



Newsletter

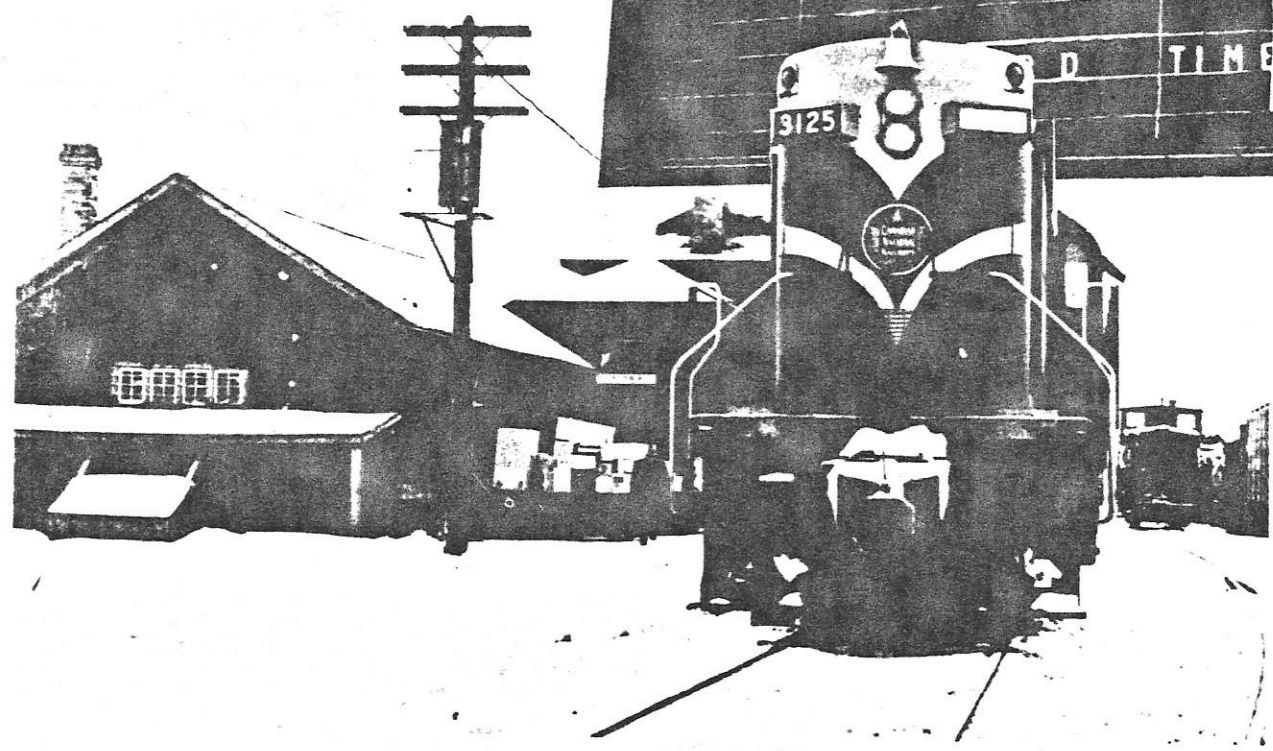
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FEBRUARY 1962

End of
Passenger Service
on the
Midland
Railway

CANADIAN NATIONAL RAILWAYS			
DATE		LINDSAY	JAN 1962
FROM		DUE	
TRAIN NO	93	BELLEVILLE	EX-SUNDAY 805 AM
	94	TORONTO	EX-SUNDAY 120 PM
85		LINDSAY	SUNDAY 750 PM
		D TIME	



UPPER CANADA RAILWAY SOCIETY
BOX 122 TERMINAL "A" TORONTO, ONTARIO

End of C N R Passenger Service on the "Midland"

by RAYMOND F. CORLEY

Abandonment of the CNR's Toronto-Lindsay-Peterborough-Belleville passenger services on Jan. 28, 30 and 31st marked the end of all passenger operation of the once extensive (470 mi.) 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 Jan. 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, Jan. 30 and Wednesday morning, Jan. 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 addition, 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 Dec. 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 Dec. 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 Jan. 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 (known 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 Jan. 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:

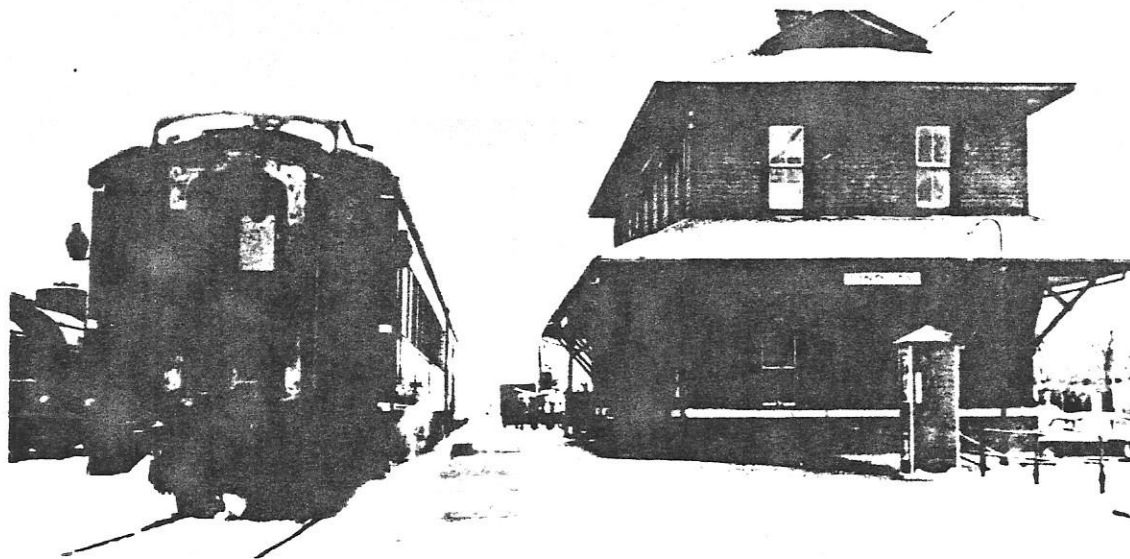
- (1) The bridge over the Otonabee River in Peterborough (above the Locks Bridge), enabling Grand Junction trains from Belleville to come direct to the Bethune Street Station. (Formerly, these trains had operated north from the Ashburnham Station, across the Goose Pond on the "Black Bridge" to connect to the Lakefield Branch, and then backed down Bethune Street.)
- (2) The Peterborough to Omemee section (out through Jackson Park) opened on Nov. 23, 1883.
- (3) The section from Manilla Jct. to Blackwater Jct., bypassing Lorneville.
- (4) Eastward branch from Madoc (on Belleville & N. Hastings Ry.) 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 Jct.) to Bridgewater lines, (discontinued under GTR management), Manilla Jct. 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 Jan. 1, 1884 and thus passed ultimately into the Canadian National system on Jan. 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.



January 20th, and train 93 stops at Lindsay, near the end of its days. (See cover also) J. Brown