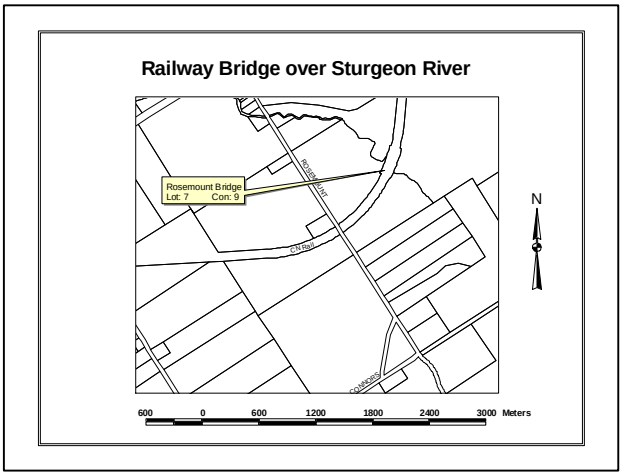

Built:	1907 - 1909	Current Owner:	Canadian Pacific Railway
Built By:	Canadian Pacific Railway	Original Use:	Train bridge
Structure:	Timber bridge; concrete underneath	Current Use:	Recreation trail

Architectural

This train bridge is very strong and has not been taken down but has had alterations since the Canadian Pacific Railway Company first put it in. The bridge is supported by concrete on both sides and underneath (Fig 2). As well, underneath, there is a steel support beam (Fig 2). A railing has been put into place on either side of the bridge for protection of recreation accidents (Fig 3). The bridge originally would not have had any railings because the trains were wider than the tracks and it was not used recreationally. The surface wood on the bridge has been replaced over the years from usage and rotting. However, it is still built with the raised boards as it would have been when the train tracks where still present.

Fig 1: Wood groove tracks

Fig 2: cement and steel support underneath

Fig 3: Railings on side put on after for protection of pedestrians

Historical

The Canadian Pacific Railway Company decided that in 1903, new rail line links were required because of the high demand of wheat across the province. In April 1905, the CPR chose a new terminal site on Georgian Bay opposite the community of Victoria Harbour later known as Port McNicoll. In 1907, a construction contract was given to build the new site on Georgian Bay. The railway link that was being built was called The Georgian Bay and Seaboard Railway and it ran from Port McNicoll to Dranoel (north of Millbrook). The Port McNicoll station became the primary harbour for the CPR when all passenger and freight operations were transferred from Owen Sound. This created more volume over top of the bridge, making it even more practical for it to be made out of concrete instead of wood. The railway line and bridge was abandoned in 1987, all rails have been removed and the railway line is now used as a recreational trail.