock Friday morning Roadmaster Horner had a number of men engaged unloading the ballast. The gravel was all unloaded by hand and most of it had to be loosened by picks, as it had frozen, making it very difficult. The steam shovel is now in Walker's pit and it is said the whole Penetang branch will have a new roadbed before spring.

Railways: G.T.Ry.

Stations: Hendrie

|<< < 102 103 104 105 106 107 108 109 110 111 > >> >>|

Results

Link to this article <http://cnr-in-ontario.com/Database/DisplayArticle.php?articleID=2451>

Thursday, August 6, The Northern Advance (Barrie)
1931

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DISTRICT NEWS

...

The officials of the township of Tay have received formal notice that the Canadian National Railways are going to apply for permission to close the station at Wyevale. This would mean that there would be no agent and Wyevale and arrangements for shipping would have to be made at Penetang or Elmvale. The township authorities are strenuously opposed to the closing of the station and are doing all they can to keep it open.

Railways: C.N.Rys.

Stations: Wyevale

|<< < < 1 2 > >> >>|

Results

Link to this article <http://cnr-in-ontario.com/Database/DisplayArticle.php?articleID=2337>

October 2, 1931

B.R.C. File No. 38138 (Wyebridge Sub.
Abandonment) (Ottawa)

The Board of Railway Commissioners for Canada

Application No.

The Canadian National Railway Company hereby applies to the Board for an order under section 23 of Chapter 172, of The Revised Statutes of Canada "The Canadian National Railways' Act" for a recommendation of the Board of Railway Commissioners to the Governor-in-Council that the Railway may abandon the operation of the Wyebridge Subdivision 8.9 miles in length, extending from Tay on the Midland Subdivision 3.25 miles east of Midland to Birch, on the Penetang Subdivision, 12.2 miles east of Penetang, in the Province of Ontario, and states:

The said line was originally constructed for the purpose of moving grain from Midland to Toronto and provide a short passenger route via Allandale between Toronto and Midland.

Until the 24th of May 1931, passenger service was operated to and from Midland in connection with the Penetang and Newmarket Subdivisions train, the power utilized in passenger service from Birch to Midland being returned in freight service from Midland to Allandale.

The passenger and freight movements were so light that it was found economical to cancel the service and handle, via Orillia, in connection with our regular freight service on the Midland and Huntsville Subdivision into Toronto, the small amount of freight there was to move.

During the Summer of 1931 trains nos. 53 and 54 in connection with nos. 56 and 57 provided a fast passenger service from Toronto to Midland over this route, but since the discontinuance of these trains in September 1931, there has been no regular service over the Wyebridge Subdivision, although a wayfreight has occasionally run from Midland to Wyebridge to lift a car of freight. During the summer a satisfactory boat service to Midland is provided via Orillia.

There is only one flag station on this portion of the line, i.e., Wyebridge, which is situated on a paved highway that provides convenient access to Penetanguishene and Midland. The distance to Midland by road is approximately six miles.

The gross earning at Wyebridge are reported to have been as follows:

October 17, 1931 B.R.C. File No. 38138 (Wyebridge Sub.
Abandonment) (Ottawa)

BOARD OF RAILWAY COMMISSIONERS FOR CANADA
ENGINEERING DEPARTMENT

Ottawa, October 17, 1931.

Mr. T.L. Simmons
Mr. Geo. Spencer
Board of Railway Commissioners,
OTTAWA, Ontario.

Dear Sirs:-

File 38138 - Application of the
Canadian National Railways for
recommendation to abandon the
operation of the Wyebridge
Subdivision in the Province of
Ontario.

On October 15th we made an examination of the Wyebridge Subdivision in connection with the application of the Canadian National Railways, under Section 23 of Chapter 172 of the Revised Statutes of Canada, for recommendation from the Board to the Governor-in-Council that the Railway may abandon their operation of this subdivision.

There were present at this inspection, Mr. A.H. Cavanagh, Superintendent, C.N.R., Mr. John Walker, Division Engineer; representing Tiny Township, Mr. William Robins, Reeve, Mr. George King, Councillor, Mr. Thomas Greer, Councillor, Mr. James Wilson, Ex-Reeve, Mr. F.H. Lummis, General Merchant, Wyebridge, Mr. William Stott, Wyevale, Mr. Fred Stott, Wyevale, and Mr. W.H. Clute, Wyevale. A general inspection was made over the whole Wyebridge Subdivision, extending from Tay on the Midland Subidivision 3.25 miles east of Midland to Birch, on the Penetang Subdivision, 12.2 miles east of Penetang. There is one flag station on this line at Wyebridge. Wyebridge is a small village situated on a paved highway and consists of a few houses and two general stores. There are no industries that would be affected by the abandonment by the Railway. The distance from Wyebridge to Midland on a paved road is less than six miles. Members of Council stated that the Gray Dort Bus Company maintains a daily passenger service both ways between Midland and Toronto through

<u>Year</u>	<u>Inward Freight</u>	<u>Outward Freight</u>	<u>Total</u>
1928	\$ 407.88	\$ 3,788.00	\$ 4,195.88
1929	\$ 1,760.67	\$ 2,358.00	\$ 4,118.67
1930 (Jan. 1st-Aug. 31st)	\$ 1,420.17	\$ 2,051.00	\$ 3,471.17

The out-of-pocket cost of operation of trains during the past three years has been as follows:

1928 \$10,701.92
 1929 \$10,378.75
 1930 \$ 4,485.88

The estimated cost for maintenance of this line is \$9,000.00 per annum.

In view of the loss in operation of this Branch and the fact that it is no longer needed for the through service for which it was constructed, we are anxious to effect the economy possible by its dismantlement.

Dated at Montréal, P.Q., this 2nd day of October 1931.

A. Fraser

Assistant General Counsel.

Railways: C.N.Rys.

Stations: Birch, Tay, Wyebridge

|<< < 1 2 3 > >> >>|

Results

Link to this article <http://cnr-in-ontario.com/Database/DisplayArticle.php?articleID=2222>

Wyebridge, and that there are several trucking companies providing daily freight service between these points. No hardship will therefore be experienced by the residents of Wyebridge due to the abandonment of the Subdivision. Mr. F.H. Lummis, Merchant, Wyebridge, stated that he was at present receiving good service from the trucking companies and that there would be no hardship as far as he was concerned. There were no objections from the Councillors and others present with regard to freight or passenger service being abandoned on the Wyebridge Subdivision.

There are five level grade crossings now open over this subdivision and one grade crossing constructed but closed by gates, two overhead bridges and one subway. The overhead bridges are in need of repair. Provision should be made if the line is abandoned that the crossings where the overhead bridges are now situated should be changed to the point of the original roadways.

No objections whatever were voiced by Members of the Council and other representatives of Tiny Townships present at this investigation and we would recommend that the application of the Canadian National Railways for abandonment of the Wyebridge Subdivision should be allowed.

Yours truly,

D. G. Kilburn

Division Engineer,

M. J. McCaul

operating Inspector.

Railways: C.N.Rys.

Stations: Wyebridge

|<< < 1 2 3 > >> >>|

Results

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