

STAYNER AND
ITS STATION
OEHM.

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STAYNER AND ITS STATION

125 Years of service

Peter F. Oehm

On or about May 15th. 1854, the Ontario, Simcoe and Huron Railway was finished to Nottawasaga Station, now called Stayner. Thus, began major settlement of northwest Simcoe County, 125 years ago. At that time Simcoe County was only eleven years old.

By December 14th. 1854, the Ontario (Oats), Simcoe (Straw) and Huron (Hay) Railway reached its terminus of Hens and Chickens Harbour, now Collingwood. This line then connected Toronto and Collingwood. Its main function was to act as a portage system or short cut between Lake Ontario and Georgian Bay to transport people and goods destined for western Canada (via Port Arthur) and the western United States (via Chicago).

However, in the process, the railway opened up the vast agricultural and lumbering potential of Simcoe County. Stayner in this context became an important service centre for these two major activities.

Settlement at Stayner coincided with the arrival of the railway in 1854. Construction of the line had begun in Toronto in the Autumn of 1851; rather swift progress, considering the technology of the day.

Roderick McDonnell, a land speculator, acquired a large portion of the townsite from the Crown early in 1836. It was sold to various people over the next few years, but not until 1854 and the approach of the Ontario, Simcoe and Huron Railway, did settlement commence. Edward Shortiss purchased 150 acres in Lot 25, Concession 2, Nottawasaga Township, on February 15th. 1854. On May 31st. 1854, a group headed by John Alexander Macdonald of Kingston (later, Canada's first Prime Minister), purchased the adjoining Lot 24 for \$990.00.

Andrew Coleman, a sub-contractor for the railway, was the first permanent white settler in what was then known as Nottawasaga Station. He opened up a boarding house, the first of a number of hotels, that he operated in the village over the succeeding years.

In 1855, the village was named Stayner, after Thomas Allan Stayner of Toronto, who had owned land in the area (Concession 3, Lot 25) since 1839. Thomas Stayner was also deputy Postmaster General between 1827 and 1851.

The Ontario, Simcoe and Huron Railway, like most early railway Companies, changed names and ownerships regularly. In 1858, the nicknamed "Oats, Straw and Hay Railway", became known as the Northern Railway of Canada. It was later amalgamated with the nearby Hamilton and Northwestern Railway to become the Northern and Northwestern Railway. In 1888 it was bought out by the Grand Trunk Railway. In 1922 the G.T.R. was expropriated by the Dominion Government to become part of the newly formed Canadian National Railways.

A study of passenger train tickets is one indication of the interrelationships Stayner had with many other points. I was fortunate to receive a collection of tickets issued at Stayner in 1935 from David Ariss of the Stayner Farmers Co-operative. It is quite interesting to note that the passenger train took Staynerites to so many important and fun activities:

Afternoon passenger train #56 southbound at Meaford Ontario, July 1953, powered by Pacific type 5041. (Paterson-George Collection)

- the dentist's chair in Collingwood (not so much fun)
- a visit to the Browns in Duntroon
- a ski outing at Craighleith
- the farmer's market in Kitchener
- a symphony in Toronto's Massey Hall
- a trans-Atlantic steamship in New York City or Montreal
- two World Wars
- one of the seven wonders of the world - Niagara Falls
- a weekend visit to your parents home

My mother, for example, on many Friday afternoons left Stayner at 4:30pm aboard train #56. After a long fifteen minute coffee break in Allendale, she'd travel on by train #68, which arrived in Newmarket at 6:30pm. From Newmarket she would take the York Radial Railway, an interurban electric line which connected Toronto and Newmarket to Sutton. It got mother home to Sutton West before 8:00pm.

It's hard to believe in 1979, but passenger trains were the life-blood to Stayner travellers for 106 years, even if only for an overnight visit to Duntroon or Creemore (located on the Beeton to Collingwood line). During many of those years Stayner was served well by three passenger trains in each direction, with connections at Collingwood and at Allendale for Toronto, Hamilton and North Bay (see timetables in effect June 26, 1910).

Using the 1935 ticket sample, Map A illustrates the local points to which Staynerites travelled. Other longer distance destinations included New York City, Kirkland Lake, Detroit and Chicago.

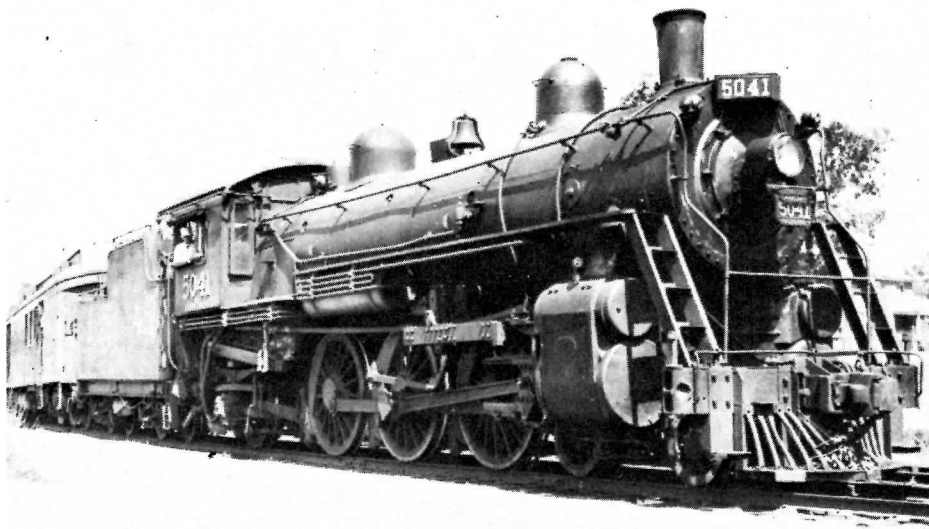
At this time rail passenger travel was aggressively marketed. There was a vast assortment of special rail travel packages available from a small town like Stayner:

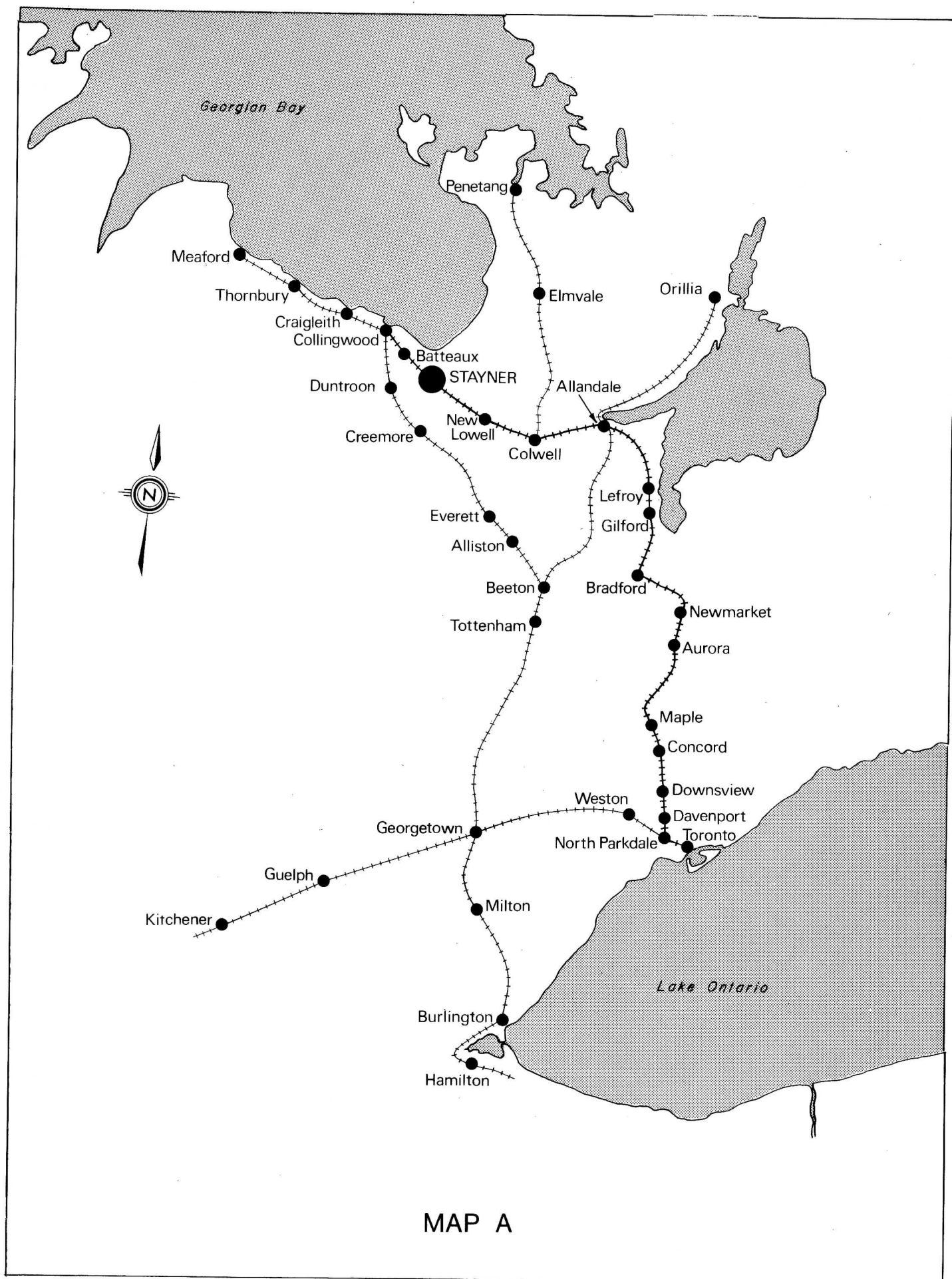
- clergy rates
- commercial travellers fares
- first class tickets
- special excursion fares with a three day return limit
- child's half fares
- regular fares (the regular fare one-way to Toronto was \$2.45, whereas the excursion rate was \$1.60)
- weekend fares (50¢ return to Collingwood)
- teacher' return fares (\$2.25 from Stayner to Newmarket)

As 1979 is the 125th. Anniversary of the CN line from Toronto to Collingwood, a sample of passenger tickets of various types are illustrated. Sample tickets are also included for points west of Collingwood.

As well as the three regular trains daily, there were all kinds of passenger specials:

- to a Billy Graham meeting at the Toronto CNE grounds (steam engines 5033 and 5041 double-headed this 14 coach special)





Sample tickets from STAYNER to points between ALLANDALE and MEAFORD

PRINTED IN CANADA

G.N. Rys.	Form 350 O.W. LOCAL
TO	<i>Allandale</i>
Glass	Fare \$ <i>40</i>
Order or Certificate No.	<i>1794</i>
AGENT'S STUB	If Second Class *
Not Good for Passage	Punch Here

PRINTED IN CANADA

G.N. Rys.	Form 10 EXCURSION
CHILD'S TICKET	UNDER 12 YEARS
TO	<i>Allandale</i>
Issued on date stamped on back	
Returning	<i>May 20 35</i>
Fare \$	<i>40</i>
STUB-Not Good For Passage	

PRINTED IN CANADA

G.N. Rys.	Form 350 O.W. LOCAL
TO	<i>Meaford</i>
Glass	Fare \$ <i>600</i>
Order or Certificate No.	<i>1814</i>
AGENT'S STUB	If Second Class *
Not Good for Passage	Punch Here

PRINTED IN CANADA

G.N. Rys.	Form 1 ONE WAY
TO	<i>Allandale</i>
Glass	Fare \$ <i>500</i>
Order or Certificate No.	<i>284415</i>
AGENT'S STUB	If Second Class *
Not Good for Passage	Punch Here

PRINTED IN CANADA

G.N. Rys.	Form 7 LOCAL
TO	<i>Amqui</i>
Glass	Fare \$ <i>454</i>
Order or Certificate No.	<i>3455</i>
AGENT'S STUB	If Second Class *
Not Good for Passage	Punch Here

PRINTED IN CANADA

G.N. Rys.	Form 1 ONE WAY
TO	<i>Meaford</i>
Glass	Fare \$ <i>350</i>
Order or Certificate No.	<i>284440</i>
AGENT'S STUB	If Second Class *
Not Good for Passage	Punch Here

PRINTED IN CANADA

G.N. Rys.	Form 9 EXCURSION
TO	<i>Meaford</i>
Glass	Fare \$ <i>35</i>
Order or Certificate No.	<i>388448</i>
AGENT'S STUB	If Second Class *
Not Good for Passage	Punch Here

PRINTED IN CANADA

G.N. Rys.	Form 1 ONE WAY
TO	<i>Meaford</i>
Glass	Fare \$ <i>300</i>
Order or Certificate No.	<i>284433</i>
AGENT'S STUB	If Second Class *
Not Good for Passage	Punch Here

PRINTED IN CANADA

G.N. Rys.	Form 8 LOCAL
CHILD'S TICKET	UNDER 12 YEARS
TO	<i>Meaford</i>
Issued on date stamped on back	
Returning	<i>May 20 35</i>
Fare \$	<i>30</i>
STUB-Not good for passage	

PRINTED IN CANADA

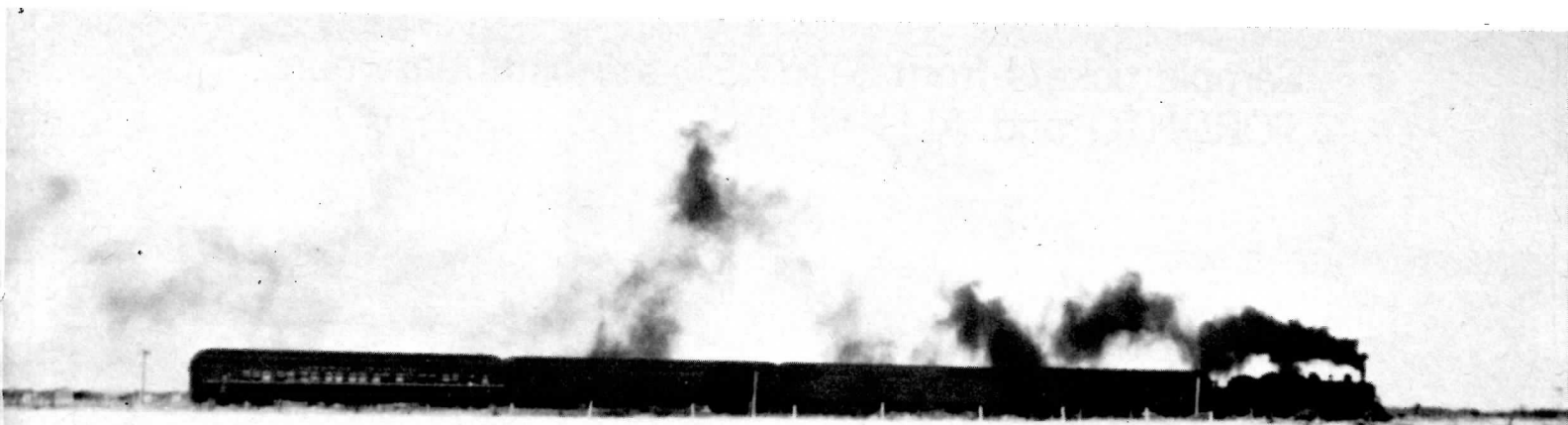
G.N. Rys.	Form 1 ONE WAY
TO	<i>Meaford</i>
Glass	Fare \$ <i>150</i>
Order or Certificate No.	<i>284444</i>
AGENT'S STUB	If Second Class *
Not Good for Passage	Punch Here

PRINTED IN CANADA

G.N. Rys.	Form 7 LOCAL
TO	<i>Meaford</i>
Glass	Fare \$ <i>185</i>
Order or Certificate No.	<i>3454</i>
AGENT'S STUB	If Second Class *
Not Good for Passage	Punch Here

PRINTED IN CANADA

G.N. Rys.	Form 9 EXCURSION
TO	<i>Meaford</i>
Glass	Fare \$ <i>35</i>
Order or Certificate No.	<i>588649</i>
AGENT'S STUB	If Second Class *
Not Good for Passage	Punch Here



- to a hockey game in Stayner (engineer Pat Corrigan remembers a double-headed 12 coach special ran to a play-off game between Alliston and Stayner)
- to Craighleith, ski trains chartered by the Toronto Ski Club travelled through Stayner
- to an Orange parade in Alliston
- to officially open industrial plants (for example, National Starch in Collingwood)
- to celebrate Centennials (Town of Stayner in 1972, a 16 coach excursion operated by U.C.R.S.)
- to christen the Ontario Government ferry Chi Cheemaun in 1974 at Collingwood shipyards.
- to celebrate local events (Meaford Apple Festival in 1974 and 1975 and the 1974 Thornbury River Rat Race)

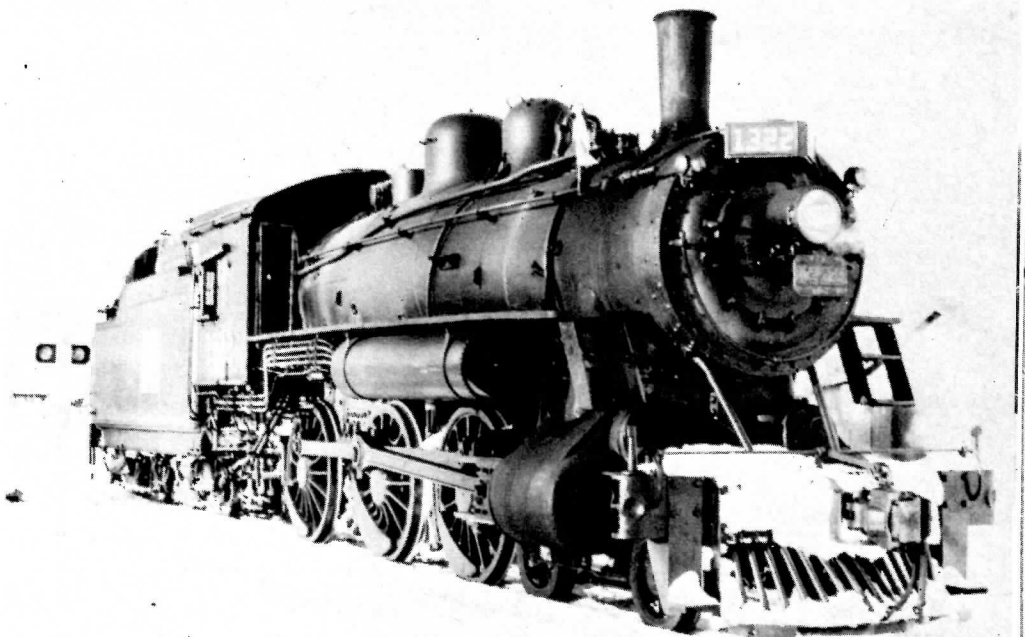
Engine power through Stayner varied greatly. The passenger trains usually consisted of a mail car, a baggage car and two coaches, so that the Meaford Subdivision was a haven for the large Pacifics (photos A and B). Engines 5041 and 5033 probably logged the most mileage between Allendale and Meaford.

In the 1950's the passenger trains between Hamilton and Meaford (#55 and #56) often used such doodle-bug equipment as D-1 pictured at Allendale in 1955 (photo C). The doodle-bugs had a combined power/baggage unit, a mail car and a trailer coach. These were the forerunners of the modern Rail Diesel Cars. On many days the doodle-bug had a spare engine in front from Allendale to Collingwood (see photo C). The engine was cut off at Collingwood and used to double-head a grain train to Allendale later in the day.

Large grain trains thundered through Stayner almost daily. CNR steam engines of the 2600 (classes N-4-a to f 2-8-0's) and 3400 (class S-1-f 2-8-2's) series were most often used. Double-headers were the order of the day pulling between 40 and 75 loaded box cars. Frequently these heavy grain trains from Collingwood to the east stopped in Stayner to top up their water tanks and so muddying the town's drinking water system.

As well as the grain trains between Allendale and Collingwood, at one time two way-freights travelled the route daily. One way-freight, which switched the Stayner yard did the local freight work between Allendale and Collingwood including Camp Borden. A second way-

ABOVE:#56 southbound in Sunnidale Township between Stayner and New Lowell.(Harold F.Culham)
MIDDLE:On October 29,1955,Engine 1350 double headed with doodle bug D-1 at Allendale (Barrie). D-1 provided the regular daytime passenger train service between Hamilton-Allendale-Meaford. 1350 will operate back from Collingwood to Allendale in the afternoon double-heading on a grain train.(Robert J. Sandusky)BOTTOM:1322 reclines in Collingwood waiting to double-head a southbound grain train later in the day.4 Feb.1954 (Paterson-George Collection)



Sample tickets from STAYNER to points between TORONTO and ALLANDALE

57624 6-34 37255

C.N. Rys. FORM 10 EXCURSION

CHILD'S TICKET UNDER 12 YEARS

Toronto
(Destination of Ticket)
Issued on date stamped on back
Returning *Apr. 22/35* 19...
Fare \$ *1.70*
STUB-Not Good For Passage

588657

C.N. Rys. FORM 9 EXCURSION

Parkeade
(Destination of Ticket)
Issued on date stamped on back
Returning *Aug 12/35* 19...
Fare \$ *3.35*
STUB-Not Good For Passage

308350

C.N. Rys. ONE WAY

Form 2 LOCAL

CHILD'S TICKET UNDER 12 YEARS

St. Lawrence
(Destination of Ticket)
Fare \$ *2.135*
STUB-Not good for passage

PRINTED IN CANADA

C.N. Rys. Form 350 O.W. LOCAL

TO *Louisa view*

Class *2.65* Fare \$

Order or Certificate / No.

AGENT'S STUB If Second Class
Not Good for Passage ★ Punch Here

1802



3459 10-30

C.N. Rys. REG. RET. Form 7 LOCAL

Assin
(Destination of Ticket)
Fare \$ *3.50*
STUB-Not good for passage

5885685 145125

C.N. Rys. FORM 9 EXCURSION

Beach
(Destination of Ticket)
Issued on date stamped on back
Returning *Apr 23 35* 19...
Fare \$ *1.75*
STUB-Not Good For Passage

PRINTED IN CANADA

C.N. Rys. Form 350 O.W. LOCAL

TO *Bradford*

Class *1st* Fare \$ *1.55*

Order or Certificate / No.

AGENT'S STUB If Second Class
Not Good for Passage ★ Punch Here

1735

PRINTED IN CANADA

C.N. Rys. Form 350 O.W. LOCAL

TO *Lefroy*

Class *1st* Fare \$ *1.15*

Order or Certificate / No.

AGENT'S STUB If Second Class
Not Good for Passage ★ Punch Here

1787

517629

C.N. Rys. FORM 9 EXCURSION

Allandale
(Destination of Ticket)
Issued on date stamped on back
Returning *May 14/35* 19...
Fare \$ *1.70*
STUB-Not Good For Passage

588692

C.N. Rys. FORM 9 EXCURSION

Barrie
(Destination of Ticket)
Issued on date stamped on back
Returning *Sept 16 35* 19...
Fare \$ *1.75*
STUB-Not Good For Passage

159498 10-27 00737

C.N. Rys. 1 REG. RET. Form 8 LOCAL

CHILD'S TICKET UNDER 12 YEARS

Allandale
(Destination of Ticket)
Fare \$ *2.75*
STUB--Not good for passage

freight did the switching between Collingwood and Meaford and would pick up cars of cattle at points along the Beeton Subdivision as far south as Dumfries, when required. Engine classes as pictured at Collingwood in 1952 (photo D), powered the way-freights. They could pull a good load at a slow speed. Since dieselization in the early 1960's, GP-9's and RS-18's have been the regular bill of fare. (see photo E)

Harold F. Culham of Stayner has provided me with a photo of the last regular passenger train through Stayner (see photo E). Several photos also show specials which ran through the town in the 1970's:

- the 1972 Stayner Centennial train (photo F)
- the 1974 Ontario Government - Ontario Northland train to christen the ferry Chi-Cheemaun in Collingwood (photo G)

Photo H shows Stayner station as it appeared in the late 1960's.

Rail service in 1979 is of only minimal importance to Stayner. The service is now confined to a way-freight in each direction, Monday to Friday, with the odd snow-plow throw in on Saturday or Sunday. However it will be interesting to see what the next 125 years brings with the spiralling gasoline prices.

If Jean Trotter, her Committee, the Stayner Council, the Farmers Co-operative, the Upper Canada Railway Society and the Ontario Government are all successful in their efforts, the Stayner station should be around and available for whatever use the future holds for it. It's a fine historic building, well worth preserving, in Stayner's 125th anniversary year. After all, Stayner owes its very existence to the building of the Ontario, Simcoe and Huron Railway in 1854.

LEFT TOP: The last scheduled northbound passenger train #61 with engine 1321 sits in Stayner on a hot sunny 2 July 1960. (Harold F. Culham) LEFT Middle: 15 June 1974, Premier William G. Davis arrives in a soggy Stayner to officially open the Stayner Senior Citizen's Home. (Harold F. Culham) BELOW LEFT: The architecturally pleasing station at Stayner as it appeared in the late 1960's (HFC) BELOW RIGHT: On 14 October 1972, the Stayner Centennial Train does a runpast at Stayner Station. The trip was sponsored by the U.C.R.S. (R. McMann)



TABLE I
GRAND TRUNK RAILWAY
 Passenger Train Service in Effect from June 26, 1910
 Toronto and North Bay

STATIONS	+49 Musk. Express	+61 Mail	+69 Express	+63 Musk. Express	+65 Mail & Exp.	+67 Mail	+47 Cobolt Special
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Toronto	2 05	8 05	11 50	12 05	1 30	5 45	8 30
N'th Parkdale	2 15	8 15	12 01	12 15	1 40	5 55	8 40
Davenport	8 22	....	....	....	6 02	....
Downsview	8 29	....	....	....	6 08	....
Concord	8 40	....	....	....	6 20	....
Maple	8 50	....	....	....	6 30	....
King	9 00	....	....	....	6 40	....
Aurora	9 13	....	....	2 37	6 55	9 46
Newmarket	9 23	....	....	2 47	7 05	9 56
Holland Landg.	9 31	....	....	....	7 11	....
Bradford	9 40	....	....	3 04	7 18	10 11
Gilford	9 53	....	....	....	7 32	....
Lefroy	10 00	....	....	3 18	7 40	....
Craigvale	10 11	....	....	....	7 51	....
Allandale	4 10	10 25	1 40	1 55	3 40	8 05	10 50

TABLE II
GRAND TRUNK RAILWAY
 Passenger Train Service in Effect from June 26, 1910
 Hamilton and Allandale

READ DOWN NORTHBOUND			READ UP SOUTHBOUND		
+55-56 Express	+53-54 Mail	Miles	STATIONS	+54-53 Express	+56-55 Mail
P.M.	A.M.		East. Time	A.M.	P.M.
			Lv.	Arr.	
			Hamilton		
4 05	7 10	.0	Stuart Street	11 15	9 15
4 13	7 19	4.3	Waterdown	11 03	9 06
4 20	7 25	7.0	Burlington Jc.	10 55	9 00
4 30	7 35	12.5	Tansley	10 42	8 48
4 34	7 39	14.4	Ash	10 37	8 44
4 45	7 51	20.8	Milton	10 25	8 32
4 53	7 58	23.8	Mansewood	10 16	8 22
5 03	8 08	29.4	Stewarton	10 06	8 11
5 15	8 16	32.4	Georgetown	10 00	8 05
5 20	8 20	32.4	Georgetown	9 58	8 00
5 33	8 31	37.7	Terra Cotta	9 41	7 39
5 38	8 36	40.4	Cheltenham	....	....
5 45	8 41	43.1	Inglewood Jct.	9 20	7 25
5 57	8 53	49.4	Caledon East	9 18	7 10
6 03	....	52.4	Centreville	9 12	....
6 09	9 05	55.7	Palgrave	9 05	6 57
6 20	9 20	61.7	Tottenham	8 54	6 15
6 30	9 30		Arr. Beeton	8 43	6 30
6 35	9 33	66.4	Lv.	Arr.	6 25
6 45	9 40	71.1	Randall	....	6 16
6 55	9 48	75.3	Cookstown	8 24	6 09
7 07	10 00	81.2	Thornton	8 12	5 58
7 20	10 08	86.1	Vine	8 02	5 48
7 35	10 20	91.1	Allandale	7 54	5 40

TABLE III
GRAND TRUNK RAILWAY
 Passenger Train Service in Effect from June 26, 1910
 Barrie and Meaford

READ DOWN NORTHBOUND			READ UP SOUTHBOUND		
+43 Mixed	+55 Mail	+53 Mail	Miles	STATIONS	+54 Mail
P.M.	P.M.			East. Time	Pass.
				Lv.	Arr.
3 35	7 50	10 25	1.3	Barrie	7 47
3 50	8 15	10 40	2.0	Allandale	7 37
4 00	8 24	10 49	5.5	Colwell	7 26
....	8 30	10 55	8.9	Utopia	7 20
4 13	8 35	11 00	10.3	Angus	7 16
....	8 40	11 05	13.0	Brentwood	7 09
4 30	8 46	11 10	15.2	New Larell	7 04
5 05	9 03	11 25	22.8	STAYNER	6 50
....	9 12	11 32	28.1	Bettesaux	6 38
5 30	9 20	11 50	31.4	Ar. Collingwood	6 30
5 45	9 25	12 01		Lv.	Ar. 6 20
....	....	....	32.1	Lake Jct.	6 10
6 00	9 40	12 16	37.0	Craigleith	6 01
6 10	9 47	12 24	41.0	Fields	5 53
6 30	9 57	12 34	43.8	Thornbury	5 47
7 00	10 20	12 55	52.5	Meaford	5 30
P.M.	P.M.	P.M.		Ar.	Lv. A.M.
					A.M.
					P.M.

TABLE IV
GRAND TRUNK RAILWAY
 Passenger Train Service in Effect from June 26, 1910
 Beeton and Collingwood

READ DOWN NORTHBOUND			READ UP SOUTHBOUND		
+31 Mxd.	+29 Mxd.	Miles	STATIONS	+28 Mxd.	+30 Mxd.
P.M.	A.M.		East. Time	A.M.	P.M.
			Lv.	Ar.	
6 35	9 35	0.0	Beeton	8 30	6 15
6 43	9 43	4.3	Thompsonville	8 18	6 03
6 50	10 00	6.6	Alliston	8 12	5 55
7 02	10 15	11.1	Everett	7 55	5 30
7 08	10 25	13.9	Tioga	7 45	5 20
7 15	10 40	17.1	Lisle	7 35	5 10
7 23	10 50	20.3	Glencairn	7 25	5 00
7 28	11 00	22.6	Avening	7 17	4 52
7 35	11 20	25.1	Creemore	7 10	4 45
7 45	11 45	29.4	Glen Huron	6 55	4 30
7 53	12 05	33.2	Duntroon	6 40	4 20
8 05	12 25	37.9	Nottawa	6 25	4 05
....	....	40.9	Lake Jct.	6 10	3 50
8 25	12 45	41.5	Collingwood	6 00	3 45
P.M.	P.M.		Ar.	Lv.	A.M.
					P.M.