



Newsletter

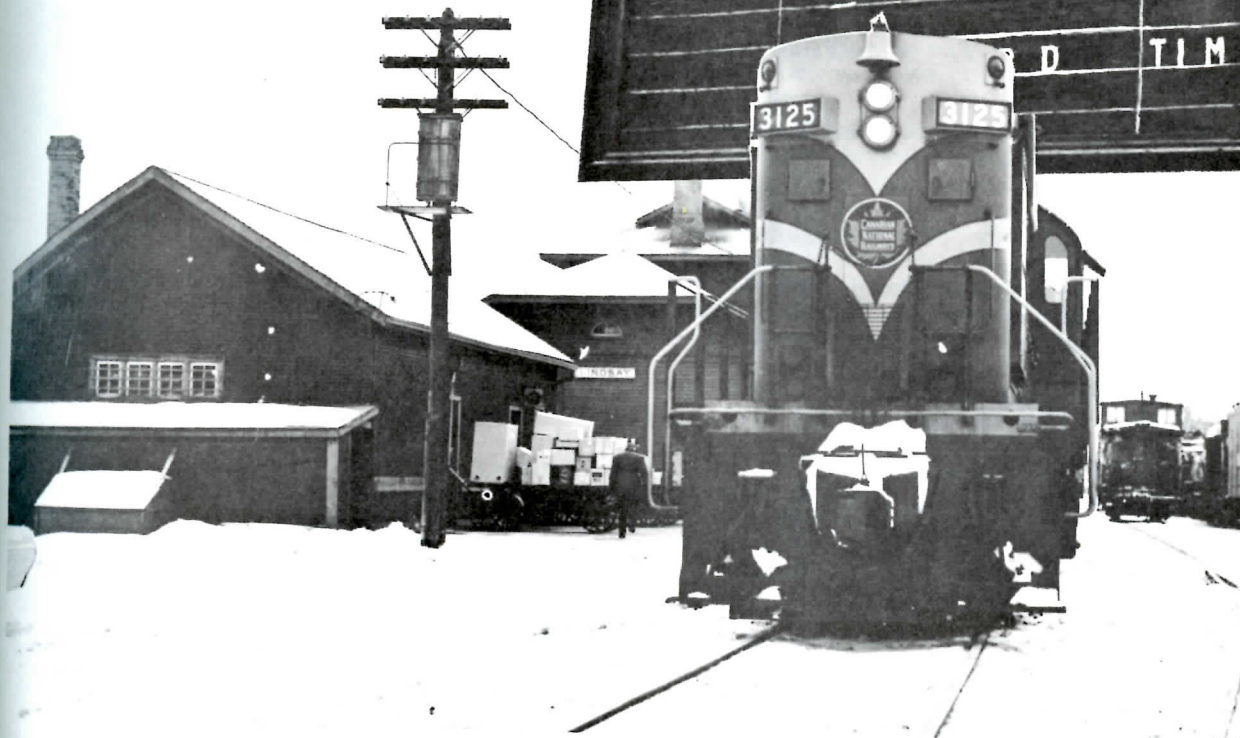
INCORPORATED 1952

NUMBER 193

FEBRUARY 1962

End of Passenger Service on the Midland Railway

CANADIAN NATIONAL RAILWAYS				
DATE		LINDSAY		JAN 20 / 62
TRAIN NO	FROM	DUE	EXPECTED TO ARRIVE	
93	BELLEVILLE	805 AM	On Time	
94	TORONTO	820 PM		
85	LINDSAY	SUNDAY 750 PM	MON. JAN. 1962	
		D	TIME	



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

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

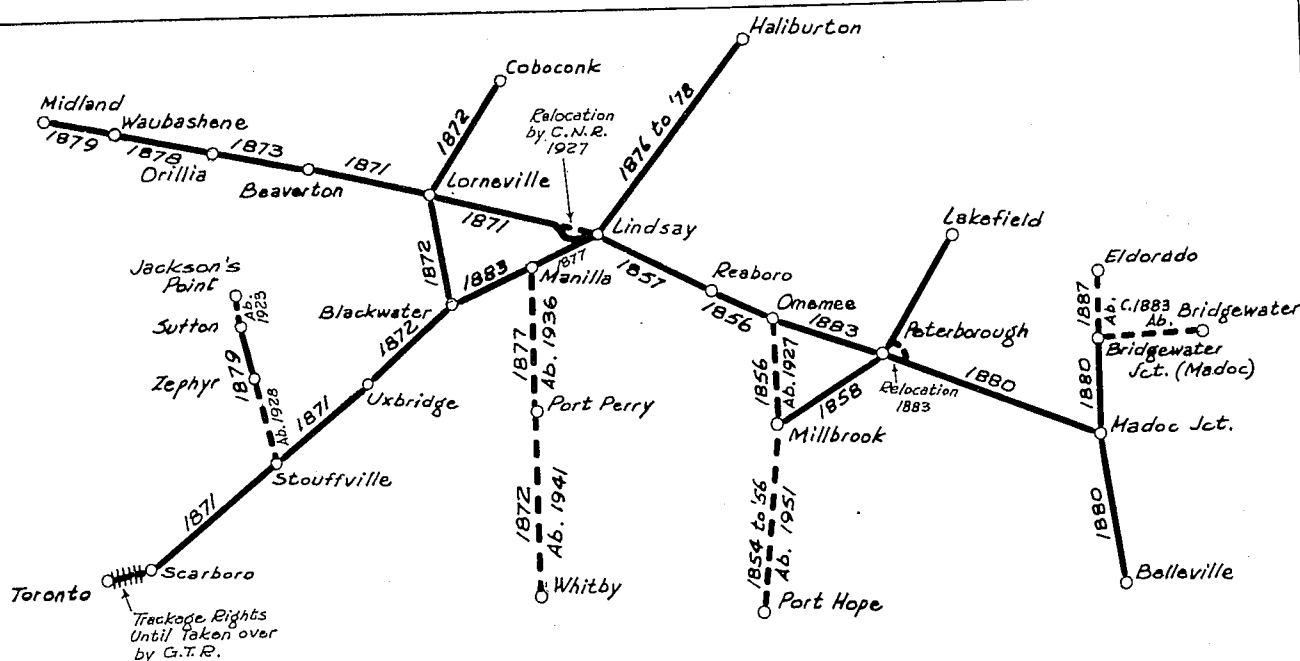


DIAGRAM OF — THE MIDLAND SYSTEM —

Showing Dates of Construction and Abandonment
of Component Lines

RFC-SIW 2-62

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.