



The PT Times

Picton Terminals

9/7/2017

Volume 3

Supporting Swallows

Swallow Artificial Nesting Structures @ PT



View from the *new* nesting structure

Barn Swallow populations have been in decline in Canada since the 1980's.

agriculture is a theory for this transition. Picton Terminals has drilled holes into our cliff face in hopes of attracting Cliff Swallows.

We will be monitoring all 4 Artificial Nesting Structures and the new cliff holes for Barn Swallow and Cliff Swallow nests next spring. We hope to have photos of new Swallow neighbours to share!

"Picton Terminals is eager to support this Species At Risk and is installing 3 more Artificial Nesting Structures this autumn. " PT Gen Mgr Kellen Hutzler

Barn Swallows often live in close association with humans, after building cup-shaped mud nests on human-made structures.

Cliff Swallows spend their winters in South America and summers in North America. The Cliff Swallow has made a very successful switch from cliffs to manmade structures for nest placement. Increased insect population from modern



Cliff Swallow

www.pictonterminals.ca

info@pictonterminals.ca

Tour the PT Shiploader

Sept 21, 8pm
PT Open House

...

Tours of the Tunnel !

Tours of the Control Room!

Tours of the Dock!

Tours of the barge MM Newfoundland !

Hard hats and safety glasses will be provided. Please wear Safety Boots or closed toed shoes.

Please RSVP by email:

sandy@doornekamp.ca

Bethlehem Steel built the dock in Picton in 1953.

Read more history at

www.maritimehistoryofthegreatlakes.ca

See historical photos Page 2.



History of the Shiploader
(Taken from 1953 news clippings)

What's next @PT?

Plan New Picton Docks For Loading Iron Ore

Picton, Oct. 25 (Staff).—One of Canada's most unusual ore moving operations will begin next year—gravity loading of pelleted ore from the Marmora holdings of Bethlehem Steel directly into the holds of lake vessels lying beside the bluff shore of the Long Reach a mile north of Picton.

A hole 800 feet long, 80 feet wide and 60 feet deep has been torn in the clay and limestone at the edge of the reach. A tunnel, 120 feet long, will lead through the limestone to the water. Dredging is in process to ensure 30 feet of water at the edge of the bluff.

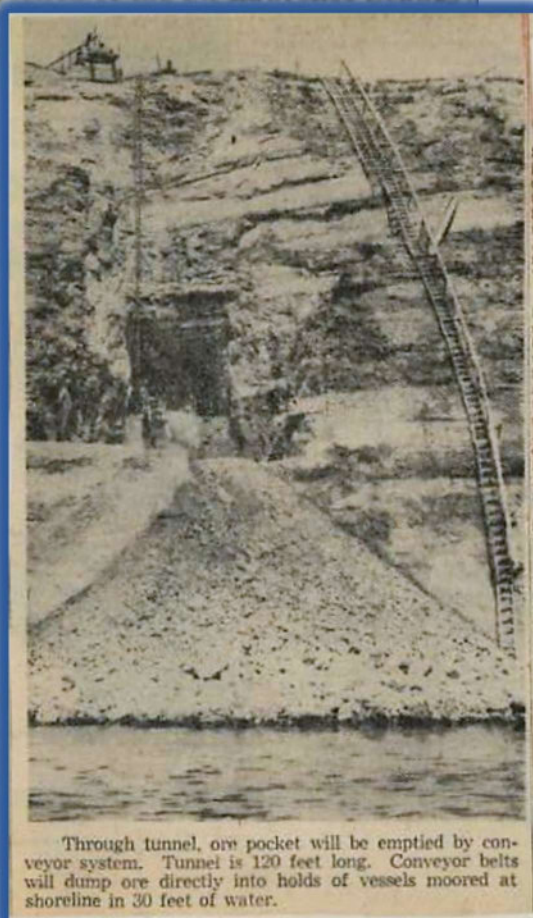
The H. J. McFarland Company of Picton has nearly completed its contract for excavation of 100,000 cubic yards of stone and clay for the ore pit. The tunnel will be completed before the end of the month. Then the huge pit will be roofed with concrete trestles on which the tracks will be laid. Ore cars will dump directly into the pit; a conveyor belt in the floor of the pit will move the ore to the tunnel. Another conveyor will carry it to waiting ships.

Contracts for the concrete work have not yet been awarded. But meantime a spur line of the CNR is being laid across the northern outskirts of Picton. Initial operations from Marmora to Picton are based on two ore trains per day.

The light rails of the line from

Picton to Trenton and thence to Marmora are being replaced with heavier steel from main railway lines. It has been estimated that ore movement will begin late next summer or early in the fall of 1954.

Jack Dougherty, McFarland Co. engineer, is convinced that completion of the St. Lawrence Seaway



Through tunnel, ore pocket will be emptied by conveyor system. Tunnel is 120 feet long. Conveyor belts will dump ore directly into holds of vessels moored at shoreline in 30 feet of water.

- Waiting on MOECC approval for Dry Storage
- <https://www.ontario.ca/page/ministry-environment-and-climate-change>
- Waiting on MOECC approval for Stormwater mgmnt ponds
- Landscaping plans (incl tree planting, native species etc)
- Installing Artificial Nesting Structures and preparing Spring Monitoring plan

See you
Sept.21@
PT Open House!
8pm to 10pm
Bring the kids!
Plenty of
snacks and
great stories!

1953 newspaper clippings from www.maritimehistoryofthegreatlakes.ca