

23ah Lindsay's five railway stations – A brief summary



1. This is the only known contemporary image of Lindsay's first station at King and St. Paul Streets. It was the initial terminus of the **Port Hope, Lindsay & Beaverton Ry**, first to arrive in Lindsay in 1857. From 1875 the Victoria Railway (to Kinmount and later to Haliburton) also used it, until it was able to negotiate a better arrangement (see below), as this station was not altogether convenient to downtown Lindsay.



2. Lindsay's "union" station 1879 - 1890, between Melbourne and Glenelg Streets, on the east side of what is now Victoria Ave. This simply-designed but dignified brick-built station was the union station for the **Whitby, Port Perry & Lindsay Railway** and the **Victoria Railway** (to Haliburton). It was built in 1879, shortly after these two pioneer railways reached a deal for a joint Lindsay downtown station (Lindsay's second). The first agent there was James W. Leonard, later a senior CPR executive, and commemorated at Dranoel [Leonard spelled backwards] (By good fortune, this picture of the union station has been handed down from the Charles (Charlie) H. Heels Collection, a long-time Lindsay railroader. The commodious house in the background of that picture has survived to this day, somewhat altered, as 45/47 Melbourne Street West at Cambridge Street.)

3. In 1869 the Port Hope, Lindsay & Beaverton Railway became the **Midland Railway of Canada**, which by 1883 had acquired (among others) the Whitby, Port Perry & Lindsay and the Victoria Railways. At that time "the Midland" rearranged its traffic pattern in Lindsay and established Lindsay's third station at Durham St., abandoning its original station (Lindsay's first) at King and St. Paul Streets, and also taking the union station out of use. In 1885, however, this new but relatively modest Durham Street station was destroyed by fire. As a result, the union station was re-opened and served again until 1890. The union station was demolished sometime shortly after 1890, and a freight shed erected on its site that lasted until 1954. (That shed was replaced in turn by another, demolished in 2006.) There is no known picture of this third station.



4. In 1890, the **Grand Trunk Railway** (the Midland's new owner) built a grand two-storey building (Lindsay's fourth station) at the same location as the destroyed third station on Durham Street. In addition to the usual station facilities, this building also housed the administrative offices for the GTR's 8th, 9th and 10th Districts. It suffered a serious fire in 1914, but was repaired. This fourth station was taken over by the **Canadian National Railways** (CNR) in 1923, and lasted until 1963, shortly after the cessation of regular passenger trains through Lindsay in 1962.

5. Lindsay's fifth station was the CPR's **Lindsay, Bobcaygeon & Pontypool Railway** station built in 1904 at Caroline and Queen Streets, not very far away from Lindsay's first station.) It also provided the Lindsay stop for the CPR's **Georgian Bay & Seaboard Railway** between 1912 and 1932 when passenger service on that line was discontinued. The last "mixed" train to Bobcaygeon was in 1957, and this fine example of a "witch's hat" station was demolished in 1964.

