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END OF C N R PASSENGER SERVICE ON THE "MIDLAND"

By Raymond F. Corley

Cover: Composite photo of CN 3125 at Lindsay with Schedule Board. J. A. Brown. 0193-001.jpg
Photo: January 20th, and train 93 stops at Lindsay, near the ends of its days. J. A. Brown.0193-002.jpg

Abandonment of the CNR's Toronto - Lindsay - Peterborough - Belleville passenger services on January 28, 30 and 31st. marked the end of all passenger operation of the once extensive (470 mile) Midland system (acquired by GTR and finally by CNR.)

Three trains were involved:

93 Belleville - Toronto, except Sunday (operated Lorneville to Blackwater as 96);
94 Toronto - Belleville, except Sunday, (operated Blackwater to Lorneville as 97);
85-86-87 Lindsay - Toronto, Sunday only, (operated Lindsay to Lorneville as 85, Lorneville to Blackwater as 86, Blackwater to Toronto as 87.)

First to go was 85-86-87, on Sunday January 28th.. GMD 1750RS #4401-4485 with steam generator car and 2 coaches comprised the train. A few years ago, this train ran from Lindsay to Peterborough, then returned through Lindsay to Toronto, to provide "return" service Sunday evening to Peterborough, and to Toronto for persons using 92-95 or 93-94 on Fridays or Saturdays.

Trains 94 and 93 made their final runs on Tuesday evening, January 30 and Wednesday morning, January 31, respectively. On train 94 the consist was MLW 1800HP RS #3014, hauling a steam generator car, express car, combination, cafeteria car and three coaches. Another express car for Montreal was added to the end of the train at Peterborough, following normal practice. The cafeteria car, an out-of-character additions was provided as a service to a group of some 75 CN pensioners from the Belleville and Brockville areas, who made the complete run from Toronto. They had come from their homes on CN train No. 5 on that same day, their jaunt around the country having been planned only a few days before. Only a handful of revenue passengers disembarked with them. 93 left Peterborough at 10:13 p.m. (53 minutes late) and arrived at Belleville at 11.57 (37 minutes late.)

On Wednesday morning a less conspicuous group joined 93 on its way from Belleville: Associate Members Corley and Moxon and a Peterborough newspaper reporter (all 3 of whom came down on 94 the previous evening) and one gentleman bound for Toronto, who chose to travel via 93 (rather than 17.) to mark the occasion. Starting exactly one hour late (6:20 a.m .) MLW unit 3103 hauled 6 cars: steam generator car, express, combination two coaches and express refrigerator (to be dropped at Peterborough), arriving at Peterborough 50 minutes late (8:10 a.m.) and departing at 8:16 a.m. (51 minutes late.)

Abandonment of passenger service had been authorized by a BTC order of December 13, 1961, upon one month's notice to discontinue service, with the provision that weekday, evening-only commuter service from Toronto to Markham was to be provided. Notices were first posted and published to this effect on December 27, 1961, and subsequently the public was informed that adequate express service was to be continued by truck to all points.

With the abandonment of passenger service on the CNR through Lindsay and Peterborough when trains 93 and 94 were discontinued on January 30th. and 31st., it may be of interest to reflect on the pattern of the first services in the area, commenced almost 105 years ago over these same lines.

The Cobourg and Peterborough Railway, while the first route into the area (in 1854) is not included in this review, since its lines did not form part of the network absorbed by the CNR.

The nucleus of the present system was the Port Hope, Lindsay and Beaverton Railway. Construction commenced in 1854 to connect Port Hope, Millbrook, Omemee and Lindsay and the first through passenger train over this route reached Lindsay on October 16, 1857.

On May 21, 1885, Peterborough was connected to Millbrook by a spur line of the PHL&B (know as the Peterborough Branch Railway.)

For the next 15 years the only connection from Lindsay and Peterborough to east and west was via these lines, going south to join the Grand Trunk Railway main line at Port Hope.

Then in January 1871, the PHL&B (now renamed the Midland Railway) pushed west to Beaverton (and eventually to Midland.) At the same time the Toronto and Nipissing Railway had built north from Toronto to Coboconk by the fall of 1872. The crossing of these two lines at Lorneville provided a route from Lindsay to Toronto which has been used ever since.

Another exit for Lindsay to the south was afforded when the Whitby, Port Perry and Lindsay Railway from Whitby (via Port Perry, reached in 1872) opened to Lindsay on July 31, 1877.

To Peterborough from Belleville came the Grand Junction Railway, reaching the Peterborough outskirts on January 1, 1880, and later to the old Cobourg and Peterborough Ashburnham Station on October 17, 1880.

On December 15, 1881, the first through Toronto - Peterborough train was operated, the T&N having been rebuilt to standard gauge, and operated via Lorneville, Lindsay, Omemee, down to Millbrook and up to Peterborough.

By 1883, new "missing links" were constructed: under the recently acquired charter of the T. & O. Railway:

(1) The bridge over the Otonabee River in Peterborough (above the Locks Bridge) enabling Grand Junction trains from Belleville to come direct to the Bethune Street Station. (Formerly, these trains had operated north from the Ashburnham Station, across the Goose Pond on the "Black Bridge" to connect to the Lakefield Branch, and then backed down Bethune Street.)
(2) The Peterborough to Omemee section (out through Jackson Park) opened on November 23, 1883.
(3) The section from Manilla Junction to Blackwater Junction, bypassing Lorneville.
(4) Eastward branch from Madoc (on Belleville & North Hastings Railway) to Bridgewater (which never went further.)

These connections complete the network of the Midland Railway (which had absorbed all these lines, plus some others in 1881-1882) and provided the present "direct route" from Toronto to Belleville via Lindsay and Peterborough.

The present Peterborough station had been opened on November 22, 1878 by the Midland, and was an important centre with trains operating in four directions: to Belleville, Lakefield, Millbrook and Port Hope, and Lindsay.

The old main line of 1857 eventually disappeared with the new "direct" route. The Omemee - Millbrook section was abandoned in 1927 and that between Millbrook and Port Hope in 1951. The "Peterborough Branch Railway" still remains, but as a spur to Millbrook from Peterborough. Other abandoned sections of the Midland System include the Madoc to Eldorado and Madoc (Bridgewater Junction) to Bridgewater lines, (discontinued under GTR management), Manilla Junction to Whitby, Stouffville to Zephyr and Sutton to Jackson's Point.

The entire Midland System was merged with the Grand Trunk Railway of Canada on January 1, 1884 and thus passed ultimately into the Canadian National system on January 30th., 1923. While a very substantial portion of this system is intact to this day (see map), passenger train service disappeared from the Midland completely with the operation of Train 93 on the morning of January 31, 1962 on its last westbound trip.

Map: The Midland System. 0193-003.pcx

A LAST LOOK AT THE LINDSAY ACCOMMODATION - By Ed Jordan

A round trip to Belleville, returning on #93 on Saturday, January 20th, revealed the plight of that train. About 5:15 a.m. the Conductor presented himself in the waiting room of that solid stone ex-Grand Trunk station and asked that any passengers for 93 follow him. He led the small knot of six persons across the two main line tracks and in among a group of unlit coaches on the north side of the yard tracks. After the lights were turned on inside, we scrambled aboard and, at 5:25 a.m., earlier than usual, according to the Conductor, we were on our way. The hard ride and constant blinking of the lights in coach 5243 made every mile of progress harder to endure, and two of the three UCRS observers were soon sound asleep. A quick stop at Sterling at 5:51 gathered 2 more passengers, while Hastings (6:40 a.m.) added 3 1/2 more fares to the revenue. Peterborough, reached at 7:14, was the detraining point for three of the passengers, and it was here that the crew set off the two express refrigerator cars that had been trailing our coach since Belleville. Forty minutes running brought us into Lindsay at 8:05 a.m., and gave a 20-minute break to investigate the train's consist and take a few photos. Besides coach 5243, the train had combine 7362 (running backwards), express car 8686, steam generator 15473 and MLW road switcher 3125. Here too 27 more passengers boarded the train while another three left it. Leaving Lindsay and travelling via Lorneville, we reached Blackwater by 9:24 a.m., having gained another 10 full and 5 half fares at intermediate stops. Continuing on, and making all the stops listed in the timetable, we arrived at Scarborough at 10:45, picked up at least 18 adults and 10 children, while detraining only 8 passengers .

It was obvious, however, that most of these people were not regular patrons of the line, and even the trainman suggested that everyone seemed to want a last ride on the train before it was taken off the schedule.

The only remaining passenger service remaining on the Uxbridge Subdivision is #94, leaving Toronto at 5:35 p.m. and running to Markham only, for the doubtful benefit of Scarborough commuters. This train immediately reverses and deadheads back to the city, reaching Scarborough again by about 7:05 p.m.

RAILWAY RECORD REVIEW

Having exhausted the supply of Canadian railway sounds now available on phonograph records, let us turn to the country which produced the very first steam railway locomotive, England. If you think that British Railways' engines will sound too "different" to your ears, you will be in for a pleasant surprise once you hear some of the excellent records pressed in England of their own steam trains and electric street railways, and which are available from Transacord Limited, Princes Risborough, Aylesbury, Buckshire, England, or through Argo Record Company Limited, 113/5 Fulham Road, London S.W. 3, England. The price of their 12" LP discs is about 37s., including special packing and postage. The record considered here is "The West Highland Line" - sounds recorded along the former North British Railways line from Glasgow north to Fort William and Fort Augustus in the Scottish Highlands.

Before listening to this record, one should remember that the engine whistle is not used at road crossings as it is here, simply because they are all protected by some means; but rather

the whistle is used to warn signal tower operators of the approach of the train, either when leaving a station stop or approaching a tower at speed. When heard, the whistle is strange to North American ears, being a shrill scream of but one note, rather than the multi-toned device used here. When working, all steam locomotives, regardless o£ their origin, sound the same, and it is this sound which is so pleasing. The only difference between Canadian and British sounds lies in their unusual lack of a sharp "bark" when starting, due probably to lower exhaust pressures and certainly to the smaller size of the engine prevalent on most trains. For the sharp-eared listener, there is the slightly off-beat rhythm of a three-cylindered engine heard several times on this record.

Side 1 of this disc describes action at Craigendoran and Arrochar stations, about 10 and 25 miles from Glasgow, respectively. The comings and goings of several through and local passenger trains powered variously with two- and three-cylindered 4-4-2T's, 2-6-2T's or 4-6-0's are well presented. Several minutes of rural station sounds illustrate the preparations made by the crew of a local push-pull train as they fill the tanks of their 4-4-2T, build up the fire, scoop by scoop, and finally move the train into the correct platform to pick up passengers from a stopping through train. Amidst the background of screaming gulls, a heavy 4-6-0 is heard slowing to exchange a block occupancy staff, then accelerating sharply away from the station without stopping. The sound from this record is always crisp and well defined, with no traces of distortion or surface noises found on some American records.

The second side is undoubtedly the better of the two. The sounds here were recorded at Tyndrum and Bridge of Orchy, about 50 miles from Glasgow, and distinctly rural in character. Through the sounds of barking dogs, crowing roosters and crying cuckoos, the twin exhausts and a scream of a whistle on double-headed 4-4-0's, hauling a heavy sleeping-car train, is heard. Gradually, the background noises subside, and the train drifts into the station. Their Start is far from successful, each engine slipping somewhat as they strain their train into motion up the 2% grade through the station. The same train is heard later, from the middle of a quiet field, except for some curious sheep, as it negotiates the stiff grade and horseshoe curve found between the two previously mentioned towns. For a full 5 minutes the listener hears the oncoming train, first on the far side of the valley, then crossing the rattling iron bridge across the end of the valley, and finally as it slams past, whistle screeching in warning, for the signal box operator it is approaching. Surely, one has to look a long way before finding recorded steam locomotive sounds as exciting as this.

For complete information on this or any of their many other records, send two International Reply Coupons (from any Post Office) to Transacord. If you are interested in knowing more about B.R. Locomotives, Simpson's Book Department in Toronto has a book called "*The Observer's Book of Railway Locomotives*" for $1.25, which lists and illustrates each type of engine still used on B.R. Similarly, complete maps of their lines can be found in "*British Railways Pregrouping Atlas and Gazetteer*," published by Ian Allan Limited, Hampton Court, Surrey, for 21s. Those interested in getting a little broader outlook on railways would do well to investigate British and continental happenings.

SOCIETY NOTES

- The Society meets on the third Friday of the month in Room 486 of the Union Station.
- The Hamilton Chapter meets on the fourth Friday, in various members' homes. The February meeting will be held at the home of Mr. R. Ruck, 124 Brucedale Avenue North, Hamilton. Colour films of steam operation, including the TH&B will be shown by Bill Matthews, and Doug Page will show some slides of U.S. steam power.
- The members of the Hamilton Chapter have re-elected the 1961 officers for another year.

They are: Ray Deschenes, Chairman and Director; Doug Page, Recording Secretary; George Thompson, Membership Chairman.

STU WESTLAND AND ED JORDAN WRITE ABOUT MONTREAL SUBWAY PLANS

Heavy artillery has been aimed at Montreal's rubber tire-concrete track subway proposal and the present civic administration which is its chief proponent. The Machinery and Equipment Manufacturers' Association of Canada, representing a substantial group of the country's largest manufacturers of industrial machinery and equipment (including the hometown Montreal Locomotive Works) has published a six-page brief in which the entire Montreal Subway Proposal is branded as unrealistic from an engineering standpoint and too hastily conceived. The release questions specifically the decision to purchase rubber-tired rolling stock as being in the best interests of the citizens of Montreal, and states that the proven conventional steel wheel would provide the basis for a more efficient and economical rapid transit system.

The brief further suggests that the entire subway proposal as sponsored by the city is apparently a "closed shop" operation, and that Canadian manufacturers should be given a better opportunity to bid on rolling stock and other contracts.

Specific examples of fallacies in the overall design are not hard to find. The rubber tires used (8 per car) cost about $150 each and have a useful life of about six months, while a steel wheel, which can be returned to its original profile on a lathe, costs about the same but lasts at least two years. Since the individual cars will be much smaller than "standard" rapid transit cars a nine-car train of rubber-tired vehicles, 445 feet long, is needed to do the work of a 4-car, 300' steel-wheeled train. With fewer cars, fewer sets of motors, controls and wheels need be maintained, with obvious savings in operating costs. Since a system of steel rails needs to be provided in the tunnels in case of a deflated tire, it would seem almost logical that they be used as the running rails instead. Proponents of the rubber tires quote the higher co-efficient of friction between rubber and concrete than between steel surfaces, claiming that this will permit higher acceleration and faster braking of the trains. However, passengers on Toronto's steel-wheeled vehicles can hardly endure the maximum rates of acceleration possible with these vehicles, let alone any higher forces.

It is also interesting to compare tunnel structures needed for rubber-tired and steel-wheeled trains. Since 40-inch tires are necessary with rubber, rather than 26 to 33 inch diameters with steel wheels, a higher cross-section is required. Allowing for greater side sway and the chance of tire deflations means the width of the tube is greater also. Comparing London (England) tube trains with North American rapid transit cars shows how much saving of space can be accomplished by careful design. British tube stock clears tunnel walls by only 2 to 9 inches, while two to three-foot clearances are required for standard, "square" rolling stock. The error of choosing the tunnel to fit around the cars is shown well in Toronto, where a larger than optimum circular tunnel was necessary to accommodate rolling stock purchased for the initial project. Had smaller circular tunnelling been used under Yonge Street, considerable savings could be realized in building extensions. It seems unfortunate that a system which must be lived with for 50 or 100 years has been conceived only one year after its chief proponents assumed municipal office and based on a system for which only one short experimental example exists.

T.T.C. NOTES

To facilitate the operation of the rerouting of the Harbord car line along McCaul Street, the TTC Way Department installed necessity-action switch motors on three turnouts. These include the switch leading north on McCaul from the westbound Dundas Street track, that leading north from the westbound line on College Street at Spadina, and at the switch from the eastbound College

Street track to the southbound McCaul line. It is reported that the cost of installing this equipment was borne by the Metro Works Department, who are responsible for the disruption of traffic on Spadina Avenue.

6167 THE ALL-YEAR EXCURSION ENGINE

One of the most unusual and certainly one of the more successful excursions operated by the Society was held on Sunday, January 28th. On that day, CNR 6167 hauled a mail car, four 80-seat coaches, a lunch counter car and Bedroom-Buffet-Lounge car (Fort Dunvegan) from Toronto to Lindsay via Lorneville and returned via Manilla Junction. The 352 passengers were treated to crisp clear winter weather, which produced some spectacular photos of the steam engine in a snowy background at each of the four run-pasts.

While Lindsay was reached on time at 1;15 p.m., our departure was delayed nearly 60 minutes when the clam-shell shovel, powered by General Motors Diesel engine, failed to start despite the repeated attempts by its owners, Wilson's Welding of Lindsay. To further complicate the situation it was noticed that some of the coal in the tender was frozen to the sides, and would not feed into the stoker conveyor screw on the floor of the coal bunker. When it became obvious that it was impossible to load more coal at Lindsay, enterprising members of the trip committee were soon hard at work in the coal bunker, shovelling and chopping at the frozen coal to permit its use on the return trip.

By 3;30 p.m. we were on our way, the clam-shell operator still trying to start his machine, and the engine crew being noticeably thrifty with their fuel supply. Because of the shortage of coal and the impending darkness, it was necessary to cancel the last run-past and head directly for Toronto. Arriving back at 5:50 p.m., we were 10 minutes ahead of schedule, allowing an easy connection with #5 for the 10 passengers heading west that evening.

As the engine stood in Union Station, less than one ton of coal remained in the tender.

E.A.J.

➢ The first UCRS-CNR excursion that was planned with other than the railway enthusiast primarily in mind can be considered a success. On Sunday, February 11th, engine 6167 hauled a train consisting of an express car, ten coaches and a Cafeteria car (#496) from Toronto to Barrie, where the 562 passengers detrained to spend an afternoon at the Barrie Winter Carnival.

The train left Toronto Union Station at 9:30 a.m., with 76-year-old retired CN engineer Robert Tait at the throttle of 6167. This gentleman had the pleasure of driving the engine on the first leg of the trip, as far as St. Clair Avenue. Once away from the city, run-pasts were staged near Cherry Siding (south of Aurora) and again near Holland Landing. Without a doubt, these were one of the highlights of the northbound trip. After arrival at Barrie, the train was backed to Allandale station, where a CN Wellman crane, outfitted with a clamshell bucket, refilled the coal bunker in about twenty minutes. While this was being done, two fire hoses were draped across the station platform and up into the tender while an air-operated grease gun was used to lubricate the engine's motion-work. The servicing complete, the train proceeded to Orillia and was there wyed for the return journey. After arriving back at the Carnival site, the train was run into the passing siding at Lakeshore, half way between Barrie and Allandale, to await the passing of the southbound Super Continental at about 3;35 p.m.

By 5;00 p.m. all the Toronto-bound passengers were again aboard and the special departed. A fast run home was made, delayed only by lengthy station stops at St. Clair Avenue and Parkdale, bringing the tired but happy excursionists into Union Station at 7:15 p.m. It is hoped that further trips of this type will be made during the coming season, combining a destination of interest an inexpensive fare and the appeal of the steam engine to attract more of the general public. The Society will continue to sponsor other trips especially for the railway enthusiasts

with more careful attention paid to run-pasts and routes selected. We hope to assist the CN Passenger Sales Department in the planning and promotion of their trips to ensure their success as well. E.A.J.

➢ Members who have not renewed their membership for 1962 are asked to do so immediately, as this must be the last copy of the *Newsletter* that will be sent to delinquent members. Remember too, that the fees are a reasonable $2.50 per year for Associate Membership, and $3.50 for Resident (voting) Membership. The expiry date of your membership is easily checked by referring to your membership card.

To those who have recently renewed but have not yet received their card, do not worry. The Treasurer had run out of cards, but more have been printed and are being sent out now. We might mention that the December issue of the *Newsletter* was mailed about December 12th., and if you have not yet received a copy, please send a postcard or note to the Secretary, and another copy will be sent.

C.P. NOTES

Canadian Pacific Express now travels between Toronto, London and Windsor, Ontario, in heated and insulated aluminum containers, on special flat cars. These containers, mounted one to a car become highway van-type trailers at their origin and destination by being lifted off their rubber-tired bogeys by an overhead gantry crane. In Toronto, this unit is located in the John Street yard area north of the CP roundhouse. A few four-wheeled flatcars, as well as many of the double-truck type car, are used for this service. The efficiency of the piggyback system is improved by this method, as the weight of the road wheels is not carried on the train and the overall height of the rail car
is reduced nearly four feet.

C.N. MISCELLANY

➢ An unusual new service, called "Fishyback," has been instituted by the CNR in co-operation with the Alaska Railroad on the Pacific Coast. By the use of ocean services between Prince Rupert, BC and Whittier, Alaska, 600 miles of the old water route can be eliminated as the former port was at Ketchikan, Alaska. Also eliminated is the expensive trans-shipment of material at each port as either boxcars or piggyback cars will be handled by the twice-monthly "Seatrain" service.

➢ The CNR's VHF radio equipment mentioned in *Newsletter 191* has also been placed in service from Edmonton to the Lakehead during 1961. Recently, radio operation began on the Northern Ontario District, and trains operating on the Bala and Newmarket Subdivisions out of Toronto have made use of the new equipment and running rules.

➢ The CN continues to bring more miles of its prairie main lines under Centralized Traffic Control with an order to General Railway Signal Company for equipment for the 129 miles of track between Melville and Watrous, Saskatchewan. The control panel for this section will be located at Winnipeg, 279 miles from the most easterly point on the newly controlled track at Melville. With this new mileage under Centralized Traffic Control, 671 miles of single track will be under the surveillance of control machines and dispatchers in Winnipeg, and transcontinental trains for the west will be under CTC from South Parry, Ontario to Watrous, Saskatchewan, a distance of 1555 miles, (continuous except for 55 miles between Winnipeg and Portage La Prairie.)

During 1961 alone, 331 miles of CNR main lines were placed under CTC, including the approaches to the new yard in Montreal. Work is under way to control the approaches to Moncton and Winnipeg yards in a similar manner.

➢ Canadian National continues to apply its new paint scheme to more and more Diesel units, indicating its definite acceptance by management. Units seen in the Toronto area include GMD

cab types 6516, 6536, 6601, 6603, 6606, 6616, 6627 and 6636. In addition, MLW yard switcher 8461 and road switcher 3006 have been repainted. CLC "B" units 6800 and 6802 have been seen recently on passenger trains sporting the new stripes.

- CN train #16 between Toronto and Montreal now regularly runs as two sections, the second of these carrying mail and express only, with the usual coach bringing up the rear for the convenience of crew members.
- Now that CN engine 6167 is under the care of the Spadina (Toronto) Shops, the southerly half of the roundhouse at Mimico, in Toronto's far west end, has been leased to a manufacturer of aluminum window frames. The rails have been removed, and the inspection pits have all been filled to permit the installation of interior partitions for office and shop areas. The building now sports a street number on New Toronto Street, something it has not had in the past. The north half of the roundhouse was converted several years ago for the servicing of freight Diesels used on runs out of the Toronto area.
- CNR Piggyback services now reach Ottawa with overnight transit between Toronto and the capital city a guaranteed feature. These cars are removed from the rear of a Toronto to Montreal piggyback and fast freight train by a local switcher at Belleville. The cars are then marshalled into a train which leaves immediately for the run over the Smiths Falls Subdivision between Napanee and Ottawa.
- On the 22nd. of January, 1962, the last scheduled run of the Thousand Islands Railway was made. This last run was headed by CN 8494, trailing CN combine 7191. The Thousand Islands' own engine, No. 500, made its last regular run about two months ago, when one of its electric motors broke down. This engine has since been leased to the Canada Starch Company, of Cardinal Ontario. On January 20, it was cut into an eastbound freight and went as far as Brockville. On the 22nd. it completed the journey to Cardinal.