

MIDLAND RAILWAY

Railroad History

Midland Railway of Canada (acquired January 1884 — was Port Hope, Lindsay & Beaverton until 1869)

MRC Name & No	Re'74	Re'84 (GT)	Re'98	Re'04	Re'10	Type	Builder	C/N	Date	Specs	Disposition
(a)Niagara	—					4-4-0	Amos.	205	9/55		
(a)Hope	1					4-6-0	Amos.	211	6/56	16x22-54	SS '75
(a)Lindsay	2					4-6-0	Amos.	212	7/56	16x22-54	SS '75
(a)Clifton (b)	3					4-4-0	Amos.	169	8/54	15x20-60	Dr '74
Havelock (b)	4					4-4-0	Can.	10	6/58?	16x22-60	Dr '74
(c)Queen	5					4-4-0	(Can. 9 1857)	acq. '68		16x22-60	Dr c. '75
(c)Alma	8					4-4-0	(Good 1854)	acq. '68		16x22-54	Dr c. '75
Beaverton	9	1	601(e)	—		4-4-0	Can.	67	1867*	16x22-60	Sc 5/85
Henry Covert	10	2	602	154		4-4-0	Port.	130	9/67*	16x24-60	So 1/98 (g)
Chemong	11	3	603	43		4-4-0	Port.	129	6/68*	16x24-60	So 9/98 (g)
Orillia	12	4	604	1		4-4-0	Port.	169	7/70*	14x22-60	So 6/98 (g)
(d)Lakefield	13	—	—	—		4-4-0	(GWR 6/63)	acq. '71		16x22-66	SS c. '75
Simcoe	14	5	605	7		4-4-0	Port.	197	7/71*	15x24-60	Sc 8/02
Ontario	15	6	606	8		4-4-0	Port.	198	8/71*	15x24-60	Sc 9/00
Huron	16	7	607	130		4-4-0	Port.	218	7/72*	16x24-60	So 10/98 (g)
Midland	17	8	608	22		4-4-0	Port.	219	8/72*	16x24-60	So 9/98 (g)
Superior	18	9	609	29-112	167	(N2)	Port.	220	8/72*	16x24-60	Sc 12/09
(f)Campbells	19	—	—	—		2-4-0	(Steph.10/56)	acq. '73		16x24-72	SS c. '75
(f)Cambray	20	—	—	—		2-4-0	(Steph.10/56)	acq. '73		16x24-72	SS c. '75
(f)Bethany	21	—	—	—		0-6-0	(GWR 1/60)	acq. '73		16x24-60	SS c. '75
(f)Millbrook	22	—	—	—		0-6-0	(GWR 12/61)	acq. '73		16x24-60	SS c. '75
(f)Stevenson	23	—	—	—		0-6-0	(GWR 1/62)	acq. '73		16x24-60	SS c. '75
Col. Williams	24	10	610	—		4-4-0	Port.	260	7/73*	16x24-60	Wr 10/95
Peterboro	—	11	611	412	384	(J5)	Port.	247	5/73	17x24-63	Sc 5/17
Michigan	—	12	—	—	—	(J5)	Port.	248	5/73	17x24-63	So 1/77 (i)
H.R. Uhthoff	13	—	—	—	—	(J5)	Port.	296	5/74	17x24-63	So 6/77 (h)
C.F. Satterthwaite	14	—	—	—	—	(J5)	Port.	297	5/74	17x24-63	So 1/77 (i)
Adolph Hugel	15	—	—	—	—	(J5)	Port.	298	6/74	17x24-63	So 6/77 (h)
J.T.F. Schepeler	16	—	—	—	—	(J5)	Port.	299	6/74	17x24-63	So 1/77 (i)
Charles Burt	17	—	—	—	—	(J5)	Port.	300	6/74	17x24-63	So 6/77 (h)
(2nd)	12	612	387	387	2090	(J5)	Port.	363	5/80	17x24-63	Sc 5/18
(2nd)	13	613	388	388	2092	(J5)	Port.	378	5/81	17x24-63	Sc 5/18
(2nd)	14	614	389	389	2093	(J5)	Port.	379	5/81	17x24-63	Sc 6/25 (j)
(2nd)	15	615	390	—	—	(J5)	Port.	386	7/81	17x24-63	Sc 9/04
(2nd)	16	616	391	391	2094	(J5)	Port.	387	8/81	17x24-63	Sc 8/11
(ex GTR 192)	(2nd) 17	617	482	280	2050	(J2)	(Manch.'73)	acq.3/82		17x24-64	Sc 11/17
(ex GTR 194)	18	618	483	281	2051	(J2)	(Manch.'73)	acq.3/82		17x24-64	Sc 9/15
(ex GTR 172)	19	619	484	282	2052	(J2)	(Manch.'73)	acq.4/82		17x24-64	Sc 6/15
(ex GTR 153)	20	620	485	283	2053	(J2)	(Manch.'73)	acq.4/82		17x24-64	Sc 5/18
(ex GTR 180)	21	621	486	284	2054	(J2)	(Manch.'73)	acq.5/82		17x24-64	Sc 6/15
(ex GTR 182)	22	622	487	285	2055	(J2)	(Manch.'73)	acq.6/82		17x24-64	Sc 12/19
(ex GTR 168)	23	623	488	—	—	(J2)	(Manch.'73)	acq.6/82		17x24-64	Sc 4/03

* Converted to standard gauge 1874-1875.

Note a — Original owner Zimmerman & Balch, contractor.

Note b — 3, 4 renamed Peterborough, Omamee.

Note c — 5 ex Peterborough Branch 1; 8 ex Cobourg & Peterborough Railway.

Note d — 13 ex GWR 26.

Note e — 601 and 633 exchanged numbers 6/84.

Note f — 19-23 ex GWR 50, 52, 81, 84, 85.

Note g — 154, 43, 130, 22 sold to Lake Erie & Detroit River Railroad; 1 sold to Scully.

Note h — 13, 15, 17 sold to Credit Valley Railway.

Note i — 12, 14, 16 sold 1/77 to Victoria Railway 1, 2, and WPP&L. See page 82.

Note j — 2093 re'23 to CNR 134, Class A-13-a.

Railroad History

Midland Railway of Canada - continued

Original	MRC Re'84	Re'98	Re'04	Re'10	Class	Builder	C/N	Date	Specs	Disposition
(ex GTR 165)	24 624	489	286	2056	(J2)	(Manch. '73)		acq. 7/82	17x24-64	Sc 10/16
(ex GTR 160)	25 625	490	287		(J2)	(Manch. '73)		acq. 8/82	17x24-64	Sc 6/07
(ex GTR 162)	26 626	491	288	2057	(J2)	(Manch. '73)		acq. 8/82	17x24-64	Sc 5/18
(ex Victoria 1) a	27 627	413	385	2088	(J5)	(Port. '73)		acq. 4/82	17x24-63	Sc 5/14
(ex Victoria 2) a	28 628	414			(J5)	(Port. '73)		acq. 4/82	17x24-63	Sc 5/00
(ex WPP&L) a	29 629	333	381	2086	(J5)	(Port. '73)		acq. 4/82	17x24-63	Sc 5/14
(ex WPP&L 3) b	30 630	102				(Port. 258 7/73)				
(ex WPP&L) b	31 631	9			4-4-0	(Port. 211 4/72)		acq. 4/82	16x24-62	Sc 9/00
(ex ?)	32 632				4-4-0	(Danf. ?)		acq. 4/82	15x26-55	Sc 11/03
(ex ?) c	33 633				4-4-0	(Boston 2/51)		acq. 4/82	16x24-54	Ret 8/86
(ex GTR 164)	34 634	492			(J2)	(Manch. '73)		acq. 4/82	16x22-63	So 10/84
(ex GTR 187)	35 635	493	289	2058	(J2)	(Manch. '73)		acq. 8/82	17x24-63	Sc 10/03
(ex G. Jct. 5) d	36 636	392	392	2091	(J5)	(Port. '80)		acq. 8/82	17x24-63	SS 3/20
(ex G. Jct. 6) d	37 637	393	393		(J5)	(Port. '80)		acq. '82	17x24-63	Sc 2/25 (e)
(ex GTR 9) 38-638 9A								acq. '82	17x24-63	Sc 6/05
(ex GTR 11) 39-639 11A					4-4-0	(PB&B 12/57)		acq. '82	17x22-60	Ret 11/84
					4-4-0	(PB&B 12/57)		acq. '82	17x22-60	Sc 9/85
MRC 41 re 641	633	374			(J2)	Manch.	1131	3/83	17x24-64	So 3/03 (f)
MRC 42 re 642	638	375	250	2059	(J2)	Manch.	1132	3/83	17x24-64	Sc 5/17
MRC 43 re 643	639	376	251	2060	(J2)	Manch.	1133	3/83	17x24-64	Sc 12/18
MRC 44 re 640	640	377	252	2061	(J2)	Manch.	1134	3/83	17x24-64	Sc 5/14

Toronto & Nipissing (acquired April 1882 by Midland Railway of Canada) (3'6" gauge until 1883)

1	4-4-0	Canadian	83	1870	11x18-42	So	'81 (g)
2	4-4-0	Canadian	84	1870	11x18-42	So	'81 (g)
3	4-4-0	Canadian	85	1870	11x18-42	So	'81 (g)
4	4-4-0	Canadian	86	1870	11x18-42	So	'81 (g)
5	4-4-0	Canadian	87	1870	11x18-42	So	'81 (g)
6	4-4-0	Canadian	88	1870	11x18-42	So	'81 (g)
7	0-6-6-0	Avonside		1870	11x18-42	So	'81 (g)
8	4-6-0	Avonside	?	1871	11½x18-39	Sc	'81
9	4-6-0	Avonside	?	1871			
10	4-6-0	Avonside	?	1871			
11	4-6-0	Avonside	?	1871			
12	4-6-0	Avonside	?	1871			

GTR Additions 1885-1888

443, 433-436, 470, 421	2-6-0	GTR	1885-1886	See Class E3, on page 122.
25, 26, 29, 30, 34-37	0-6-0T	GTR	1887	See Class F3, on page 137.
728-730	4-4-0	Hamilton	1887-1888	See Class H4, on page 152.
422-431	2-6-0	GTR	1888	See Class E3, on page 122.

Note a - 627-629 originally MRC 12, 14, 16. See page 80.
 Note b - Named *James Austin*, *James Dryden*.
 Note c - Possibly from Cheshire Railroad or Ogdensburg & Lake Champlain *Raquette*. Re 6/84 601, sold to Senecal.

Note d - Ex Grand Junction Railroad *Thomas Kelso*, *Belleville*.
 Note e - 2091 re'23 CNR 133, Class A-13-a.
 Note f - 374 sold to BW&SSM.

Note g - Believed one sold to South Eastern Railway 2nd 2 and four to LC&S&LJ Railway 1-4 (later SER 19-22).
 Not broken.

T&N. Globe Sept 12 1872

- | | | | |
|----|------------------|----------|---------|
| 1. | Goddard & Works | Bristol. | 440 |
| 2. | M.C. Cameron | Kingston | 440 |
| 3. | R. Walker & Sons | Kingston | 440 |
| 4. | R. Lewis & Son | Kingston | 440 |
| 5. | Joseph Gould | Kingston | 440 |
| 6. | Uxbridge | Kingston | 440 |
| 7. | Eldon | Kingston | 440 |
| 8. | Toronto | Bristol | (4)-6-0 |
| 9. | Shedden | Bristol | 0-6-6-0 |

engine Toronto arrives Jan 11/1872 Ux. Journal

No 4 engine collision Goodwood 6/22/1871

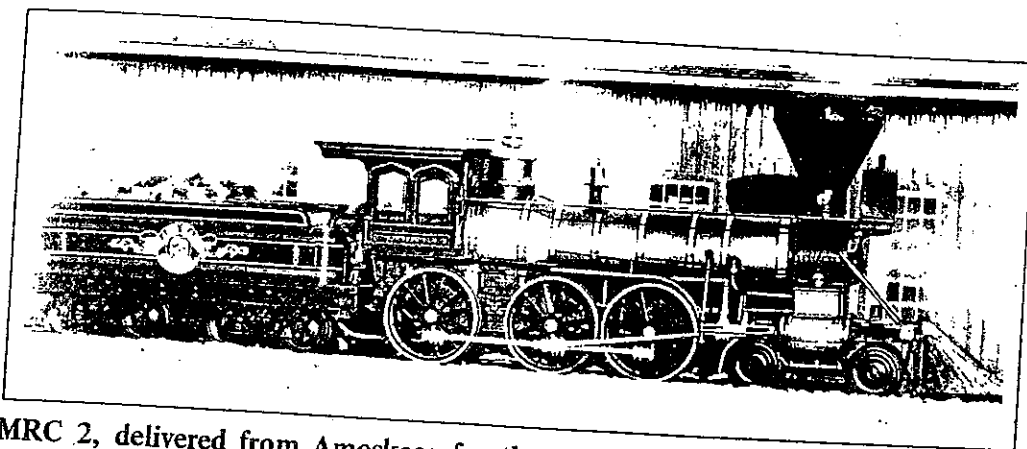
May 8 1873 Uxbridge Journal
Bexley & Brock arrow

A 634 Sept 24 1894 Toronto Globe
wrecked Millbrook 460 1873

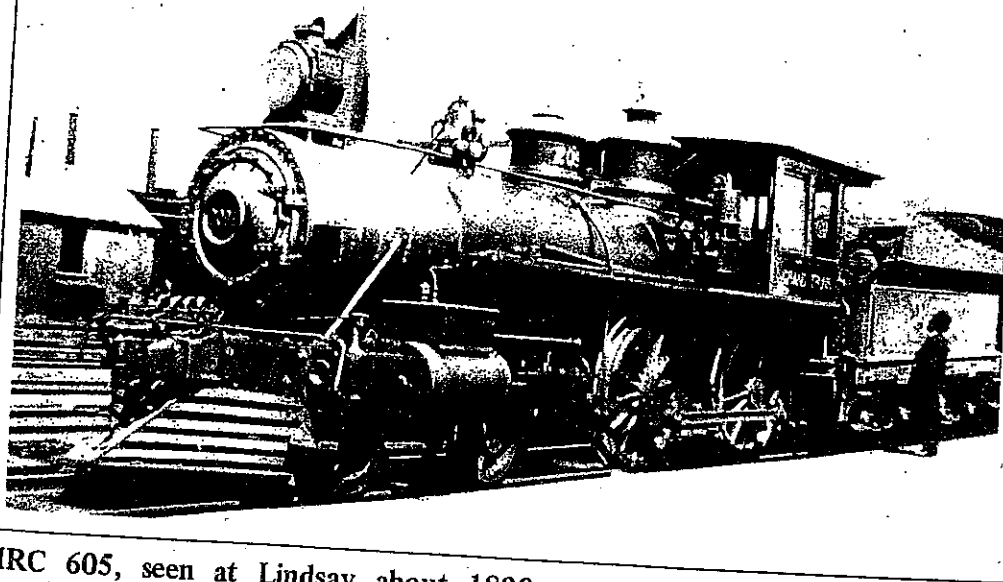
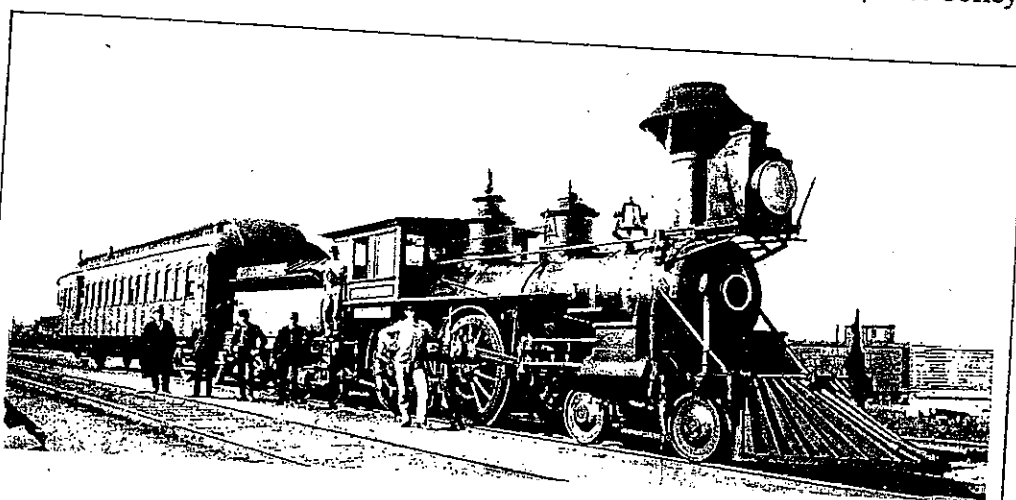
10 Cobocank Avonside 460 3-1873

11 Bexley Avonside 460 3-1873

12 Brock Avonside 460 Rod Clark
Narrow Gauge through the Bush
Annual Report



MRC 2, delivered from Amoskeag for the contractor that built the Port Hope, Lindsay & Beaverton, was exceptionally large for 1856. (C.H. Heels/R.F. Corley)



MRC 605, seen at Lindsay about 1890, came from Portland in 1871 as broad-gauge *Simcoe*; ten years later Portland delivered MRC 13, seen here at St. Thomas in 1912 as GTR 2092, Class J5. (McQuinn Photo, below)

A engines 8 and 16 collision
Unionville 9/13/1883 Uxbridge
Journal

B Huron and Superior arrive
from Portland Orilla Packet 9/13/1872

c 10/2/602/154

Windsor ~~Evening~~ Evening Record

February 3 1898

GTR 602 sold to LEOR

Feb 7 1898 engine will be
known as LEOR No 7

Shenbrooke P. Q., admitted that the profits of his company increased from about 5 per cent. in 1914, to 72 per cent. in 1918-1919.

When Mr. Eaton was asked if it was not due to the public to lower prices, he said: "Our mill was not built for the glory of God or anybody else. It was built for the benefit of the shareholders."

OMEMEE PEOPLE IN TRAIN WRECK

Omeme, June 18.—The nine o'clock passenger train which was wrecked between Lindsay and Ops stations this morning carried on it some citizens of our village, Mrs. Albert Ford and Mrs. Shay, also Mrs. Rutherford and daughter, of town, all of whom came off without any serious injuries, but all show signs of a wreck, Mrs. Rutherford having received two cuts on the back of her hand which required medical attention.

laying to one side, but was not completely turned over. One or two of the engine's driving wheels are on the track.

Conductor Missing.

The baggageman on the train the Post this morning that when the accident occurred he hurried through the coaches as best he could and did not know if all were alive. He received a reply in the affirmative, but was told that Conductor Buller was missing. Later the conductor was crawling out of the top of the coach, his head bleeding. He was also suffering from other injuries.

Rescuing the Passengers.

The train crew rendered splendid service in rescuing the passengers. Great care was exercised in handling the injured, as it was difficult to get them out of the coaches, owing to their position. When all were out safely they were given all possible attention, until the special reached the scene.

Escape Was Miraculous.

Those who visited the scene of the wreck are surprised that no one

June 18

To Mr. O'Connor—My running time Lindsay to Lorneville was about 35 minutes. No. 31 on schedule time would reach Lorneville at 7.45 and would have 6 minutes to spare getting in. I know Mr. Roach for 3 years. He is competent and careful.

To Mr. Pratt—The time for the passenger train to run is 23 minutes, without doing business between Lindsay and Grass Hill. We were 26 minutes behind leaving Lindsay, and ran to Grass Hill in 23 minutes. I guess we would be twenty minutes behind the passenger train at Cambray.

To Mr. O'Connor—No. 31 arrived at Grass Hill at 7.30, scheduled time for leaving. Our Conductor has told us that the Coby train had not arrived at Lorneville.

To Mr. Smale—I do not know if the rails were wet, but the atmosphere was different to that of Wednesday when we made the test.

Witness continuing, said that when the firemen saw the passenger train ahead, he shouted "soak her." The train did slow down. The Conductor on the first train should have signalled us with a flag. It is a heavy uphill where we encountered the train and if we had been signalled, we could have averted the accident.

years. I gave orders to the Coby train on June 8. I made out three copies, one for the conductor, one for the engineer and one for the company. No. 31 left at 6.50, arrived at Grass Hill. I should judge about seven thirty. I sent a double header with orders to Atherley Jct. I did not leave at 7.15. We have been governed by 20 minute system over a year. Under the old regulations this double header would not have left Lindsay until the passenger train reached Lorneville. I never give the conductor or engineer any more explicit orders under these conditions.

To Mr. Porter—When an engine is reported out of order occasionally, he received notice. He didn't know of any of the engines being out of order.

To Mr. Hopkins—The second train is registered as leaving at 7.15.

Mr. Hutchinson, jurymen said it would have been much better for the railway to send out the double header before the Cobocok train.

To Mr. O'Connor—When No. 31 was ordered to run 20 minutes late, there was no further instruction to make up the time.

To Mr. Pratt—There were two trains getting 10 minute orders. There was one coming east and it got notice that No. 31 would not leave until 6.50.

Samuel Cherry, G.T.R. engineer. I know engines of the double header. I ran front one many times. I ran it that day. The engine was in good condition when I brought it in. I had no difficulty. I ran from Midland. I reported the engine for repairs at one time, a defective brake. The jamb screw was split and it did not give the engine full braking power.

To Mr. Hopkins—I reported damage in book and also told Mr. Storer, shop foreman. I saw engine since. It was repaired then.

To Mr. Pratt—The other engineer could easily notice if it were defective.

W. Z. Fee, Road Foreman, of G.T.R. gave evidence to the effect that he had seen engine booked for repairs, and had also seen where it had been booked off as having been repaired.

This closed the evidence.

Mr. Jas. Boxall, foreman of the then addressed the coroner and also asked for an adjournment. He felt that the Crown had not been properly represented. They were there to represent the public interests and evidence had been submitted that he would not believe. He suggested that the Attorney General be instructed

to have the interests of the Crown more satisfactorily looked after.

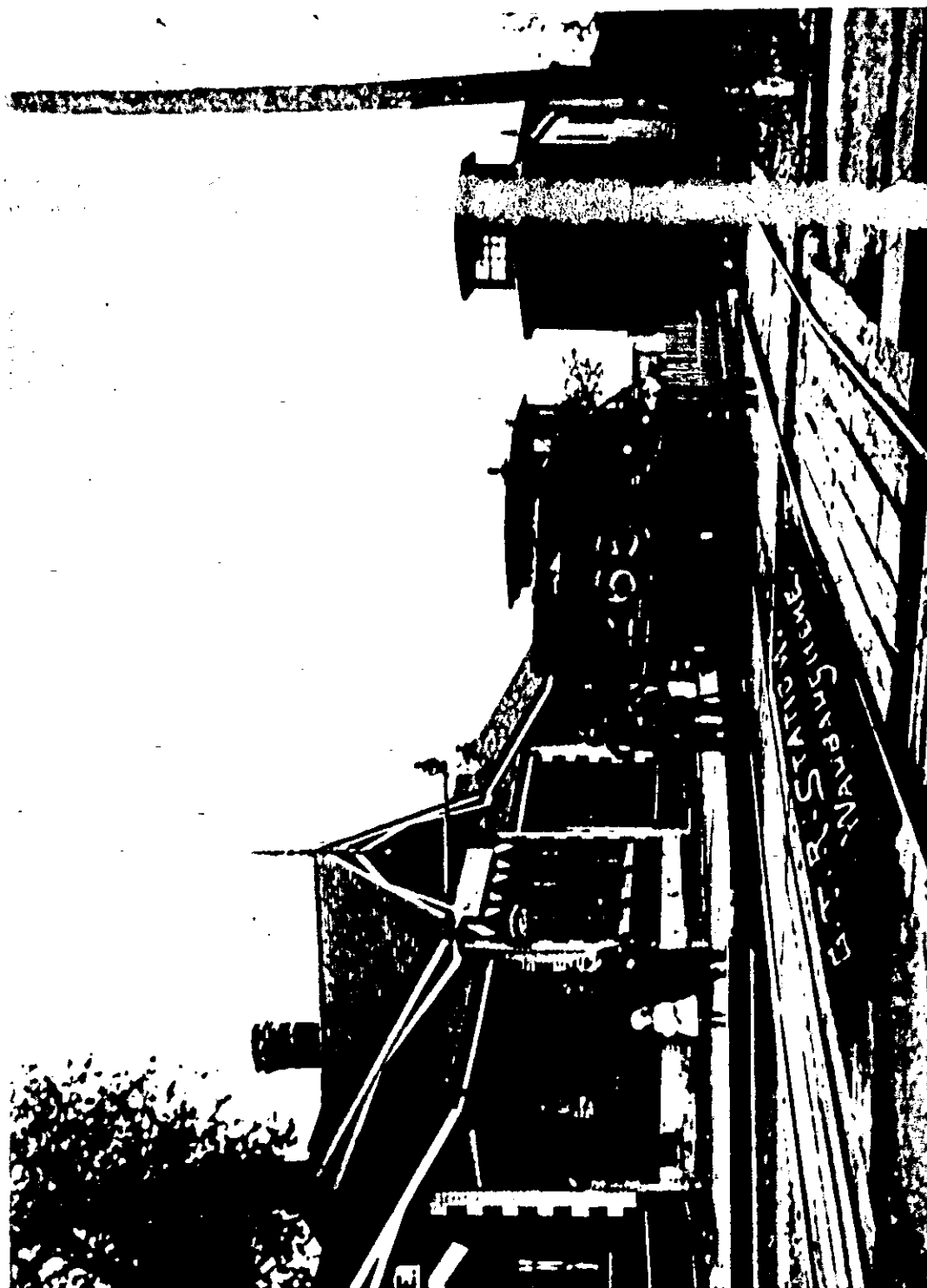
County Crown Attorney Davlin said the matter was entirely in the hands of the jury. Their duty was to ascertain by what means Mrs. Babcock met her death and bring in verdict accordingly.

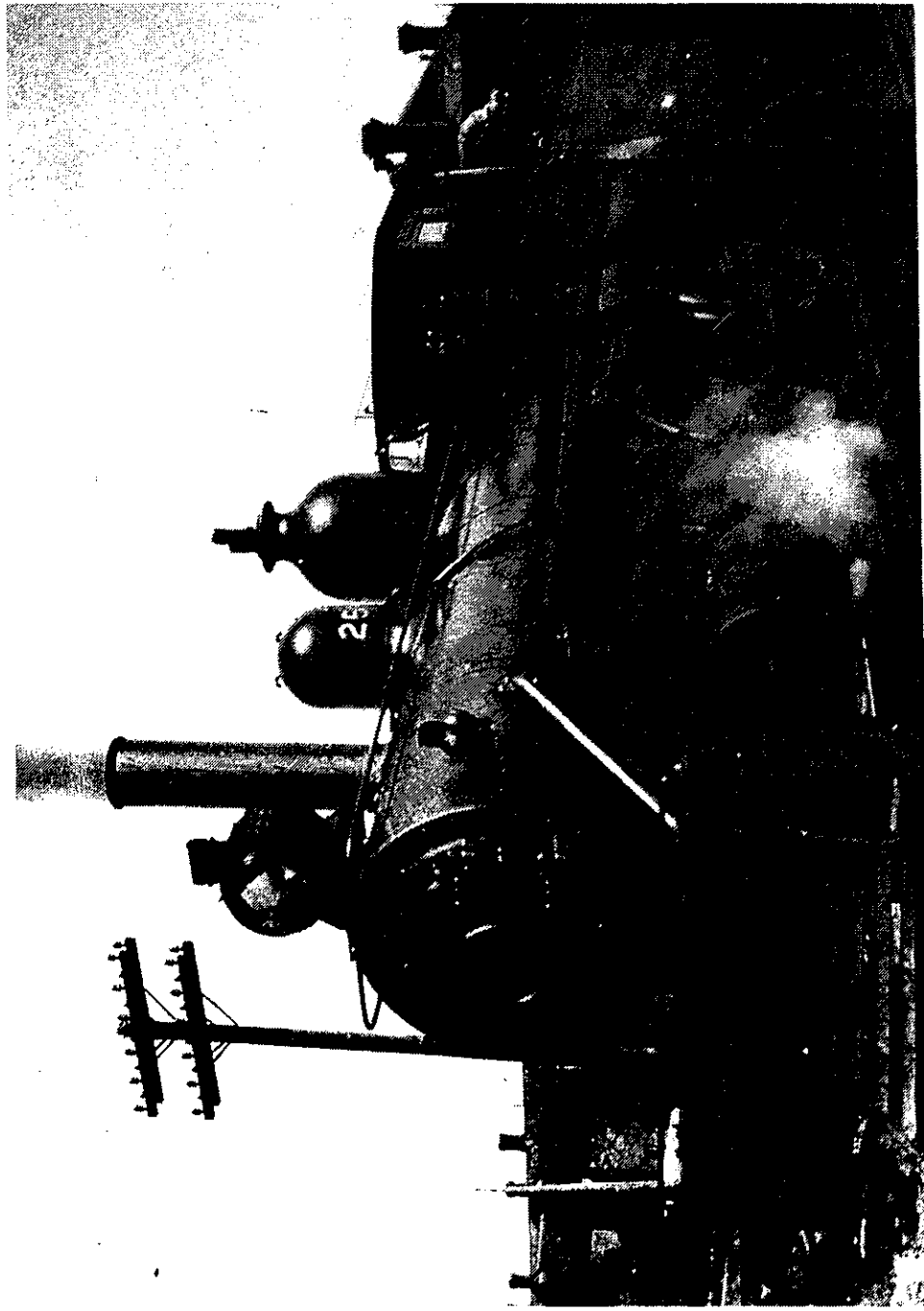
Mr. J. Hutchinson objected to a adjournment. The evidence of the different witnesses had been given in straightforward manner and they easily could reach an intelligent verdict.

The question went to a vote and an adjournment was made until the 25th of June.

Changes in rail service are reflected in two pictures. At the turn of the century the Waukegan station was the centre of transportation there.

Huron Museum





Grand Trunk 2516 at Lindsay about to depart on train 379 to Whitby Junction, April, 1918. Built in the Grand Trunk Shop at Montreal; originally GTR 566, changed to 708, and in 1905 to 530, in 1912 to GTR 2516 and in 1924 to CNR 650. Scrapped in March, 1937.

Haliburton run was mentioned. Ralph was a faithful engineer for around 45 years when railroading was not easy, particularly in the winter time. He was an ardent member of the Masonic fraternity and was one of the charter members of North Entrance Lodge No. 463 at Haliburton formed in 1904.

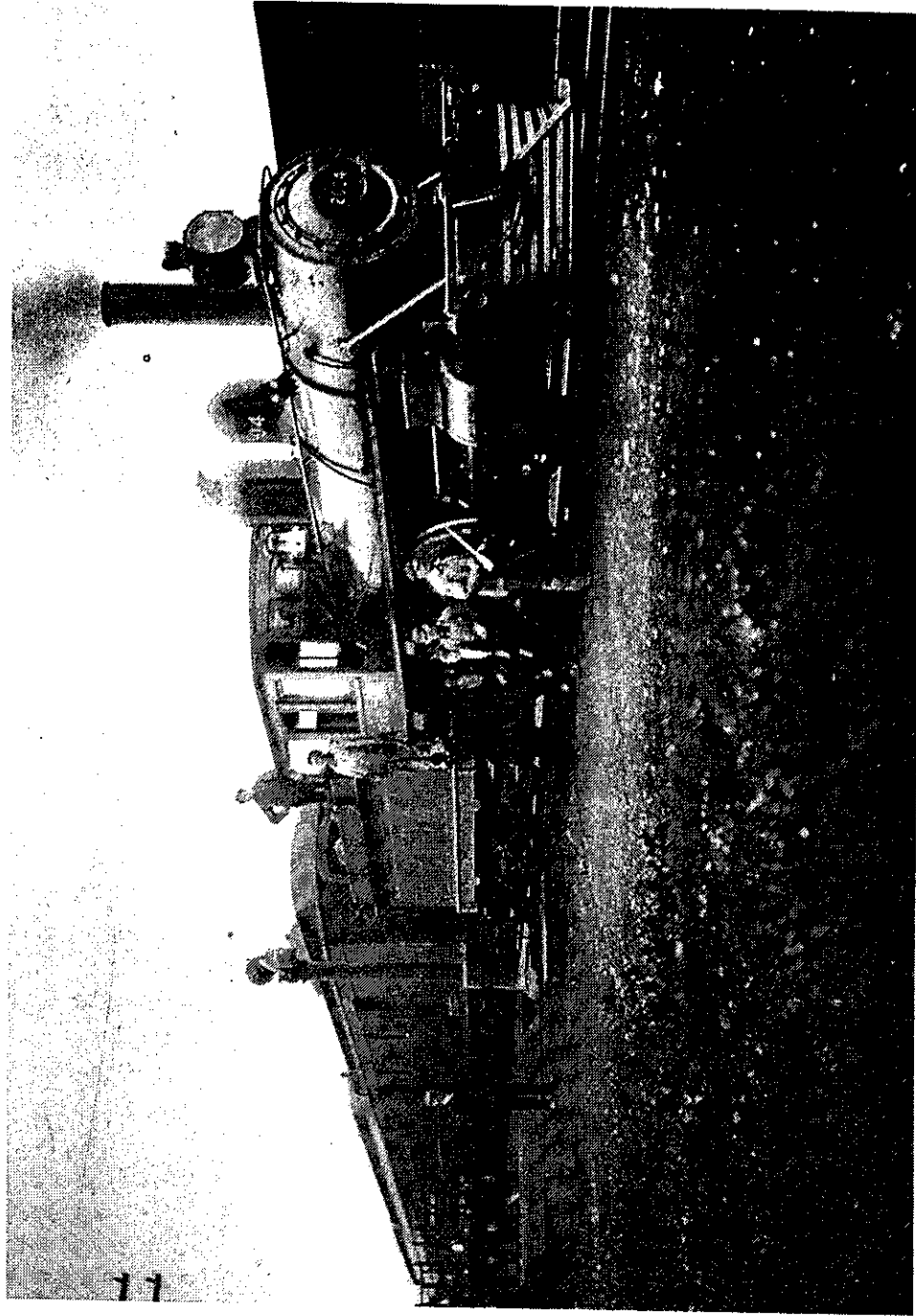
§833

A MODIFIED AMBITION

“I’d like to be an engineer”

Said Bobsey with a sigh,

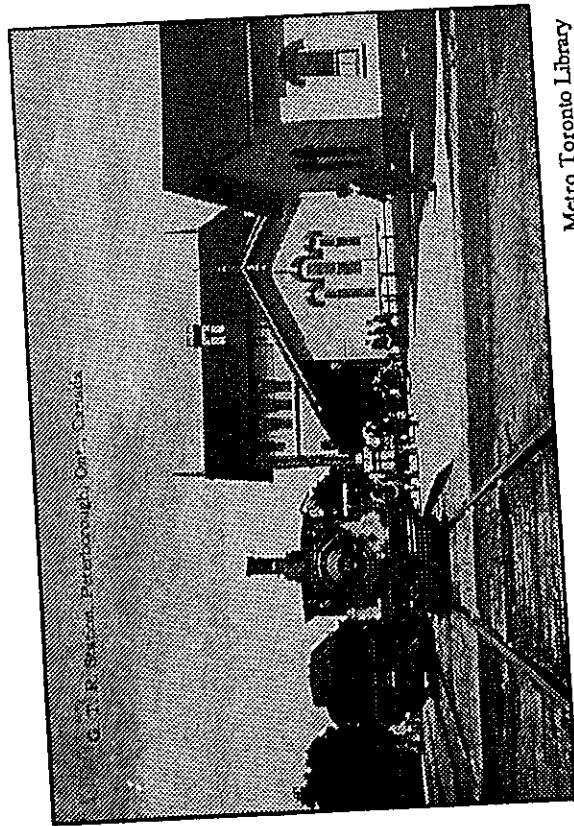
“A teerin’ down to Findeav



Train No. 19, Engine GTR 2004 pictured changing crews at Lindsay in 1914. Built at Schenectady, N.Y., in 1873. Prior to 1905 the locomotive was GTR 366 it changed in 1905 to 235 and in 1910 to GTR 2004. It was scrapped in June 1916. Fireman Charlie Golden is shown on the tender, Engineer Joe Kelcher in the gangway Fireman Robert Barr and Engineer William Chambers are in front of the locomotive.

Lamb, Station Baggage man, Adam Scott, Yardmaster, J.D. McMillan, Trainmaster, E.J. Kingsley, Chief Train Dispatcher, Chas. H. Piercy, Train Dispatcher, James Doran, Ticket Clerk, David C. Trew, Librarian, M.S. (Gus) Mowat, Operator, Jos. Trotter, Callboy, Chas. H. Heels, Clerk, Wilbert C. (Bert) Graham,

Wichman



Metro Toronto Library

This postcard view is of the former Grand Trunk station at Peterborough, demolished to make way for apartment buildings.

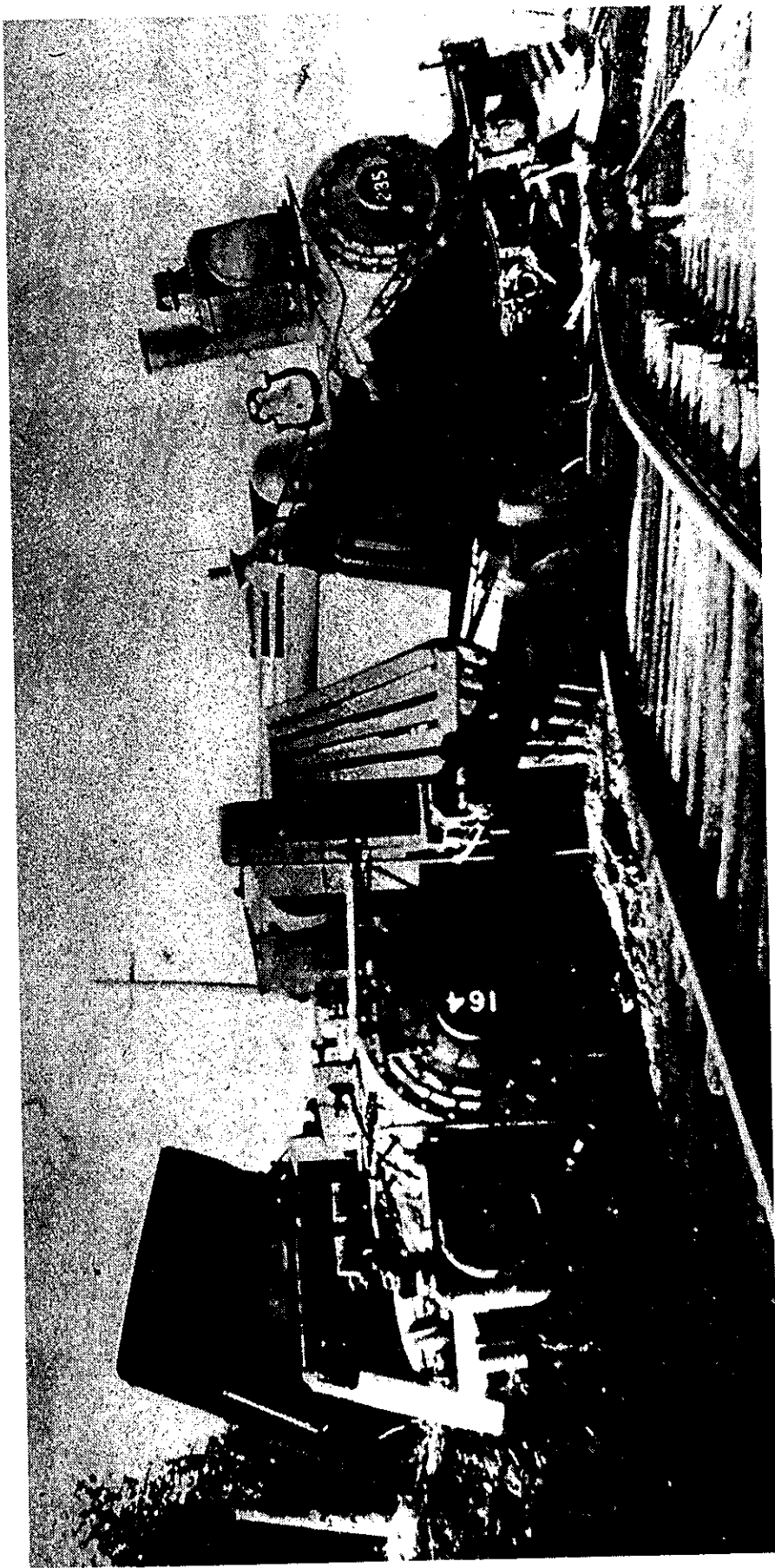
Canada's "celebrity" station, built by the Hamilton Region Conservation Authority, and called "Sulphur Springs", has starred in TV commercials and promotions for "Anne of Green Gables" even though this Grand Trunk replica (the plans for the Grimsby, Ontario Station were used) bears no resemblance to PEI's

It also meant the end to Canada's longest-running transcontinental train service, that of the CPR.

As the last train—Train Number 1, the "Canadian"—to follow the route edged its way out of Toronto's Union Station on a frigid Sunday afternoon in January, demonstrators paraded with placards protesting the shortsightedness of their government. At stations all along the route protestors showed up with placards, banners, and coffins. At Vancouver even the Via employees joined in a mock funeral march and laying of a wreath.

But passenger train service will see a resurgence in Canada. It must, although the resurgence is unlikely to represent a return to tradition: air and road congestion, and the irresistible influence of the success of Amtrak in the U.S., will create an upswing in train travel. As it does, stations will remain a focus for many of Canada's communities, and in some ways will always be their heart and their stage.

As if to prove it, in June 1990 the Pepsi soft drink company and Toronto's popular Much Music TV channel rented a Via train that would bring Canadian youth rushing to their station, many for the first time. On June

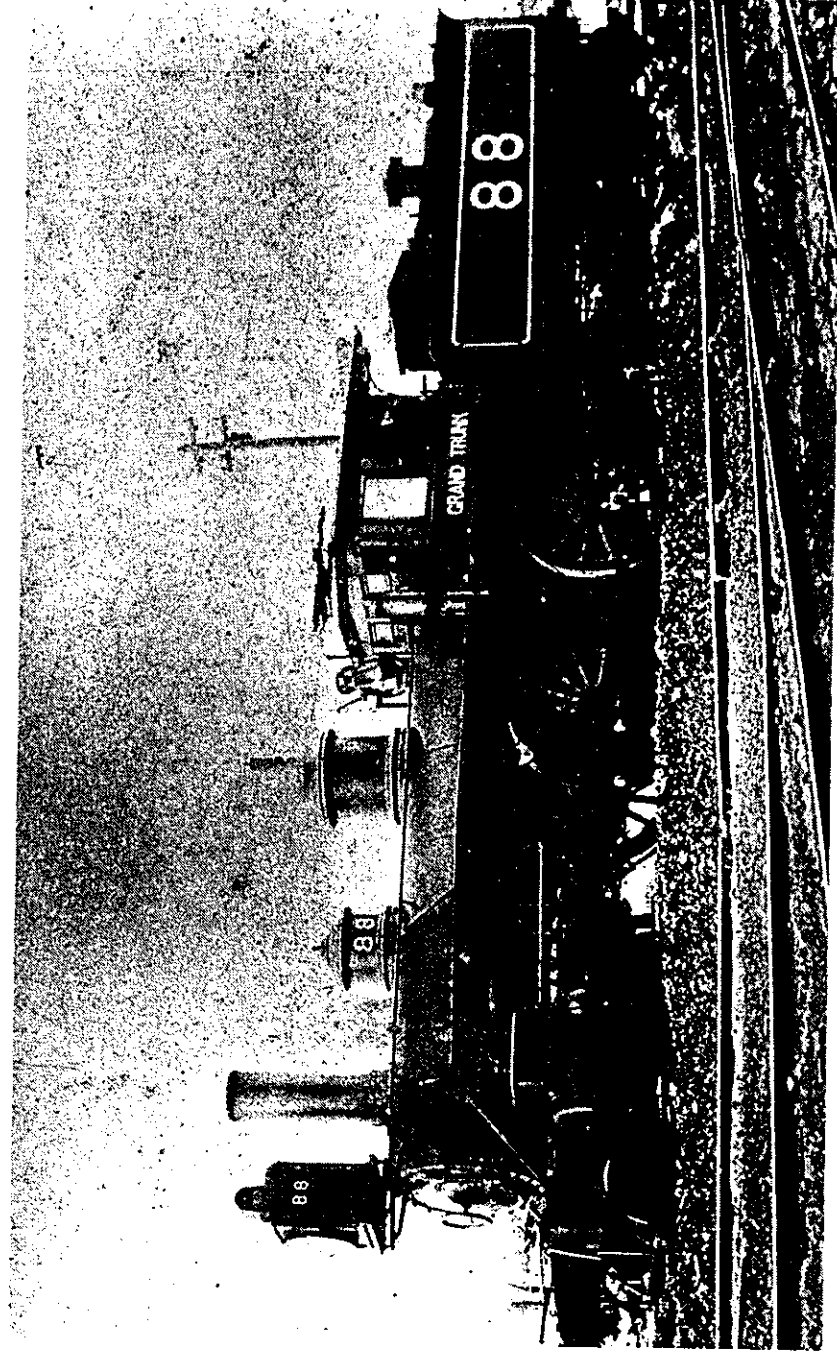


protect trains approaching from that direction. At least that is the way it should have worked.

An extra freight train with engines Grand Trunk 164 and 285, Engineers Bill Hearst and George Hayes of Allandale departed from Midland with about twenty 30-ton box cars loaded with flaxseed. The engine crews must have been in a dopey condition. Although they had a meet on the way freight at Victoria Harbour, they not only ran by the semaphore, but failed to notice that the passing track switch was set against them until too late to stop. Braking power in those days was not as efficient as today. However, seeing that they could not get stopped they promptly unloaded and fortunately none was hurt.

The two engines ran over the stub ends of the rails, bounced along on the

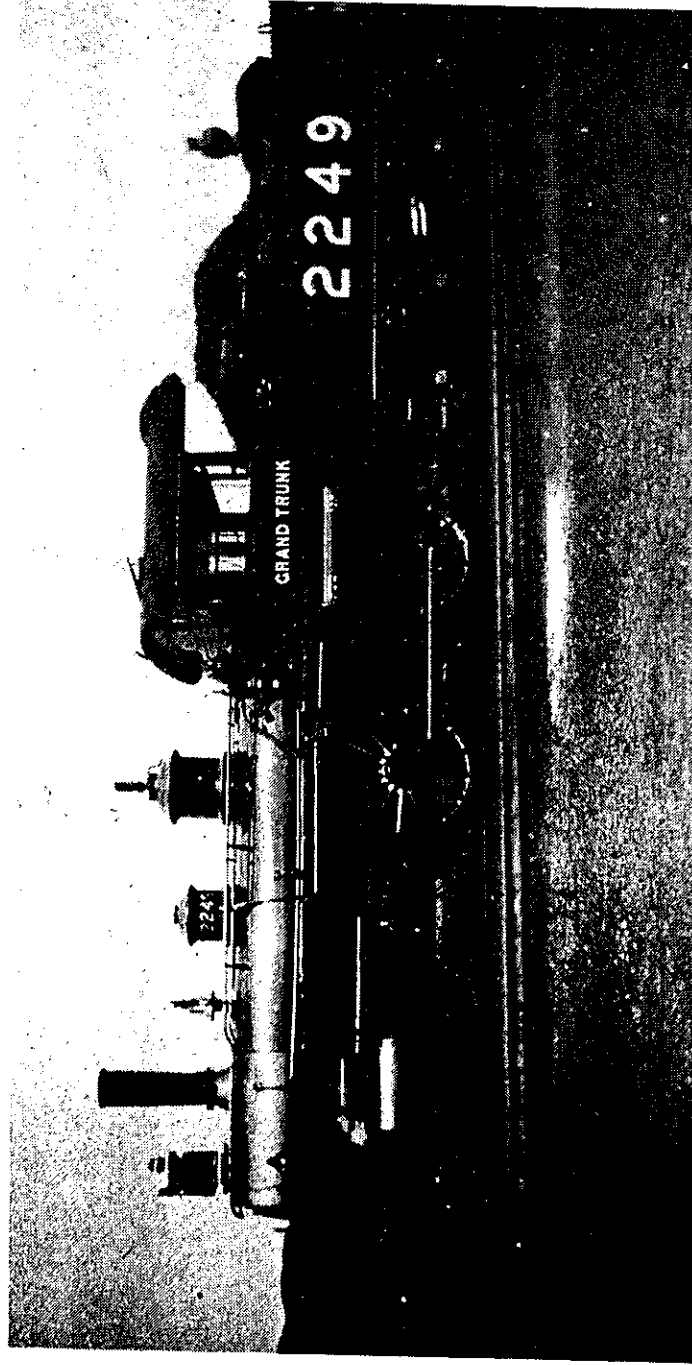
A derailment of locomotives 164 and 285 at Victoria Harbour, August, 1906.



Grand Trunk 88 was built in 1872 by the Rhode Island Locomotive Co. It served as yard engine at Lindsay around the turn of the century. It did not survive to be renumbered in the 1905 roster.

Engine 285 was built in 1873 by the Manchester Locomotive Co. at Manchester, N.H. It was originally 487, changed in 1905 to 285 and in 1910 to Grand Trunk 2055. It was scrapped in December 1919.

When checking the Canadian Post for the years 1881 and 1882 I came across the following of interest to folks in the Midland area:

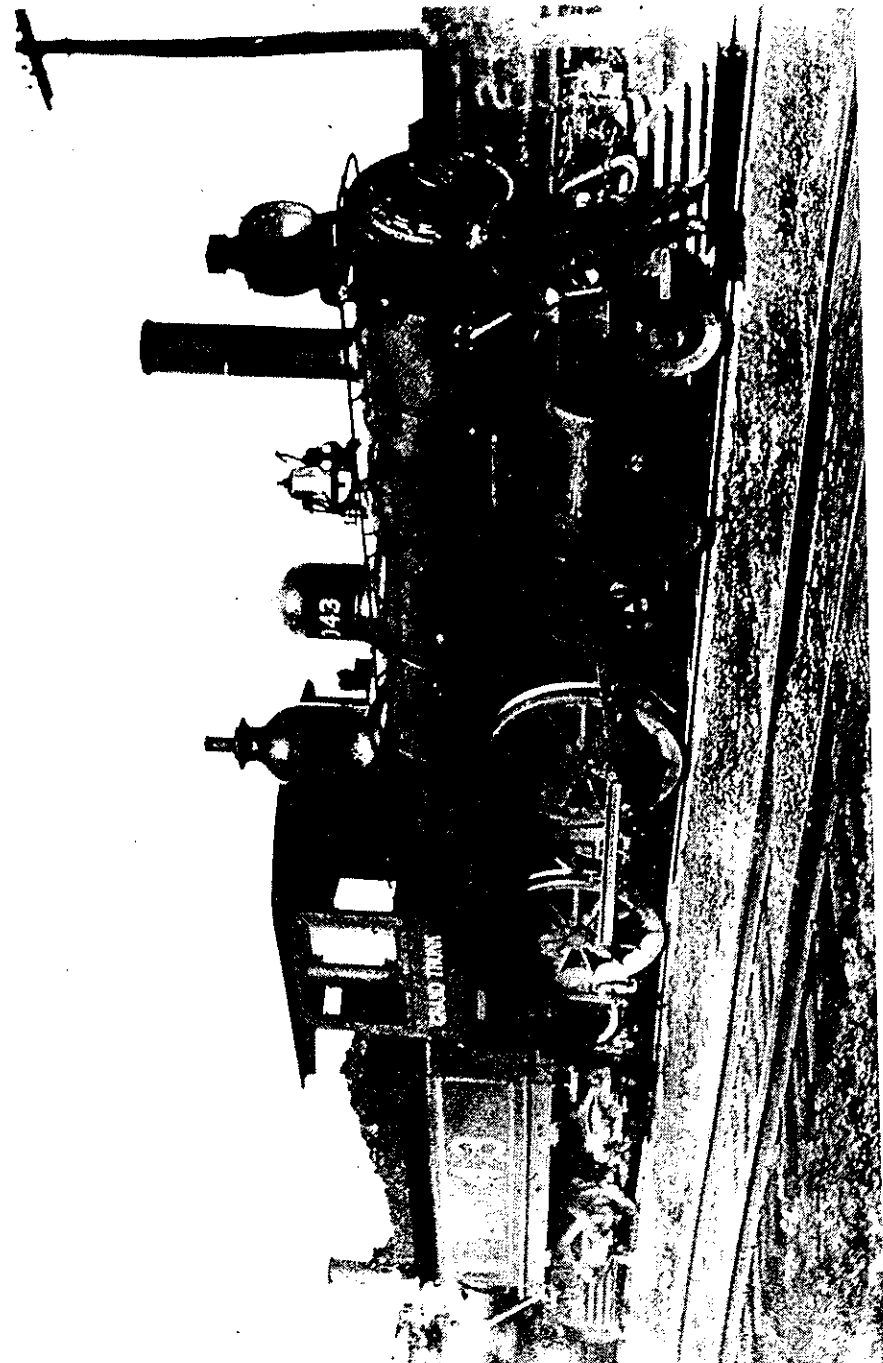


GTR 2249, a 4-4-0 c
engine with 73 inch dri
wheels.

type used at Lindsay, working out of Durand, Mich. About fifteen of these were moved dead to Lindsay. They burned hard coal, which was not stocked at Lindsay, and when soft coal was used the engineers and firemen had a real rough time of it. Steam pressure could not be maintained, the fire box filled up with clinkers, fires had to be dumped, and after much delay, if the train reached Lindsay with a few cars they were lucky. In some cases the entire train was set out en route. They tried one engine burning soft coal with one of the hard coal type, but it developed that the soft coal engine in many cases towed the other engine and a few cars into the terminal after a hectic run.

The Grand Trunk Western engines were numbered between 2250 and 2285. They had been built in 1883 by the Hinkley Locomotive Co. They weighed 90,300 lbs., engine only, had 18 by 24 cylinders, carried 150 lbs. boiler pressure and the driving wheels were 63 inches in diameter. They had a short life in Lindsay and for a month or more they were stored on Track 5 in front of the station, and finally one by one they were hauled back to Durand, Mich.

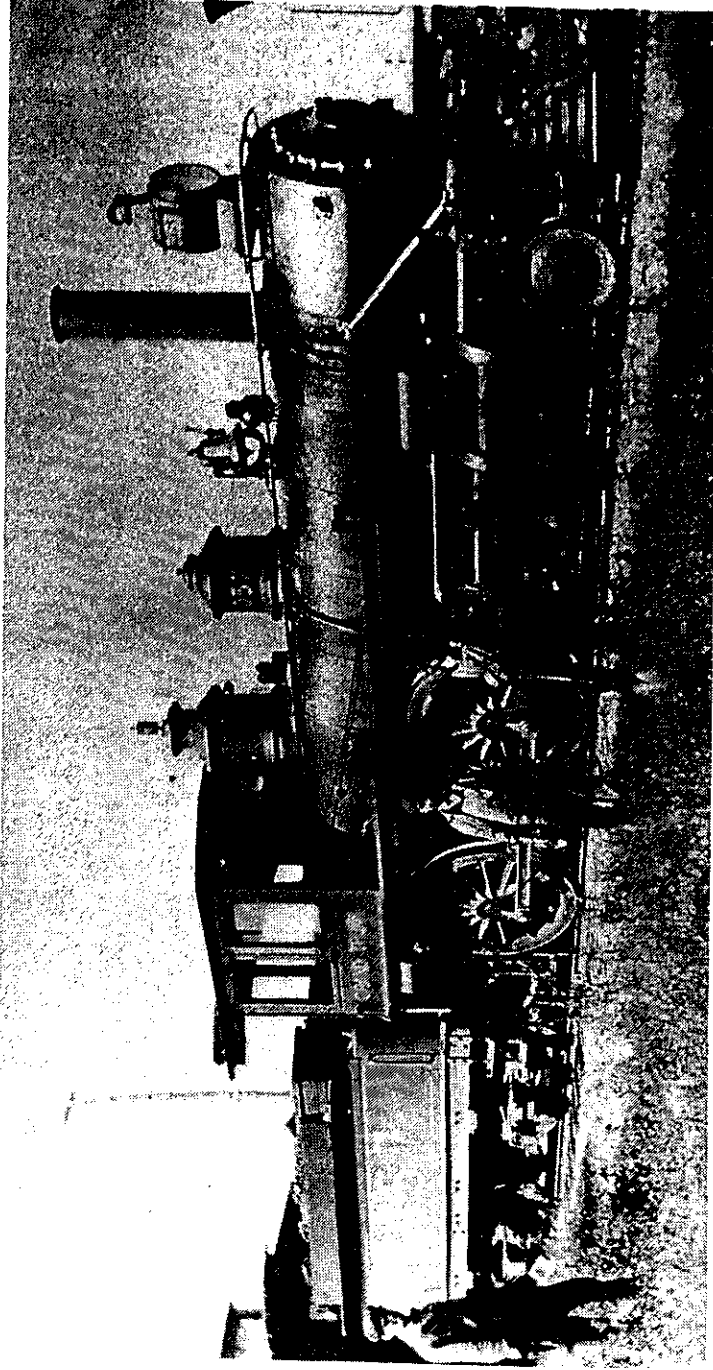
They were similar to GTR 2249 shown here, except that 2249 had 73 inch driving wheels. GTR 2240 was built in 1882 by the Rhode Island Locomotive Co. It



Pictured is GTR 2043 photographed in Lindsay in September 1912. Built in 1873 at Manchester the locomotive was originally numbered 187, changed in 1898 to 473, in 1902 to 271 and in 1910 to 2043. Scraped June 1915.

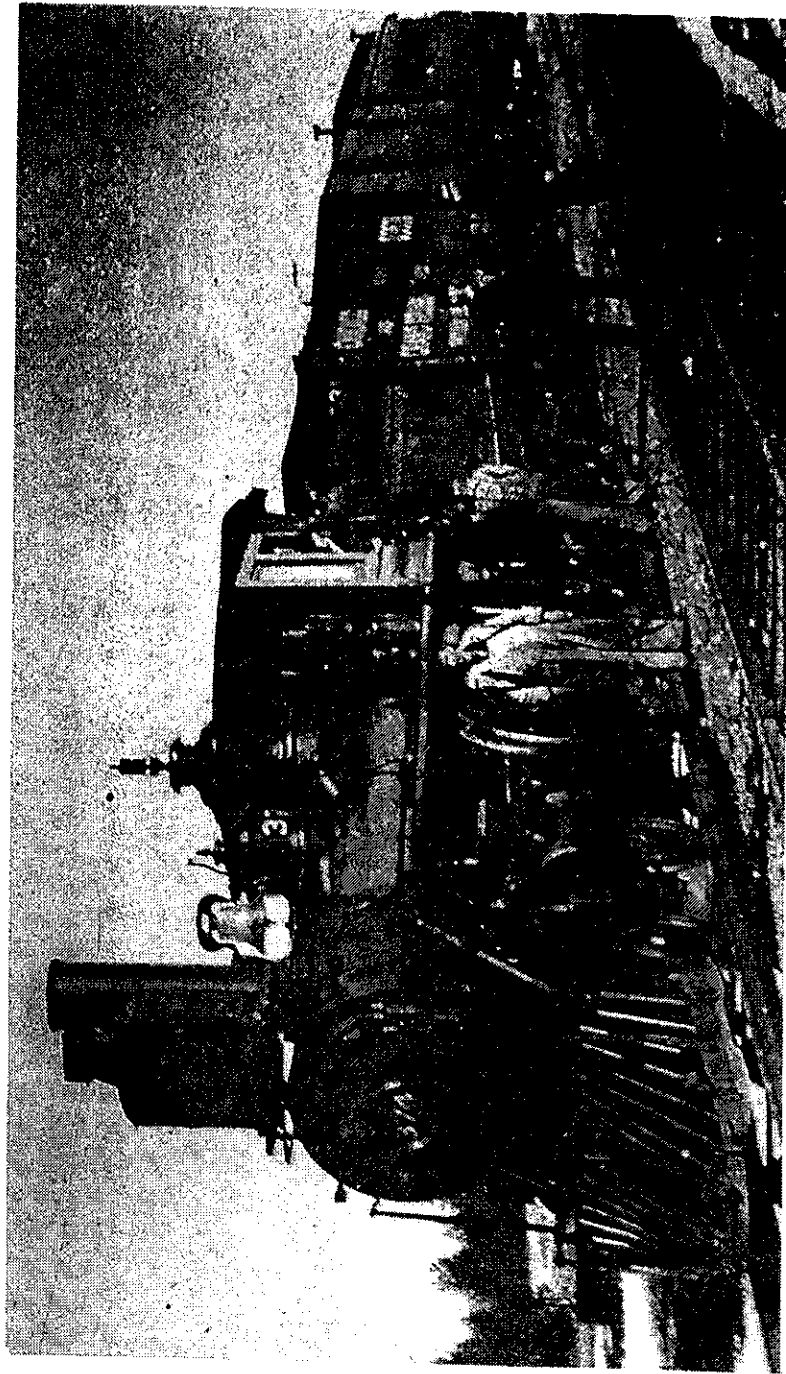
Engine Canadian National 650 was built in the Grand Trunk shops at Point St Charles Montreal in 1896 and was originally numbered Grand Trunk 708,

Grand Trunk No. 2057 pictured in Lindsay in 1914. Built in 1873 by Manchester, prior to 1905 was GTR 491, changed in 1905 to 288, and in 1910 to GTR 2057. The locomotive was scrapped in 1918. Engineer Sam Cherry is on the left.



I have a Time Book for the years 1900 and 1901 showing the names of the employees on the Grand Trunk Railway at the freight office and shed and also at the station, along with the yardmen working the yard engine at Lindsay.

In those days there was no hourly rate of pay. One was paid by the month or by the day. A day for the office staff at the shed was nine hours, but every one else worked a ten hour day.

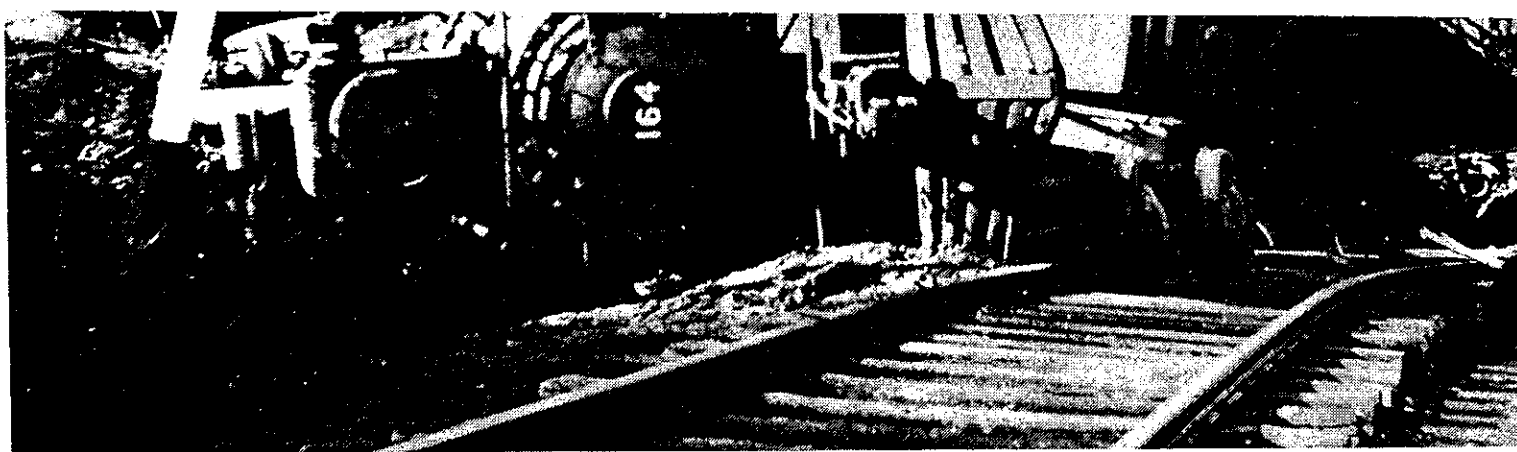


Grand Trunk 374 somewhere
on the Haliburton branch,
1906.

An agreement known as Bill 17 was drawn up on May 20th, 1887 between the town of Lindsay, the Midland Railway of Canada and the Grand Trunk Railway of Canada in an effort to obtain the consent of property owners concerned.

A summary of the articles contained in this agreement were as follows:

1. The Railway Companies propose to erect and maintain in the town of Lindsay a certain locomotive running shed of not less dimensions than 250 feet in length by 48 feet in width.
2. The Railway Committee will employ 25 resident employees in addition



protect trains approaching from that direction. At least that is the way it should have worked.

A derail
164 an
Harbour

An extra freight train with engines Grand Trunk 164 and 285, Engineers Bill Hearst and George Hayes of Allandale departed from Midland with about twenty 30-ton box cars loaded with flaxseed. The engine crews must have been in a dopey condition. Although they had a meet on the way freight at Victoria Harbour, they not only ran by the semaphore, but failed to notice that the passing track switch was set against them until too late to stop. Braking power in those days was not as efficient as today. However, seeing that they could not get stopped they promptly unloaded and fortunately none was hurt.

The two engines ran over the stub ends of the rails, bounced along on the ties and then spread and piled up in a heap with cars of flax piling up behind them. About seven cars of flax were derailed and when they turned over the flax spread over quite an area. The auxiliary had to be brought from Allandale to rerail the engines and cars which took several days.

Later when the investigation of the accident was completed, the engineers on the freight train were discharged and other members of the crews received various periods of suspension. In those days the demerit system had not come into effect and the practice was to penalize employees for violation of rules, etc. by giving them ten, fifteen, thirty or more days suspension, when they were not permitted to work, thus hitting the pocket book very hard. Pay day came once a month and that was on the 23rd insofar as Lindsay was concerned. Wages were low and a little money had to stretch over a long period of time.

Up to June 22nd, 1913, Lindsay was a part of the Allandale Division, the Superintendent having his headquarters at Allandale, which is now part of Barrie. Trainmaster John Irwin had charge of the Lindsay portion, called the 8th, 9th and 10th Districts and included the branch lines radiating in every direction from here. He was known as "High-ball Johnny" and lived at 18 George Street, East until 1910 when he resigned from the Grand Trunk and went to Prince Albert, Sask., as Superintendent on the Canadian Northern Railway.

Engine Grand Trunk 164 was built in 1870 by Brooks. Before 1905 it had been numbered 128. It may have been that it was damaged so extensively in this accident that it was not repaired, as it was not among the engines that were re-numbered into another series in 1910.



Grand Trunk engines 215 and 449 on a grain train from Midland were de-railed west of Angeline St., Lindsay, one night in 1901. The headlights burned oil and the light from them only shone out about 25 feet so the engineer did not see a cow on the track until the cow-catcher failed to do its duty and the carcass went under the lead engine. The two engines and several cars of the train were derailed.

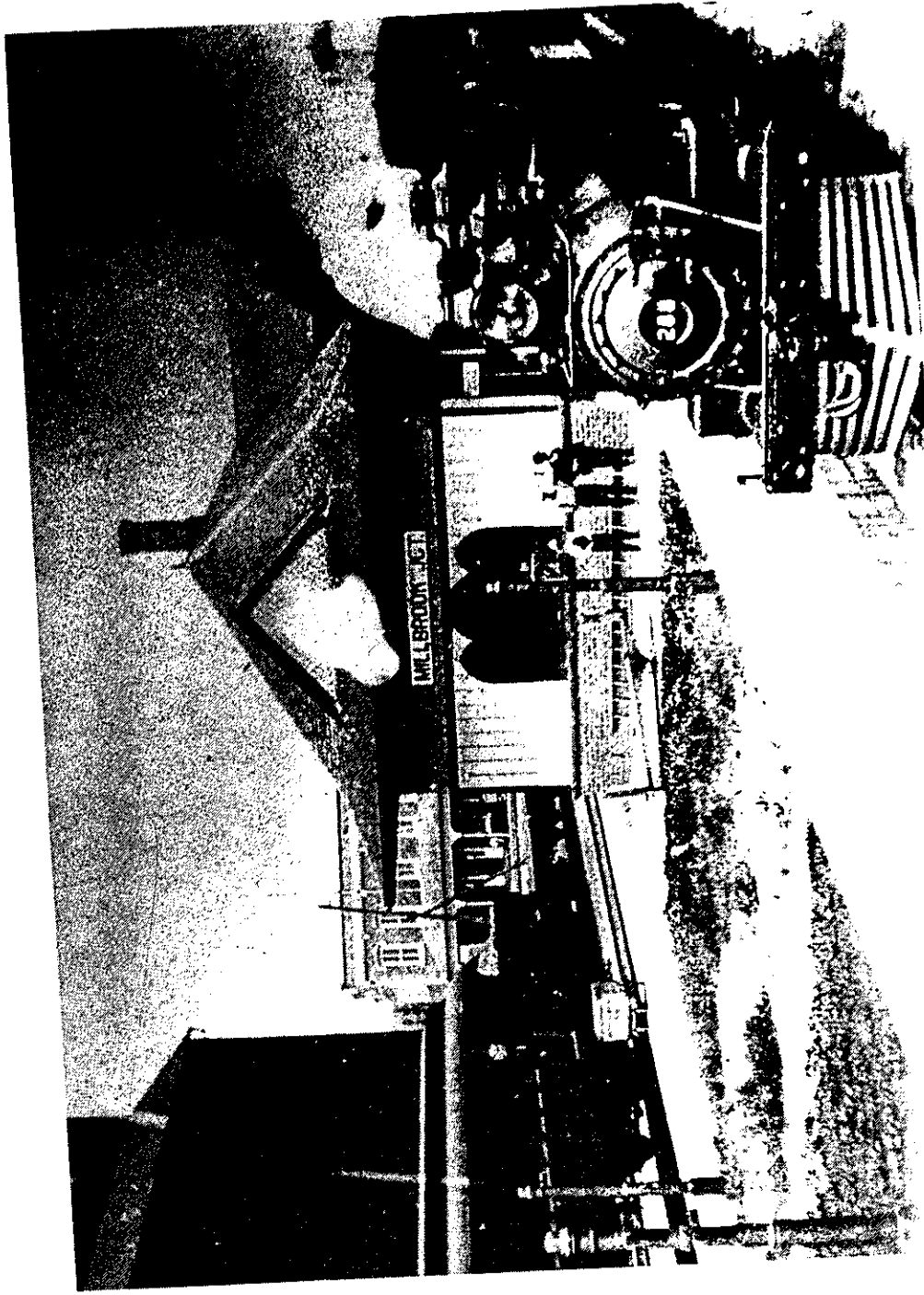


to pay the agent and the trackmen. Insofar as Lindsay was concerned it was scheduled to arrive around 1 P.M. on the 23rd. of each month. It was parked just west of Cambridge St. on the coach siding. There were around 400 employees on the railway in Lindsay. At times they formed a line two abreast almost to the station and as they passed through the pay car they were identified by the local Agent and received their pay in cash.

In its speed to cover the greatest area in the least possible time there was the odd occasion when a flagman on a freight or way freight did not get out fast enough to protect the rear end and the pay car special could not get stopped in time to avoid colliding with the cabooses of the standing train.

In the early days railway engines had diamond stacks with netting inside to prevent sparks from the wood fed fires igniting grass and dry bush along the right of way. Many miles of the railway were through bush country and during the summers, which seemed to be hotter and drier than they are now, fires were frequent. Section gangs were more numerous and as their means of transportation was either by a pumper or lorry, they were assigned from eight to nine miles of track. However, they did manage to keep fires pretty much under control.

The headlight of the engine was almost as big as the front of the boiler. it burned oil and the large reflector projected a beam almost fifty feet ahead, which



Millbrook Junction station
and engine 288, circa 1908.

from Toronto returning in the early evening to Lindsay and Bobcaygeon. The service was daily except Sunday.

The accompanying picture of the CPR station was taken about 1906 and the afternoon mixed train arriving from Bobcaygeon. The passengers were late. A man never went

Grand Trunk 88 was built in 1872 by the Rhode Island Loco. Co. It served as yard engine at Lindsay around the turn of the century. It did not survive to be re-numbered in the 1905 roster.



Engine 285 was built in 1873 by the Manchester Locomotive Co. at Manchester, N.H. It was originally 487, changed in 1905 to 285 and in 1910 to Grand Trunk 2055. It was scrapped in December 1919.

When checking the Canadian Post for the years 1881 and 1882 I came across the following of interest to folks in the Midland area:

July 22nd, 1881. The steam barge Josephine Kidd of Goderich with a cargo of 320 barrels of salt arrived at Midland for Bowmanville. The owner of the salt works Joseph Kidd accompanied the shipment being the first of its kind and future shipments depended on the success of this initial shipment.

October 7th, 1881. The first ship load of grain for the new elevator at Midland arrived by the "Rover" from Milwaukee on Tuesday of last week (Sept. 27th). The cargo consisted of 23,000 bushels. Mr. White, General Traffic Agent of the Midland Railway went to Midland to look after the unloading.

April 28th, 1882. Six vessels ex Chicago have arrived with 140,000 bushels of corn for export and 40,000 for Toronto. It is expected that the average receipts will be 15,000 bushels per day.

September 22nd, 1882. Work is proceeding on the Medonte Tramway. One hundred men and several trains are employed. 150 more men are expected next week.

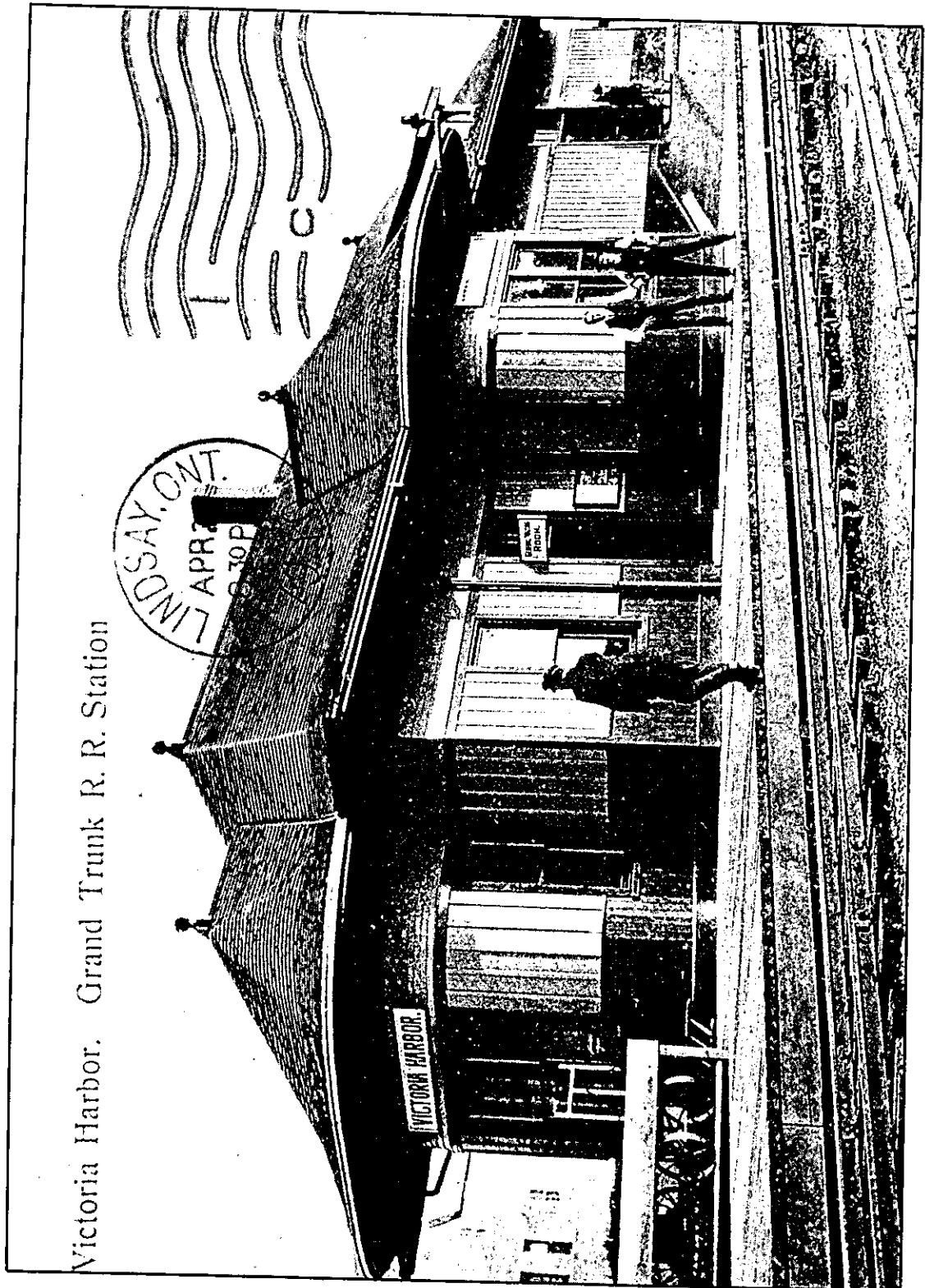
Here are some interesting railway items I came across that mark the advancements made between 1881 and 1888.

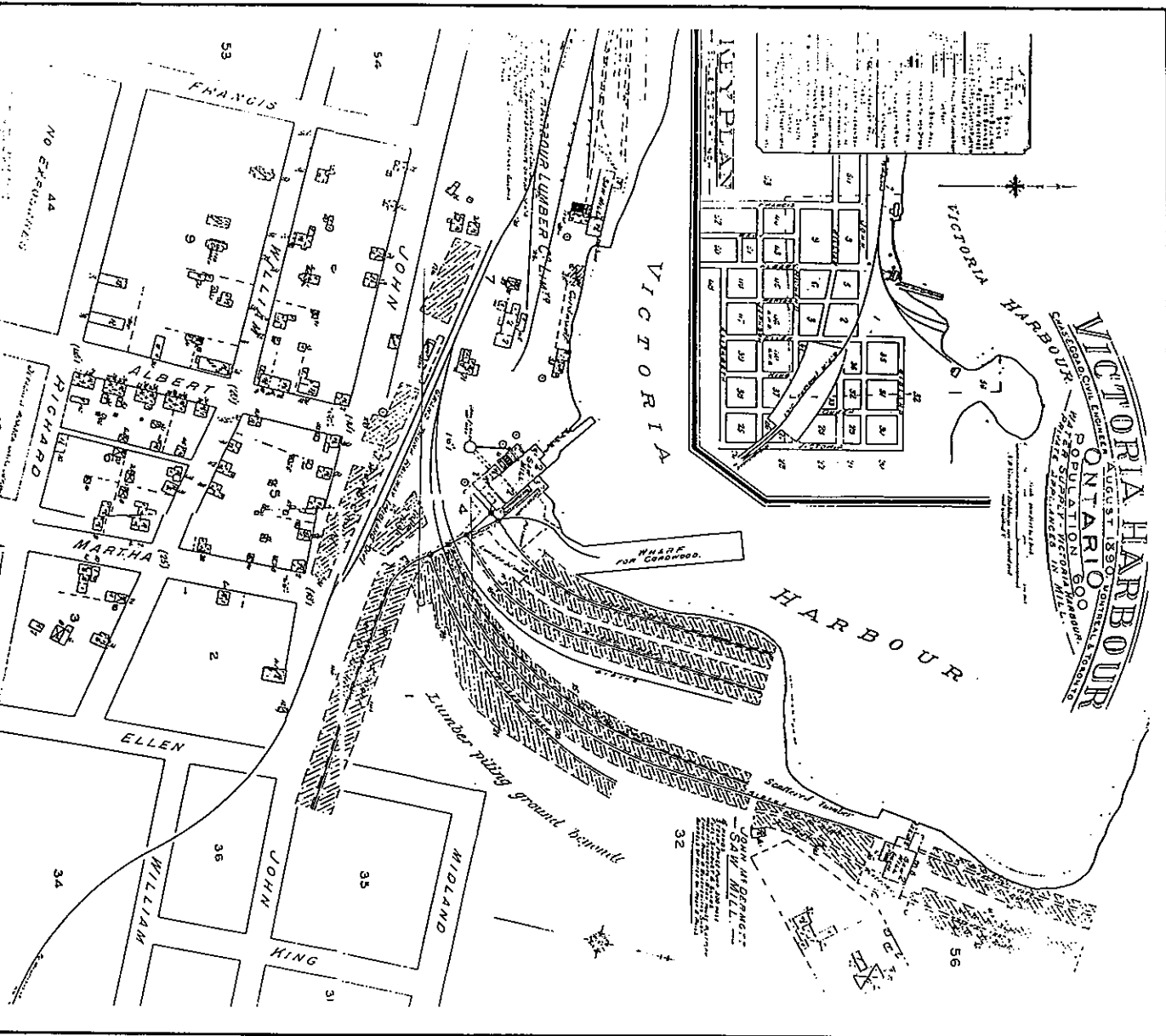
TORONTO AND NIPISSING RAILWAY

The line from Scarborough Junction to Coboconk was 3ft. 6 in. gauge commonly called "narrow gauge". The railway had running rights from Scarborough Junction to Berkley St. station in Toronto and a third rail was laid on the Grand Trunk Railway main line which was 5ft. 6 inch gauge. While "standard gauge" was adopted in Canada in 1872, the Toronto and Nipissing Railway did not change over until 1881 when work commenced in July. A news item of August 12th, 1881 stated that the platform at Stouffville had to be altered to permit the laying of the third rail. The change to Stouffville from Scarborough Junction had been made without affecting traffic. Further on towards Cannington sections had been changed, some bridges and culverts having had to be widened. On November 18th it was announced that the last shipment of steel rails, 20 carloads had

Victoria Harbour

A Mill Town Legacy
FC 3099 V53 B69 MCM



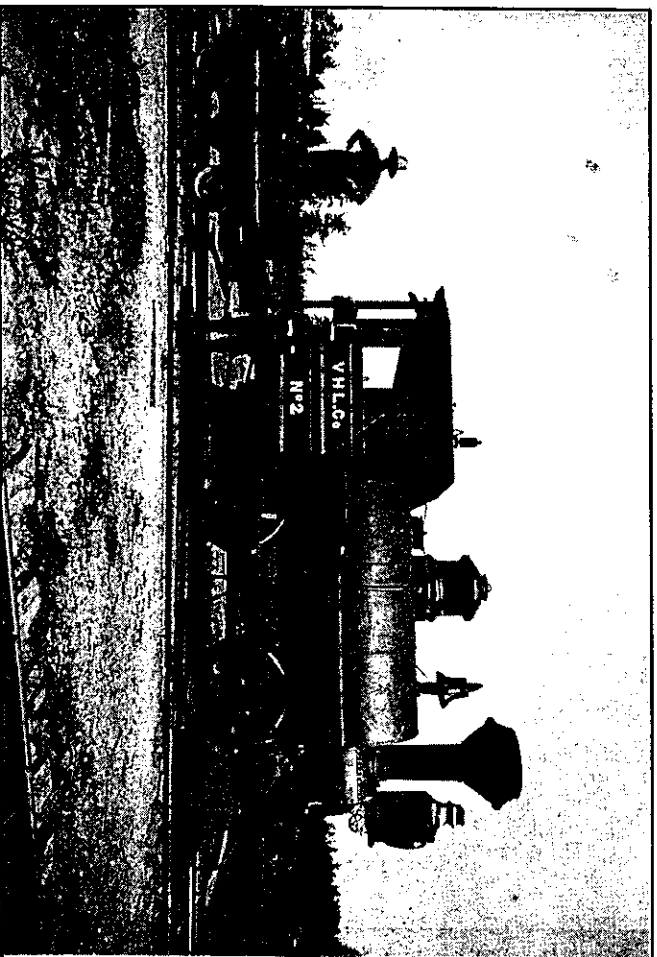


THE YEAR WAS 1878 and the Midland Railway of Canada had just finished laying their new line from Orillia through Medonte to the village of Waubaushene on the shores of Georgian Bay.

The arrival of the summer season in Victoria Harbour the following year also brought the "iron horse" to the village. On July 14, 1879, the Midland Railway Company extended the line from Waubaushene through Victoria Harbour to the village of Midland, thus connecting the village and its people to the rest of the province. Prior to the arrival of the railroad, goods and mail were shipped to Waubaushene and dispatched to the Georgian Bay villages by the steamer *Myrtle*.

With the arrival of the railway, lumbering possibilities increased in the area. By the end of the 1880s the Victoria Harbour Lumber Company had built rail sidings off the main line to their No. 1 and No. 2 mills, and later to No. 3 mill. Servicing the yard were two company-owned yard engines, or as they were more commonly known "dinky engines" or "saddle tanks."

One practice Waldie had was to stamp the side of each and every car of lumber leaving the yard with V.H.L.C. This practice continued for some time, until the Grand Trunk Railway put a stop to it, saying it was free advertising for the lumber company.



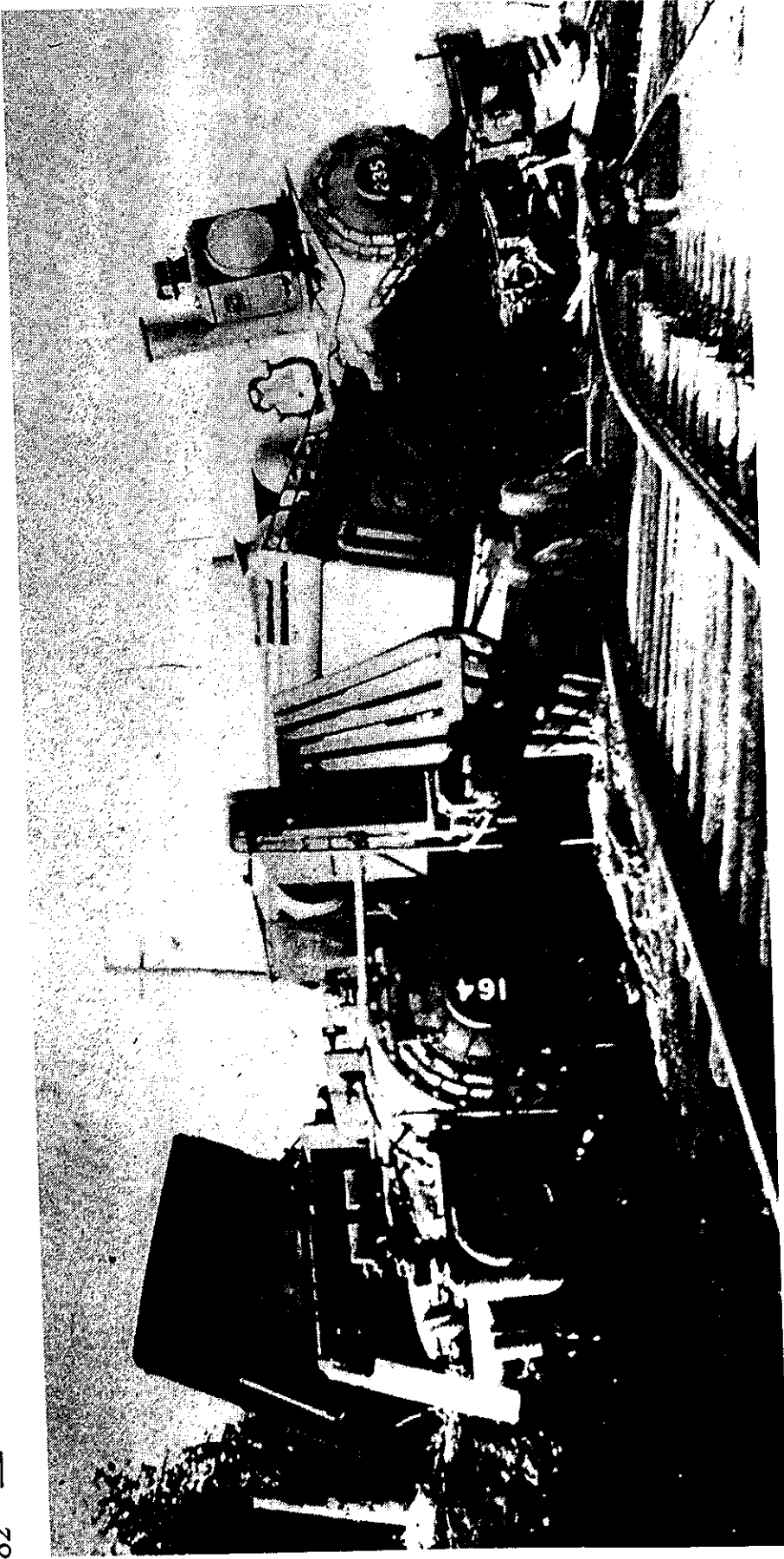
One of the Victoria Harbour Lumber Company yard engines, commonly known as "dinky engines" c.1890.

—COURTESY ONTARIO ARCHIVES



Engineer Charlie Schissler sits at the controls of a snowed-in yard engine c.1920s.

—COURTESY CLARENCE SYKES



A derailment of locomotives 164 and 285 at Victoria Harbour, August, 1906.

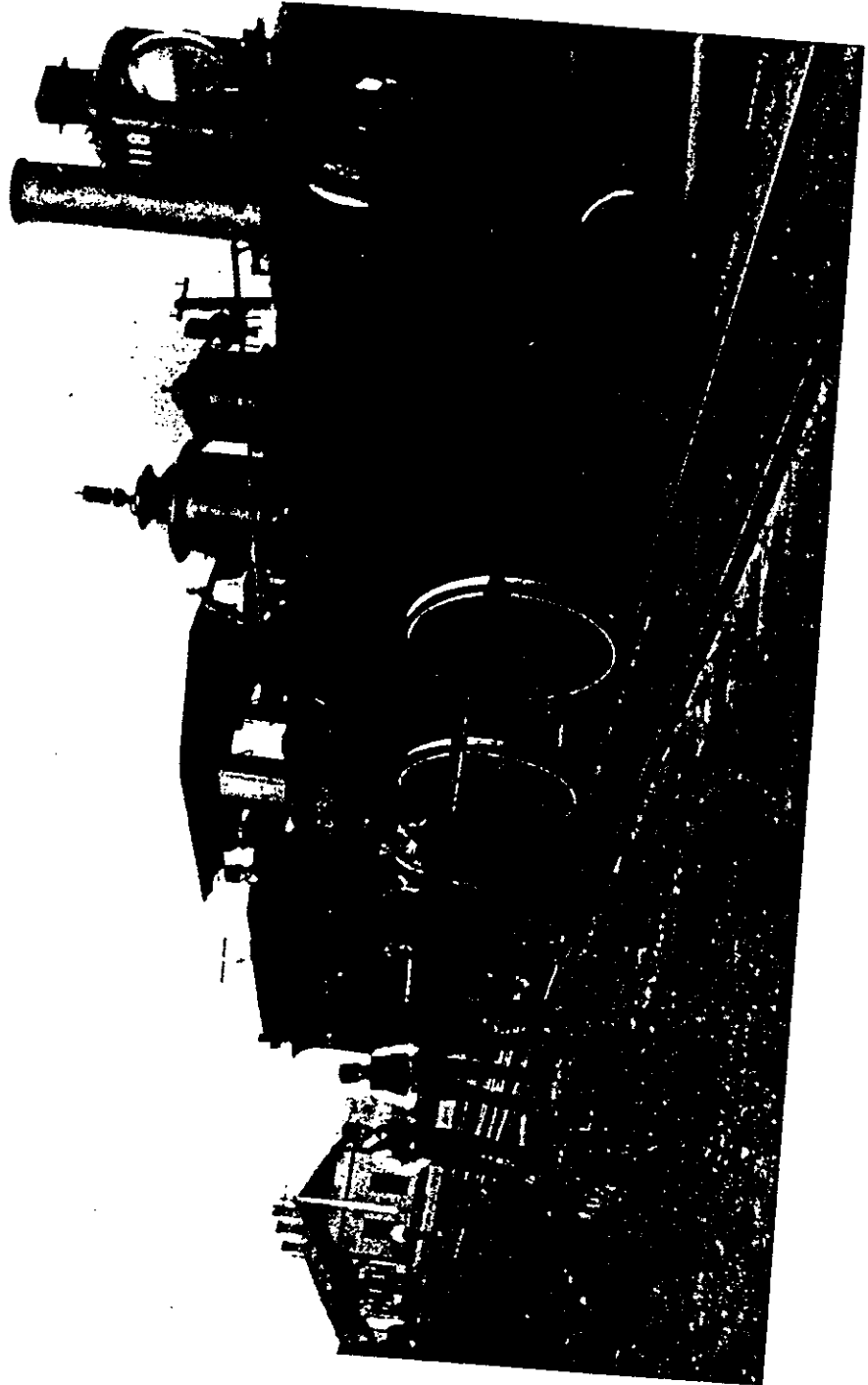
protect trains approaching from that direction. At least that is the way it should have worked.

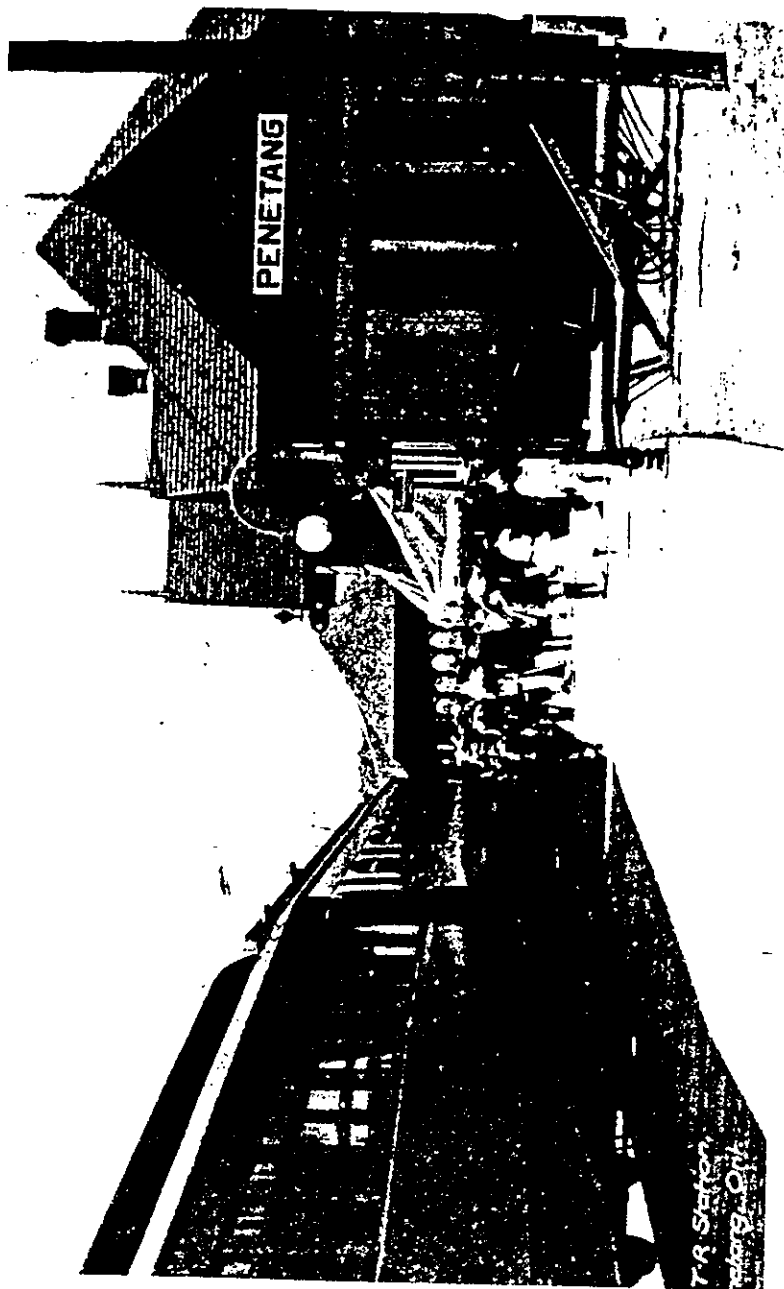
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THE two engines ran over the stub ends of the rails, bounced along on the

*The Midland Railway became
part of the Grand Trunk system.
Pictured here at Midland in
1906 is Grand Trunk engine
number 118, and in the
background the original
Midland station.*

—National Archives of Canada C 25244





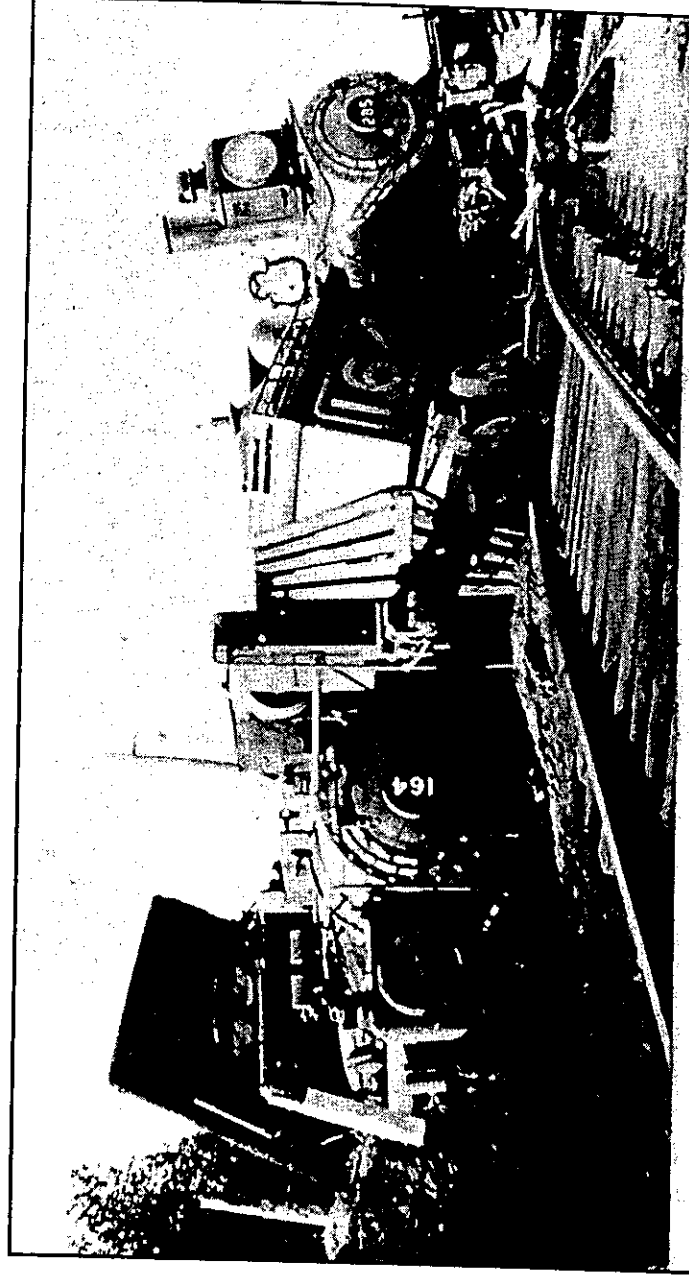
Public met the "Flyer," a fast train
 onto, at the Penetang dock.

1000000

Railroad excursions became very popular in the 1890s. The railroaders between Midland and Orillia would all join together on a special train leaving Midland early in the morning and stopping at Victoria Harbour, Waubaushene and other small villages along the line on their way to the park in Orillia for a day's outing with fellow workers and family.

In August 1906 one of the few accidents ever to occur in Victoria Harbour blocked the main line to Midland for several days. It was on a hot, sunny August day when Conductor J. MacMillan and Engineer Lewis Gordon were switching into the west

lumberyard of the V.H.L.C. after the train had moved off the main line and into the mill. The brakeman forgot to switch back to the main line, leaving two stub ends of rail leading to nowhere. However the brakeman did set the west semaphore to the stop position to protect trains approaching from the west. Meanwhile engineers Bill Hearst and George Hayes, both of Allendale, had just departed from the Midland elevators with twenty thirty-ton boxcars loaded with flaxseed. As the freight train approached Victoria Harbour the two men failed to notice the semaphore and ran by it. They also failed to notice that the passing



DERAILMENT - VICTORIA HARBOR - AUGUST 1906.

the s, coming to rest in a heap of metal and flaxseed.

After the Grand Trunk Railway investigation, the two engineers were discharged and other members of the two crews, including the brakeman, received suspensions without pay. That was very serious punishment back in the early days because payday came only once a month, wages were low and what little money they made had to stretch over a long period of time.

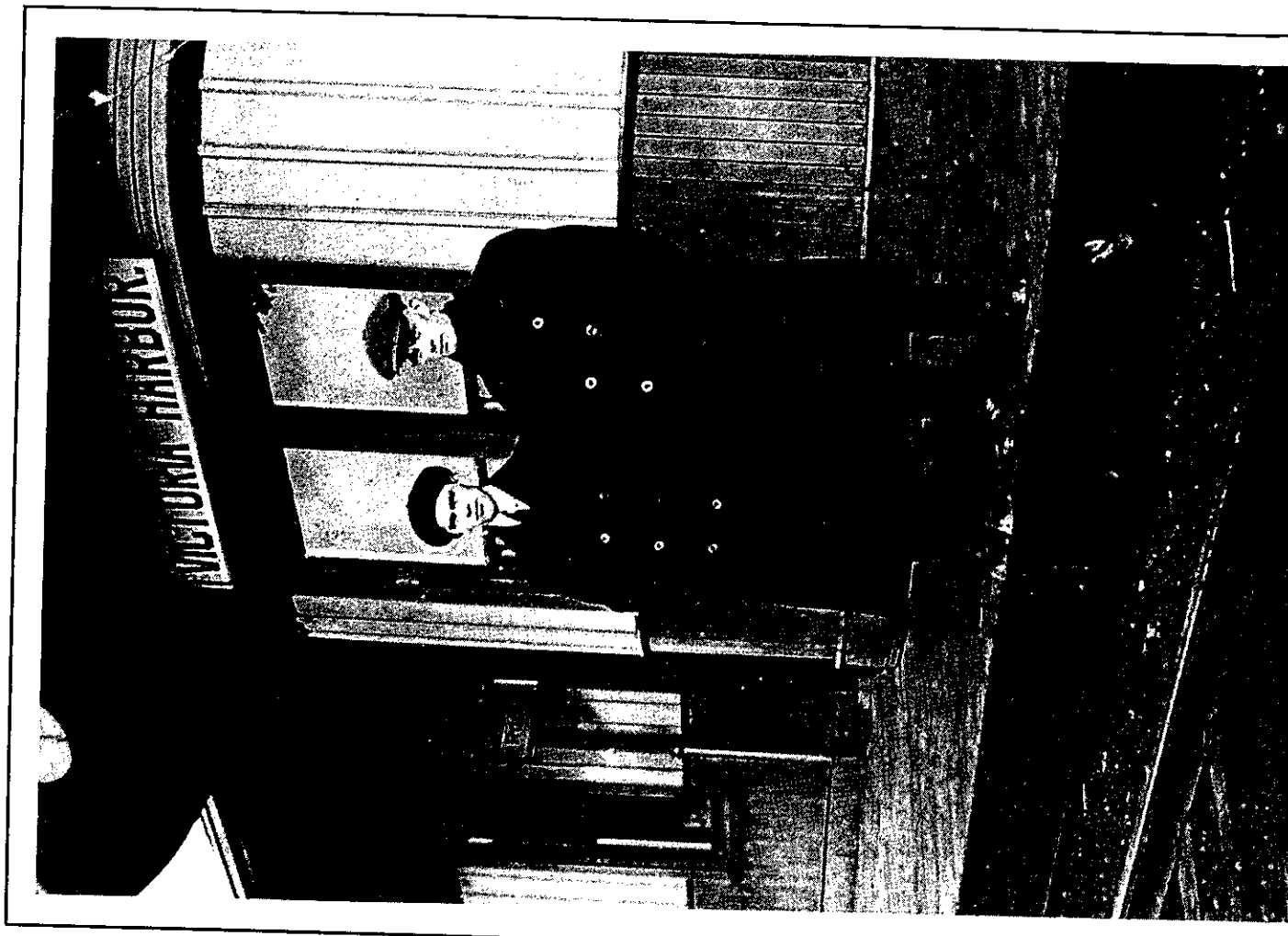
In 1907 the Canadian Pacific Railway started operations near Victoria Harbour. C.P.R. owned and operated the grain elevator in Port McNicoll, along with several steam passenger ships on the Great Lakes. C.P.R. ran mostly freight trains out of Port McNicoll, but also ran a special train out of Toronto called the "boat train." Passengers would board in Toronto for the trip to Port McNicoll, where they would disembark and board one of the company-owned passenger ships for a cruise along the Great Lakes.

In 1922, under Sir Henry Worth Thornton, Canadian National Railway took control of the Grand Trunk Railway, and a new era of railroading began in Canada. By the end of 1927 the Victoria Harbour Lumber Company had shut down its mills. The buildings were eventually torn down and the rail sidings removed. The railroad continued to service the village with freight and passenger service until the mid-1960s, when the station was torn down by the railroad.



The old Park Street bridge, built in 1879.

—COURTESY MRS. EPLETT



Waiting for the train c.1920s. Charles Vent and Jim Gill smile for the camera on the platform of the old Victoria Harbour railway station. —COURTESY MRS. EPLETT

DURING THE MIDDLE of the nineteenth century, railroad track was laid throughout Ontario. Small villages were constructed along the steel rails, houses were built, businesses were opened and communities were started.

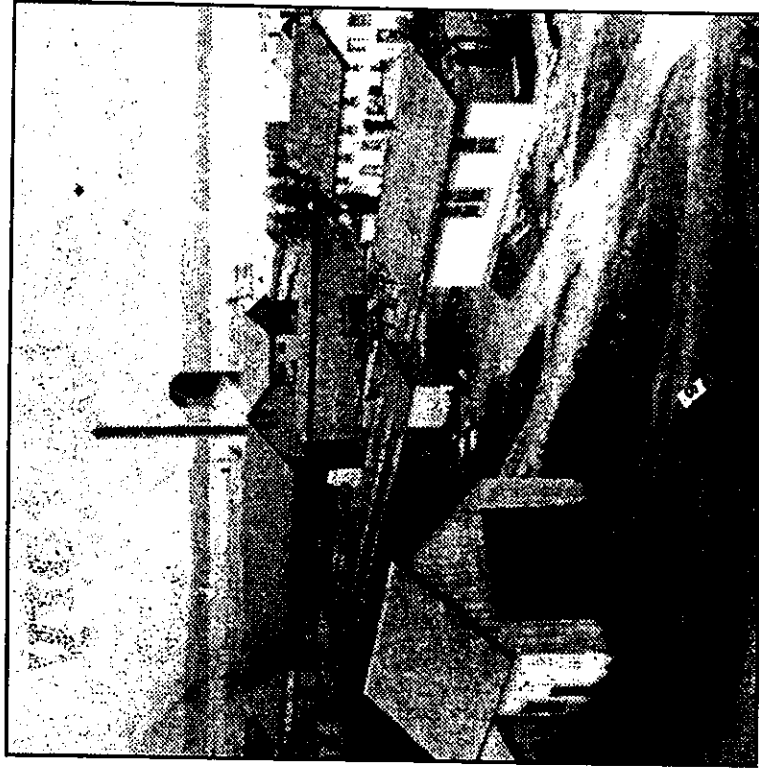
One building that was built in every town along the railroad doubled as a business and meeting place. That building was the town's railroad station or depot. In the early days of railroading the depot was the centre of activity. Knowing this, the railroad companies went to great lengths to build large, attractive, impressive-looking structures.

On July 14, 1879, Midland Railway track was laid through Victoria Harbour, and by the end of that year the village's first depot was built. Built in batten-board design, this structure was not as impressive as the depot to follow, but did have a character of its own, from its small, arched windows to the unique woodwork in its waiting room.

This smaller depot served the village for some eighteen years before being replaced in the late 1890s with a larger structure just down the track. This new structure, also in the batten-board design, was one hundred feet long and twenty-four feet wide. On one end of the building was one of the two large bay windows, and on the other end stood the freight shed, with its large sliding freight door facing the wooden-planked platform that stretched the length of the station. The whole exterior of the station was painted a two-tone brown, dark brown on the bottom half and

light brown on the top, with all the decorative trim painted the same dark brown.

The interior of the station was just as impressive, lit by oil lamps and heated by a wood stove. The waiting room was the centre of activity, with pine floors and wainscoting throughout. The walls and ceilings were painted white and the trim a light brown. On the walls hung colourful railway posters, a map of the railway system, the local timetable, and of course



Victoria Harbour's first depot (off-centre right), built in 1879. No. 2 mill (top).

the regulation clock. Wooden benches lined the walls and a large wood stove sat in the centre, usually with a pot of coffee brewing on it.

The ticket office, with its arched window, was just inside the front door. Here passengers purchased tickets and checked baggage. The interior of the ticket and station master's office was typical of most stations. At the ticket window sat the ticket box and dater. On the agent's mahogany desk sat a blotter, an assortment of stamps and brass baggage checks. On another desk was the telegraph machine (later to be replaced by the scissors phone). On the back wall hung a large G.T.R. calendar along with an assortment of keys hanging from nails.

In the freight shed boxes and crates lined the walls, extra hand lanterns hung from the rafters and a large weigh scale sat in the middle of the room near the freight door.

In the early days they were known as station masters, station agents, depot agents and even masters of the depot. One man who was responsible for the upkeep and operation of the station was Robert N. McDowell. Born in Milton, Ontario, in 1873, Robert first found employment with the Grand Trunk Railway in Milton and became the town's station master on October 29, 1889. He held this position until approx-

imately 1896-7, when the new station was built in Victoria Harbour. At that time he was transferred here and became the station's first agent.

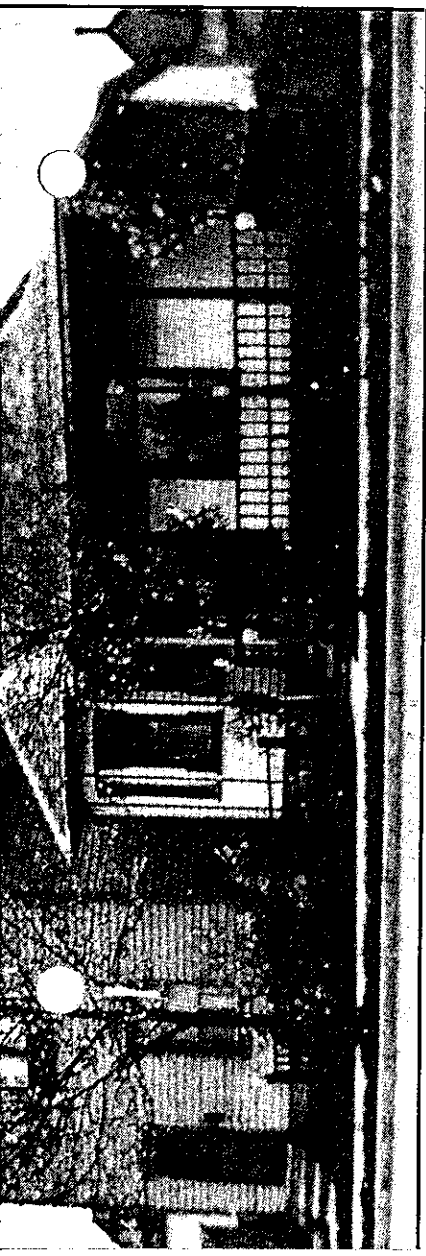
The station master's duties were many in the early days of railroading. They consisted of selling tickets, handling baggage, setting the order board, sweeping the floors, even doing double duty as the telegraph operator. In 1901 Robert married sixteen-year-old Nellie Salbows of Victoria Harbour. They lived on William Street, a stone's throw from the station. Robert continued as station master for over forty years. In 1915 Robert was twenty-second on the G.T.R. seniority list.

By the early 1920s eight to ten trains rambled through the village daily. A new oil-and-electric train was in service on the line at that time. After the mills closed down in 1927, passenger and freight service continued.

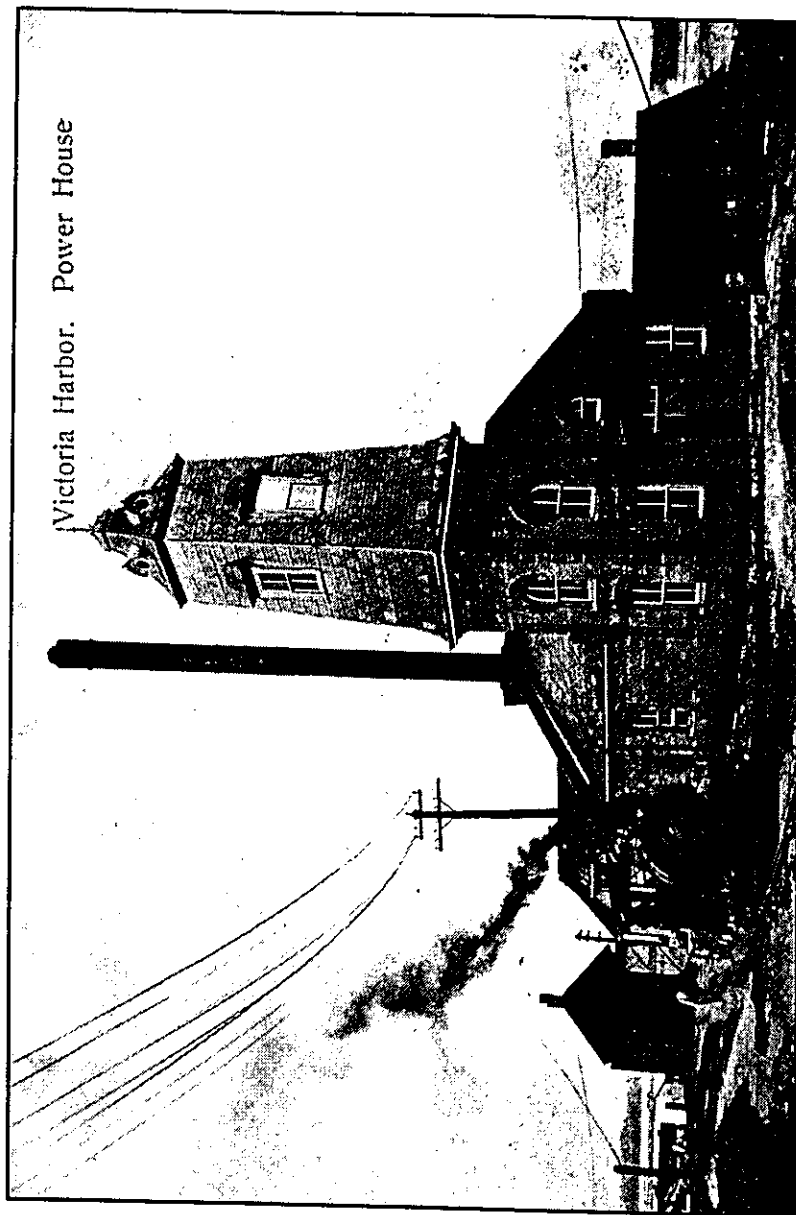
In 1939 Robert retired from the railroad at the age of sixty-six. Two years later, Station Master Robert N. McDowell died. The station continued to operate until finally the railroad was forced to cancel passenger and freight service in the 1960s. The station was torn down in the late sixties. The iron horse had been replaced by the automobile.



turn-of-the-century home.
Nearly every house had a
garden plot and a fence sur-
rounding it.
—COURTESY CLARENCE SYKES



*The powerhouse in 1906 with engine
No. 1 passing by.*
— PHOTO H. L. GARDINER,
COURTESY ONTARIO ARCHIVES

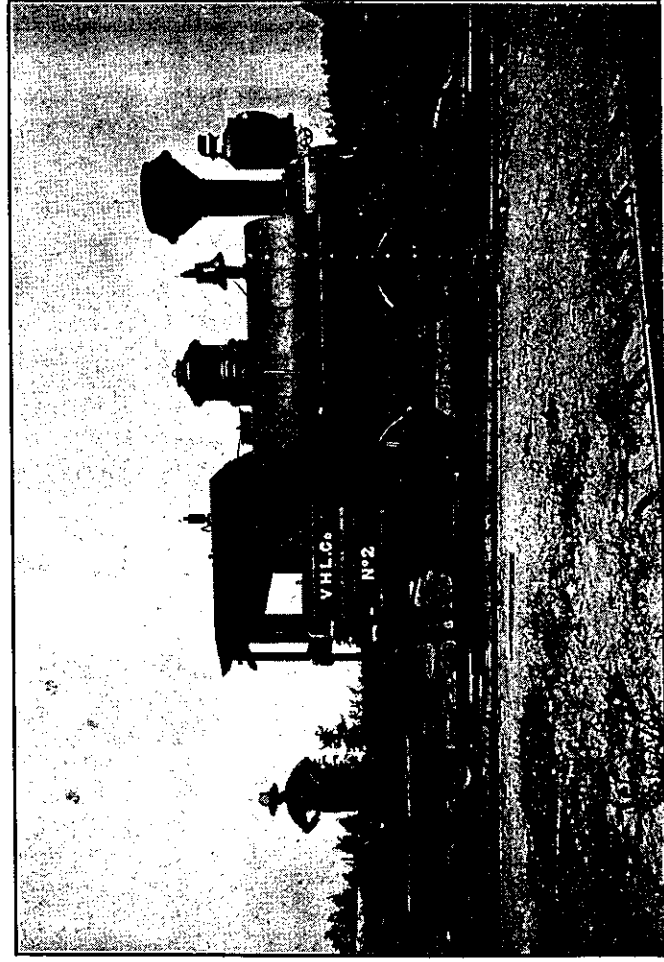


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One practice Waldie had was to stamp the side of each and every car of lumber leaving the yard with V.H.L.C. This practice continued for some time, until the Grand Trunk Railway put a stop to it, saying it was free advertising for the lumber company.



One of the Victoria Harbour Lumber Company yard engines, commonly known as "dinky engines" c.1890.

—COURTESY ONTARIO ARCHIVES

where repairs could be carried out, and a blacksmith shop. A turntable was placed north of the engine shed. The Grand Trunk was installing a weigh scale near the Grand Junction crossing for the purpose of weighing the ore brought in by the GJR from the north.

As for the Belleville and North Hastings Railway to Madoc, it too was inspected and repairs were carried out during the summer of 1880. Two new passenger cars were being built for the line at Cobourg, and a number of box, coal and flat cars were on order. Superintendent Brennan expected to have no less than one hundred cars and six locomotives ready by October 1, 1880 to take care of the anticipated traffic on the line. He lost little time to work out mutually satisfactory freight rates with the numerous cheese factories scattered throughout Hastings County who had previously taken their cheese by team to Belleville. A new grain elevator was under construction at Madoc to replace an earlier one destroyed by fire in the previous fall. Two elevators were nearly completed at Stirling, two were being erected at Campbellford, and one elevator with a capacity of 60,000 bushels was being built at Hastings by H.M. Fowlds. The Grand Junction was counting on a large export business in grain to be carried to Belleville by rail where it would be transferred onto vessels destined for Montreal or the United States, while the Belleville & North Hastings hoped for a speedy improvement in the iron trade which was currently in a slump.

On the whole, prospects for both the Grand Junction and the Belleville & North Hastings were bright, and the operators had reason to be optimistic for the future. In the meantime, the bridge across the Trent at Hastings was rapidly taking shape. Located about three-quarters of a mile above the station at Hastings, it was 460 feet in length. Seven piers and two abutments were completed. The structure was to have one span of 50 feet on each shore, two spans of 100 feet and a swing bridge in the centre with two clear openings. The builder was J.W. Dinwoodie who also had the contract for two other bridges on the road — one a pile bridge of about 320 feet across the river Ouse, the other a 144-foot truss bridge across the Indian River.

In all, about 350 men were employed that summer on the Hastings-Peterborough stretch of the Grand Junction. However, at Downer's Corners on the outskirts of Peterborough, where the line met the long-since abandoned right-of-way of the Cobourg and Peterborough Railway, progress came to a halt. Access to the Town of Peterborough was blocked as the Midland Railway laid claim to the central part of town.



GRAND JUNCTION RAILWAY.

Two Train Services daily (Sunday excepted) between Peterboro' and Belleville, commencing on

Monday, 20th Dec. 1880.

(and until further notice) Trains will leave Ashburnham and Belleville City at 7:30 a. m. and 3 p. m., and will be due at Belleville City and Ashburnham at 11:30 a. m. and 7:30 p. m. respectively, stopping en route at all regular Stations, and at Flag Stations when duly signalled.

MADOC BRANCH.

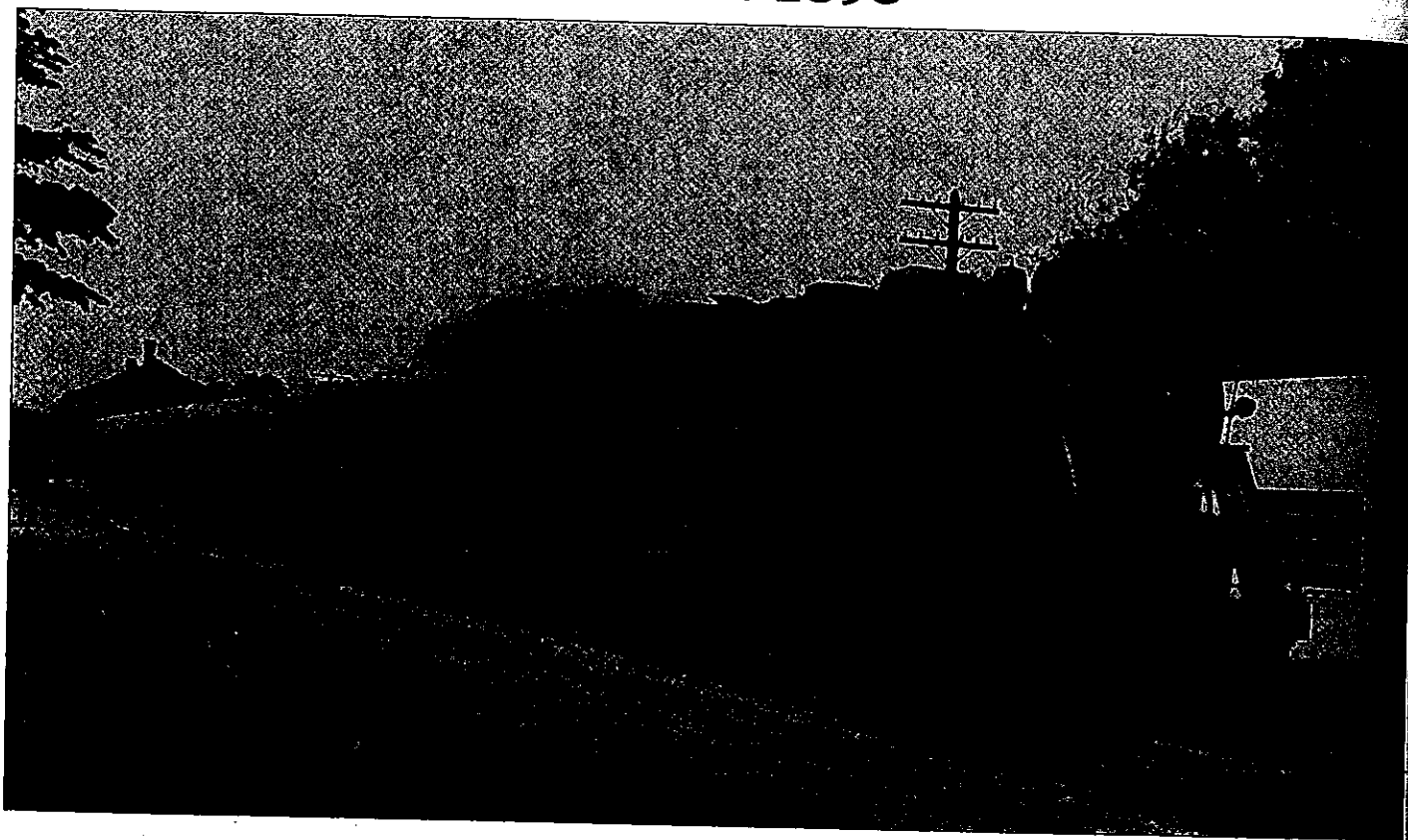
Train will leave Madoc for Belleville City at 8 a. m., arriving at 10 a. m. Returning will leave Belleville City for Madoc at 3:30 p. m., arriving at 5:30 p. m.

NOTE—Trains will be run by Belleville time which is 14 minutes slower than Montreal time.

T.S. DETLOR,
General Superintendent.
Belleville, Dec. 18th, 1880. 189d

THE LITTLE TRAINS OF LONG AGO:

GRAND TRUNK RAILWAY PASSENGER TRAINS AT LINDSAY, ONTARIO – JUNE 1893



By Gordon C. Shaw

The past 20 years have seen a vast reduction in Ontario railway mileage. Most of the branch lines have gone, while present studies contemplate consolidating some of the main lines and the removal of even more track. In effect, the “rusty railfans” who enjoy visiting branch lines are being replaced by the “dusty railfans.” The latter must be content with finding an abandoned culvert, a bridge pier, a gap between trees, or an old building. While a few such relics remain to mark a former railway location, the rails, even the rusty rails, are gone.

As a result of these abandonments, several Ontario towns, once important railway terminals, are now without rails. One such town is Lindsay. In June 1893, it was the headquarters of the Midland Division of the Grand Trunk Railway Company of Canada. As such, Lindsay was the hub for 479 miles of railway, once owned by the former Midland Railway of Canada, purchased by the Grand Trunk in 1884 and officially absorbed by them in 1893 (Stevens 1960, Volume 1, Pages 439 and 440). The Midland Railway was, in effect, an amalgamation of several smaller railways, each of which had been promoted by business interests in Toronto, Whitby, Port Hope, Cobourg, and Belleville to encourage trade through their towns and ports. These component railways were somewhat mutu-

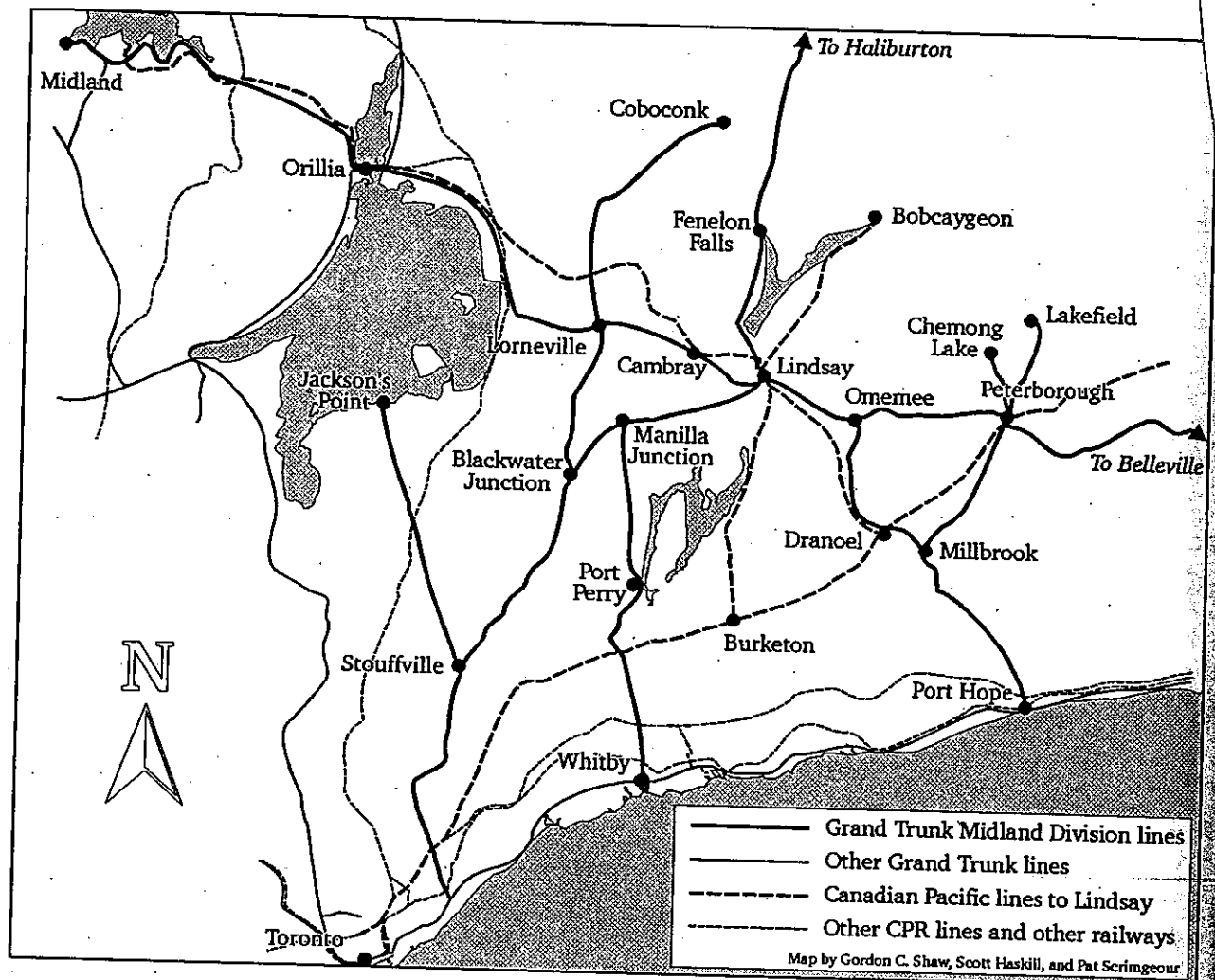
ally competitive, with each having limited traffic and, as a result, financial difficulties. Therefore, their bondholders were pleased to replace their securities with those of the larger Midland Railway and, in turn, by those of the Grand Trunk (Stevens 1960, Volume I, Pages 423 to 454). While from a retrospective economic viewpoint some of these lines should never have been built, they did serve their local communities at the time. By 1893, their passenger services had been integrated to serve the entire Midland network as opposed the individual lines of each predecessor company. Also, as per the June 1893 *Travelers' Official Guide*, the Midland Division comprised the following lines with train services affecting Lindsay.

- Main line – Toronto to Blackwater Junction, Manilla Junction, Lindsay, Peterborough, Millbrook, and Port Hope – 122.4 miles;
- “The Old Road” – Omemee to Millbrook – 15.5 miles;
- “The Midland Line” – Blackwater Junction to Lorneville Junction, Orillia, and Midland – 73.8 miles;
- “The Coboconk Branch” – Lindsay to Lorneville Junction, via Cambray, and Coboconk – 37.6 miles;
- “The Haliburton Branch” – Lindsay to Haliburton – 54.8 miles;
- “The Whitby Branch” – Whitby to Manilla Junction – 32.8 miles.

In addition to these 336.9 miles, the Midland Division's main line extended from Peterborough to Belleville (65.4 miles) and there were branches from Stouffville to Jackson's Point (26.5 miles), Peterborough to Lakefield and to Chemong (22.8 miles), and from North Hastings Junction to Madoc and Eldorado (21.6 miles).

In June 1893, a railfan could stand on the Lindsay

CNR 4-6-2 5267 switching Train 94 at Lindsay, May 31, 1958
–Alan Crompton



Consist D – This consist, based at Whitby, left there at 08:10 for Manilla Junction. After connecting with both eastward and westward Consists A and B, it left Manilla Junction at 10:30 to arrive at Whitby at 12:35. It again left Whitby at 16:00 for Manilla Junction, where it again connected with both eastward and westward Consists A and B; it then left Manilla Junction at 19:20 to arrive at Whitby at 20:45. These Consist D services were all mixed trains; the southward morning and the northward afternoon trains required over two hours for the 32.8-mile journey. The 08:10 departure from Whitby followed a connection with an 07:00 departure from Toronto and the 20:45 arrival connected at 21:00 for a main line train to Toronto. These Consist D trains were supplemented by another consist, based in Port Perry. It left there at 07:45 for a direct connection at Whitby for Toronto and returned to Port Perry in the evening, leaving Whitby at 18:45 after an arrival from Toronto.

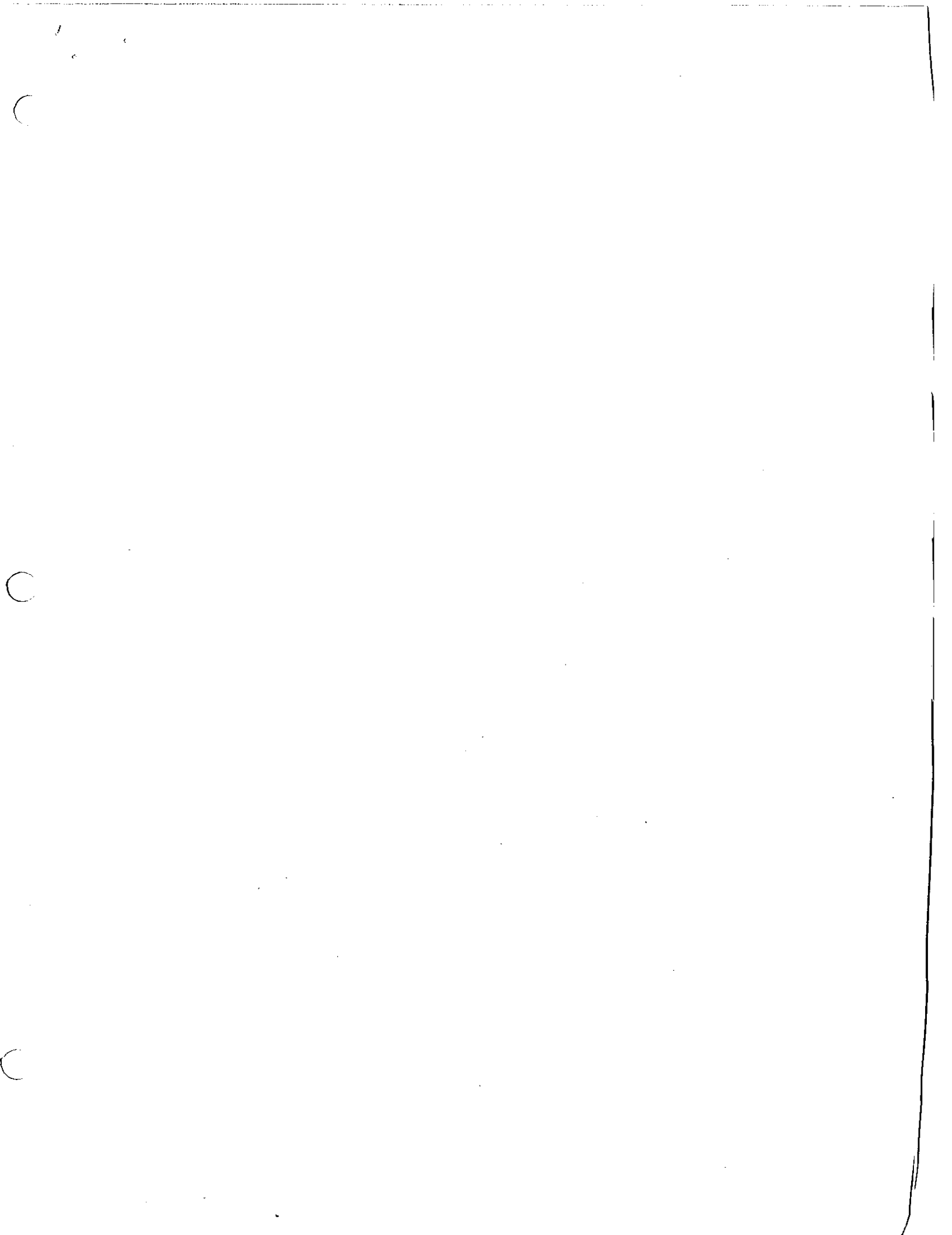
Consist E – This consist, based in Cobcoconk, left there as Mixed No. 30 at 06:40 for Lorneville, to connect with Consist C for Blackwater Junction. Consist E then proceeded to Lindsay via Cambray to arrive at 09:55 in time to connect with Consist A leaving at 10:52 for Peterborough and Port Hope. Consist E returned to Cobcoconk as Mixed No. 31, leaving Lindsay at 18:20 following the arrival of Consist A from Port Hope and Peterborough. It again connected at Lorneville with northward Consist C and arrived at Cobcoconk at 21:55.

Consist F – This consist, based in Haliburton, left there at 06:30 as Mail No. 32 and arrived in Lindsay at 10:35. It then left Lindsay as Mail No. 33 at 15:00, arriving at Haliburton at 19:00.

Consists G and H – Consist G left Lindsay at 05:45 as Mixed No. 36 for Omemees and then over the "Old Road" through Bethany to Millbrook and Port Hope arriving there at 09:05. It then left Port

Hope at 10:20 as Mixed No. 35 and returned to Lindsay at 13:40, again via the "Old Road." This train then left Lindsay at 13:45 and ran local to Toronto, arriving there at 17:55. It returned to Lindsay as Consist H, leaving Toronto at 07:05 the next morning and arriving in Lindsay at 12:00. (It was overtaken around Agincourt by eastward Consist A.) For some years, this "Old Road" mixed train was hauled by GTR locomotive GTR 294, a small 4-4-0 built in Manchester, New Hampshire, in 1873 and scrapped in 1915 (Wilkins 1992, Page 35). What a railfan delight!

These eight consists permitted a passenger to travel between almost any two stations in the Midland Division network with a choice of two daily except Sunday departures. While they provided a more thorough coverage of their territory than is available by any means other than automobile today, they did so with modest average speeds. For example, a passenger could leave Orillia at 07:49 and reach Port Perry at 11:25. This journey, of 62.1 miles, with an average speed of only 16.5 m.p.h., was broken by a 30-minute refreshment stop and train change at Blackwater Junction. Even the 104.5-mile main-line journey from Peterborough to Toronto required 3 h 55 min, that is with an average speed of 26.7 m.p.h. Also, since these trains made connections at each of Lorneville, Blackwater, and Manilla junctions, a late train leaving, say, Orillia could delay connecting trains and cause late arrivals as far away as Toronto, Whitby, and Port Hope. (I have assumed that all trains waited at each of these junctions for their connecting trains to avoid stranding passengers.) Therefore, with low average speeds and a mod-



station platform from 05:45 until 20:00 daily except Sunday and enjoy the following eleven passenger train arrivals and departures:

- 05:45 – Mixed No. 36, departing for Omeme, Millbrook via the "Old Road," and Port Hope;
- 09:12 – Express No. 1, arriving from Port Hope and Peterborough and then departing at 09:15 for Manilla Junction, Blackwater Junction, and Toronto;
- 09:55 – Mixed No. 30, arriving from Coboconk via Lorneville Junction and Cambray;
- 10:35 – Mail No. 32, arriving from Fenelon Falls and Haliburton;
- 10:50 – Mail No. 2, arriving from Toronto, Blackwater Junction, and Manilla Junction, and then departing at 10:52 for Peterborough, Millbrook, and Port Hope;
- 12:00 – Mixed No. 28, arriving from Toronto;
- 13:40 – Mixed No. 36, arriving from Port Hope and Millbrook via the Old Road, and then departing at 13:45 for Toronto;
- 15:00 – Mail No. 33, departing for Fenelon Falls and Haliburton;
- 18:02 – Mail No. 3, arriving from Port Hope and Peterborough, and then departing at 18:05 for Manilla Junction, Blackwater Junction, and Toronto;
- 18:20 – Mixed No. 31, departing for Coboconk via Cambray and Lorneville Junction;
- 19:55 – Express No. 4, arriving from Toronto, Blackwater Junction, and Manilla Junction, and then leaving at 20:00 for Peterborough, Millbrook and Port Hope.

That is, besides the freight and work trains, there were three passenger trains each way on the main line plus two arrivals and departures for each of the Coboconk and Haliburton branches.

These passenger services were provided by eight train consists with condensed schedules as shown in Exhibits 1 and 2.

Consist A – Mail No. 2, leaving Toronto at 07:45 via Blackwater Junction, Manilla Junction, Lindsay, and Peterborough to Port Hope, arriving there at 12:57; it then returned from Port Hope at 16:00 as Mail No. 3 and arrived at Toronto at 21:13.

Consist B – Express No. 1, leaving Port Hope at 07:15 via Peterborough, Lindsay, Blackwater Junction, and Manilla Junction to Toronto, arriving at 12:15; it then returned from Toronto at 16:35 as Express No. 4 and arrived at Port Hope at 22:10. These trains carried a parlour car between Peterborough and Toronto, the only ones in the network to do so. Consists A and B were supplemented between Peterborough and Port Hope by a third consist which left Peterborough at 07:00 for Port Hope, Whitby, and Toronto, and then returned to Port Hope and Peterborough in the evening. These Consist A and B trains also provided one connection each way a day between Lindsay and Belleville. Consist A from Lindsay arrived in Peterborough in time for an early afternoon departure for Belleville, while an early-morning train from Belleville arrived in Peterborough in time for Consist B's 08:25 departure for Lindsay.

Consist C – This consist, based at Midland, left there as Express No. 6 at 06:20 for Orillia and Lorneville Junction and arrived at Blackwater Junction at 09:40. Then, after connecting with both Consist A from Toronto and Consist B from Lindsay, Peterborough, and Port Hope, it left Blackwater Junction at 10:20 as Mail No. 5 to arrive at Midland via Orillia at 13:47. Then it again left Midland at 14:55 as Mail No. 8 to arrive at Blackwater Junction at 18:25. Then, after again connecting with Consists A and B to and from both Toronto and Lindsay, Peterborough, and Port Hope, Consist C returned to Midland as Express No. 7, leaving Blackwater Junction at 19:10 and arriving at Midland at 22:35. Express No. 6 trains connected each morning at Lorneville Junction with the Mixed No. 30 which left Coboconk at 06:40 for Lorneville and Lindsay via Cambray. This connection permitted passengers from Coboconk to go to Blackwater Junction where they would change again for Toronto. Similarly, in the evening Express No. 7 again connected at Lorneville with Mixed No. 31 enroute from Lindsay to Cambray to Coboconk.

EXHIBIT 1
Principal Eastward Schedules
Midland Division, Grand Trunk Railway of Canada, June 1893

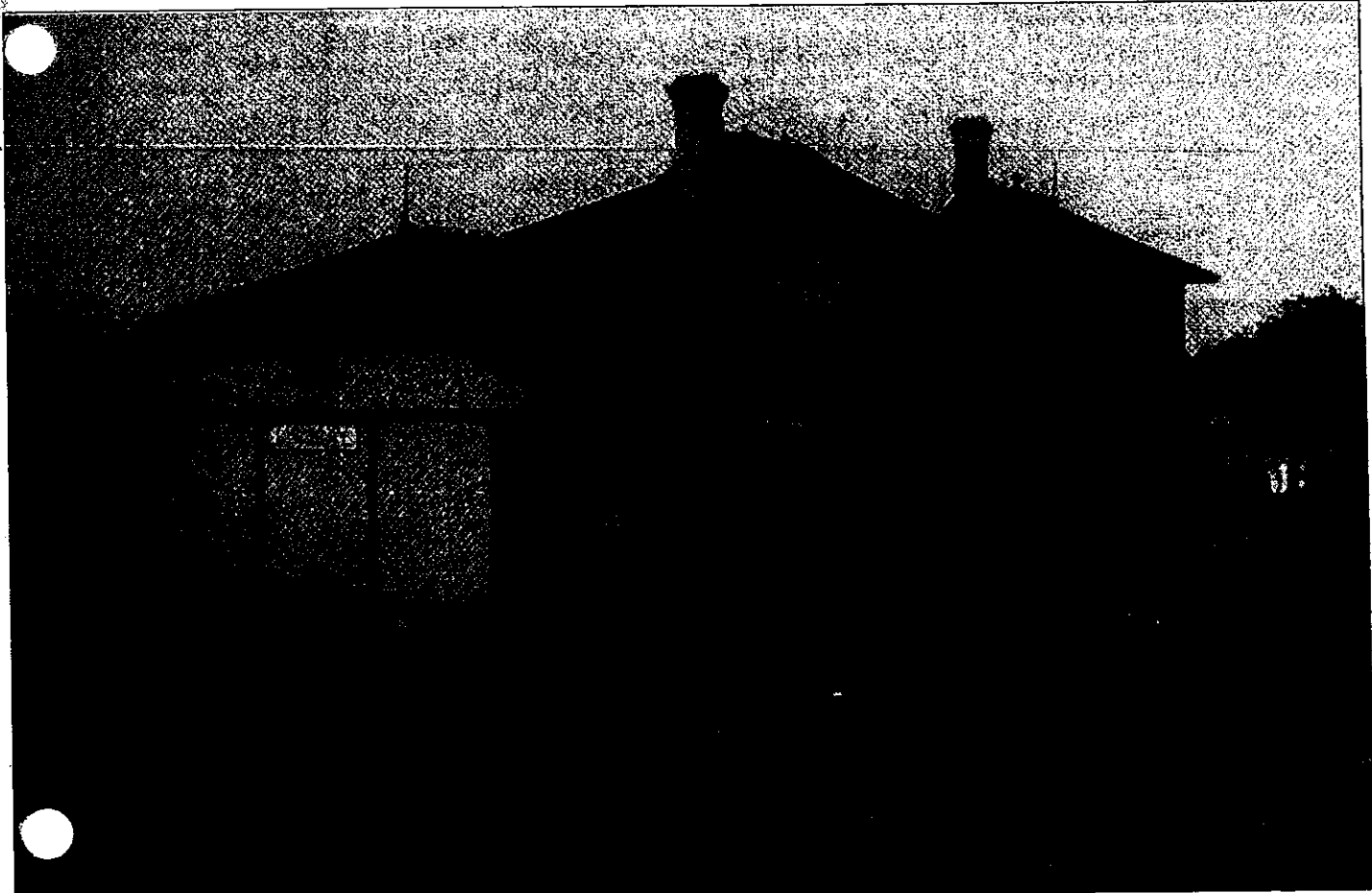
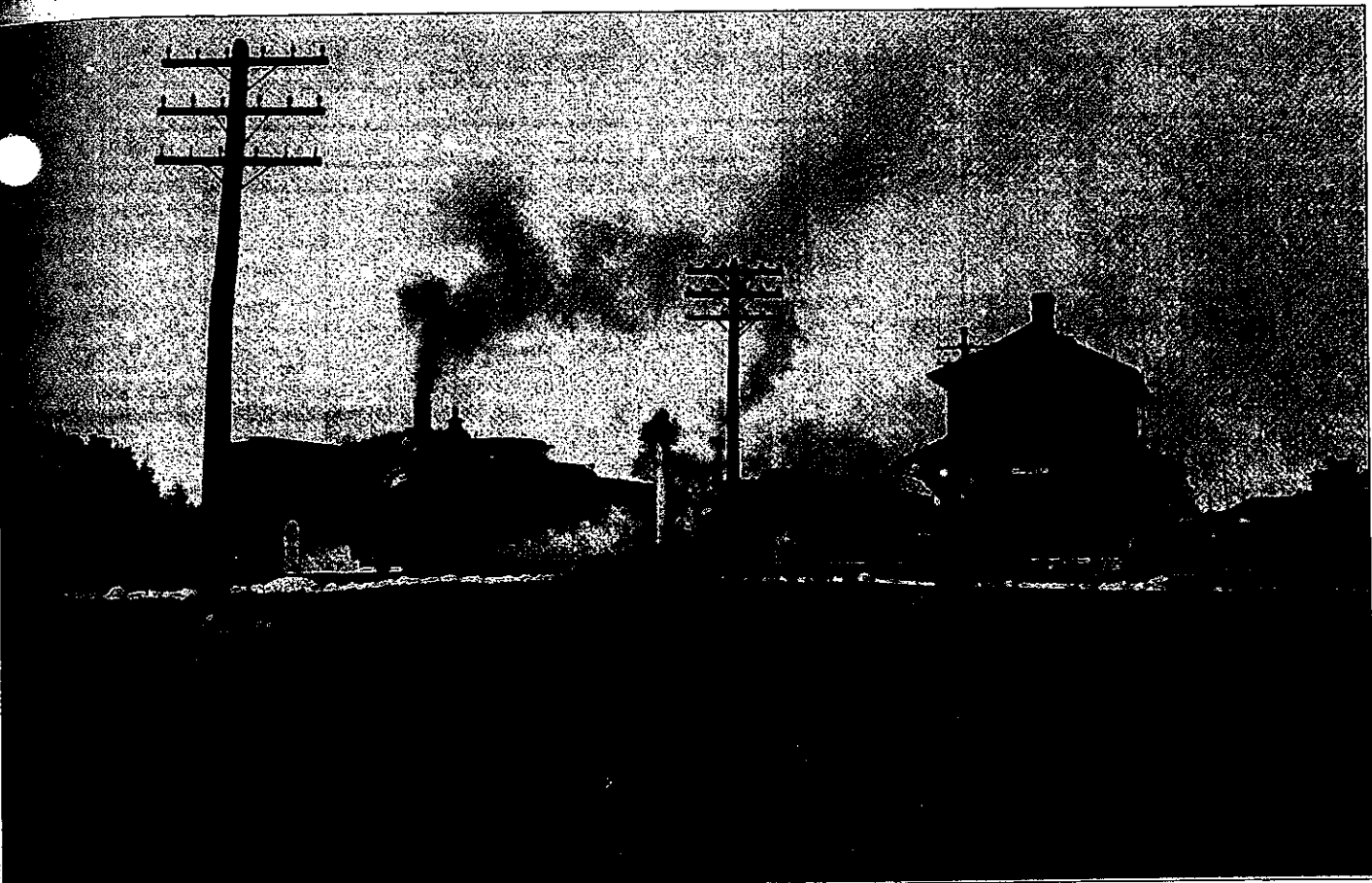
	Mail No. 2	Mixed	Express No. 4	Trains 10/17
Lv Toronto	07:45 A	07:05 H	16:35 B	
Ar Blackwater Jct.	10:00 A	11:03 H	18:55 B	
Lv Blackwater Jct.	10:20 C		19:10 C	
Ar Lorneville	11:00 C		19:50 C	
Ar Coboconk	–		(21:55 E)	
Ar Orillia	15:15 C		20:58 C	
Ar Midland	13:47 C		22:35 C	
Lv Midland	06:20 C		14:55 C	
Lv Orillia	07:49 C		16:25 C	
Lv Coboconk	(06:40 E)		–	
Lv Lorneville	09:00 C		17:45 C	
Ar Blackwater Jct.	09:40 C		18:25 C	
Lv Blackwater Jct.	10:10 A	11:04 H	19:05 B	
Ar Manilla Jct.	10:26 A	11:23 H	19:20 B	
Lv Manilla Jct.	10:30 D		19:21 D	
Ar Port Perry	11:25 D		19:59 D	
Ar Whitby	12:35 D		20:45 D	
Ar Toronto	–		(22:20)	
Lv Toronto	(07:00)		–	(17:30)
Lv Whitby	08:10 D		16:00 D	18:45
Ar Port Perry	09:05 D		17:40 D	19:40
Ar Manilla Jct.	09:35 D		18:25 D	–
Lv Manilla Jct.	10:26 A	11:23 H	19:21 B	–
Ar Lindsay	10:50 A	12:00 H	19:55 B	(Via Oshawa)
Lv Lindsay	10:52 A	05:45 G	20:00 B	–
Ar Peterborough	11:40 A	(Old Road)	20:55 B	20:55
Ar Port Hope	12:57 A	09:05 G	22:10 B	19:50
Ar Toronto	(16:15)	–	–	–

Note: Letters after the time designate the consist as described in this article; parentheses indicate a connecting service.

EXHIBIT 2
Principal Westward Schedules
Midland Division, Grand Trunk Railway of Canada, June 1893

	Express No. 1	Mixed	Mail No. 3	Trains 9/18
Lv Toronto	–	(07:00)	(13:10)	–
Lv Port Hope	07:15 B	10:20 G	16:00 A	08:05
Lv Peterborough	08:35 B	(Old Road)	17:12 A	07:00
Ar Lindsay	09:12 B	13:40 G	18:02 A	–
Lv Lindsay	09:15 B	13:45 G	18:05 A	(Via Oshawa)
Ar Manilla Jct.	09:42 B	14:21 G	18:34 A	–
Lv Manilla Jct.	10:30 D		19:21 D	–
Ar Port Perry	11:25 D		19:59 D	07:45
Ar Whitby	12:35 D		20:45 D	09:05
Ar Toronto	–		(22:20)	10:20
Lv Toronto	(07:00)		–	
Lv Whitby	08:10 D		16:00 D	
Lv Port Perry	09:05 D		17:40 D	
Ar Manilla Jct.	09:35 D		18:25 D	
Lv Manilla Jct.	09:42 B	14:21 G	18:34 A	
Ar Blackwater Jct.	09:55 B	14:41 G	18:50 A	
Lv Blackwater Jct.	10:20 C		19:10 C	
Ar Lorneville	11:00 C		19:50 C	
Ar Coboconk	–		(21:55)	
Ar Orillia	12:15 C		20:58 C	
Ar Midland	13:47 C		22:35 C	
Lv Midland	06:20 C		14:55 C	
Lv Orillia	07:49 C		16:25 C	
Lv Coboconk	(06:40)		–	
Lv Lorneville	09:00 C		17:45 C	
Ar Blackwater Jct.	09:40 C		18:25 C	
Lv Blackwater Jct.	10:05 B	14:42 G	19:00 A	
Ar Toronto	12:15 B	17:55 G	21:13 A	

Note: Letters after the time designate the consist as described in this article; parentheses indicate a connecting service.



For the 1874 season, the railway offered the following steamer arrangements:

WHITBY AND PORT PERRY EXTENSION RAILWAY
AND STEAMERS "OGEMAH" AND "VICTORIA"

Commencing Monday, May 18th, 1874,
Steamer "Ogemah" (Captain C. Dawes)
will make a Daily Connection between
Lindsay and Port Perry

Leaving Lindsay every morning (Sundays excepted) at 7 o'clock, calling at Port Hoover at 9:30 a.m., and arriving at Port Perry at 11 o'clock a.m., connecting with trains for Whitby, where connections will be made with G.T. trains East and West.

Returning will leave Port Perry every day at 1 o'clock p.m., connecting at Lindsay with Midland Railway trains North and South.

Tickets

Lindsay to Toronto	\$2.00
Lindsay to Port Perry	1.00
Lindsay to Port Perry and Return	1.50
Lindsay to Port Hoover50
Port Perry to Port Hoover50
Return Tickets from Port Perry to Port Hoover75

Tickets can be obtained in Toronto at the GTR Station. Pleasure Parties and Season Tickets at Reduced Rates. Parties going by this route will please get Tickets from Agents.

Steamer "Victoria" (Captain G.W. Rose) will ply between Lindsay, Fenelon Falls and Bobcaygeon. Through Freights from Montreal and Toronto at Low Rates. (Tatley 1978, p. 68)

The Port Whitby and Port Perry Railway, which at this time was separate from the extension railway, ran two trains each way per day similar to the following outline from the 1875 *Rand McNally Railway Guide*:

"Trains leave Whitby Junction on the Grand Trunk Railway, 30 miles east of Toronto, for Whitby (pop. 2732) on the north shore of Lake Ontario, 1 mile; Brooklin, (pop. 1000) 6 miles; Manchester, (pop. 350) 15 miles; Prince Albert, (pop. 1500) 17 miles; and Port Perry, (pop. 2000) 19 miles, northern terminus, at 9:00 a.m. and 7:23 p.m., arriving at Port Perry 10:30 a.m., and 8:53 p.m. Returning, leave Port Perry 6:30 a.m. and 1:00 p.m., arriving at Whitby Junction at 7:30 a.m. and 2:30 p.m."

Assuming that the 1874 and 1875 railway schedules were identical, the connections between the trains and the steamers at Port Perry were not close, but they were at least convenient.

In 1876, the Port Whitby and Port Perry Railway and the Whitby and Port Perry Extension Railway were merged to form the Whitby, Port Perry and Lindsay Railway Company, and within a year the railway was completed to Lindsay. The amalgamation of the two companies included the steamers *Ogemah* and *Victoria*, which continued to operate throughout the 1876 season. Late in the year, however, the *Ogemah* caught fire and burned on November 6, 1878, leaving the *Victoria* as the railway's sole remaining ship. After the railway was opened to Lindsay, there was no longer any need for a Port Perry-Lindsay steamer service and it is therefore probable that after a short period on the route in 1877, the *Victoria* was returned to her regular run between Lindsay, Fenelon Falls, and Bobcaygeon. This assumption is borne out by the fact that the *Victoria* was reported as having burned at Bobcaygeon in March of 1884. After that time there is some question as to her fate. One source states that the *Victoria* was subsequently rebuilt as the *Esturion* and another states that she had been retired since 1882 when she was burned. Nevertheless, as late as 1912, the *Victoria* was registered to the Whitby and Port Perry Railway Company, by which time the railway had passed into Grand Trunk control, and it is not likely that an extinct ship would

have remained on the official registers for that length of time.

Closer to Peterborough, another railway, this time the Peterborough and Lake Chemong Railway, created a brief flurry of steamer activity on Lake Chemong. Incorporated on March 23, 1888, by the Grand Trunk, the nine-mile branch was constructed to serve the lumbering trade, but by the time the railway opened on June 17, 1889, the expected lumber traffic had dwindled to such an extent that it was practically non-existent. Summer passenger traffic from Peterborough to Chemong station did bring in some revenue, thanks to the many small steamships that attempted to run excursion trips out of Chemong, albeit unsuccessfully.

Of all the ships to run out of Chemong, the 13-ton *Maple Leaf* was the only steamer to become a regular, starting in 1889. She ran a twice-daily service to Bobcaygeon, sometimes travelling as far as Lindsay, and maintained that route until 1896, when the branch was closed to passenger traffic.

The *Maple Leaf* was rebuilt in 1884 from the old *Maple Leaf* which had burned in 1883 and had earlier operated between Port Perry and Lindsay. She was described shortly after her reconstruction as "a gay little craft and a trifle larger than the old *Maple Leaf*, with a much more roomy cabin, being the full width of the boat, and fitted out with chairs instead of the fixed seats around the sides. . . ." (from Tatley 1978, p. 75)

In 1890, the 20-ton steamship *Dawn* began service out of Chemong on a route that took her as far as Lakefield, until competition from the steamer *Sunbeam* forced her to cut her route back to Burleigh Falls. She too ended service out of Chemong in 1896.

Of all the centres in the Kawarthas, Lakefield was perhaps the most important transfer point between the railways and steamers, due in large part to the Stoney Lake Navigation Company, founded in 1885 by P.P. Young.

P.P. Young started out in partnership in 1883 with the new, 70-ton steamer *Fairy* operating between Lakefield and Stoney Lake, but in 1885 he assumed complete ownership in the vessel and began operating under the banner of the Stoney Lake Navigation Company (officially incorporated as such in 1930). The Kingston-built *Fairy* arrived at Lakefield on board a railway flat car, but her career was only brief, for in 1888 she was driven aground in a violent summer storm and later abandoned.

Passenger and freight traffic at that time was still moderately light, with Lakefield receiving only two trains each way per day along the lines of Table 1 from 1887. For this reason, the *Fairy's* replacement, the *Mary Ellen*, was at 31 tons significantly smaller. This decision proved to be unwise for passenger traffic soon began to increase such that by 1893, the Grand Trunk was running a total of six trains into and out of Lakefield each day (see Table 2). *Mary Ellen's* lack of surplus capacity at the time of her construction made her unsuited to such volumes and after the 1896 season she was dismantled. From parts salvaged from the *Mary Ellen*, along with a new hull and upper works, the Port Hope shipbuilders Hickey and Craig launched the steam ship *Majestic* at Lakefield in the spring of 1897. The 53-ton vessel could carry up to 250 passengers and was a vast improvement.

It was not long before passenger volumes began to surpass *Majestic's* capability, and in 1904, Young added the 156-ton steamer *Stoney Lake*, constructed at Lakefield from a steel framework fabricated at Toronto by Bertram's shipyard. *Stoney Lake's* arrival came just in time to make her the first ship to pass through the Peterborough Lift Lock on July 9, 1904.

TABLE 1
GRAND TRUNK RAILWAY – LAKEFIELD BRANCH
SCHEDULE OF TRAINS – FALL 1887

Mail	Mail				Mixed	Mixed
A.M.	P.M.				A.M.	P.M.
10:00	7:15	Lv	Lakefield	Ar	9:45	6:55
10:45	7:55	Ar	PETERBOROUGH	Lv	8:55	6:15
	8:50	Lv		Ar	8:50	5:15
	9:05		Fraserville		8:30	4:50
	9:20		Millbrook		8:15	4:40
	10:05	Ar	Port Hope Jct.	Lv	7:00	3:45
	P.M.				A.M.	P.M.

Source: Grand Trunk Railway Timetable, September 22, 1887

TABLE 2
GRAND TRUNK RAILWAY – LAKEFIELD BRANCH
SCHEDULE OF TRAINS – FALL 1893

	Train 42	Train 40				Train 41	Train 43	
Mixed	Mixed	Mixed				Mixed	Mixed	Mixed
P.M.	P.M.	A.M.				A.M.	P.M.	P.M.
6:30	1:15	8:55	Lv	PETERBOROUGH	Ar	10:35	4:10	8:10
6:43	1:31	9:10		Ashburnham		10:21	3:56	7:56
7:10	2:00	9:35	Ar	LAKEFIELD	Lv	9:50	3:20	7:30
P.M.	P.M.	A.M.				A.M.	P.M.	P.M.

All trains operate daily except Sunday

Source: Travellers' Official Guide, June 1893, p. 98

Around this time, P.P. Young joined with Captain W. White, owner of the 39-ton steamer *Alert*, built in 1901, to advertise the following sailing (note the incorrect spelling of *Stoney Lake*):

STONEY LAKE, MAJESTIC AND ALERT

On and after July 25th, the steamers will run as follows:—

Steamer *Stoney Lake* will leave Lakefield on arrival of morning train for the Lakes; returning will connect with evening train.

Steamer *Alert* will connect with noon train, returning from the Lakes to connect with morning train down.

Steamer *Majestic* leaves on arrival of evening train for the Lakes, returning to connect with 4:35 Toronto train.

P.P. Young Capt. W. White

(Tatley 1978, p. 110)

The *Alert*, burned in 1904, was just one of many steamships to run out of Lakefield. During the 1890s, the steamers *Sunbeam* and *Golden City* gave P.P. Young some stiff competition. The *Golden City* belonged to the Trent Valley Navigation Company, which operated primarily out of Lindsay. By 1904, Trent Valley's fleet included the *Empress*, the *Esturion*, the *Manita*, and the *Ogemah*, of which the *Empress* and the *Manita* would later be sold to Stoney Lake Navigation.

The 84-ton *Empress*, built in 1899, was acquired by P.P. Young in 1908 to bolster his Stoney Lake service and was joined in 1911 by the 23-ton *Manita*, built in 1900. Another improvement to the Stoney Lake fleet was the reconstruction of the *Majestic* in 1910, coming out later that year as the 54-ton *Islanda*.

The following advertisement probably dates from 1910, during *Majestic's* reconstruction, for that was the last time in

which the Stoney Lake Navigation Company offered only two steamships:

THE STEAMERS STONEY LAKE OR EMPRESS

Until further notice the steamers *Stoney Lake* or *Empress* will leave Lakefield on arrival of morning train from Peterborough, returning to connect with the 4:40 afternoon train for Peterborough, and will leave Lakefield for the lake on arrival of the six o'clock evening train from Peterborough, leaving the lakes next morning in time to connect with the 9:30 train to Peterborough.

(Tatley 1978, p. 107)

At the outbreak of World War I, therefore, Stoney Lake Navigation's fleet consisted of the steamers *Empress*, *Islanda*, *Manita*, and *Stoney Lake*. Due to its high capacity, the larger *Stoney Lake* was reserved almost exclusively for summer excursion traffic, allowing the *Empress*, the *Islanda*, and the *Manita* to run in close connection with the regular Grand Trunk Railway trains from Peterborough. Table 3 illustrates the 1916 summer Grand Trunk schedule for the Lakefield Branch which was typical for the period.

TABLE 3
GRAND TRUNK RAILWAY – LAKEFIELD BRANCH
SCHEDULE OF TRAINS – SUMMER 1916

Train 373	Train 371	Train 369				Train 368	Train 370	Train 372
P.M.	P.M.	A.M.				A.M.	P.M.	P.M.
5:40	12:20	8:30	Lv	PETERBOROUGH	Ar	9:50	5:15	7:00
5:52	12:34	8:40		Auburn Mills		9:42	5:00	6:45
5:58	12:39	8:45	F	Nassau Mills	F	9:39	4:55	6:40
6:05	12:50	8:50	F	Lock No. 3	F	9:35	4:45	6:35
6:10	12:55	8:55	Ar	LAKEFIELD	Lv	9:30	4:40	6:30
P.M.	P.M.	A.M.				A.M.	P.M.	P.M.

All trains operate daily except Sunday

F – stops on signal only

Source: Grand Trunk Railway Timetable, May 20, 1916

TABLE 4
GRAND TRUNK RAILWAY – LAKEFIELD BRANCH
SCHEDULE OF TRAINS – SUMMER 1929

Train 372	Train 371				Train 370	Train 372
P.M.	A.M.				A.M.	P.M.
12:10	8:30	Lv	PETERBOROUGH	Ar	11:40	5:00
12:24	8:40		Auburn Mills		11:27	4:44
12:30	8:48	F	Nassau Mills	F	11:22	4:35
12:40	8:56	F	Lock No. 3	F	11:16	4:25
12:50	9:05	Ar	LAKEFIELD	Lv	11:10	4:15
P.M.	A.M.				A.M.	P.M.

All trains operate daily except Sunday

F – stops on signal only

Source: Canadian National Railways Timetable, June 23, 1929

This was the real heyday for the Stoney Lake Navigation Company. Cottagers and tourists relied on the steamers to carry them to their destinations since roads were still sparse, particularly into the cottages and hotels along the lakes. The railways, too, had a monopoly on long-distance travel because of the poor roads and because of the convenient connections provided between the ships and trains at Lakefield. These

Chapter 15

On to Peterborough

The annual report of the Chief Engineer of Government Railways, published by order of Parliament, for the period ending June 30, 1879, lists the total railway mileage in Canada as 8,029. Of these, 6,486 miles were in actual operation; 598 miles were partially finished and 945 miles were still under construction.

Although progress had been made during the past year on the Grand Junction, the company still faced a number of problems. When the line was first projected, both the County and the Town of Peterborough wholeheartedly supported the scheme. However, by the summer of 1879 the enthusiasm had long since been replaced in that neck of the woods by a general apathy if not outright hostility towards the enterprise and many Peterborough ratepayers felt that it no longer merited their backing. As the *Peterborough Examiner* put it, "the indifference of Grand Junction speculators to Peterborough interests naturally produced an indifference in the people of Peterborough to the Grand Junction Railway."

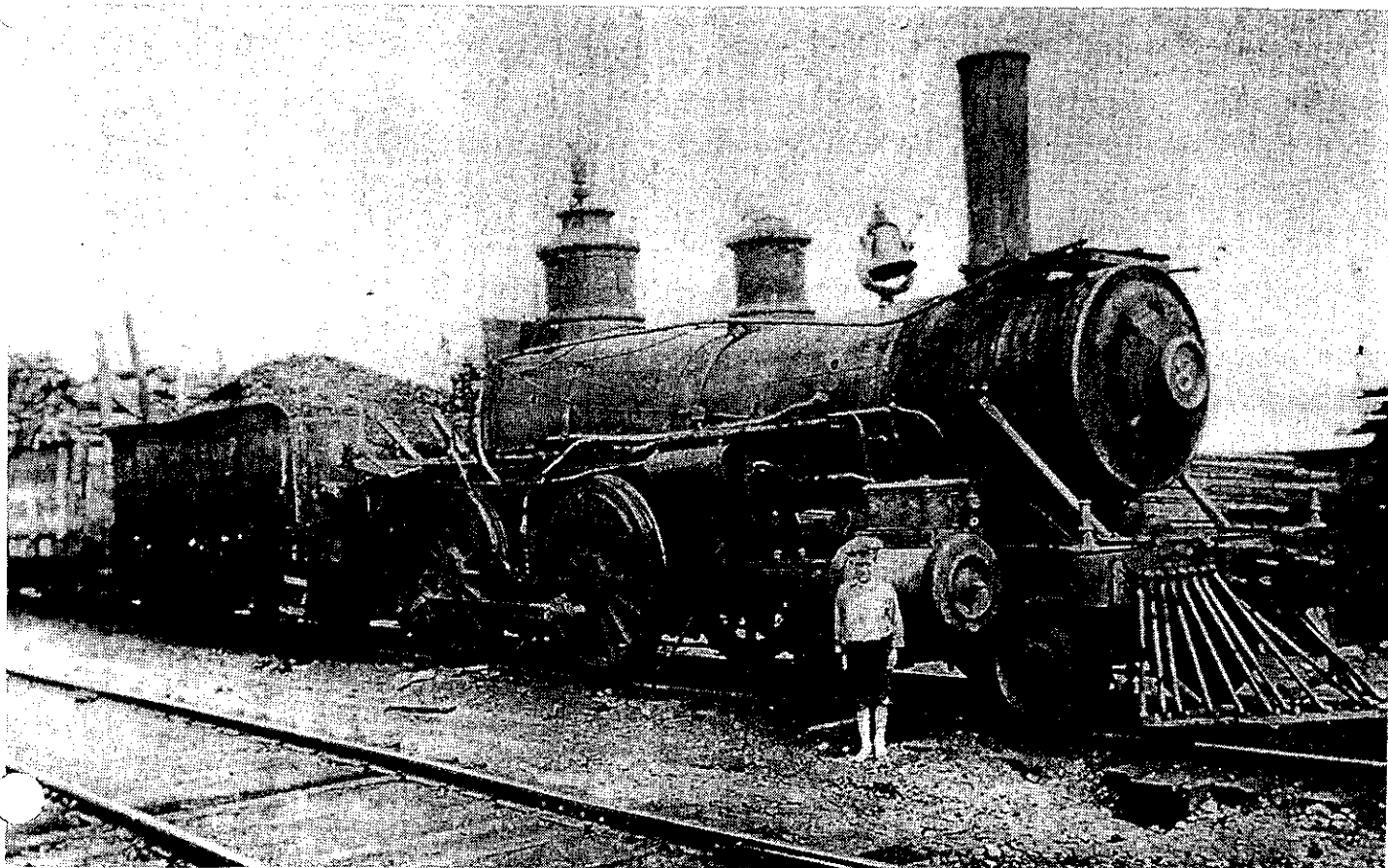
The Grand Junction's intention to build eventually from Peterborough to Omemee to connect with the Midland's road to Georgian Bay was regarded as "a paving of the way for amalgamation" of these two lines. Peterborough could see little or no advantage in a line which at best would become a branch of the Midland Railway from Omemee to Belleville. The Midland, it was feared, would then hold a monopoly on the Peterborough trade and be able to impose freight rates at will. What was needed in the opinion of some of the town's businessmen was another line through the Town of Peterborough which would enter into competition with the Midland. In the view of county residents, there would have been some sense in Peterborough County bonusing a road by way of Norwood through to the north, a road acting as an independent line. But, according to the local press, a proposition to this effect "was all but scouted by the needy or greedy speculators who have control of the Grand Junction scheme."



Grand Trunk engine No. 581.

Mika Collection

An idea voiced by a GJR supporter and discussed in detail by the *Campbellford Herald*, no doubt aggravated Peterborough's unfavourable attitude towards the Grand Junction. The Campbellford writer suggested that the directors of the GJR might do well to order a slight deviation of the line from the Village of Hastings to Lakefield, a community at the foot of Salmon Trout Lake (Katchewanooka Lake) at the head of the Otonabee River. If the line from there were to run to the south end of Mud Lake (Chemung Lake) northwest of Peterborough, and thence to the junction with the Midland at Omemee, the railway would intercept all the business and freight now coming to Peterborough from the north via the Otonabee River or Mud Lake. It would also take the business coming from the east and the west thus spelling an end to Peterborough's status as the centre for the region's grain trade. Lakefield which already was a flourishing village of nearly 1,500 inhabitants might soon become a large town rivalling Peterborough in commerce and enterprise. There might even be a new town springing up at the south end of Mud Lake where the railway touched. Why not send a delegation from Lakefield and the surrounding area to Belleville to discuss the matter with the GJR's directors?



Grand Trunk locomotive No. 8

Mika Collection

The *Examiner* was not impressed by what it called an attempt instigated by Grand Junction speculators to frighten the people of Peterborough who will be "perfectly able to take care of their own interests by the encouragement of more productive enterprises, even against opposition more formidable than the petty threat of Grand Junction traders on credulity."

The paper's position regarding the Grand Junction becomes even more apparent in its column of November 27, 1879:

This sleepy company has at last manifested some signs of returning vitality, and among their first movements is one of Mr. Hector Cameron, who obtained a *rule nisi* for a mandamus to compel the county of Peterborough to issue \$75,000 of debentures as a bonus. Steps have been taken to defend on the part of the county. The By-law which the Grand Junction wishes now to enforce has been dead for years, and we cannot believe that the courts will ever order it to be carried into effect. The whole present action is believed induced to hinder immediate commencement of the Toronto and Ottawa Railway, the promoters of the Grand Junction have no sympathy in this county.

The validity of the Bonus By-Law passed long ago by Peterborough County Council in aid of the Grand Junction was seriously

being questioned in view of that company's "delays and neglects." The Toronto and Ottawa scheme, however, continued to occupy the public's interest in the Peterborough area, particularly since the City of Ottawa had passed a By-Law granting a large bonus to that enterprise and the County of Lanark was about to do likewise. W.H. Scott of Peterborough, president of the Toronto and Ottawa, was expected to make application to the Ontario government in the near future for aid to this road, which the majority of Peterborough ratepayers considered eminently more beneficial to their town than the Grand Junction, the latter being called a purely "Belleville Enterprise." Scott, who in the Legislature of Ontario had advocated a division of the Belleville bonus to aid both the GJR and the Toronto and Ottawa, was accused in the Belleville press of "hoping that sufficient inducement would not be given to complete the portion (of the Grand Junction) from Hastings to Peterborough and the undertaking be smothered."

The *Intelligencer* objected strongly to the term 'Belleville Enterprise' being applied to the Grand Junction as it might "imply the domination of Belleville interest. The controlling interest which the people of Belleville fancied they had in it, and for which they have roundly paid, has vanished as a dream and," the writer warned, "Peterborough may rest assured their interests in the Toronto and Ottawa Road will take like wings, should it ever be built; history has repeated and will repeat itself. Great fish will swallow little ones; fancy Toronto and Ottawa, governed by Peterboro!"

By the fall of 1879, regular passenger trains had begun to run over the Grand Junction and the Belleville and North Hastings Railway, both of which were, for the time being, operated by the Grand Trunk. One train left Belleville for Madoc and way stations at 3:00 p.m. while another left the Belleville depot at 3:30 p.m. for Stirling, Campbellford and Hastings. The Madoc train returned to Belleville the next morning arriving at 10:00 a.m. and the return train from Hastings steamed into Belleville a half hour later. Freight trains were dispatched as the business required.

R. Luttrell, an experienced railroad manager, was appointed general superintendent of both roads. Having started out as a baggage clerk on the Grand Trunk, Luttrell had gradually risen through the ranks until he was appointed assistant superintendent of the Intercolonial, a job he held prior to taking up his new position in Belleville.

Construction on the Hastings-Peterborough stretch of the road meanwhile went ahead despite a continuing dispute over the payment of Belleville's \$50,000 bonus, half of which, under a previous agreement with the contractors, had become due when the line reached the Village of Hastings.

In April of 1880, Belleville city council after lengthy and heated debates passed a by-law extending the time for the completion of the line into Peterborough to January 1, 1881 on condition that the entire \$50,000 bonus would not become payable until this was accomplished.

The lease under which the Grand Trunk had been operating the Grand Junction and Belleville and North Hastings Railways expired on May 31, 1880, and both roads then came under the control of the

contractors who operated them in the interest of the respective companies. Under Superintendent Luttrell a substantial trade had developed, not only in the carrying of iron ore, wood, lumber, flour and grain, but of general merchandise, as much of the country north of Belleville and around Stirling and Campbellford was being supplied with goods by rail. During February of 1880 a total of 52 carloads of freight were dispatched from the Village of Hastings alone, 29 of the cars carrying grain. Passenger traffic too had increased considerably.

The new management of the line appointed Mr. E.H. Brennan as superintendent of both the GJR and the B & NH. Brennan had been assistant manager of the Victoria Railway, afterwards private secretary of the president of the Midland Railway, and more recently, agent at Orillia.

The public was informed that the new operators would put the roads in "thorough repair" during the summer and would make arrangements to establish telegraphic connections along the lines. The turn-table from Campbellford was brought to Belleville and placed on the southwest corner of Pinnacle and Wharf Streets. Plans were also announced to enlarge dockage facilities at Belleville. Several new boxcars were purchased from Messrs. Crossen & Co. of Cobourg, but for the time being the engines and passenger cars belonging to the Grand Trunk continued to be used. Preparations were underway to serve the entire postal route along the lines by the railway, a convenience welcomed by all the villages involved.

Soon after taking over his duties as superintendent, Mr. Brennan made a thorough inspection of the entire road between Belleville and Hastings. Noting numerous defects, he doubled the section gangs and commenced repairs where most urgently needed. In low places the road bed was raised, the kinks taken out of the rails, new ties were laid down and ditches made. Within a month, two of the four engines currently on the road had been purchased from the Grand Trunk, both being Birkenheads built in 1857. Two new Portland 4-4-0 locomotives were ordered and on delivery they were fittingly named *Thomas Kelso* and *Belleville* respectively. The *Kelso* made her first trip down Belleville's Pinnacle Street on the morning of September 23, 1880. A 35-ton passenger and freight engine, she was described as having "great power, the cylinders being 17 inches bore by 24 inches stroke, and although purposely made very plain outside, constructed of the best material and fitted with all the latest improvements, including the Sellers Centennial injector." The *Belleville* which was of precisely the same size and construction as the *Kelso* arrived ten days later in town. The new locomotives were to be employed on the two daily express runs to and from Peterborough scheduled to start in the near future. Several elegant passenger cars were being built in Cobourg and were expected to be ready in time for the official opening of the road to Peterborough. Ten flat cars ordered from the London (Ontario) Car Works were eventually added to the railway's rolling stock which by then also included ten boxcars and ten ore cars.

In order to accommodate its new rolling stock, the company erected an oblong frame shed a short distance north of the Thurlow crossing, east of the Grand Trunk Railway station. The building was large enough to house four locomotives. Nearby were a car shed

CHAPTER 13

THE RAILWAY

The first railway to be built through Omemee—the Port Hope, Lindsay and Beaverton—approached the village from the south over the right-of-way which is now used as a direct highway to Bethany. It crossed the pond by means of a wooden bridge, built in 1855, the piers of which were of white cedar, and the king truss was pine. Later, the piers were repaired and reinforced with oak piles and heavy Douglas fir beams. The road was wide gauge at first, the rails being 5'6" apart, but several decades later it was altered to standard gauge. This feat was accomplished on a Sunday by shifting the rails on the east side of the track to a distance of 4'8½" from the west rails. The road was several years in building, and didn't reach Lindsay until 1857. A regular schedule of trains was put into operation in December of that year. A mixed train—made up of freight cars, with passenger coaches at the rear of the train—left Lindsay each weekday morning for Port Hope, and returned to Lindsay in the evening. The aim of the company was to extend the railway to Midland, on Georgian Bay, so, in 1869, it was re-named, "The Midland Railway", and work began on the project, which reached as far as Beaverton in 1871, and Midland in 1879.

A note written by the late John McNeely McCrea about the old railroad has this interesting item:

"In its early days the railroad was short of rolling stock, so for excursions it used flat cars fitted with temporary seats. The ends and sides were strongly fenced and were trimmed with balsams the size of nice Christmas trees. The trains were pulled by two wood-burning locomotives which sent out sparks as well as smoke. The passengers watched each other to prevent the sparks from damaging clothing, and they were as happy as a traveller to-day in a reclining seat."

The road was maintained by dividing it into sections of five miles each, and over each section there was a crew of four men, a boss and three assistants. To quote Mr. McCrea again:

"A lorry, called a handcar, carried the tools and 4 cedar poles 10 feet long. These poles were used by a man standing on each corner of the car. The two on one side pushed with the poles, then the two on the other side alternately. On up grades, the men walked; on the level, they could pole the car faster than they could walk; and on down grades they would go so fast they couldn't use the poles."

This same system was used throughout the history of the railroad, except that the pole car gave way, later, to the "pumper", worked by two handles, two men on each handle. Later still the car was propelled by means of a gas engine.

Before the railway had reached Lindsay, the Port Hope, Lindsay and Beaverton company embarked on the construction of a branch line covering 13 miles from Millbrook to Peterborough. This was completed in 1858, and in the spring of that year a regular schedule of two trains a day each way, was put into operation between Peterborough and Port Hope. This enabled passengers from Omemee to travel by train to Peterborough, going the long way 'round via Millbrook, an arrangement that prevailed until 1883, when Omemee was connected directly to Peterborough by the building of the line nicknamed, at the time the "Missing Link".

In laying out the route for the Missing Link the surveyors, in order to avoid steep grades, were faced with the problem of selecting a right-of-way which would circle around the many hills between Omemee and Peterborough. To accomplish this meant the inclusion of a number of curves, together with the bridging of two wide and deep valleys, and crossing a swail at Lily Lake. The Omemee Council was concerned lest in bridging the Pigeon River, there would be interference with free navigation. At that time small steamers sometimes negotiated the channel as far as the King Street bridge, and the Council was anxious to foster an increase in river traffic. The Railway company complied by building a bridge of the same type as the one which still serves. The two wide valleys were Doube's (Buttermilk Valley), and Tulley's farther east. The former was bridged by a wooden trestle 1500 feet long, and 70 feet above the valley floor, with a similar structure at Tulley's, 700 feet long, and 40 feet high. The first train crossed Doube's bridge in October, 1883, and the momentous event was chronicled in the Lindsay press in this paragraph:

"On Monday, October 8, the first train of cars was successfully taken over the big bridge across Buttermilk Valley on the "missing link", Engineer W. Pilling, Conductor Ed. Pymm, Fireman H. Maloney being the heroes. The speed made when crossing was about 4 miles per hour. The bridge is perfectly safe, and stood the great strain without a quiver."

Later Tully's bridge was completely filled in, and the length of Doube's bridge was reduced to about 700 feet by fill. The work of carrying the line across Lily Lake was more difficult. The swail at first seemed to be bottomless, and greedily swallowed up all the rock and gravel that was fed to it, including a whole train of fill, cars, and all. When the task of making a solid foundation for the track appeared to be hopeless, a sort of "floating bridge" of timbers was constructed, on which the track was laid. After the opening of the line to traffic, the company continued to dump in fill, until finally a solid bed was achieved.

It is said that the first Omemee station was built by the railway at an inconvenient distance from the centre of the village—just where this was, I do not know. Some of the municipalities along the route of the new railroad had made substantial grants towards the cost of the enterprise, and it seems that Emily didn't

The Railway

come across very handsomely, if at all, so the company wasn't anxious to be very accommodating. But when Omemee became incorporated, the Council entered into negotiations with the Railway Company, to have a new station built within the village. In August, 1874, Omemee agreed to a grant to the Railway of \$2,000 to "aid and assist in the removal of the existing station, and the erection of a suitable passenger, freight, and station buildings east of the present track, and not more than 20 rods north of King Street." The work proceeded, and the new station was completed the next year, and remained in service until the "missing link" was opened.

The "missing link" merged with the older line at a point northwest of the village, so the railway station on King Street was closed, and a new station was opened at the "Junction". For many years subsequently those travelling by train had to make their way to and from this rather remote point, but to ease the inconvenience somewhat, Lamb's (later John Mitchell's) Livery operated a bus service between the business section of the village and the station. In the picture of John McCrea's reception home from the Boer War, No. 130, the station bus may be seen in front of the band stand.

In 1884 the Midland Railway was taken over by the Grand Trunk System, which already had the main line between Montreal and Toronto, and later the Federal Government bought up several railway companies, including the Grand Trunk, and consolidated them into the Canadian National.

About 1909, the business men of Omemee bethought themselves of the fact that Omemee had made, for those days, a substantial grant to the Midland Railway towards the erection of a conveniently located station within the village, and it seemed as if the village had not received benefit commensurate with this grant, so they formed a "Board of Trade" and urged the G.T.R., as successors to the Midland Railway, to honour this old understanding, and to erect a station downtown. After exchange of correspondence, and several deputations, the Company finally consented to do something towards giving better accommodation, so in 1908 a platform and later a waiting room were built at the west side of the Sturgeon Street crossing, and the Company agreed that all passenger trains should make regular stops at this point. At first there wasn't an agent in attendance, so tickets could not be purchased before boarding a train, a disadvantage which was somewhat remedied by the opening of a ticket office in Mulligan's store. After a few year's operation in this manner, the Sturgeon Street station was enlarged by the addition of an office and a freight and express shed, and the appointment of an agent. The old station at the Junction was also continued for a time—as Omemee Junction—until it was destroyed by fire, and was not rebuilt. Finally all railroad business was transferred to the downtown station.

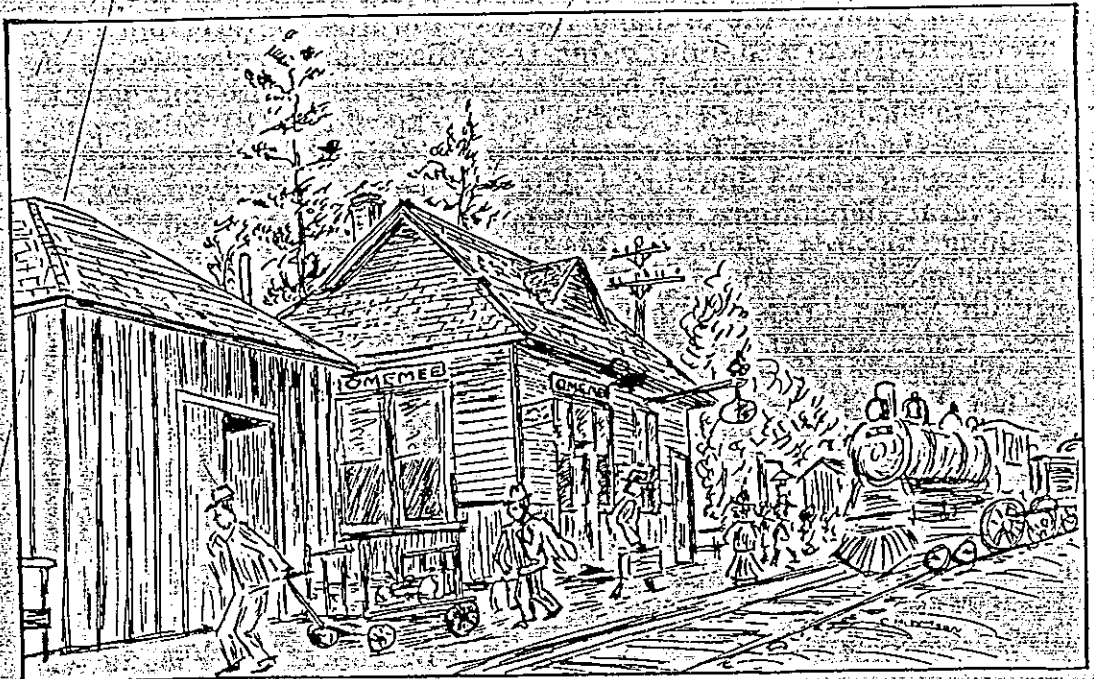
Before automobiles and buses became so numerous, Omemee was blessed with an excellent train service. The whistles of the

Chapter 13

freights and passenger trains as they blew for the crossings and the bridge, and the stations, were familiar and homey sounds. When I was growing up in the village there were a number of passenger trains which came through daily except Sunday. About 6.30 A.M. a mixed train made up at Lindsay, stopped at the Junction on its way down the "old road" to Bethany, Millbrook and Port Hope. It consisted of a number of freight cars, with a baggage car and a passenger coach at the end of the train. This "mixed" was nicknamed the "Brittain Train", after a favourite conductor of that name who had served for some years on the run. After several hours' stay at Port Hope Junction the mixed retraced its route back to Lindsay, passing through Omemee Junction at about 1.30 P.M.

Which reminds me of a story told in our family, which I will here set down. One summer day, my Grandfather Williamson was a passenger on the 1.30 "Brittain". Seated in front of him in the coach was a commercial traveller. As the train was approaching Omemee, and crossing the pond, with its stumps, weeds and bull-rushes in full view, the brakeman came through, calling out "Omemee". The stranger was looking out at the scene, and Grandfather heard him remark: "Well, of all the God-forsaken places!" Grandfather touched him on the shoulder, and said: "My dear sir, you are very much mistaken. I live in this place, and employ 40,000 myself."—referring, of course to his bees!

We will now come back to the train schedule. The next morning train was the "Flyer" which ran from Peterborough to



No. 110.

The Sturgeon St. Station

The Railway

Toronto, stopping at Omemee—Sturgeon Street—at about 7.15. This train did not carry mail or express, so was able to make a fast run to Toronto—at least, much faster than the others that had to stop and unload express at almost every station en route.

At the Junction, the Flyer crossed another passenger train, the "Belleville", running from Lindsay to that eastern city, via Peterborough, Keene, Hastings, Campbellford, and called at Sturgeon Street at 7.21.

The next passenger was the "10 to 9" from Port Hope, via Peterborough, headed for Toronto. This train carried both mail and express.

The last morning train was the 11.20 from Toronto, bound for Port Hope, also a mail and express.

The evening series commenced with the "6 Train", from Port Hope, via Peterborough, its destination Toronto—mail and express. This was, in fact, the return trip of the 11.20 of the morning.

Next came the 8.30 from Toronto, the returning "10 to 9" of the morning, carrying mail and express—the last mail train of the day.

But two more were still to come—the "Belleville" at 9.30 P.M., and the "Flyer" returning from Toronto at about 10 P.M.

This schedule enabled one to travel conveniently from Omemee to almost any point in Ontario, by means of connecting trains at Toronto, Stouffville, Blackwater Junction, Manilla Junction, Lindsay, Peterborough, and Port Hope. Besides the passenger schedule, there were numerous freights coming through, day and night, carrying long-haul loads such as grain from the West, loaded at Midland from the lake boats, for Eastern lake and St. Lawrence ports.

When the motor age really got under way, the passenger business of the railway dropped off alarmingly, and the companies were forced to reduce the service. The "Flyer" was the first to be discontinued. "Old Britain" was taken off, and the track on the "old road" was torn up in 1926. The "Belleville" train, after struggling along for a few months as a one-coach day-liner, nicknamed by the natives, the "Spark Plug", was dropped. The four mail and express trains operated for a few years more due to their mail contract and express business, but finally, with ever-increasing costs of operation, the earnings from these sources were not sufficient to justify running the trains, so the C.N.R. was given permission to take them off. So, for the last few years no regular passenger trains have travelled through Omemee, nor are there as many freights as there used to be.

LAKEFIELD

"Toonerville Trolley" was a favourite name for rural branch lines, and the incredibly slow, mixed train which meandered down the track was called "the flyer." The farmer's wife, or school children wanting a ride into town had only to wave their handkerchieves to bring the train to a halt at any crossroads.

These short lines, all built around one hundred years ago, had much in common: most operated in a relaxed manner, with company rules adjusted by employees to fit the situation of the moment, and all were the very lifeblood of the communities they served. It was considered fair game for villagers to poke fun at their own quaint railways, but if an outsider took the liberty of criticizing certain eccentricities, he would be properly put in his place.

Lakefield is at the end of one of these branch lines. In 1970, when it was rumoured that the town's railway station was to be demolished, the entire citizenry stood behind the quickly-grouped "Save Our Station" committee — and they won their battle! Passenger service into Lakefield had ended by 1970, but because the station had such poignant memories for almost everyone in town, the thought of its removal was shocking — almost a threat to the structure of the heritage, of which the residents were, and are, extremely proud.

This historic town was first surveyed in 1818 and named Nelson's Falls after its first settler, John Nelson. The community changed names four times before "Lakefield" was chosen, when the town was laid out in 1850. Among its best-known settlers were Samuel Strickland and his famous sisters, Catherine Parr Traill and Susanna Moodie, who arrived in the 1830s. They raised large families and yet still found time to record their experiences of life as early settlers. Today their writings are regarded as the most complete, factual source of research material on early pioneer life in Ontario.

Settlers in Peterborough County began pressing for better roads or a railway in the 1830s, and the town of Peterborough, just a short distance from Lakefield, succeeded in getting a line in 1857. Lakefield was not as fortunate though and had to wait until 1871. It was the Midland Railway of Canada which finally

built a short line into the town. (This pioneer railway was later consolidated with the old Grand Trunk.) To reach Lakefield you caught a train in Port Hope, which followed a line up to Millbrook Junction. At this station the line divided, with one track going on to Lindsay and the other cutting off to Peterborough, where you made your connection to Lakefield. The mixed train (passenger coaches and baggage car) joggled along for about three-quarters of an hour and eventually deposited you on the platform of Lakefield's fine, old, red-frame station.

The distance between Peterborough and Lakefield appears to have been debatable back then. A Midland Railway timetable, issued in May 1872, recorded it as being nine miles. A few years later, the Grand Trunk had it stretched out to eleven miles on their timetable. One hundred years later though, in 1977, when the Queen's Jubilee Train excursion took place on this branch line, a reporter for the local newspaper spoke of the distance as being just ten miles. Despite the confusion, the train had four legitimate stops to make in the short distance, which explains the reason why ten miles an hour was probably top speed. A train leaving Peterborough at 1:45 P.M. stopped ten minutes later at Hilliard's Junction. Four minutes later it steamed into Hazlitt's Junction where it stayed for thirteen minutes. Then it continued to Ashburn Mills, then Nassau Mills, finally Lakefield, and on to the turntable.

Shortly after the line was finished, Lakefield became a popular town with Peterborough organizations for their annual train excursions and "Pic-Nics." Occasionally, the mode of transportation for passengers on these informal outings was a boxcar decorated with cedar boughs, and the floor covered with hay. A piper, or band, at the station added to its festive air upon the arrival of these special trains.

The Lakefield branch line played an important role not only in the settling of the community, but also in the development of the Kawartha Lakes. For many years, during the summer months, the Friday night train would be packed with travellers heading off to resorts and cottages. The Stoney Lake Navigation Company installed a steamboat service in 1883 to

meet trains at the wharf and carry passengers on the rest of their journey.

The Trent Valley Navigation Company of Bobcaygeon also had a small fleet which travelled the full ninety miles of the Kawartha Lakes. In the company's brochure, published around the turn of the century, the voyage was described as covering a "90 mile stretch of limpid water." Author of the book, Edward Miller, used the flowery language popular among travel writers of his era to lure readers to the wonders of the Kawarthas. He wrote that "the Ogemah, speedy side-wheeler, has daily trips between Bobcaygeon and Burleigh Falls, down the great expanse of Lake Katchewanooka to Lakefield between the deep forest lining the water's edge on one hand, while on the other rise the feathered songsters as they dash hither and thither in countless numbers." In his description of Lakefield, Mr. Miller claimed that because of its elevation of 900 feet above sea level, it "insures the purest air, redolent with life-giving perfume borne on the balsam-laden breezes from the pinelands of the north, invigorating the system and refreshing wearied faculties."

The Stoney Lake Navigation Company had four steamboats to handle the constant stream of summer passengers. The "Empress," the "Majestic," the "Stoney Lake" or the "Manita" would be on hand to meet each train.

Travellers holidaying in Lakefield were taken to either the Royal or Globe Hotel by a horse-drawn carry-all which was always backed up to the station at train time. Another familiar sight at the station was William "Billy" Stabler and his team of white horses. They pulled the express waggon around town for thirty-six years. "Billy" operated this delivery service until he was in his eighties and they say he was never late for a train.

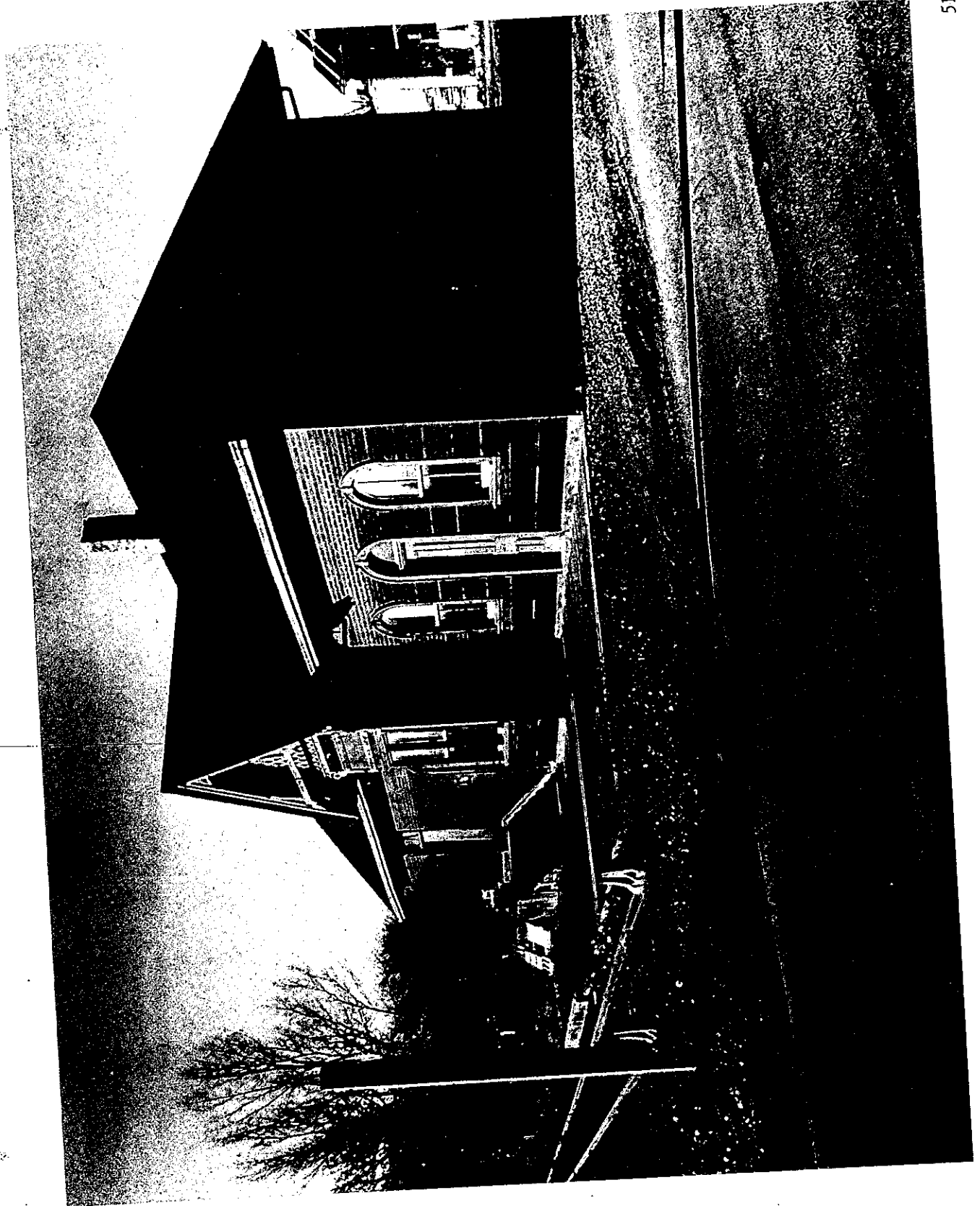
Any Lakefield resident who has spent his entire life in the town has his own collection of memories of the old Grand Trunk branch line from Peterborough. Mrs. Winnifred Lampman recalls a trip which could only happen on a branch line. She had arrived on the Grand Trunk's "glamour" train of the "Chicago River," which stopped to allow her to

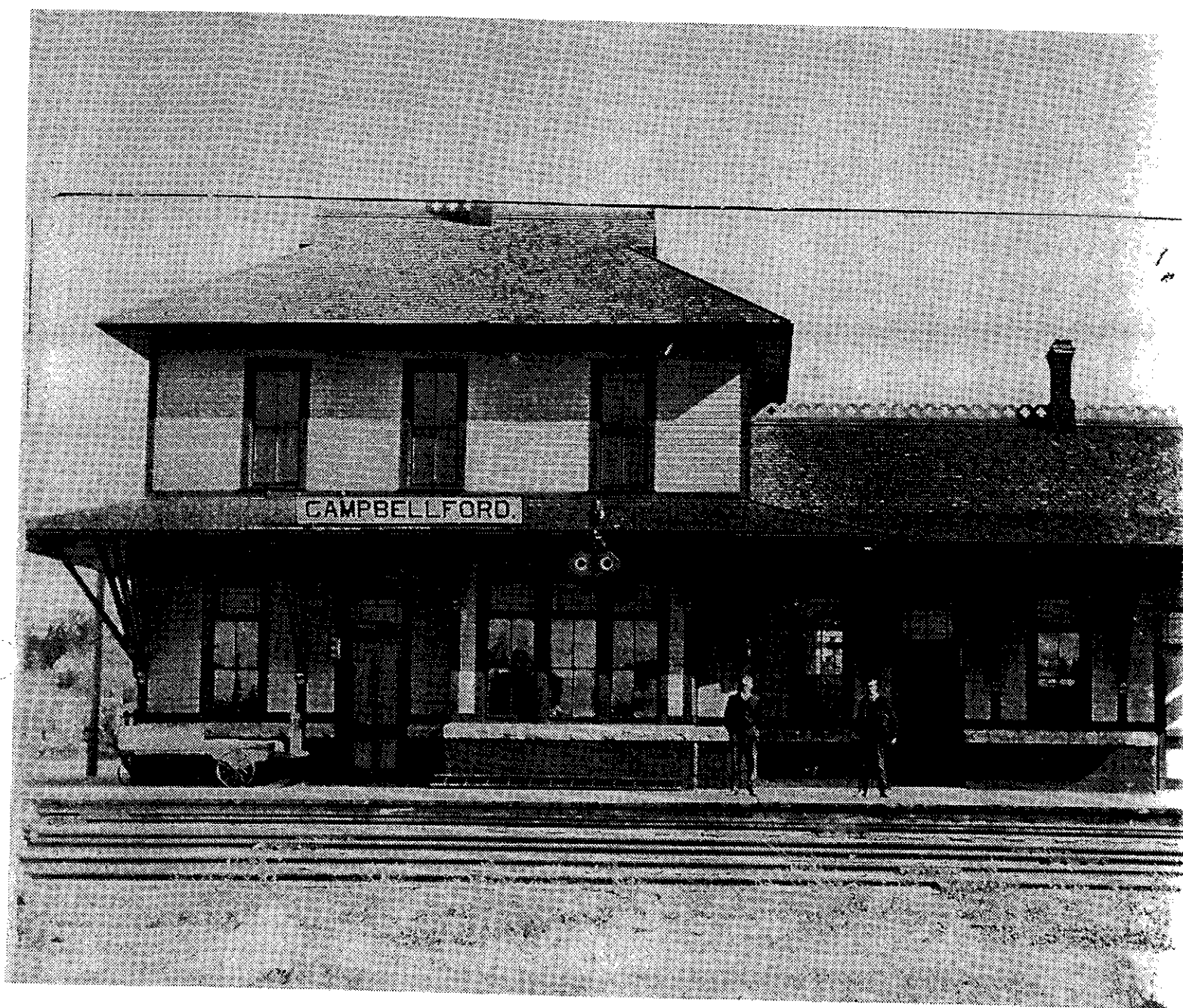
transfer to the Peterborough mixed-train for the next leg of the journey. The fiercest storm of the winter had piled deep drifts along the line, creating havoc with train schedules. After several hours they eventually arrived in Peterborough, long after the Lakefield night train had departed. The prospect of spending the night on hard, railway-station benches was most unappealing to Mrs. Lampman and her companion, Elsie Ogilvie. A half-hour later, a locomotive, pulling a single wooden coach, puffed into the station. It was a private train, put on especially for two girls who had missed their connection. Perhaps Grand Trunk officials would have frowned at this gesture, but it did prove that chivalry was still very much alive in 1918.

A frequent passenger on the line who managed to get by without a ticket was "Tory," an Irish terrier. No one knew whom Tory visited, but frequently he got an urge to travel and would take the morning train to Peterborough. Some people were convinced that Tory could read a timetable because he was never late for a train. Occasionally his trips kept him overnight in Peterborough, and eventually he didn't come home again. His owner concluded that Tory must have become tired of his vagabond life and decided to stay in the big city, which seemed to have more appeal for him than town life.

It's certain that Lakefield must miss the life which came to town over the hundred-year-old branch line. Just one passenger train has been along in the past twenty years. Gone, too, are those marvellous old side-wheeler steamboats whose whistles competed with the arrival of every Grand Trunk train. The Port Hope, Lindsay and Beaverton, the Midland, the Grand Trunk—all were big names when they belonged to this little line, but they are found only in history books today. The line itself is neglected now and sadly resembles an elderly gentleman who is no longer useful to himself or his town.

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The original Grand Junction Railway station at Campbellford. The picture was taken in the 1900s when the Grand Trunk owned the line. The second storey served as living quarters for the stationmaster and his family. The tracks were moved when a new bridge across the Trent was built and another much less elaborate station was erected about 100 yards to the south, c. 1915.

Barry Stasevich, Midwestern

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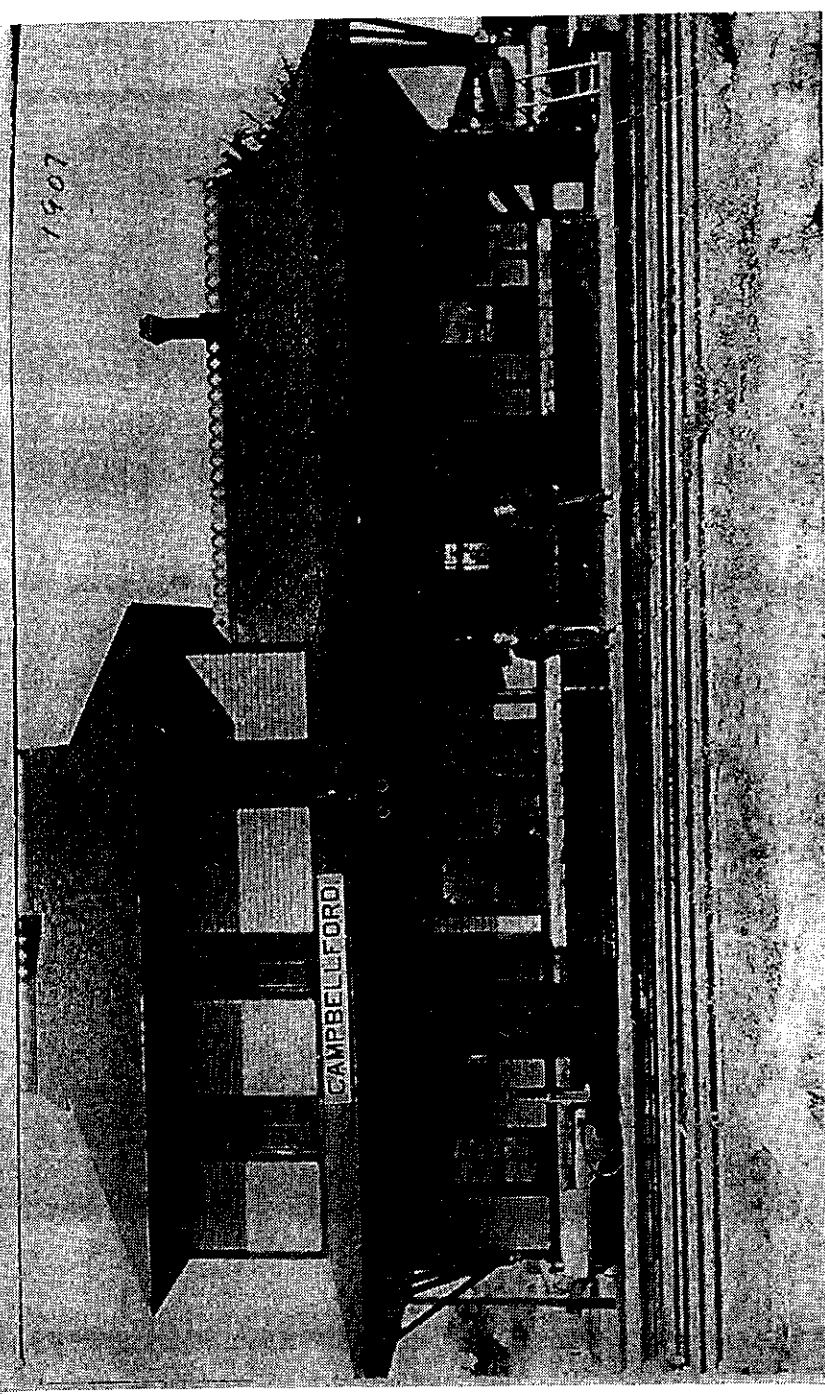
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The original Grand Junction Railway station at Campbellford. The picture was taken in the early 1900s when the Grand Trunk owned the line. The second storey served as living quarters for the stationmaster and his family. The tracks were moved when a new bridge across the Trent was built, and another much less elaborate station was erected about 100 yards to the south, c. 1915.

Barry Stasevich, Midwestern Rail



Grand Trunk Station, Campbellford, Ontario, originally the Grand Junction station.

Barry Stasevich, Midwestern Rail

Its effect cannot be but to seriously impair the credit of the Company, and very probably to cause the postponement of the road for another year, at least . . . the attempt to get rid of a responsibility previously assumed, to break an agreement deliberately entered into, will, we hope, fail on appeal, as it did on the trial. Previous to this most unfortunate resolve to persevere in litigation, the prospects of the completion of the line to Campbellford this season were very flattering. Responsible parties had made propositions to complete the road to Campbellford this fall based upon the decision of the court, and supposing that \$35,000 due from the County would be forthcoming. With the \$35,000 and \$10,000 more added, it was intended to push on the work, and by good management the road would have been built and in running order to Campbellford this fall . . .

The *Madoc Review* was no less critical of the county's action, calling it "incomprehensible" and a "great mistake."

Whatever it was that persuaded county councillors to change their minds is not known, but by November a compromise had been worked out between the county and the Grand Junction Railway Company under the following terms and conditions:

1. That the Grand Junction Railway Company shall pay all costs incurred by both plaintiffs and defendants in the Chancery suit entered against the County to set aside the sale of the County stock to McIntosh.

Research and Reviews



Just A. Ferronut's

Railway Archaeology

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The past month or so has seen a trip to Corning, New York, one to Moncton, and several local sojourns! So, as always, where to start? First, a couple of corrections.

In my April column on "GTR Relocations," being asleep at the switch is the only excuse I can find for missing the "l" in "Colbright." Colbright is the combination of adjacent station names – Colborne and Brighton.

Ray Corley also pointed out that the Canadian Northern line from Todmorden (Toronto) to Trenton that had been called the Trenton Subdivision by the Canadian Northern in their timetables, was called the Orono Subdivision by the Canadian National in June 1919, prior to abandonment, after which the eastern portion that was kept was renamed the Deseronto Subdivision.

In 1918, Colbright does not appear in the Canadian Northern Ontario timetable, while in Canadian National's 1919 timetable, there was one train a day stopping at Colbright, CNO Mile 92.5.

Perhaps it's getting a little too detailed, but I have come across the information about the regulatory orders that were issued by the Board of Railway Commissioners for the relocation of the Grand Trunk Railway to permit the construction of the CNO underpass that started at Mile 239.2. These orders were No. 11872 and 11873, dated October 4, 1910.

In the third column on Page 8, I mentioned the 5.4-mile relocation just west of Bowmanville. Ray has confirmed that this relocation was done as part of the double tracking programme.

Local trips

A few weeks ago, Stu Westland, John Thompson, and I spent a sunny Saturday poking around the fast-disappearing railway lines north of Metro Toronto. We started along the old Hamilton and North Western just south of Allandale, primarily locating and looking over the old GTR station at Vine, Ontario. This one-and-a-half storey combined station and section house is now owned by a Mr. Andy Galton and has been turned and moved off the old right-of-way to parallel the Concession 9-10 Road. Mr. Galton was telling us that he is planning to do some restoration on the depot. Apparently

the original H&NW depot was replaced in 1891 by a single-storey frame Grand Trunk station. This 1891 depot burned during the first world war. The GTR then replaced it about 1918 with the present station. This second station was listed in 1907 as Mile 90.50 of the 13th District. By 1914, the GTR had changed the mileage to 86.09 of their Burlington Junction Subdivision. The 1914 timetable also carried the footnote that "Engineers on Northbound trains are required to test brakes passing Vine."

By 1954, CN had renamed this line as the Milton Subdivision, and started its mileage at the junction with the Oakville Subdivision at Burlington. This changed the mileage of Vine to 79.3. The name of this subdivision changed one more time; with the opening of Toronto Yard in 1965, and the construction of the west access line, the portion north of Georgetown was renamed the Beeton Subdivision, but the previous mileages were maintained. Mr. Galton indicated that CN, after the agency was closed, sold the present depot about 1962, when it was relocated to its present site. It is good to see another station being recycled, and we wish Mr. Galton all the best in his endeavour.

After a quick trip around Allandale and Barrie, we went west along CN's Meaford Subdivision to Colwell, the junction with CN's former Penetang Subdivision. While the 1891 station at Colwell is long gone, a structure generally fitting the agent's dwelling is still standing.

The 33.65-mile Penetang Subdivision was constructed by the North Simcoe Railway that had been incorporated in 1874. However, construction was not undertaken until the Northern Railway leased their franchise. Construction of the line from Colwell, five miles west of Allandale, to Penetanguishene was started in the spring of 1878 and the line was opened late that year. In 1893, this company was absorbed into the Grand Trunk Railway.

The Penetang line had two features that were unique. The first was the Flos Tramway. This operation was instigated by E. B. Osler and his associates who had timber holdings in a large portion of Flos Township. This company, incorporated March 5, 1880, first operated using horse drawn equipment over its two-to-four mile line. The Flos Tramway company entered into an agreement, dated July 4, 1882, with the Northern Railway whereby they would build the roadbed and the Northern Railway would rent them the rails and operate the spur from Elmvale into the village of Hillsdale. The Flos Tramway at

that time had one locomotive. The line, 8.25 miles long, was acquired by the Northern Railway effective January 2, 1883. By 1913, the Grand Trunk was using the name "Hillsdale Tramway" to define this line in its timetables. With the depletion of good timber, the greater part of this line was abandoned in 1917, with the remainder being dismantled in 1927.

The second interesting feature of the Penetang line was that it provided access to the short-lived 8.85-mile Wyebridge Subdivision that extended from Birch Junction (Mile 27.0 of the Penetang Sub.) through Wyebridge, across to Tay (Mile 71.9 of the Midland Sub.). Shortly after the turn of the twentieth century, the Grand Trunk, ever cognisant of the competition from the Canadian Pacific, decided to construct their Wyebridge connecting track. The Grand Trunk opened their cut-off line in 1911, a year prior to CP's opening of their line into Port McNicoll. This GTR cut-off had a wye at both Birch and Tay.

This new cut-off provided a more direct route for the large quantities of lumber and grain that were moving from the Georgian Bay harbours and area to Toronto and beyond. The June 1913 GTR timetable indicated a daily-except-Sunday midday train from Tay to Birch and return. At the same time, the Penetang Subdivision had a daily passenger, express, and mail train. A timetable footnote advised that No. 23, the mail train would handle freight when necessary. The passenger service changed to mixed trains, and was discontinued on January 14, 1917. Freight service continued until September 30, 1930. The rails between Birch and near Tay were lifted between July 4 and 12, 1932. A portion of the old main line and the east leg of the wye were kept at Tay for turning equipment. Faster main line trains and improvements to shipping through the Welland Canal contributed to the demise by both railways of their short-cuts from Georgian Bay ports.

The Penetang Subdivision continued as a branch line until 1975, when CN was permitted to abandon the northern 15.29 miles back to Elmvale, Mile 18.35, with the issuing of Railway Transport Committee Order R-20180, dated February 2, 1975.

The next 7.35 miles south to Hendrie, Mile 11.85, was approved for abandonment five months later when RTC Order R-20932, dated July 14, 1975, was issued.

The track to Hendrie survived for almost another 11 years. Order R-39042, dated February 14, 1986, permitted the abandon-

THE FERROPHILIAC COLUMN

CONDUCTED BY JUST A. FERRONUT

Starting off are a few comments from Ray Corley about the articles in the May Newsletter concerning the last runs of the "Cannonball Express" from Port Hope, Ontario. Ray points out the "corner" of the envelope mailed to Stu Westland is, in fact, almost full-size, with only the edges trimmed. It was one of two mailed as the last two RPO mailings at Port Hope by Ray – one to Stu, the other to himself.

Ray pointed out that Train 92 left Peterborough at 12:30 p.m., 12 minutes off its scheduled 12:18 p.m. departure, losing an extra eight minutes on its trip to Port Hope, and arriving there at 1:45 instead of its listed time of 1:25 p.m. Northbound, Train 95 always connected with CN Pool Train 5, *The LaSalle*, due at Port Hope at 3:54 p.m. *The LaSalle* didn't arrive until 5:02 p.m. on that Thursday afternoon of May 31, 1951. With the transfer of passengers, baggage, mail, and express to look after, 95 didn't leave until 5:16 p.m., as noted. This Port Hope departure was four minutes after its scheduled arrival at Peterborough of 5:12 p.m. The normal start for this one hour and seven minute trip was 4:05 p.m. With the photographs and the influx of passengers at Walton Street station, Port Hope, train 95 did not leave this downtown stop until 5:24 p.m. instead of its scheduled 4:09 p.m.

While a number of other UCRS members rode the train as mentioned in the articles, Ray tells us that he rode 92 into Port Hope, then followed train 95 on its trip back north by car from Port Hope to Millbrook, taking several photos where he could "catch" the "Cannonball." Among these photographs that Ray Corley took is the one on the opposite page, taken of the last 95 heading north at Walton Street station Port Hope. This train, as indicated in last month's articles, was headed by engine 5575, with mail and express 7798, express car 8777, and coach 5036.

Ray closes his notes by pointing out that the first train of the PHL&B ran the 42.17 miles from Port Hope via Millbrook

and Omemee to Lindsay (South Junction) on October 16, 1857. See the adjoining map. The PHL&B at the same time were having a branch line built from Millbrook the 12.91 miles to Peterborough. This branch was opened May 12, 1858, with inaugural runs on May 20, 21, 24, and 31. Regular service was commenced on starting June 7, 1858. This line, the Peterborough Branch Railway, was initially operated by the contractors, Tate and Fowler, as lessees. This now provided a "Y" track formation without a top "link" between Peterborough and Omemee.

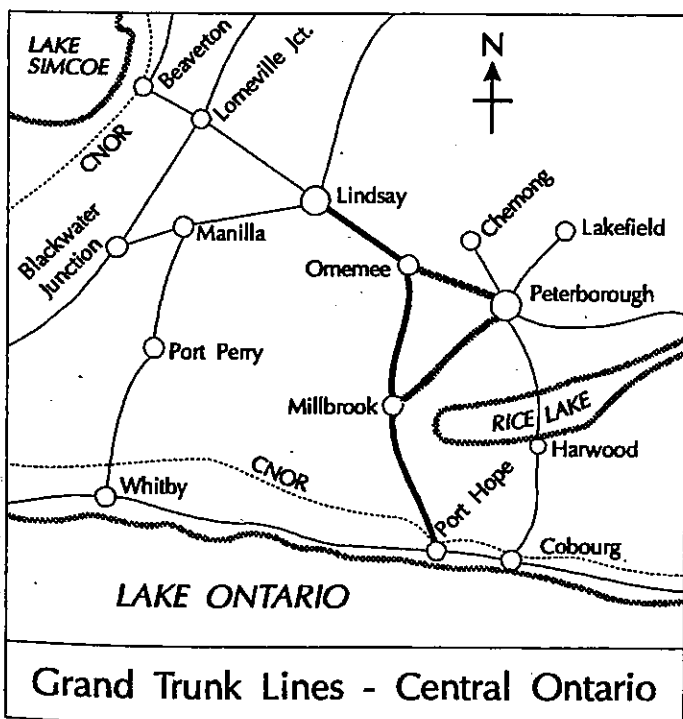
While the PHL&B changed its name to the Midland Railway of Canada by a provincial act in December 1869 and built some 80-odd miles of extensions to its system during the 1870s, the 14.51 mile section between Peterborough and Omemee remained the "missing link." It was not until 1882 that the Midland Railway of Canada built this link under the charter of the Toronto and Ottawa Railway Company. Following the opening of link from Peterborough to Omemee on November 23, 1883, the original line from Millbrook to Omemee (West) became a branch, and all Lindsay–Port Hope main trains operated via Peterborough.

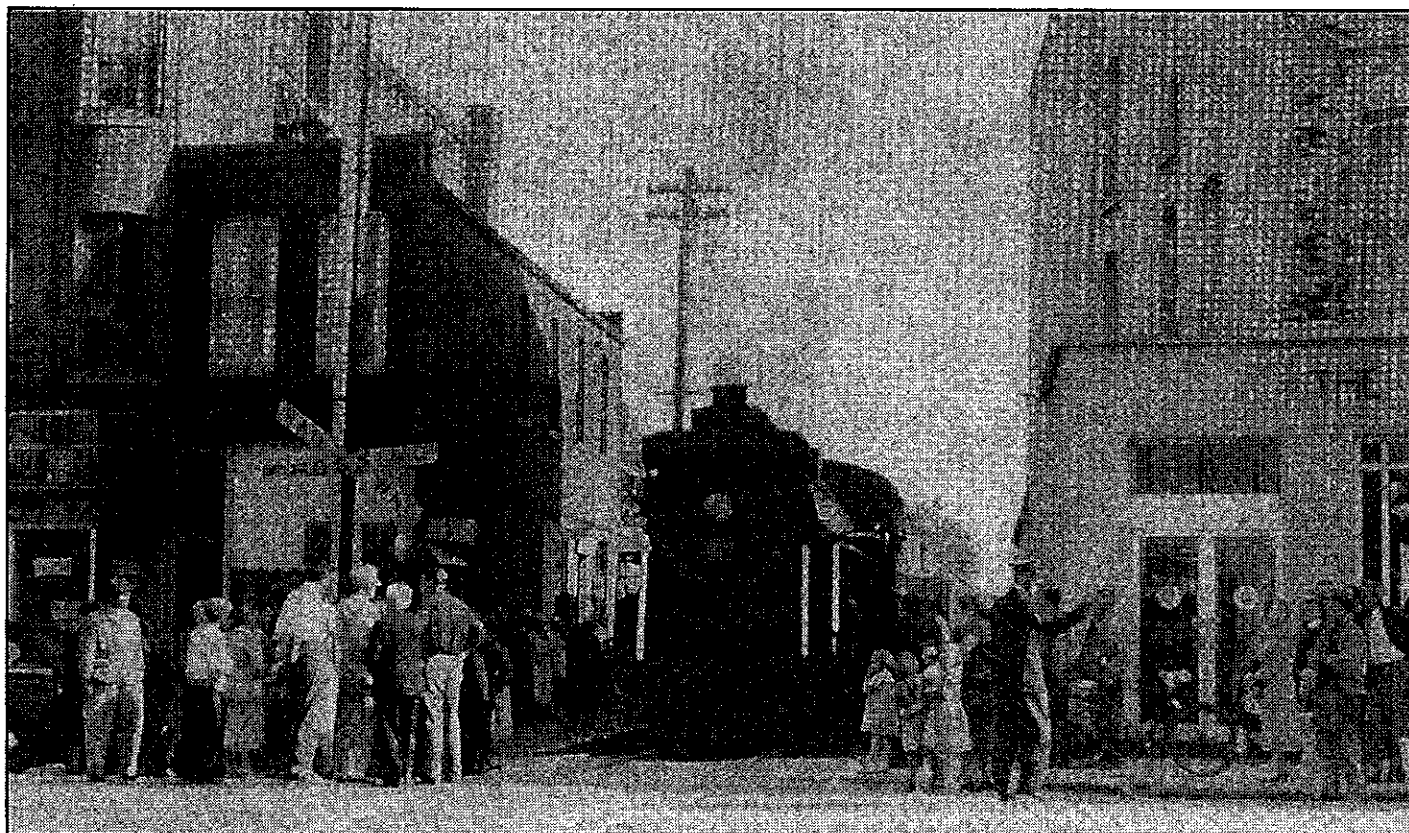
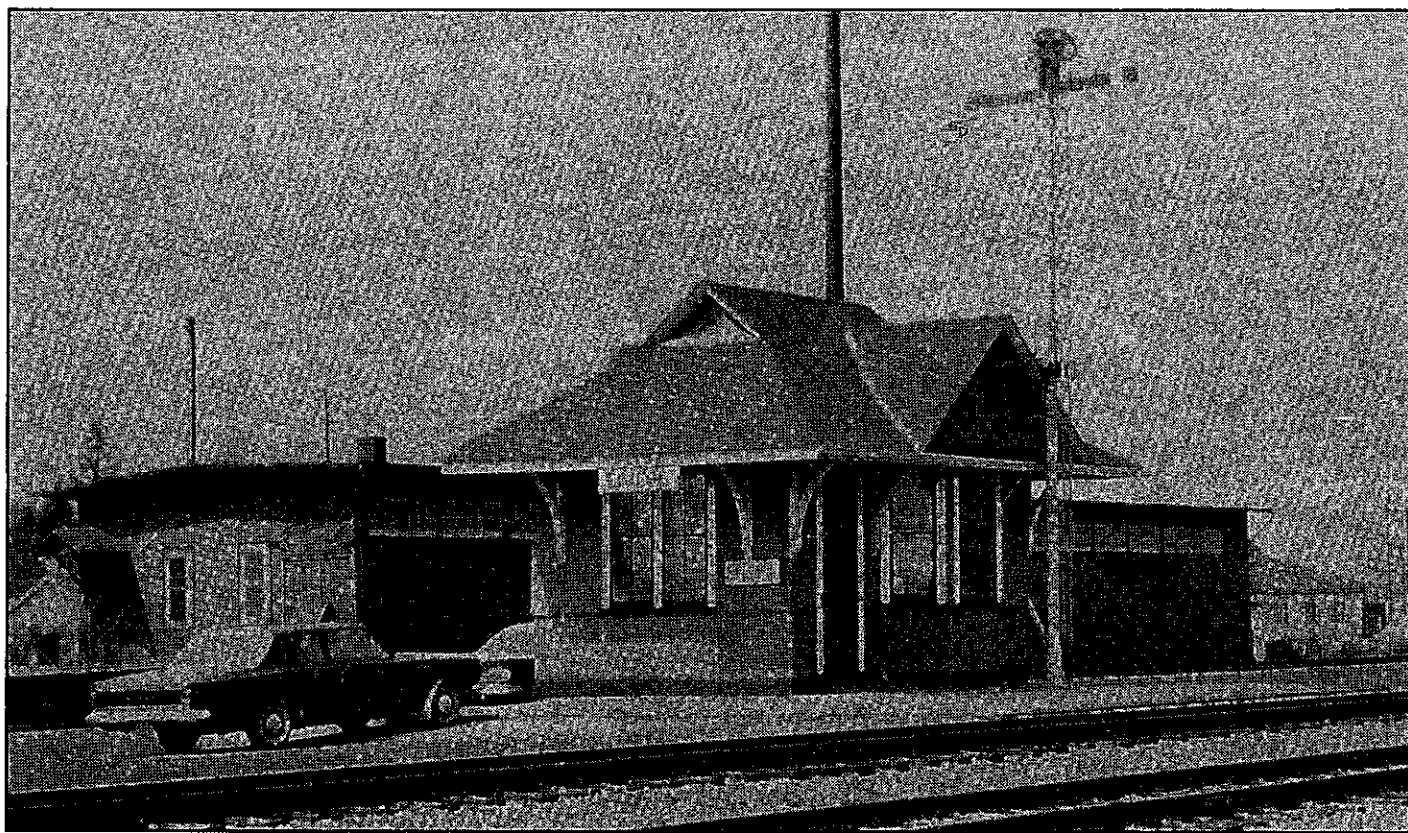
The branch, from Millbrook to Omemee West became the Bethany Subdivision. Rail operation on it lasted up until the days of Canadian National and saw its last train on September 25, 1927.

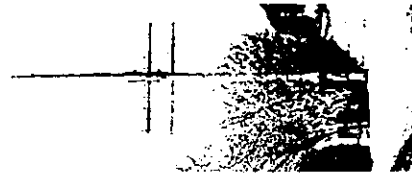
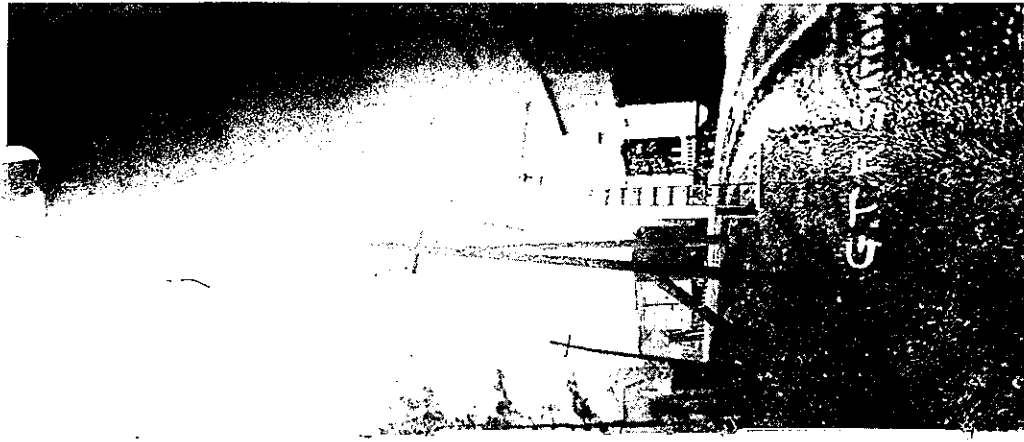
The Simcoe stations on the Canada Air Line Railway, CN's Cayuga Subdivision, have had a few words said about them in recent columns. Well, Bill Thomson of Bath has sent along the photograph on the opposite page of the small Simcoe station that Jack Maclean made comments about in the April column. This photograph is looking to the southwest along the Air Line and, as Bill points out, this was a "classic" small station. As we have said, this station site has seen its share of stations of all shapes and sizes, from the large storey-and-a-half structures with lots of gingerbread trim or multi-turrets, to the present metal box.

A little digging has turned up an interesting twist about the station that Bill Thomson photographed in 1969 at Simcoe with a Simcoe station board on it. The June 14, 1984, *Simcoe Reformer* carried a 1928 photo of a group of railway employees standing in front of a small station. The caption stated these were Canadian National Railway employees and the name of the station was Renton and except for a small eyebrow window about half way up the end slope of the roof it looked identical to Bill's photo. Renton is 4.5 miles east of Simcoe on the Air Line. This 1984 article continued, that, yes, the Renton station had been relocated to Simcoe. This article stated that the relocation took place in 1943. But since the article had a date prior to Bill's photo for the station's demolition, I must wonder about the relocation date. I support this since I note that the Board of Transport Commissioners issued an Order dated September 6, 1947, approving the location and details of a station to be erected by Canadian National at Simcoe. The Grand Trunk 1907 bridge and building inventory lists the Renton station as being a single storey 14 by 20 foot station built in 1905.

While in the Simcoe area, a couple of extra station items as the result of my digging through the Simcoe Library. The August 17, 1973, *Simcoe Reformer* carried an article about the



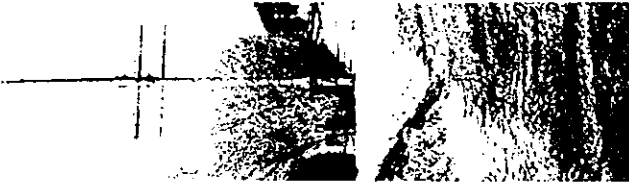




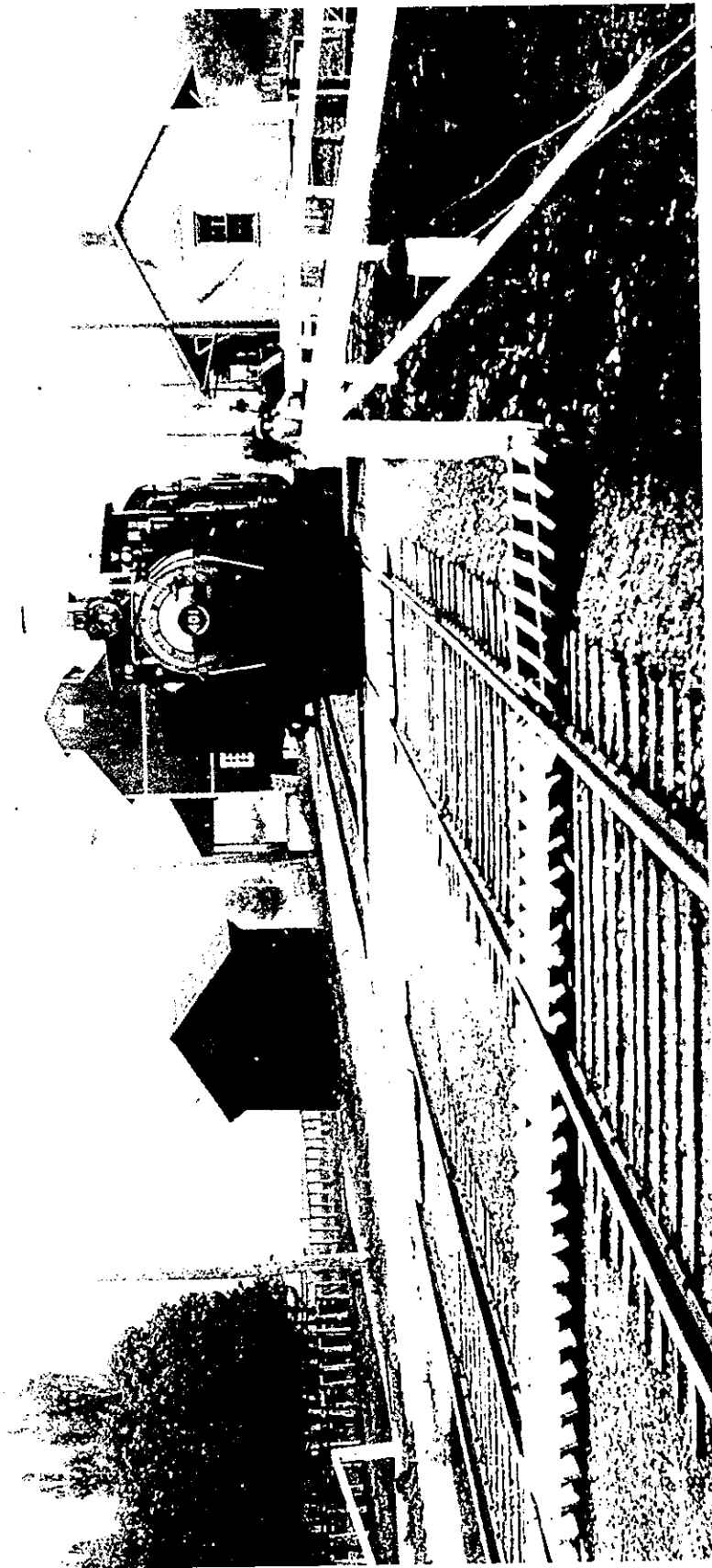
A snowplough derailment on Hagerman's Hill, March 17, 1904. In a successive rapid thaw and freeze, the molten snow between the rails would become solid ice without allowing for the depth of the wheel flanges necessary for passing equipment to remain on the rails. The result here was a badly skewed plough and a locomotive that had to be towed back to the metals. Mrs. Pat Phillips



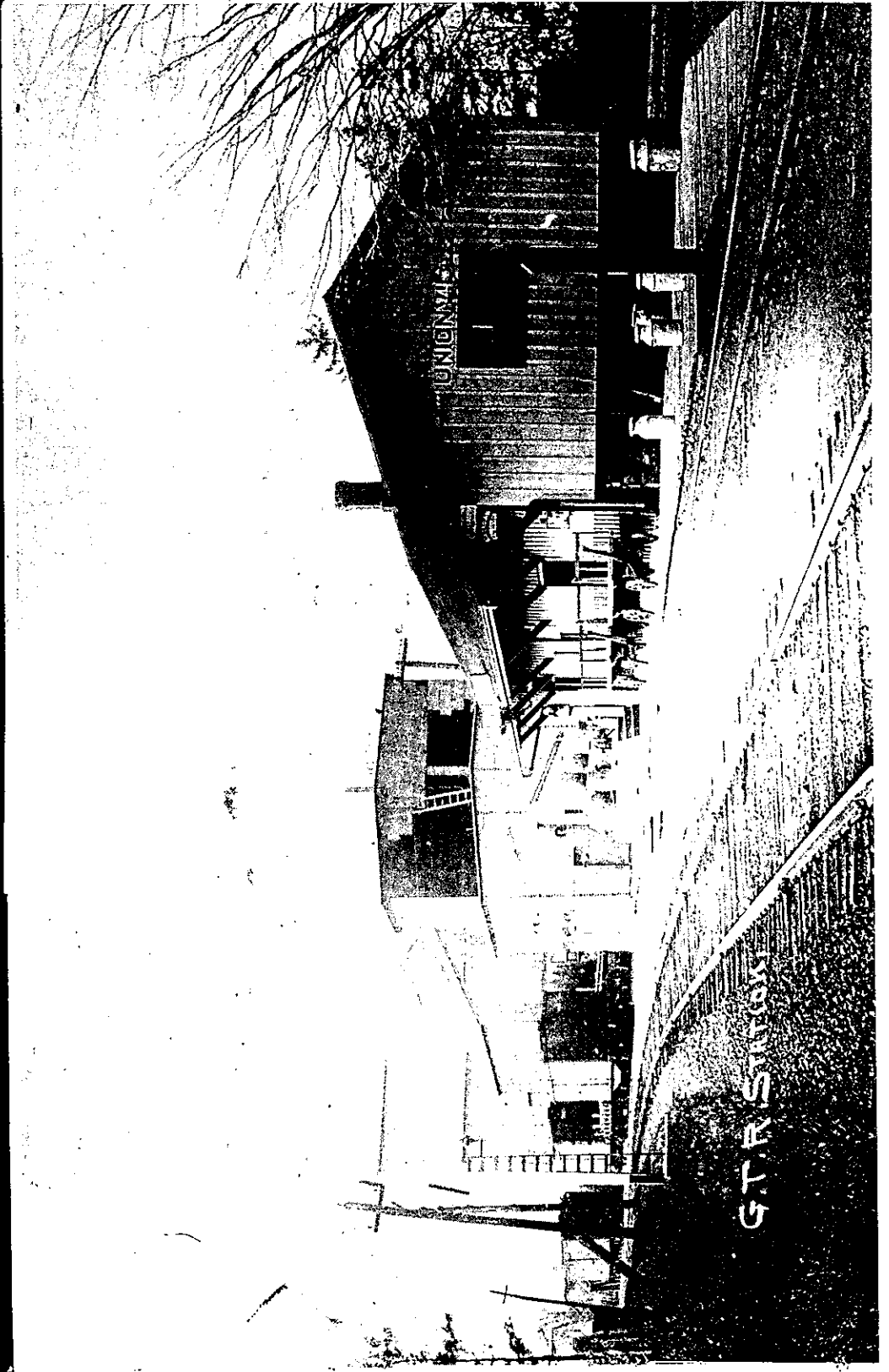
..... 2 1st pressing equipment to remain on the rails. The result ne
locomotive that had to be towed back to the metals. Mrs. Pat Phillips



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A simply delightful scene of GTR #401 on Train 22 at about 9:30 one morning around 1908, about to leave for Urbridge. Note the Goodwood elevator in excellent trim and the cattle guard in the foreground. Charles H. Heels and PAC C24475

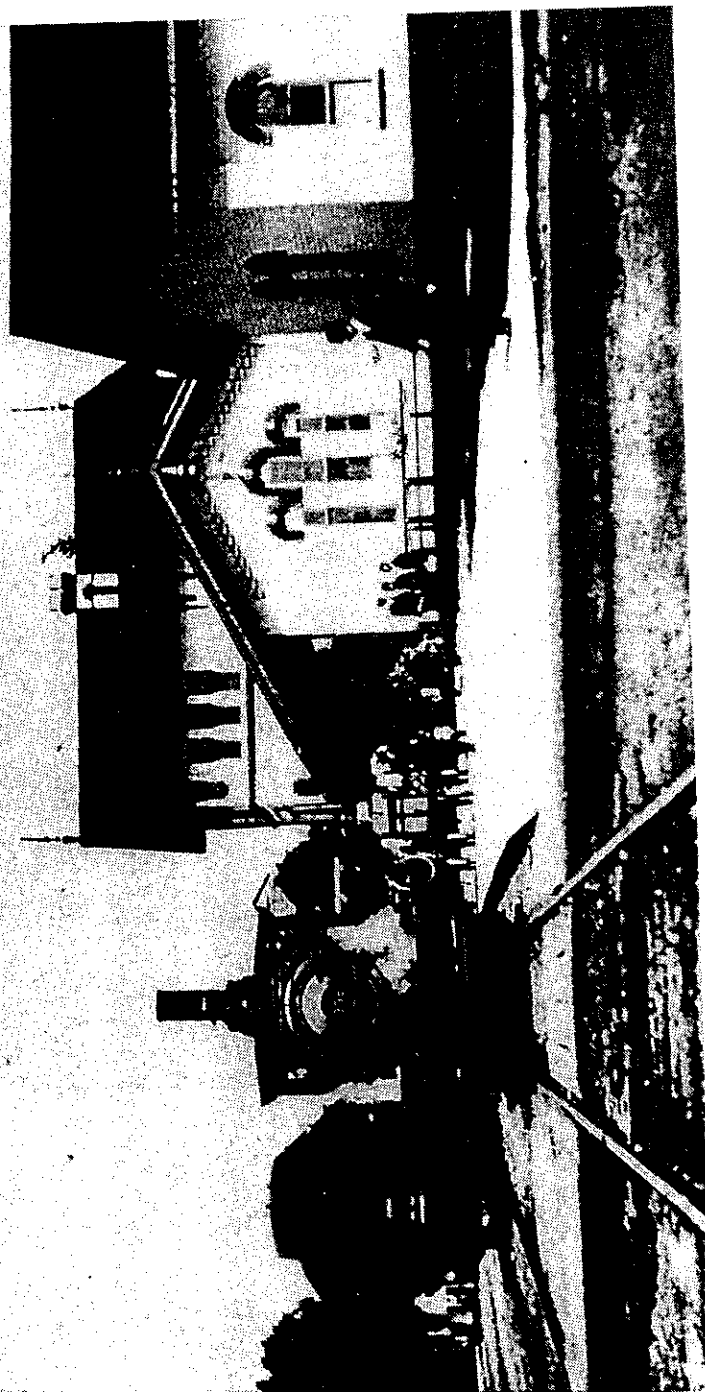


of Kate and Freck, the

The Ontario and Quebec Railway Company, which had become a link in the line to the sea, became a formal part of a struggle between its corporate interests and W. Sutherland, a company who had contemplated merging with the North Hastings Junction, West Huntingdon, and the slightest degree affected the Ontario and Quebec Railway Junction, it will in effect be useless." In proposing amalgamation, Bickford was merely "chasing

Some councillors took a different view, and the information regarding the Ontario and Quebec Railway was available as yet. Others thought it was "to fight the battle of the Grand Junction, to prevent the construction of a parallel line, and, ever, the majority were in favour of the amalgamation proposal. The city's opportunity to impress on the government the importance of the construction of a canal much on everyone's mind at the time. The government cut a canal through Northumberland and Prince Edward County with the Prince Edward County with the canal and sail eastward in the canal. Belleville it would then be only 30 instead of 60 miles, and the iron ore would be considerably nearer to its ultimate destination of the lake.

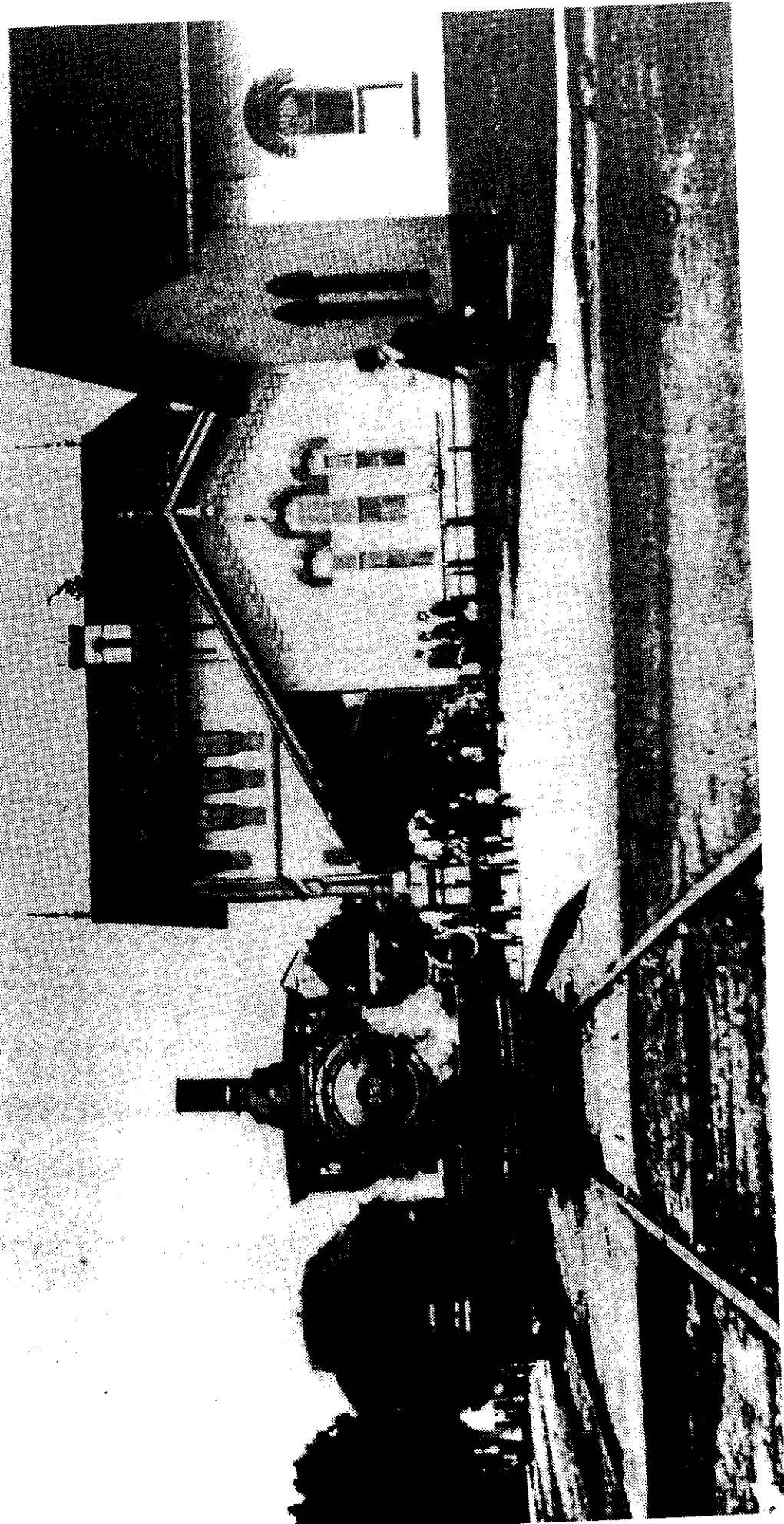
The public was informed in



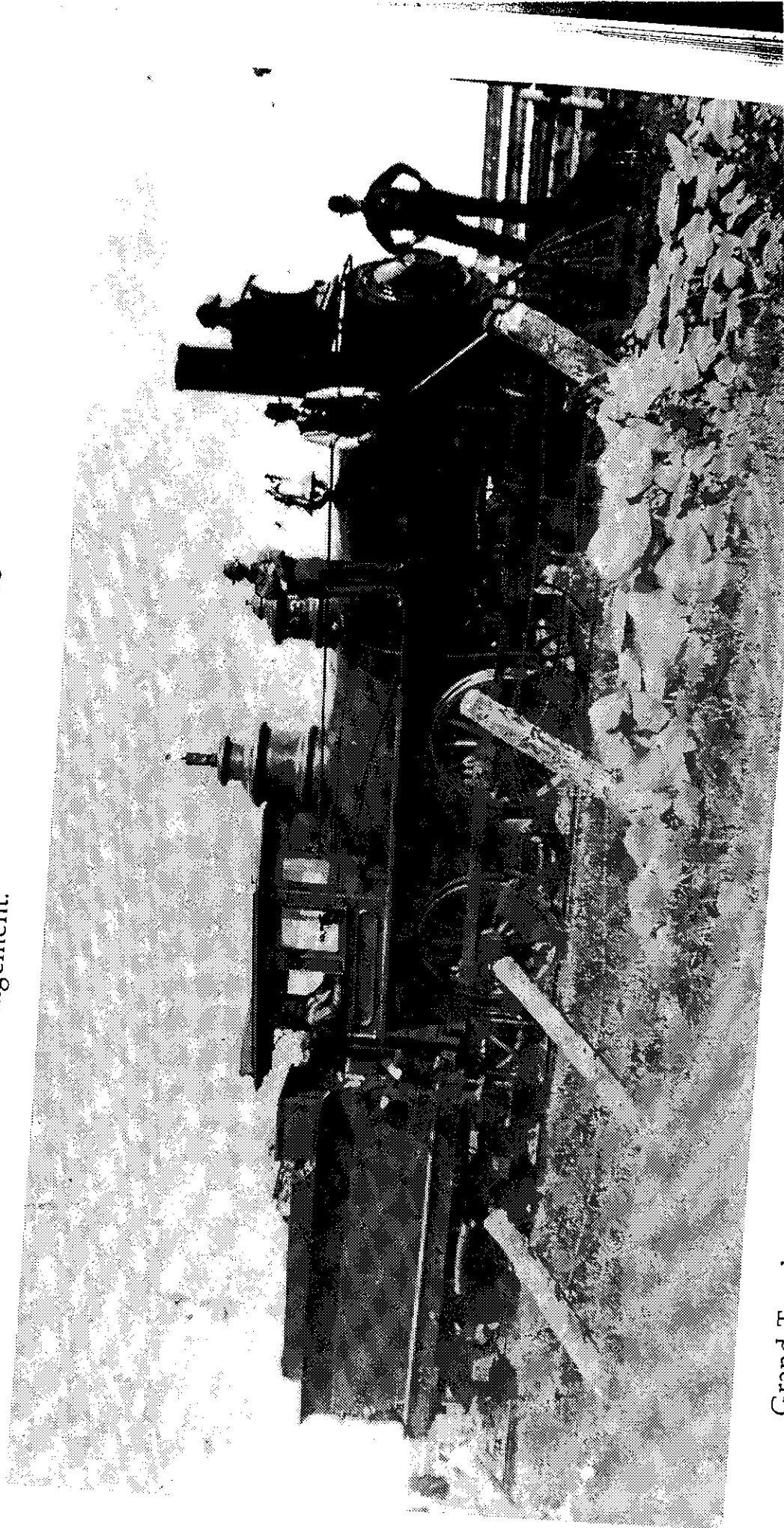
Grand Trunk station at Peterborough, Ontario. Train arriving headed by locomotive #398.
Peterborough Centennial Museum and Archives

Montreal, Feb. 26, 1881

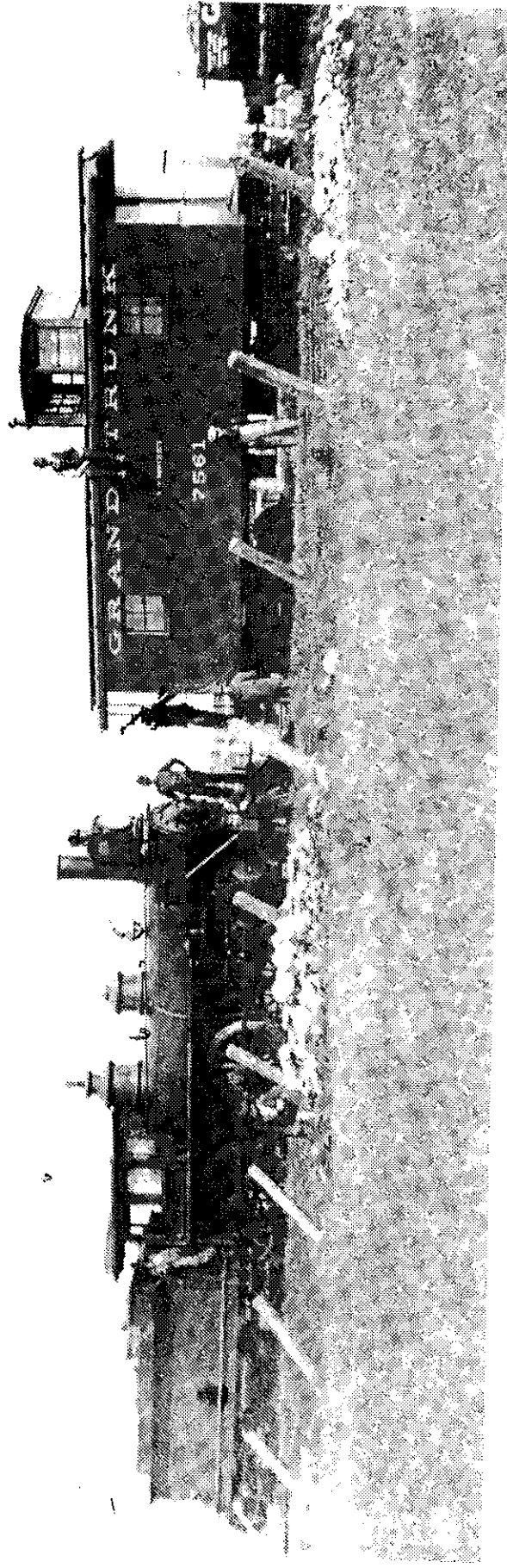
To R.S. Patterson, Esq.,
Bickford is endeavoring to have the Grand Junction amalgamate with the new proposed line between Toronto and Ottawa, the bill for which is now before the Railway Committee. The effect of this will be to deprive Belleville of a large portion of the traffic for which she subsidized the road to the extent she did. In the interest of Belleville, some one representing the City should oppose this clause. It came before the Railway Committee on Monday at 11 o'clock. No time was left to be sent and a special meeting of the



to be to prevent the Ontario and Quebec Company from using the line as a link in the chain of their new enterprise during the time their road is being carried through. When the bill of the latter company was before the House last session they tried to get powers to amalgamate with the Grand Junction, but they allege the influence of the Grand Trunk was too much for them, and the clause was struck out and one substituted giving them authority to use the line for four years. There is no doubt that this coup of the Grand Trunk will be a serious obstacle to the Ontario and Quebec Company, and how they will overcome it is a subject that will give them a good deal of anxiety. The matter has not leaked out here yet beyond the inner circle of railway men, who are greatly agitated over the new arrangement.



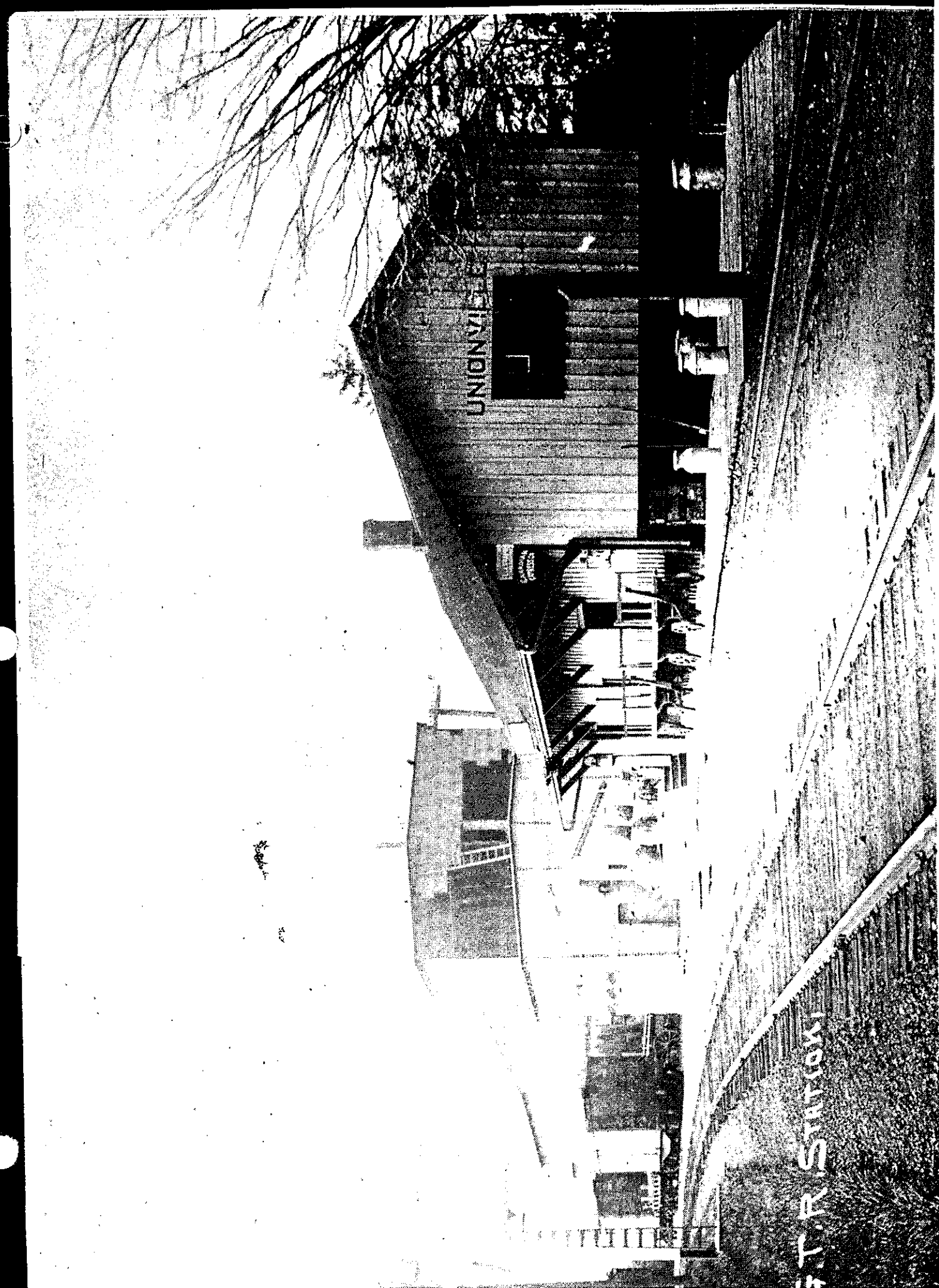
Grand Trunk.



Grand Trunk engine #393 and Grand Trunk caboose.

Maurice Bell

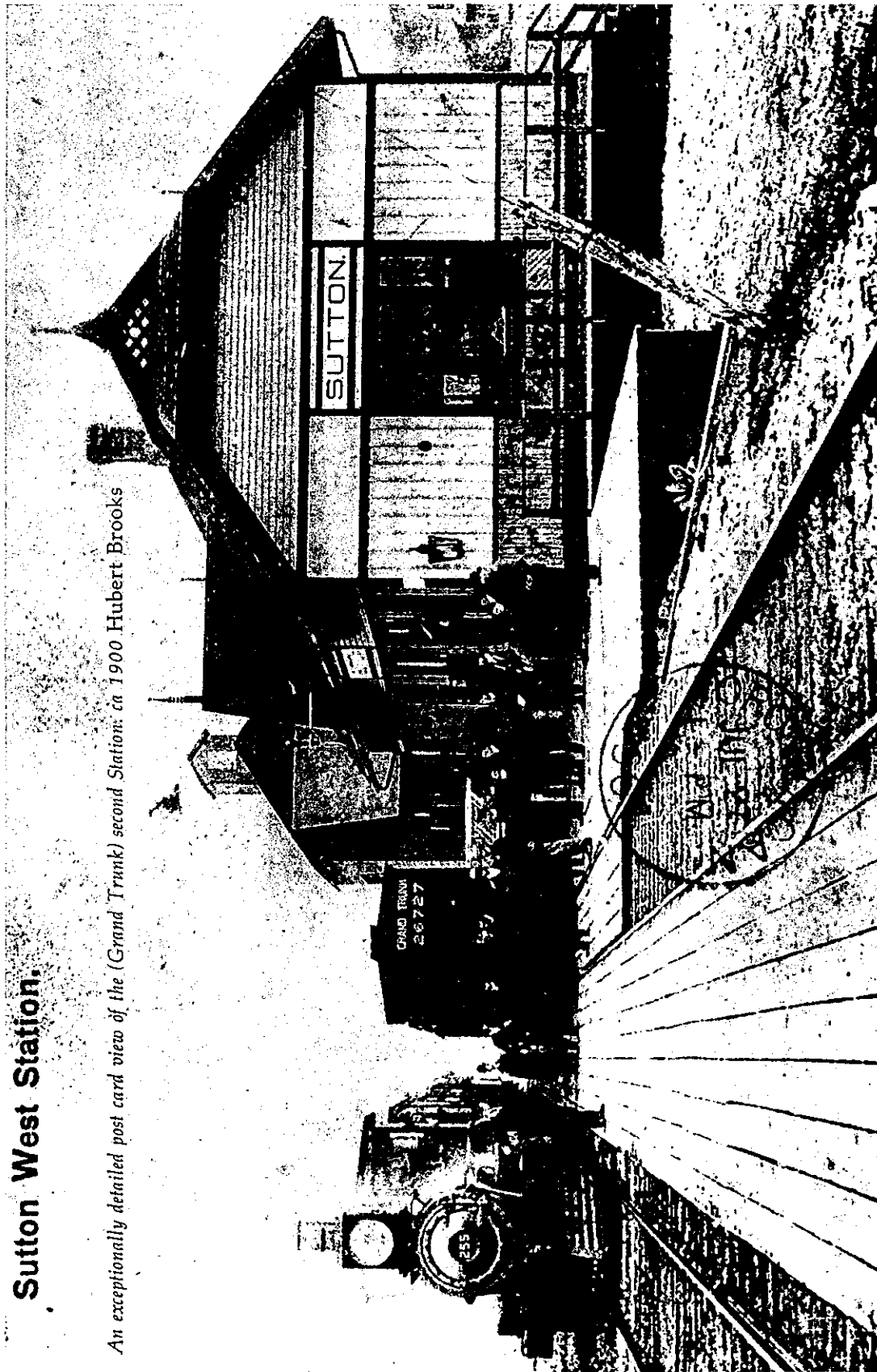
The anticipated take-over of the Grand Junction by the Grand Trunk was of particular interest to the people of Prince Edward County. The Grand Trunk's recent announcement that it would assist the Prince Edward County Railway in building an extension from Trenton to connect with the Grand Junction had created considerable excitement in the county. The McMullen Bros. of Picton were the owners of the Prince Edward County Railway, a line between Picton and Trenton opened in the fall of 1879, and it had long been their goal

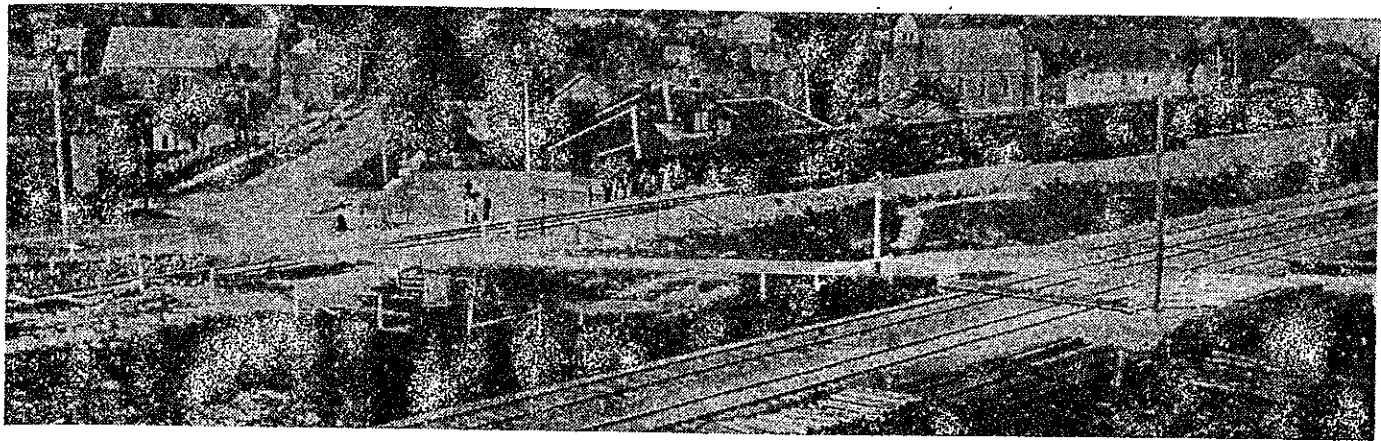


H. T. R. STATCOCK

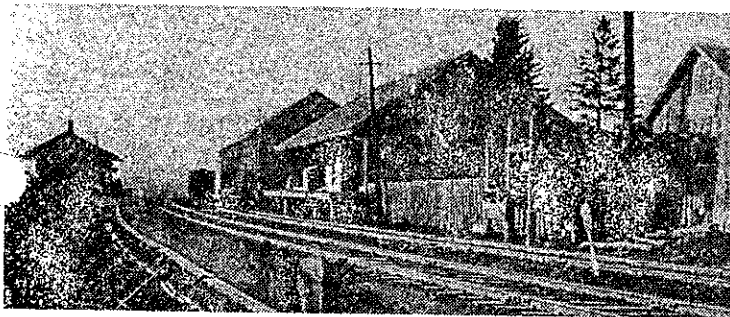
Sutton West Station.

An exceptionally detailed post card view of the (Grand Trunk) second Station: ca 1900 Hubert Brooks

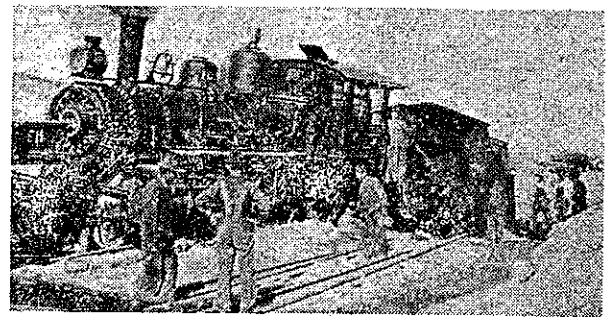




Bethany, 1910.

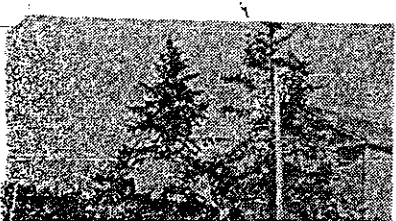
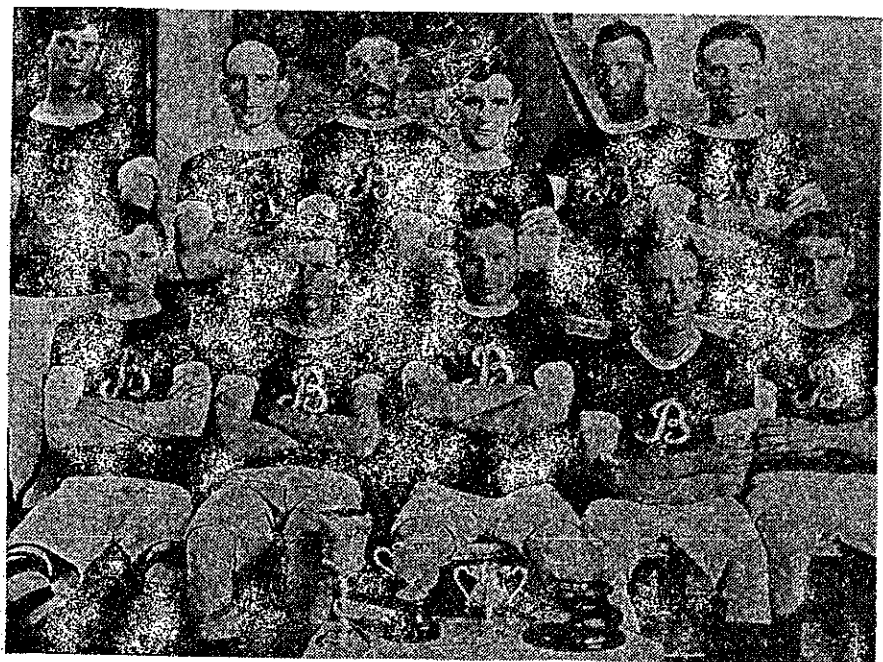


Bethany Grand Trunk freight sheds and cattle chutes, 1910.



C.P.R. coal tender upset—1911.

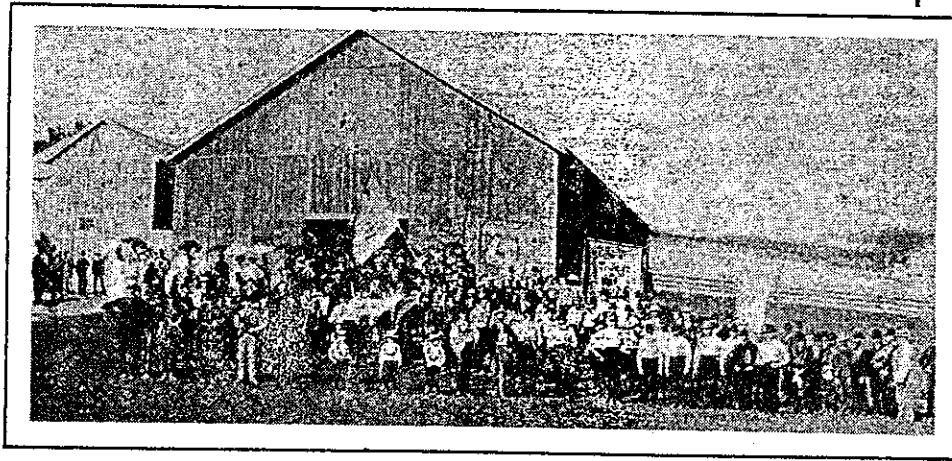
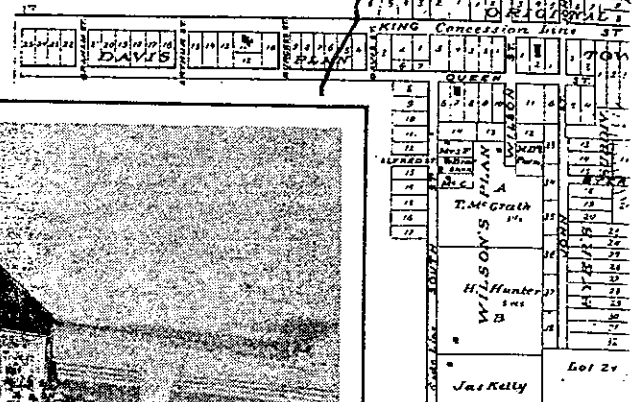
Bethany Champion Football Team in 1908. The picture was taken inside the first Township Hall. The cups in the foreground were won in The Midland League series. *Back Row:* C. Morton, Dr. J. J. Hamilton, H. Sisson, W. Price (capt.), G. Lackner, W. Hannah. *Front Row:* E. Sisson, K. Sisson, C. Brereton, W. Price, A. Delong. H. Price and T. Jackson were members of the team, but not present when this picture was taken.



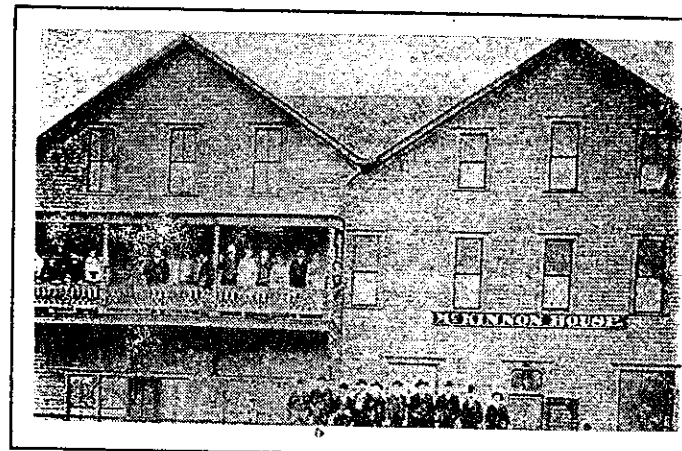
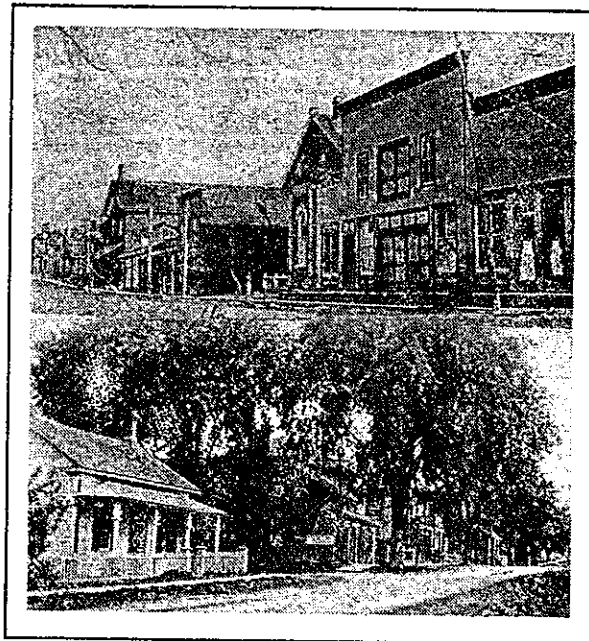


BETHANY

The Grist Mill at the pond west of Bethany built by James Preston in the early 1800's.



The Manvers Drill Hall which was situated in the Athletic Park. This picture was taken in 1880.



McKinnon House, 1900.

This view of Bethany—south side of Main St. in 1910—shows Thomas Jackson's store on corner, Levi Sisson's grocery, barber shop, the post office, the old Town Hall, Cha Reynolds furniture store and undertakers parlor, Dr. T. Brereton's drug store office and dwelling.



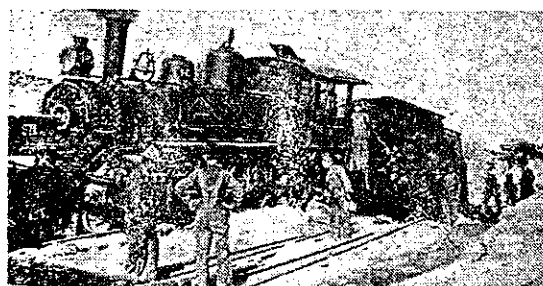
Bethany Band in 1908. The picture was taken in the...



Bethany, 1910.

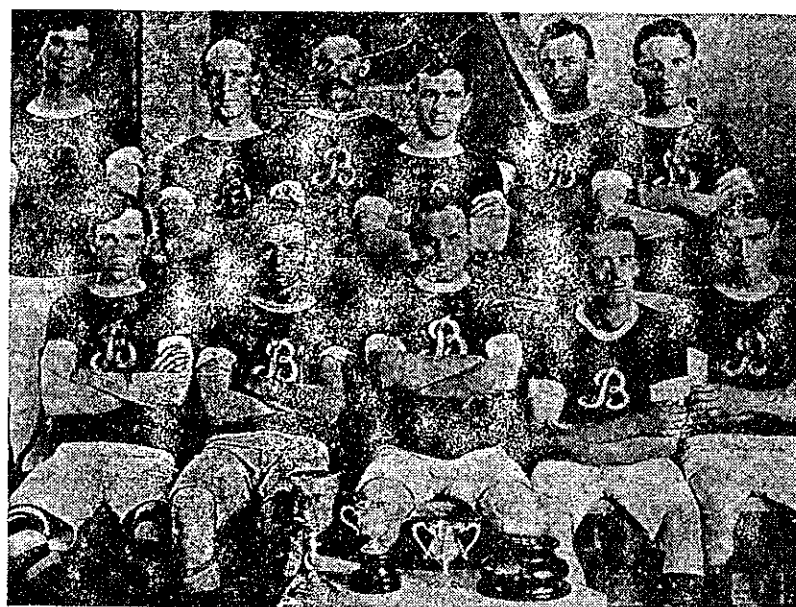


Bethany Grand Trunk freight sheds and cattle chutes, 1910.

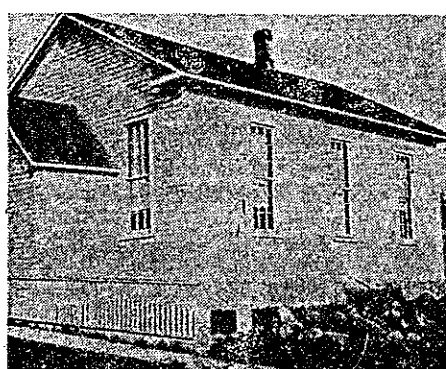
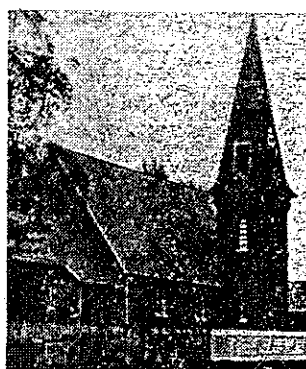


C.P.R. coal tender upset—1911.

Bethany Champion Football Team in 1908. The picture was taken inside the first Township Hall. The cups in the foreground were won in The Midland League series. *Back Row:* C. Morton, Dr. J. J. Hamilton, H. Sisson, W. Price (capt.), G. Lackner, W. Hannah. *Front Row:* E. Sisson, K. Sisson, C. Brereton, W. Price, A. Selong. H. Price and T. Jackson were members of the team, but not present when this picture was taken.

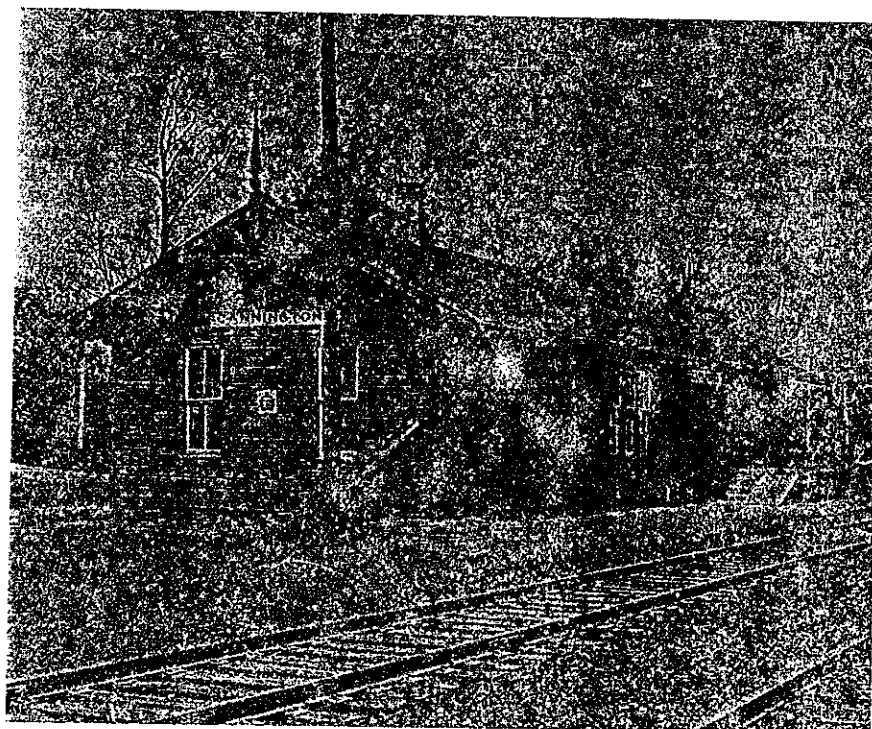


Brunswick C.N.R. Flag station. Post Office in room of house; and office of Railway Co. who built P.R. through Bethany, 1910-11. Previous to this, was Brunswick hotel. In middle 1800's bar room is where window is clear.

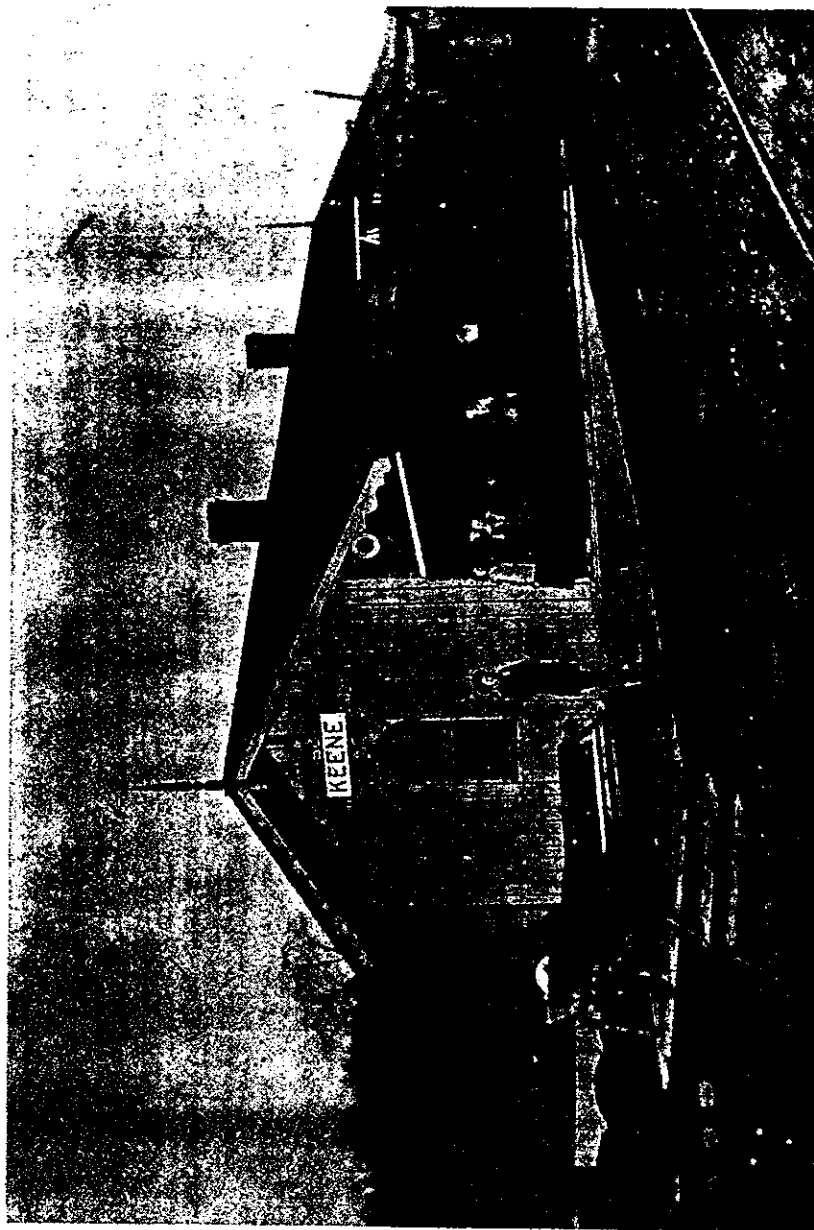


St. Paul's Anglican Church, Bethany Presbyterian Church, built in 1872, closed in 1925.

the railway. His other community interests were many, but his loyalty to the Peaceful Dove Lodge and his active interest in the Library Board deserve special mention. He was succeeded by Clarence Mackay, a veteran of the First World War. Although not a Cannington boy, he and his wife had both been raised in nearby communities, and never seemed like strangers. Mr. Mackay's service continued almost to the end of the era. Certainly, he was around to witness the marked decline in the service—years during which it seemed to their patrons that Canadian National Railways wanted the service to die. It was many years since the line had been taken over by the Grand Trunk Railway, which still later was absorbed by the publicly owned Canadian National. What happened afterward soured the community against public ownership and control. It was early in the 1950's that whispers were heard of the possibility that the service was to be discontinued. Inadequate as it was, it was there, and many people were dependent upon it for their transportation. In 1955, The Gleaner urged readers to write their member of parliament or the C.N.R. management, to appeal that the gift of their forefathers be honoured and the service continued. Both organizations and



Cannington's Railway Station.



Keene Station



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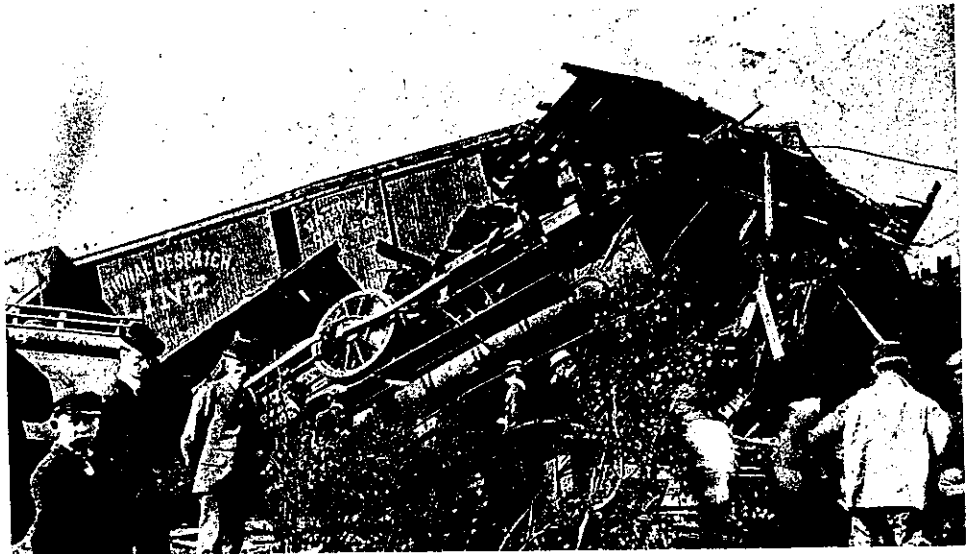
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These pictures show the rear-end collision a mile east of Grass Hill in 1902.



A second double header with engines GTR 49 and 59, Conductor Wm. J. Hodgson, Engineer William Dolby on the leading engine and Engineer Jimmy Swanton and Fireman Robert Faulkner on the second engine, had apparently gained on the first extra so that when the first train stopped the second was coming around the curve at Grass Hill. The rear end brakeman had little chance to get out very far to flag down the second train.

When Engineer Dolby on the second extra saw the tail lights of the standing train, he whistled for brakes and he and his fireman jumped along with the head end brakeman.

Engineer Jimmy Swanton and his fireman Robert Faulkner were not so fortunate and they failed to get clear in time. The engines went through the caboose and several box cars and the one on which Swanton and Faulkner were on turned upside down among the wreckage. Engineer Swanton was scalded and almost buried in wheat. If he was not killed instantly he died shortly afterwards before he could be released. Fireman Faulkner somehow was thrown clear but was so badly injured that he died shortly afterwards.

The front end of the first train proceeded to Lindsay where they reported the accident and the auxiliary was despatched as quickly as possible. It took several days to clear the wreckage and in the meantime trains operated via Blackwater Junction.



GTR 2054 engine was photographed around 1914, possibly at Lindsay before departure. On the extreme left is Walter Wetherup, engineer and extreme right Milton Blair.

I am indebted to Mr. Milton Blair for the picture of GTR 2054. It was taken around 1914, possibly at Lindsay before departure, as there seems to be a full load of coal on the tender. On the extreme left is Walter Wetherup, Engineer, and on the extreme right, Milton Blair, Engineer. The names of the firemen are not known.

Engine GTR 2054 was of the same group as 2047 built in 1873, numbered 486, changed in 1905 to 284 and in 1910 to 2054. It was scrapped in June 1915.

This picture of a double header and approaching passenger train, was taken at Shields, west of Orillia, on May 19th, 1945 where the double header caboose hop had pulled into a siding to meet Passenger Train No. 42, en route from Midland to Toronto in the early morning.

Engine CNR 2566 on the freight train was formerly Grand Trunk 704 built in 1906 by the Montreal Locomotive Co.

CNR 5281 on the passenger train was one of a group of engines built by the Canadian Government in 1918 when there was a terrific shortage of power on the Grand Trunk and Canadian Northern Railways. It was originally lettered Canadian Government Railways and numbered 509, changed to Grand Trunk 1509, and afterwards to Canadian National 5281.

LAST TRIPS

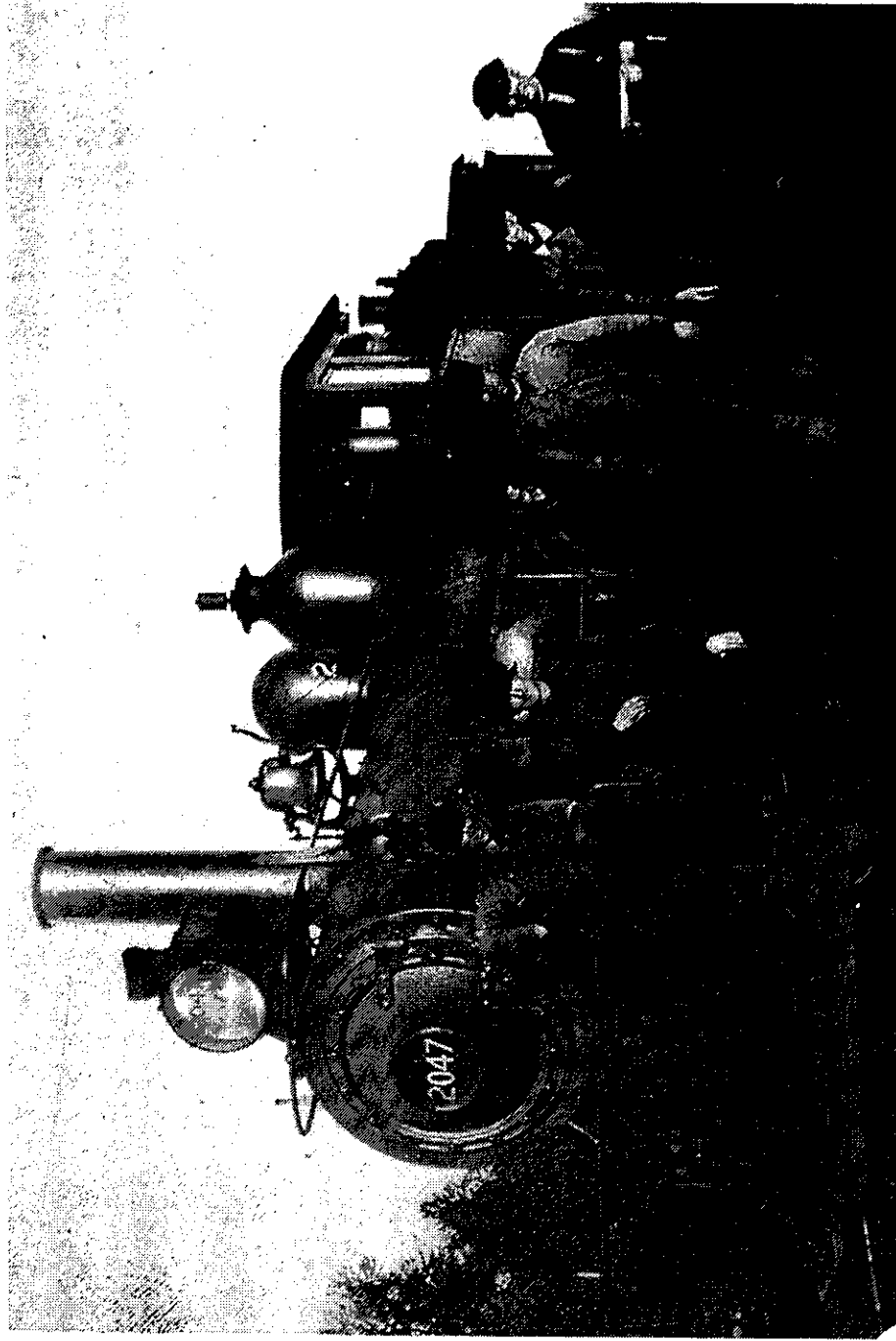
The last steam engine to work out of Lindsay was Canadian National 91. It made its last trip on a work train on the Coboconk branch on April 24th, 1959.

No. 91 was a medium size mogul built in 1910 by the Canadian Locomotive Co. at Kingston and was one of twenty-five numbered 1000 to 1024 inclusive. No. 91 had been Grand Trunk 1013. In 1923 when the Canadian National Railways absorbed the Grand Trunk Railway it was re-numbered C.N.R. 915. In 1956 when Newfoundland became a part of Canada the Canadian National Railways took over the Newfoundland Railway and proceeded to modernize it. Diesels replacing steam power were given the 900 series and it was necessary to change the numbers of the

Grand Trunk engine 2218, built in 1893, at the GTRA shop, this engine was formerly GTR 428 and after 1922, CNR 290. The crew was Ralph Crum, engineer; Cec. Deyell brakeman; S. Gassien, engineer; Jim McElroy, D.L. Curtin brakeman and Ira Swinson.

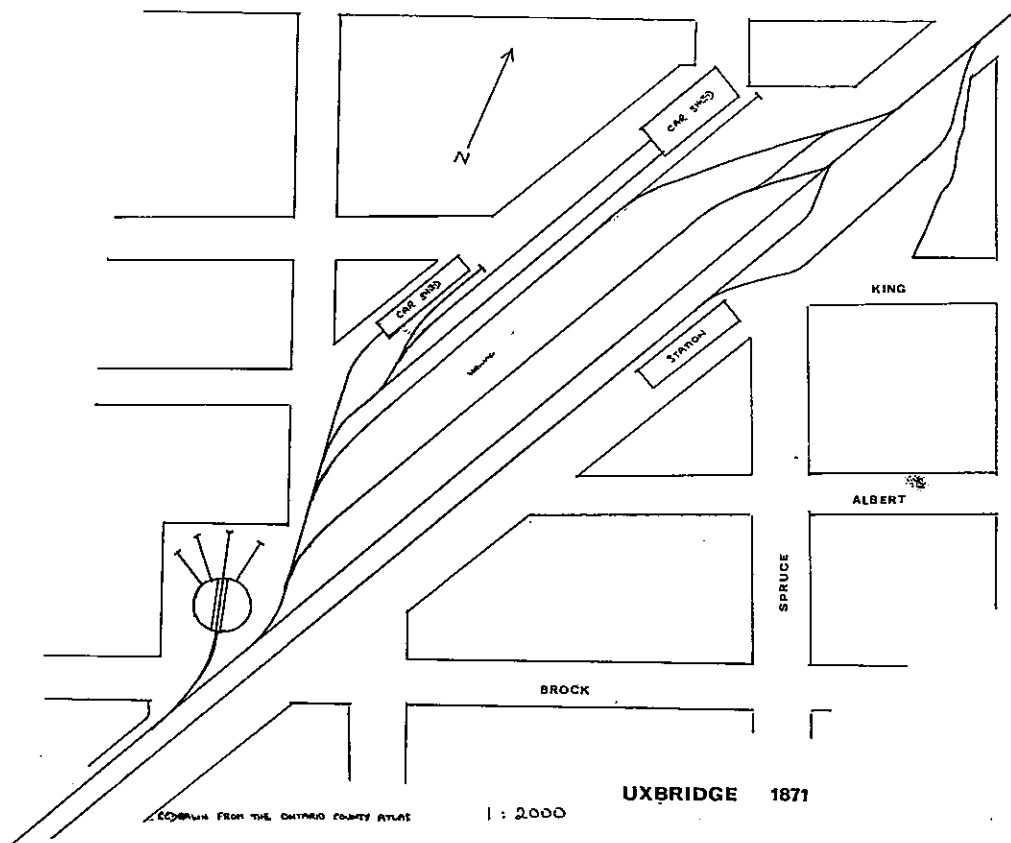


Grand Trunk engine 2047 at Orillia in 1916. This was formerly GTR 277 and prior to 1905 was GTR 479. Built in 1873 by Manchester. It was scrapped in May, 1918.

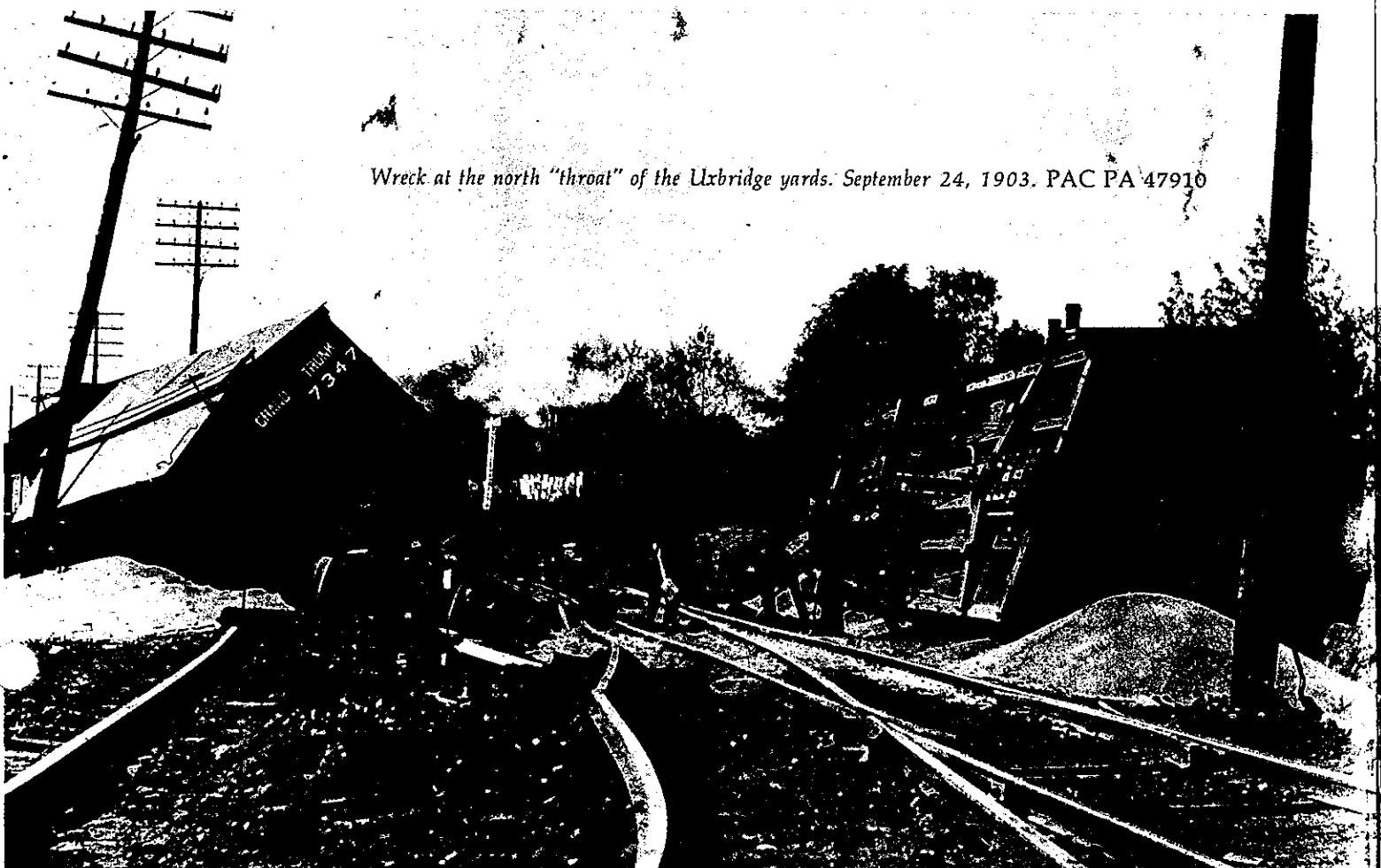


Gassien, Engineer, (5) unknown, (6) Jim McElroy, Conductor (7) D.L. Curtin, Brakeman.

Engine Grand Trunk 2218 was built in the Grand Trunk shops at Montreal in 1893, originally numbered GTR 557, changed in 1905 to 428 and in 1910 to 2218. It



Wreck at the north "throat" of the Uxbridge yards. September 24, 1903. PAC PA 47910



orough

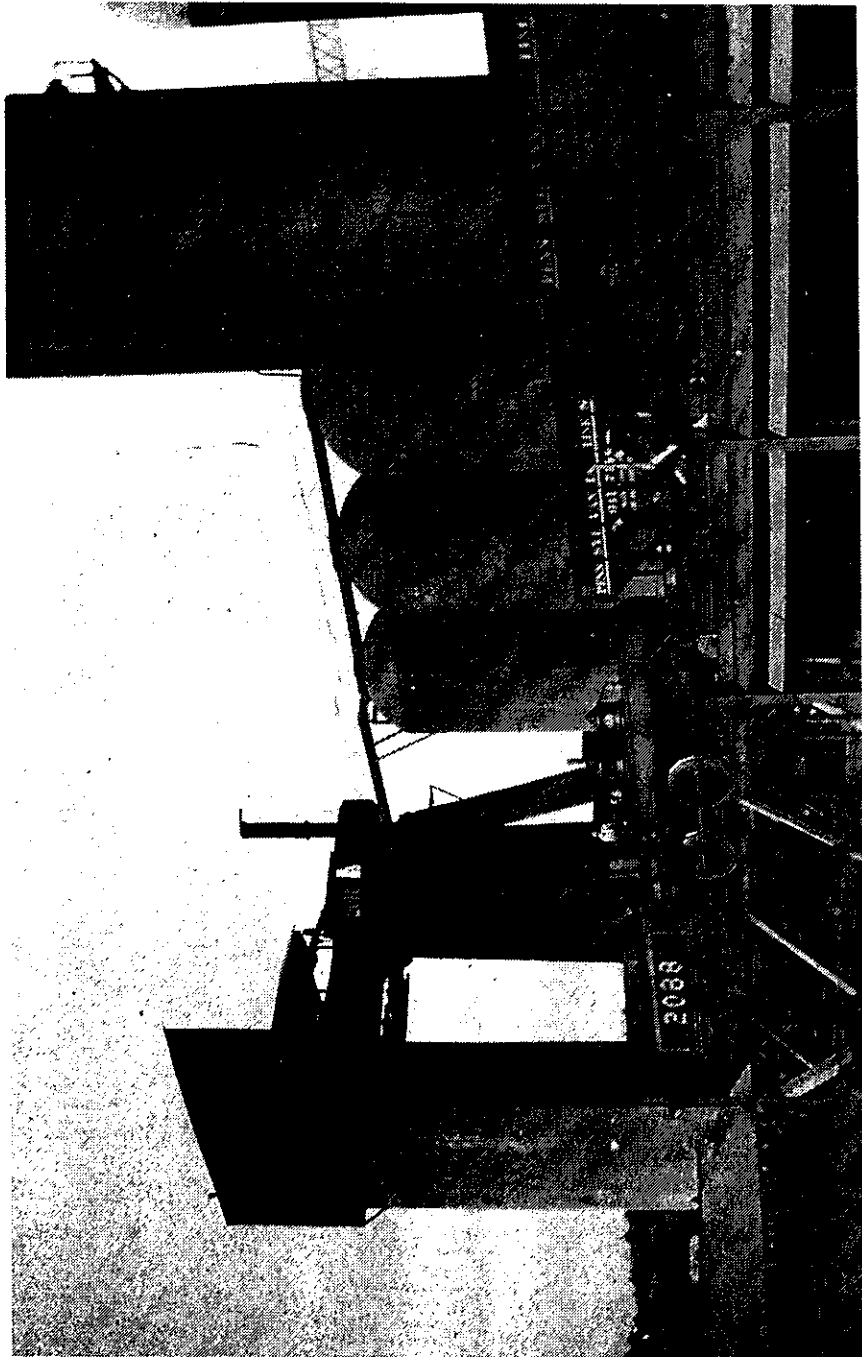
er of Government Railways, ended ending June 30, 1879, 8,029. Of these, 6,486 miles partially finished and 945

during the past year on the number of problems. When av and the Town of Peter- scheme. However, by the since been replaced in that outright hostility towards



Grand Trunk engine No. 581.

Milwaukee



GTR 2088 switching at the Smelter at Midland, 1913. It was built in 1884 by the Portland Locomotive Co. at Portland, Maine, and was formerly numbered GTR 385. It was scrapped in May, 1914. *Photo by Jack Clemett.*

disappeared and on April 13th, 1941 authority to abandon the line from Whitby to Port Perry was received and the rails were lifted the same year. The turnip business from Cresswell was switched to trucks and eventually that spur was lifted.

The Orono Subdivision built in 1911 by the Canadian Northern Railway as a line from Toronto to Ottawa disappeared in bits and pieces after the Canadian National Railways took over the Canadian Northern. On June 28th, 1931 the portion between Ronnac, north of Port Hope and Brinlook, south of Brooklyn was turned over to the Lindsay office for supervision. The connection between the Port Perry line and the Orono branch at Brinlook was completed on August 28th, 1926. This line was not a paying proposition being too close to the main lines of the C.N.R. and C.P.R. to the south. In 1936 the track between Ronnac and North Oshawa

contractors who operated them in the interest of the respective companies. Under Superintendent Luttrell a substantial trade had developed, not only in the carrying of iron ore, wood, lumber, flour and grain, but of general merchandise, as much of the country north of Belleville and around Stirling and Campbellford was being supplied with goods by rail. During February of 1880 a total of 52 carloads of freight were dispatched from the Village of Hastings alone, 29 of the cars carrying grain. Passenger traffic too had increased considerably.

The new management of the line appointed Mr. E.H. Brennan as superintendent of both the GJR and the B & NH. Brennan had been assistant manager of the Victoria Railway, afterwards private secretary of the president of the Midland Railway, and more recently, agent at Orillia.

The public was informed that the new operators would put the roads in "thorough repair" during the summer and would make arrangements to establish telegraphic connections along the lines. The turn-table from Campbellford was brought to Belleville and placed on the southwest corner of Pinnacle and Wharf Streets. Plans were also announced to enlarge dockage facilities at Belleville. Several new boxcars were purchased from Messrs. Crossen & Co. of Cobourg, but for the time being the engines and passenger cars belonging to the Grand Trunk continued to be used. Preparations were underway to serve the entire postal route along the lines by the railway, a convenience welcomed by all the villages involved.

Soon after taking over his duties as superintendent, Mr. Brennan made a thorough inspection of the entire road between Belleville and Hastings. Noting numerous defects, he doubled the section gangs and commenced repairs where most urgently needed. In low places the road bed was raised, the kinks taken out of the rails, new ties were laid down and ditches made. Within a month, two of the four engines currently on the road had been purchased from the Grand Trunk, both being Birkenheads built in 1857. Two new Portland 4-4-0 locomotives were ordered and on delivery they were fittingly named *Thomas Kelso* and *Belleville* respectively. The *Kelso* made her first trip down Belleville's Pinnacle Street on the morning of September 23, 1880. A 35-ton passenger and freight engine, she was described as having "great power, the cylinders being 17 inches bore by 24 inches stroke, and although purposely made very plain outside, constructed of the best material and fitted with all the latest improvements, including the Sellers Centennial injector." The *Belleville* which was of precisely the same size and construction as the *Kelso* arrived ten days later in town. The new locomotives were to be employed on the two daily express runs to and from Peterborough scheduled to start in the near future. Several elegant passenger cars were being built in Cobourg and were expected to be ready in time for the official opening

Belleville to
to be optimistic
Trent at Hastings
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length. Seven
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and a swing
was J.W. Dunn
on the road
the other a 12
In all, about
Peterborough
Corners on the
long-since abandoned
Railway, progress
was blocked as the
town.

Gale Winds,
Heavy Rain.

The Globe and Mail

11th Year, No. 22,712 Final Edition TORONTO, SATURDAY, OCTOBER 16, 1954 5 Cents Per Copy 24 PAGES

GREAT STORM HITS AFTER 4-INCH RAIN

Hazel Loses
Tury, Speed
Over Lake

New York, Oct. 15 (UPI)—Hazel, now a Category 2 storm, swept across the New York area at extraordinary speed tonight, and over Canada this morning. The storm's path was a surprise to many weather experts, who had predicted it would follow a more easterly route.



In Wake of storm, this car, now victim beside Ballerup St. south of Finch Ave. in North York, "Comes out of water" and wind-burned scores of autos that were unlucky enough to stall on way home. Drivers had to abandon their vehicles by the hundreds.

Motorists Rescued From Don

Storm Brings Death, Delay And Darkness

Teen-agers' journey, halted by rain and gale force winds, left a trail of death and destruction in a state of havoc and confusion. The storm brought a picture of disaster and destruction across the province.

Even before the midnight deadline set for Hurricane Hazel, thousands of motorists were stranded on the roads. The storm hit with a force that was unprecedented in the history of the province.

Winds 70, Dikes Fail Motorists in Trees

By 3 a.m. in Ontario, winds sweeping north of Lake Ontario, heavy rain continued. Storm centre passed east of Toronto at midnight. Air traffic halted. Toronto and suburbs gradually recovering from floods.

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Pair See Gap, Jump From Cab

Markham, Oct. 13.—"We both saw the hole in the tracks ahead of us. We pulled the air brakes and jumped."

CNR Engineer Ted Barnett counted himself lucky to be alive tonight after the locomotive and express car of his passenger train bound from Toronto to Peterborough was derailed in a washout a mile north of here.

Three passenger cars containing 85 commuters remained on the track. Most of the passengers, marooned on a black sea of flooded culvert, huddled down to spend the night before equipment could be brought to guide them to Markham.

Engineer Barnett and Fireman F. Coffie landed in deep water that filled the culvert near No. 48 Highway, and swam to safety. They missed death by inches when the locomotive crashed beside them. Both suffered bruises and shock.

The conductor, Percy Cottam, thought the two men were killed in the derailment. "I couldn't get across the culvert to where they landed," he said.

It was another engineer, T. Sinclair, who was travelling on his day off, who jumped from the passenger car, grabbed a lantern, and ran, staggered and crawled half a mile in the storm before he was picked up by a motorist on the highway.

Later, Markham station agent Bob Davidson sweated feverishly for half an hour trying to get through to Scarboro to warn the station there of the washout and of a second at Unionville.

Meanwhile, Markham learned of the accident and responded. Townsfolk carried clothing and food along the washed-out track to where the 85 commuters waited in the coaches.

Some were able to accept the

shock.

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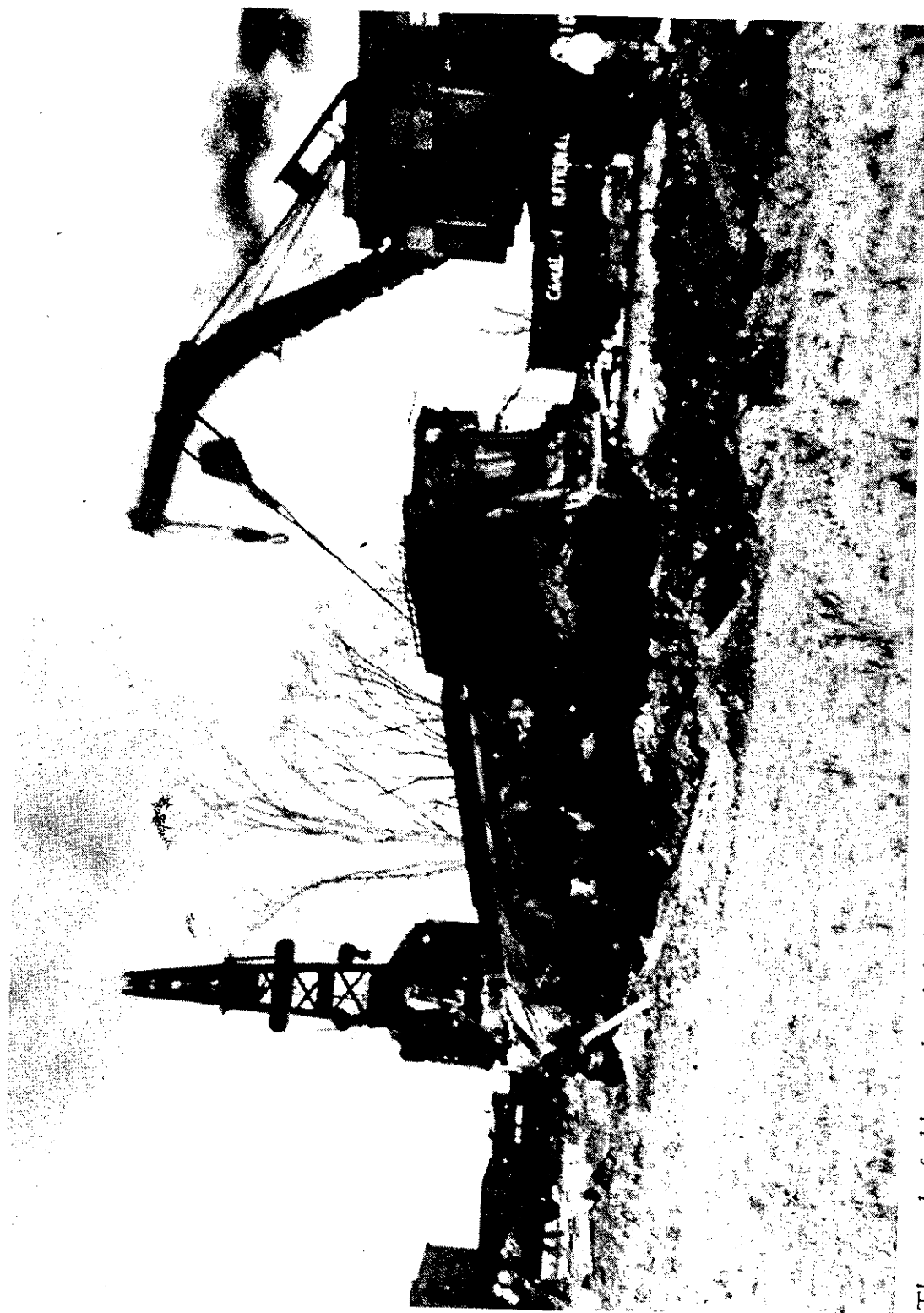
Some were able to accept the hospitality of the town, where two restaurants served coffee and sandwiches. The others, ill-equipped for the trip, remained for the night.

Baggageman R. Callahan saved his own life by scrambling out the door while his car was slowly dipping into the culvert.

Passengers said they felt only a slight jolt and then the air brakes took hold.

Late tonight supplies of food were still being brought by foot to where the 85, who boarded a train for home at 5 p.m., will spend the next nine hours.

Loss in Millions



The wreck of old 94, derailed about 1 mile east of Markham on October 15, 1954 as a result of a Hurricane Hazel washout. Pacific-type engine 5136 and the baggage car turned over on their sides but no one was hurt, the engineer and firemen escaping serious injury by jumping from the cab. Markham District Historical Museum and Charles H. Heels

1942

MIDLAND

STATION FIRE

ices

Mr. & Mrs. J. H. H. H.

CAUTION: TRANSFERRED

On the 1st day of January 1902, the following...

and in the year 1901, the following...

and in the year 1900, the following...

and in the year 1899, the following...

and in the year 1898, the following...

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August 1902

Driver St. Lawrence Hotel B...

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and in the year 1878, the following...

