



DOUBE'S TRESTLE BRIDGE HISTORICAL DESIGNATION

Research Report

For

KAWARTHA TRANS CANADA TRAIL

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By

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1. INTRODUCTION

1.1. PURPOSE OF THE REPORT

The main purpose of the report gives you a detailed information on Doube's Trestle Bridge. The Trestle bridge was constructed during the year of 1883. In 1988, The Canadian National Railway abandoned the bridge and removed the railway ties and no management of the bridge occurred. Later, the Kawartha Trans Canada Trail Associates leased and contributed the trail to recreation, tourism and local heritage. The Bridge offers unique four season route of historic and Heritage Cultural Values which links communities, parkland, farmland and the natural environmental. The corridor is recreational with crushed limestone surface which gave a natural environment by providing opportunities for Hiking/Walking/Running, Cycling, Horseback Riding, Cross-Country skiing, /Snowshoeing, Snowmobiling. (Canada, About the Trail, 2017)

On consultation with the Kawartha Trans Canada Trail confirms that the Doube's Trestle's Bridge is yet to be municipally designated under the Ontario Heritage Act. Even though the bridges have been located for more than a decade, the bridge is not included in the local heritage inventory of cultural heritage resources or a municipal register adopted under the Ontario Heritage Act. (Canada, History of the Kawartha Trans Canada Trail, 2017)

This report gives a brief illustration which includes Historical summary of the bridge, Development during the 19th century, History behind the Peterborough Railways, and Development during the 20th century. A comparison study of bridge along with Maps & Photos of Doube's Bridge gives a better understanding of the Cultural Heritage Value.

2. HISTORICAL SUMMARY

2.1 19TH CENTURY DEVELOPMENT

2.1.1 Back Ground

Before the Railway Age, travel and movement of goods in Upper Canada were primarily dependent on waterways and to some extent commuting was mainly through trails and crude roads. Looking at The Economic Depression of 1837 and the decades following were bad years for Upper Canada and for The Railway Development.

However, during 1849, The Province of Canada passed the Railway Guarantee Act for loan interest on the construction of railways routes not less than 75 miles in length. It was this legislation that triggered a boom in building Canada's Railway System.

While the Grand Trunk Railway of Canada (GTR), incorporated in 1852, busied itself with the construction of its mainline through Ontario, the towns along Lake Ontario developed their own railway. They saw themselves as gateways to the untapped resources of the "hinterland", and pattern "development roads" emerged from Whitby, Port Hope, Cobourg, Trenton and Belleville.

This original south-north development road pattern was eventually knit together by east-west connecting links or "bridge routes", north of the GTR main line. With the result that the communities of Peterborough and Lindsay found themselves at the crossroads of bridge and development routes. (McPherson, 2017)

2.1.2 Grand Junction Railway:

The Grand Junction railway was a short-line railway that ran through Peterborough from Belleville to Toronto in Ontario. It was originally designed to be a loop from Belleville to the northeast of Peterborough, then southeast to meet the Grand Trunk Railway on the banks of Lake Ontario. (McPherson, 2017)

2.1.3 Midland Railway:

It was the period, towns along the Lake Ontario Shoreline competed based on their quality of harbors. These towns saw the benefits of actively sizing up opportunities to develop their local economies from the "hinterland" that was set for tapping from Hamilton to Toronto.

The genesis of the Midland Railway was eventually The Provincial Gauge Port Hope, Lindsay & Beaverton Railway (PHL&B) which was originally chartered in 1846 as the Peterborough & Port Hope Railway (P&PH). Their main aim was to bring in the benefits of Peterborough across Rice Lake. The Port Hope Railway on the other hand called for a route via Bewdley at the southerly tip of Rice Lake. In 1854, Port Hope's ambition got underway when the P&PH re-incorporated as the PHL&B with a new focus on Lake Simcoe and Georgian Bay. The construction reached Cunningham Corners just southern of Lindsay in August 1857. In 1857, the first train arrived at Lindsay at the St. Paul and King Streets station on the east of the Scugog River on October 16. As far as the line, Lindsay was officially opened on December 30, 1857. (McPherson, 2017)

Later in 1869, PHL&B was changed to The Midland Railway of Canada, while Port Hope was ambitions between Beaverton to Midland. But, Port Hope was very ambitious and did not lose sight of bringing the benefits of Peterborough into their fold. In 1887, the Midland Railway, already leased to the Grand Trunk Railway (GTR) in 1884, decided to make Lindsay its operational headquarters, and that decision was upheld by the GTR when it assumed that road in 1893, and Lindsay became a division point for the GTR's 8th, 9th and 10th Districts. (Cooper, 2017)

2.1.4 Railway development:

2.1.4.1 Baron Adolf von Hugel:

Baron Adolph von Hugel was born in Strasbourg, France, on August 7, 1828. He was an emigrant from the United States of America, who immigrated to Canada around 1868 and became a person of influence in Port Hope affairs. After the failure of the neighboring Cobourg & Peterborough Railway, its principal sponsors combined their financial support along with the Port Hope. In 1871, Beaverton was opened and in 1872, Baron Adolf von Hugel who arrived from Pittsburgh began to take control from D'Arcy Boulton, Principal Promoter of Cobourg & Peterborough Railway Line, followed by the active operation of the railway. Hugel was then appointed as the President. The following year, the world was hit by the severe economic effects of the Crimean War which crippled the entire railway industry.

Between 1872 and 1874, freight receipts fell by 30 percent. The time was very unfortunate for him as he assumed, it was hard for Hugel to get a control at the Midland as there was major North American financial downturn during 1873. Hugel battled to keep the railway going while developing and upgrades and expansions. Costly endeavors such as conversion to broad to standard gauge were vital to the long-term survival of the railway. Hugel invested money in steel rails and struggled to cut their costs. The British bondholders recognized and respected Hugel's effort and agreed to make some concessions. Later in the period 1874, The Midland's profitability was a major contributing factor being the cost of its conversion to the standard gauge.



Von Hugel worked hard to save the railway but, by 1878 he was physically and financially exhausted. Around the time of the completion of the line to Midland, George A. Cox took control. The railway continued to expand gradually, reaching Orillia in 1873, Waubashene in 1875, and Midland in 1879.

2.1.4.2. George A. Cox & The Extended- Midland Railway of Canada:

In 1878, there were four independent railway companies operating in Victoria County. Within the span of three short years, one man succeeded in promoting the consolidation into a single system. This man was George Albertus Cox, a Peterborough insurance agent, who became president of the Midland Railway in the fall of 1878. Cox was born in Colborne, Upper Canada in 1840. This was the beginning of the Railway Age and Cox understood the connection between railway transportation and power. At that age, railways effected power, and such power comes with the right promotion of railways. George Cox understood that reality, and learned quickly how to work on those levers of power. Cox started as a telegraph operator for the Montreal Telegraph Company in Colborne, He built his career in the insurance industry and became a prominent citizen of Peterborough. He was later elected as Director of the Midland Railway for three years when he took over the rein from Adolf von Hugel.



During the period of 1881 to 1882, he took an significance action in consolidating the surrounding pioneer lines, keeping Midland Railway as the original nucleus, he brought about a unified regional railway system with its hub standing at Peterborough. (Wikipedia)

2.1.4.3 Edmund Wragge:

Peterborough was the "home" to several important rail engineers, Edmund Wragge being one of them. He was a British born and trained engineer who constructed the first common-carrier narrow gauge railways in the history of North America. It was Sir Charles Fox, who secured him a position as chief engineer of the Toronto, Grey and Bruce Railway (TG&BR), and the Toronto and Nipissing Railway (T&NR) in July 1869. Wragge arrived in Toronto in September 1869 and between that time and late

1874 he engineered and constructed over 280 miles of gauge railways. The railways were built economically as a practical means of opening the interior of the Province of Ontario to settlement. (Anonymous, Wikipedia)

Before emigrating to Canada, Wragge had a significant career in South Africa, where he gained his knowledge of building Narrow Gauge Railways. His reputation for building narrow-gauge railways brought him to Canada without receiving any notice from local writers in Peterborough and even though he deserves to be well-known. At first, he began his career building the Toronto and Nipissing Railway for the Gooderham Family in Canada. For which, John Shedden was the general contractor, however he died later in a serious accident where the locomotive fireman let the crown sheet become dry which made the boiler explode. Wragge named Shedden, Ontario in his honor. Other towns named by Wragge name were Cannington, Lorneville and Argyle. (Archives, 2008)

Wragge gained the reputation of “Swamp Master”, as much of the railways from the north and east of Cannington passed through swamp. Working with George A. Cox on The Grand Trunk Railway, established Wragge and he worked for several other railways including the Midland, The Grand Junction and the Peterborough and Chemong. Wragge later then moved to Peterborough in 1882 to rebuild the Peterborough-Lakefield branch, a line which was continuously sinking. The Grand Trunk failed to keep up the maintenance on the line after Wragge moved on. (Archives, 2008)

While based in Peterborough, Wragge oversaw building the “missing link”, the line between Peterborough and Omemee, which was begun in February 1882 along with J.H. Beemer as contractor. The heaviest work was bridging two wide and deep valleys at “Tully’s” and “Doubé’s”. At Tully’s it was necessary to build a trestle 700 feet long and 40 feet high. At Doubé’s, the workers built a trestle 1500 feet and 70 feet height and most of the body work of the trestle had to be filled in with ballast. Some Italian workers went on strike over an illegal reduction of wages while some Irish-Canadians kept on working. Many were wounded in the conflict but none were killed. The first train over the “Missing link” ran 23rd November 1883, the same day standard was adopted by the railways of Canada. (Archives, 2008)

Meanwhile, the citizens of Belleville incorporated the Grand Junction Rail-Road Company to build a “loop line” arching from Belleville through Peterborough to Toronto. This was in fact a “bridge route” to connect the development roads that were snaking north from the Ontario shore line. At last, the first train reached Peterborough at Downer Corners in 1880. (Archives, 2008)

2.2.3 History behind Peterborough Railways

In 1872, the actual construction commenced from the Grand Junction dock in the Bay of Quinte at Belleville. The pace of construction was slow train services to Stirling didn’t start until 1877. Grading was completed in the distance west of Stirling by then it took nearly two years, before the line was officially opened to Peterborough on January 1, 1880. To get easy access, The Grand Junction Railway leased the original entry of the Cobourg and Peterborough line north of Rice Lake, which was terminated at Elizabeth Street, now Hunter, in what is currently known as Ashburnham.

A mass meeting was held at the opera house on January 24, 1881, to discuss proposals for the construction of the missing link between Peterborough and Omemee. George Cox represented the interests of the Midland Railway while Mr. Brichford spoke for the Grand Junction. Eleven months later the GJP's viability was resolved for good. On November 8, 1880 arrangements were completed to take over Midland by the GJR as part of latter's major expansion. Cobourg was the first of these shoreline communities to begin railway construction with its charter of the Cobourg Rail Road Company at the early 1834. Revived as the short-lived Cobourg & Rice Lake and Ferry Company in 1846, it was transformed into the Cobourg & Peterborough Railway Company (C&P) in 1852. The line followed the road head of the abandoned predecessor's plank road to Harwood on the south of Rice Lake, where a trestle was built across to Hiawatha on the northern shore, using Tick Island as an intermediate base. The first train reached Peterborough at Ashburnham on the east side of the Otonabee River in late 1854, with terminal facilities between Elizabeth and Robinson Streets. Between 1860-61, the railway's Rice Lake trestle was repeatedly damaged by ice, and the northern segment between Hiawatha and Ashburnham was closed.

Until 1854, project did not get underway and was not re-incorporated as the Port Hope, Lindsay & Beaverton Railway (PHL&B). But Port Hope was very ambitious and fought for bringing in the benefits of Peterborough. In 1857, Port Hope arranged to build a branch into Peterborough because of the difficulties during winter it increased the uncertainties. Since then the branch was advertised as "the reliable route of Peterborough".

Meanwhile to the east of Peterborough plan were developed to build a line from Belleville to Toronto. These plans were later change for a route from Belleville to Lindsay via Peterborough. At the long last, the first train reached the outskirts of Peterborough in 1880. Entering Peterborough or Ashburnham was resolved by leasing the direct link C&P's road north from Hiawatha, so the first GTR train could steam into the old Ashburnham station. (Anonymous, Heritage Country)

2.2 PETERBOROUGH RAILWAY HISTORY

2.2.1 Missing Link

Background:

In 1882, the "Missing link" formed to be a more direct route between Peterborough, Lindsay and Toronto to meet the "The Old Road" (the original direct line of the Port Hope, Lindsay & Beaverton Railway between Millbrook and Omemee) at Sibley Ave north of King Street. The junction (which came to be known as "Omemee West") was effected on the 1883, and the first train passed over the new line on November 23, 1883. Later by 1874, the station was abandoned. A new two-story station and freight house were constructed in 1888 between the diverging tracks east of Sibley Ave. Traces of this junction are still visible today. The last passenger train passed through Omeme on January 31, 1962, and the Lindsay- Peterborough line, which was later abandoned in 1989.

2.2.2 Doube's Trestle Bridge:

Victoria Railway – A Brief Outlook:

In June 1881, a syndicate, head by the Hon. D.A. McInnis, and John Proctor, of Hamilton, brought up a controlling interest on the Victoria Railway. George Laidlaw took responsibility, who later retired and George Cox then became active by taking up the responsibility. He purchased the Toronto and Nipissing railway. The considered lines were to be known as the Midland Railway of Canada. On December 15, 1881, the first train from Peterborough to Toronto, via Millbrook and Lorneville, passed over the new system with a running time of three hours. The sequel to this amalgamation evolved on January 1, 1884. Later when the Grand Trunk Railway leased the Midland Railway and Cox withdrew from railways affairs. The Midland Railway was finally consolidated with the Grand Trunk by Act of Parliament in 1893.

As part of the consolidation of 1881, the undeveloped charter of the Toronto & Ottawa Railway was used to construct three "missing links", which were part of the Midland system. One link was between Wick (Black water) Junctions, T&N and Manilla Junction(Cresswell) of the WPP&L, connected in the early 1883 which was a direct route between Lindsay and Toronto (previously via Lorneville Junction). The second was between Peterborough and Omemee, completed in late 1883 after some engineering challenges with sink holes at "Tully's" and "Doube's" (near Orange Corners), for a direct connection between Peterborough and Lindsay (previously via Millbrook Jun.). The Third was a short section of line which linked Downer Corners (across the Otonabee River from Peterborough) and the Millbrook branch of the former PHL&B. To provide a direct route between Belleville and Peterborough few block was connected in 1888. (McPherson, 2017)

Plans were laid for building short lines between Wick on the T. & N. R. and Manilla on the Whitby- Lindsay line and between Peterborough and Omemee, and for the construction of new bridges and station at Lindsay. The Wick-Manilla line was seven miles in length and ran from Wick Junction, a mile north of Wick Station to Manilla Junction, a third of a mile north of Cresswell Station (now Manilla Junction). The contract was let in 1882 to George Wheller, M.P in July 1883, Wick Station and Manilla station were abolished and the name "Wick Junction" were changed to "Backwater Junction". The Omemee-Peterborough line, known popularly was the "Missing link", was began in February 1882 under the contractor ship of J. H. Beemer. The heaviest work lay in the bridging of two wide deep valleys at "Tully's" and "Doube's". The former required a trestle 700 feet long and 40 feet high, and the latter a trestle 1500 feet long and 70 feet high. Most of this trestle-work has since been filled in with earth or fill.

On July 2, 1883, a small battle, involving stiletos and revolvers, took place at Sherin's Cut, two miles east of Omemee, between some Italians who had struck over an illegal reduction of wages and some Irish-Canadians who had kept on working. Many were wounded but none were killed. The first train over the "Missing Link" was on November 23, 1883, five days after standard time had been first adopted by the railways of Canada. In January 1882, tenders were called to build the Omemee link, and by April, 100 men were at work under contractor J.H. Beemer, immediately then ran into great difficulties in building over the "roller-coaster" drumlins, swamps and

creek ways of the area. Doube's valley was bridged by a wooden trestle 1,500 ft. long, 70. ft. above the valley, and Tully's filled. The Lindsay Post reported Oct. 19: "On Monday Oct. 8, the first train of cars was successfully taken over the big bridge across Buttermilk Valley on the "missing link", Engineered by W. Pilling, Conductor Ed. Pymn, 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 tremble." (Shamrocks)

2.2.4 Benefits / Advantage:

- The trestle acted as a direct connection between Peterborough and Lindsay (previously between Millbrook junctions).
- The bridge served to become one of the routes to connect the development road snaking north from the Ontario shoreline.
- The main advantage of the new line was to permit Emily people to build up their milk business to Toronto, rather than a new railway bridge and a new station at the Junction just north of Omemee.
- The completion of the Peterborough bypass in 1884 marked the last of several improvements that would allow trains to move unhindered by detours and backward junctions between Midland and Belleville.
- On January 8, 1921, the rail line between Belleville and Lindsay was just one of the many sections of GTR track age and installations that were taken over by the Canadian National Railway.
- This made Peterborough a significant railway center. In early 1880 Peterborough railway development attracted industries like Canada packer, General Electric etc.

2.3 20th CENTURY DEVELOPMENT:

2.3.1 Bridge Upgrade:

All the trestles and bridges on the missing link were completed by June 1, 1883. One massive trestle at Tully's just west of the Lily Lake Road crossing, was converted to a solid embankment at the ends, to give the bridge a better stability, which was the practice of that time for longer bridges. A cut stone culvert of GTR style provided for the water course. The more substantive 1500-foot trestle over Buttermilk Creek received the same treatment but only in part. The central portion was converted to a steel bridge which, after a final upgrading in 1923 to accommodate Mikado Engines, consisted of the 9 span 572 foot Doube's bridge at mile 72.5. (Hansen, 2000)

2.3.2 Last Train:

During 1950s, The Canadian National Railways announced to abandon the passenger service trains. Since then service to the Peterborough & Lindsay via Doube's Bridge was cut. The trail set to be "uneconomical" for operating purposes which made The Canadian National Railways to abandon the trail during the 1970s. In October, Swift Railways Contractors began to dismantle the bridge by clearing 22 miles of rail, which was completed by July 1990. However, after discussion with the

officials of Canadian National Railways, the rail was contracted by the Swift to have the bridge dismantled.

“Leaving the bridge makes the land more attractive to a buyer” says Mr. Morean. Adding to it, it would be ideal if the corridor were purchased for hiking or recreational purpose. Large, a large portion of the Railway was converted to rail trail by the Kawartha Trans Canada Trail. (McBridge)

3 COMPARATIVE ANALYSIS:

Comparative factors	St. Jacobs Railway	Doube's Bridge
Location	Waterloo Region	Peterborough
Build	1890	1883
Main Span	1	3
Length	466 feet	1500 feet
Bridge structure	Railway Trestle bridge that includes a series of tower and girder style approach spans at each end.	Railway Trestle Bridge

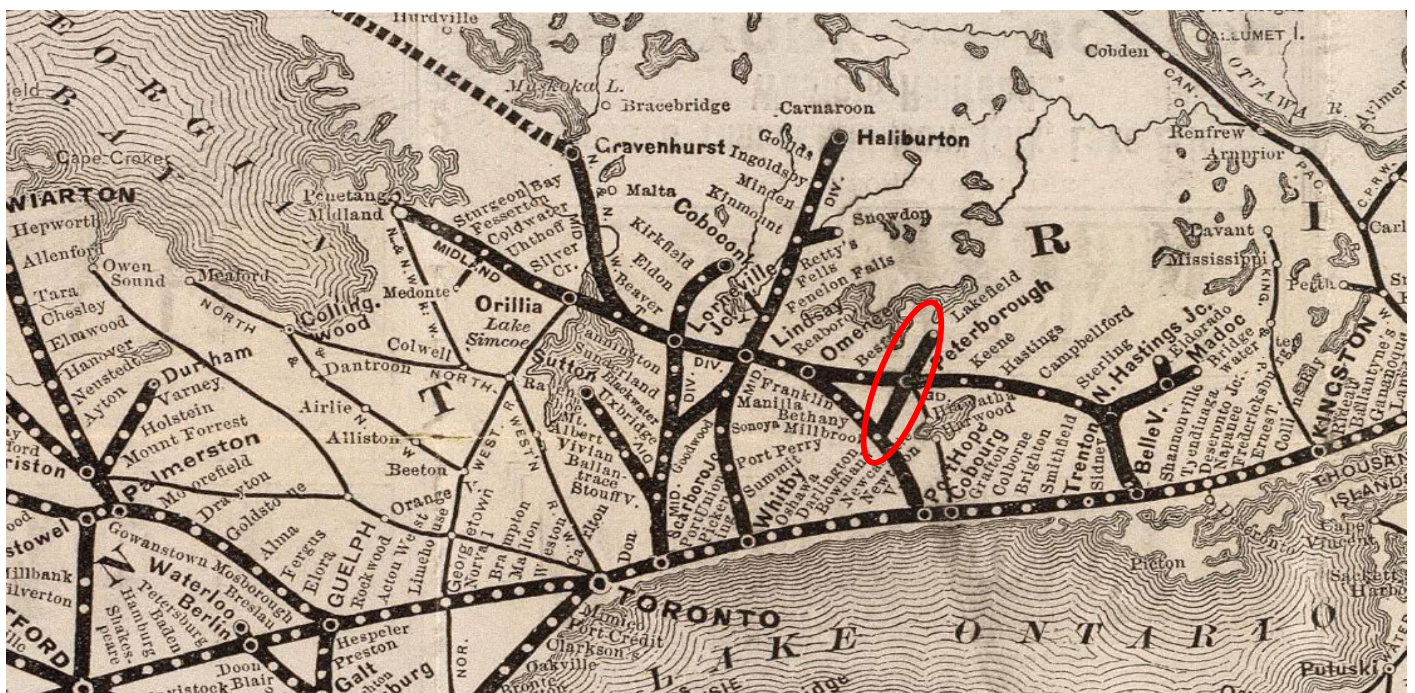
Source:

http://historicbridges.org/b_a_county.php?county=Waterloo%20Region,%20Ontario

<http://historicbridges.org/info/hsr.htm>

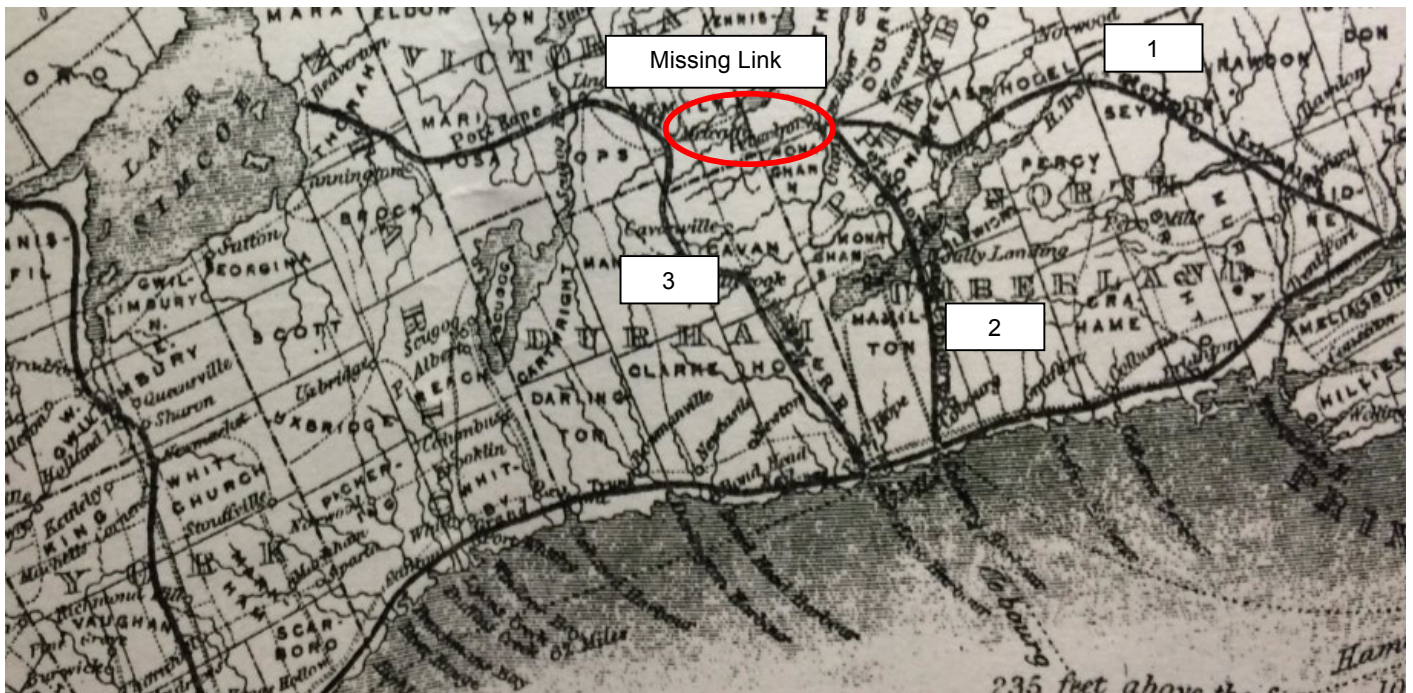
4 HISTORICAL MAPS & PHOTOGRAPHS:

MAPS



The Port Hope, Lindsay & Beaverton Railway had also built a branch from Millbrook to Peterborough in 1858.

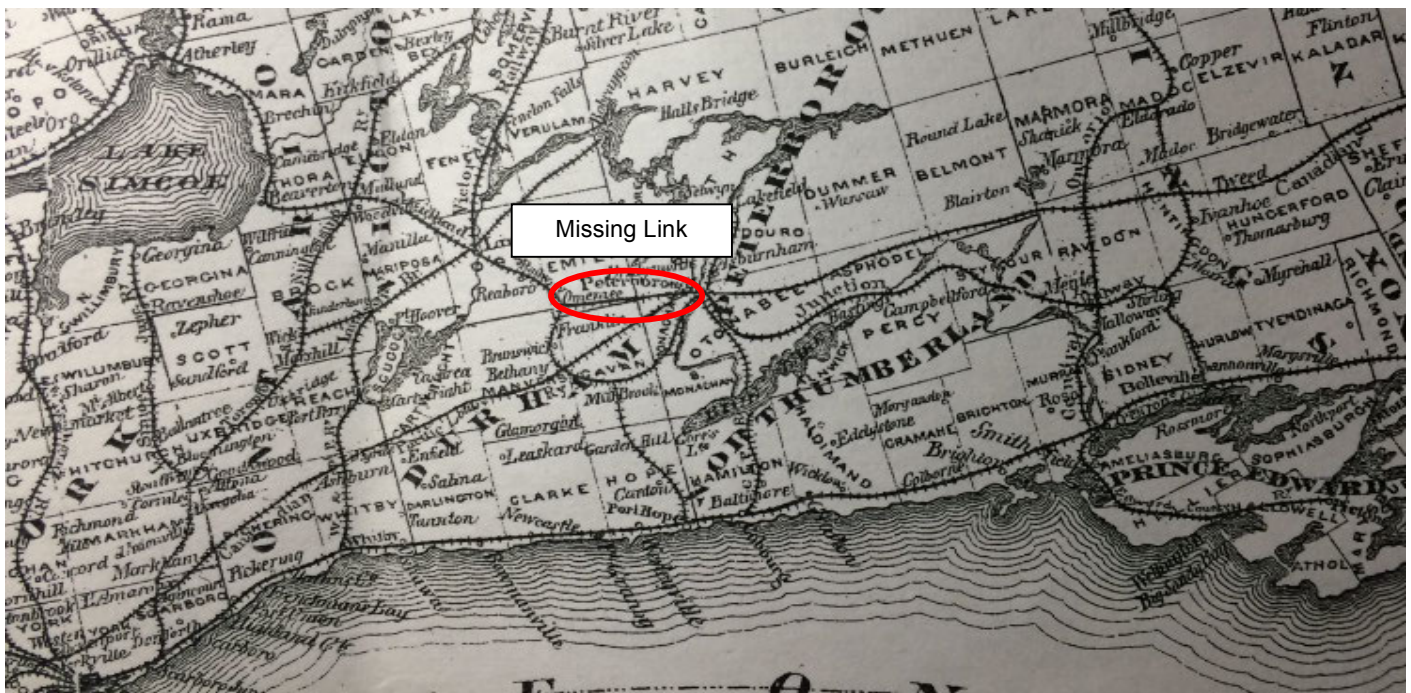
Source: Map of the “Grand Trunk Railway system”.



1. Belleville – Peterborough line
2. Port Hope – Cobourg – Peterborough Railway (Via Millbrook)
3. Port Hope – Lake Simco (Via Lindsay)

There was no direct railway connection between Peterborough and Lindsay, travelers had to go via Millbrook Junction.

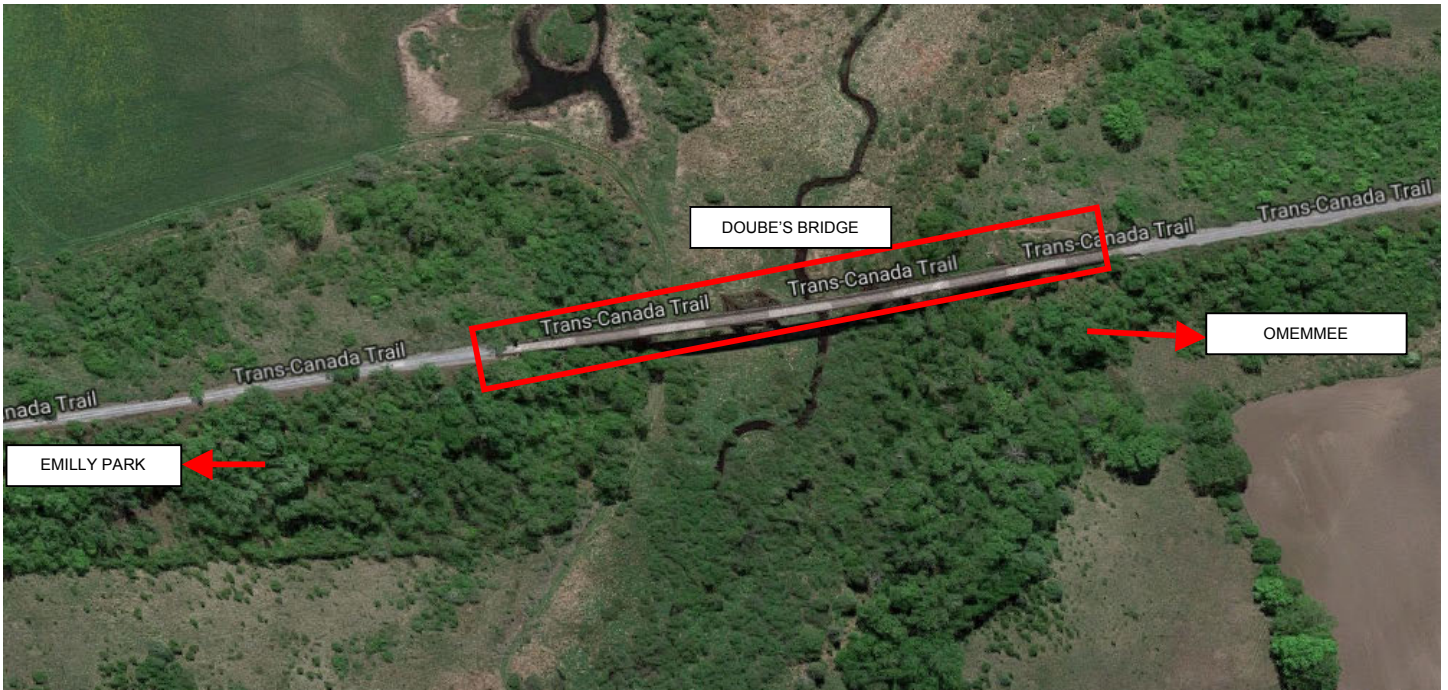
Source: Railway map Canada West, Published in “Canadian Almanac” 1857



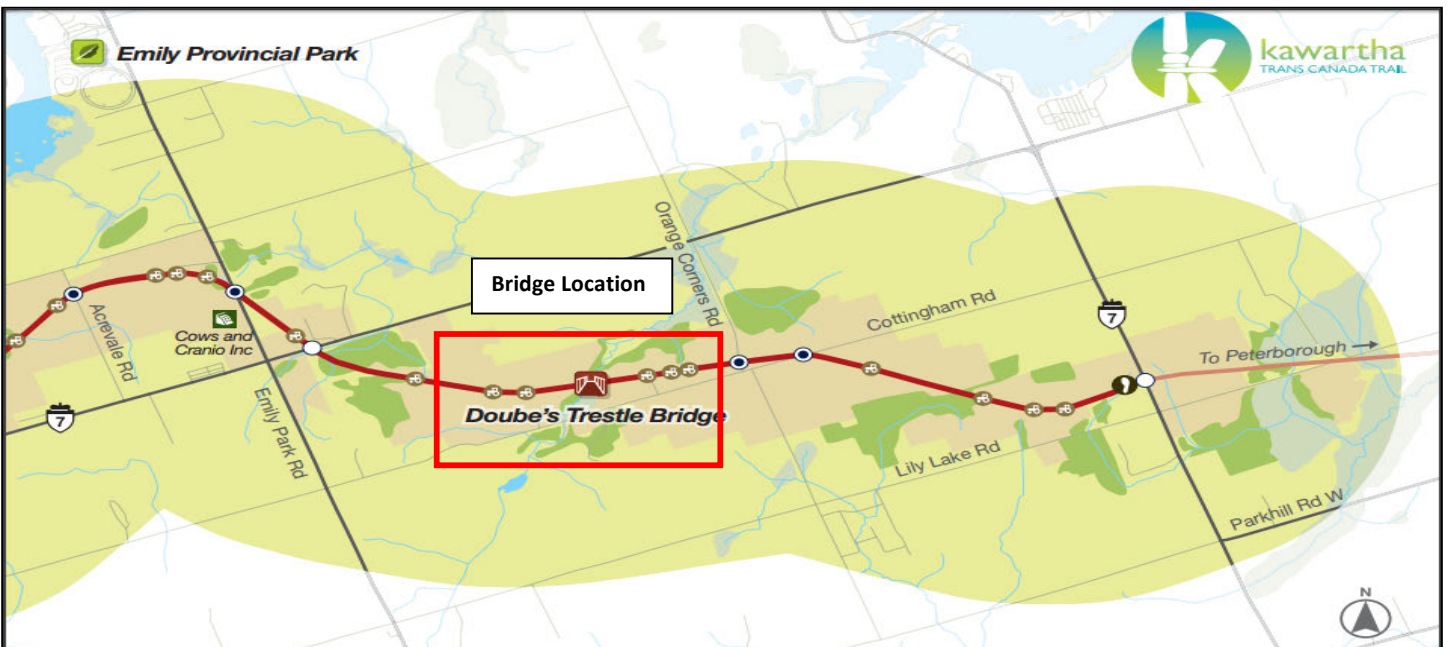
The sink holes at “Doube’s” and Tully’s completed in 1883 for direct connection between Peterborough & Lindsay.

Source: Railway map of the Province of Ontario, Published in “Canadian Almanac” 1888

MAPS



Top view of Doube's Bridge
Source: Google Map



Source: <http://www.toronto-algonquingreenway.ca/wp-content/uploads/2014/09/kawartha-tct-map-series-5-pages.pdf>

PHOTOGRAPHS



May 20, 1974 Solid train of containers exiting Doube's Bridge
Photo by: K. Hansen (Book: The Last Trains from Lindsay)



April 22, 1975 Solid train with four gondolas headed for Stouffville.
Photo by: K. Hansen (Book: The Last Trains from Lindsay)



July 2010, Trestle Structure of Doube's Bridge
Photo by: Eric Marshall (Google drive)



After 1970's abandonment the Rail is dismantled by CN railways.
Source: Dodgeville Blog (August2012)
<http://aldodge.com/2012/08/01/peterborough-to-omemee-rail-trail/>

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DISCLAIMER

This report was prepared by Sangeetha Damodaran, Ramya Ramamoorthy; Nisarg Ketanbhai Modi, international students from India as part of their Program studies at Fleming College, Peterborough. The report has been reviewed by Professor Emeritus John Marsh, Trent University, Charles Cooper, Train Historian, Lindsay and Professor Emeritus Trent University and Fleming College and President of Kawartha Trans Canada Trail, Al MacPherson.

There are grammar errors in the final report. Considering English was their second language and amount of time required to make corrections by the reviewers only major grammar errors were made. The historical aspect of this topic is complex. However, this first phase of the study will be useful in preparing an application for historical designation.