



Built: Began 1906-finished 1908

Current Owner: Ministry of Transportation

Built By: C.P.R.
Structure: Trestle Bridge

Current Use: N/A
Original Use: Trestle Bridge for trains

Architectural

During the trestle bridge's existence 1908-1971, it was the longest trestle bridge of its kind in Canada. Standing at 2,141 ft or 651m, the trestle bridge was an engineering marvel. Constructed mostly of lumber, the bridge looked impressive as it spanned the southwestern part of Hogg's Bay (fig.1). Though the bridge was costly to build, it saved much time for trains running to the Port McNicoll grain elevator. Today only the 'Hole in the Wall' (fig.2) and some cement pillars (fig.3) survive in memory of the once great structure. Despite its deconstruction pieces of the bridge now survive as stairs and floors... in the homes and businesses of many local residents.

Fig 1: The trestle bridge



Fig 2: Hole in the Wall



Fig 3: Remains of concrete pillar



Historical

With construction finished in 1908, the C.P.R. had a monumental engineering victory to their credit with the Trestle Bridge. Because the bridge provided a quicker route to get to the Port McNicoll grain elevator, it was seen as a strategic entry point. So much so that during the 2nd World War it was protected against sabotage by soldiers. Thought no one was caught or seen doing anything to the bridge, one soldier did save the life of a small boy who had fallen through thin ice. The last steam engine to cross the bridge was in 1960, No.3626. The last train ran

over the trestle on May 6th 1971. After that, it was decided that a land route would be cheaper to operate and maintain so the bridge was torn down. Now, standing atop "Hole in the Wall" (fig.1) one can see but the remains of the bridge and of the bustling memories it entails for those who were able to see the bridge.