

Rail and Transit

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125TH. ANNIVERSARY REMEMBERED

by Ron Layton
photos by Larry Eyres

It may have been the chuckle from the streetcar operator or the disbelieving stares from the early morning cabbies that convinced us that when you wear 1850's outfits in the 1970's in downtown Toronto, especially at 6.00 am, you automatically become the centre of local colour. In fact after waiting outside the Lord Simcoe Hotel at the corner of King Street and University Avenue for ten minutes, it became downright embarrassing. Perhaps it was my grey top-hat and black cane or maybe Mary's hoop skirt and large lace sun hat that attracted the attention, but anyway, when David Wilson of VIA Rail finally arrived "Brett" and "Scarlett" crammed the outfits into his Chevy. Top hats and GM's don't fit! Arrival at Union Station was only slightly more dignified with more than one disbelieving comment coming from the U.C.R.S. crew.

The City of Toronto had declared the day as "Railway Heritage Day", our commemorative train to depart at 08.00 with train preparation starting at 06.30. At 07.00 the equipment finally arrived. This meant that the U.C.R.S. and the catering crews were scurrying to get the train ready for occupancy. With the waiting crowd of passengers lined up the length of the station departure concourse, boarding started at 07.25.

At the east entrance to Union Station there is a plaque commemorating the Ontario, Simcoe and Huron Railway, it was by this plaque that the first ceremony of the day took place. Hosted by David Stremes, Vice President of the Upper Canada Railway Society, greetings and comments were heard from the chief guest of the day, The Hon. Pauline McGibbon, Lieutenant-Governor of Ontario. Following Her Honour, greetings were heard from David Russell from the Ontario Archives, Alderman David White from the City of Toronto, Robert Doty from CN Rail, Lorne Ste. Croix from the Ontario Ministry of Culture and Recreation, Karl Bateman from the Town of Collingwood, Mayor Allister MacDonald from the Town of Stayner, Sgt. John Brooks from the RCMP, Elizabeth Wilmot - Author and John Campbell from the Toronto Globe and Mail as George A. Brown, owner of the Toronto Globe at that time.

With the speeches said, the official party moved into the Great Hall of Union Station where John Kerr of the U.C.R.S. re-enacted the purchase of the first railway ticket using an appropriate silver dollar. David Wilson of VIA Rail, who acted as ticket seller on this occasion, and John were appropriately dressed in period costume. The first ticket having been sold, Her Honour then purchased an additional ticket to complete the ceremony.

The official party then moved to the ONR business car "Onakawana" coupled to the rear of the train. The press and U.C.R.S. members of the party were seated in "Cape Race", the Society's business car.

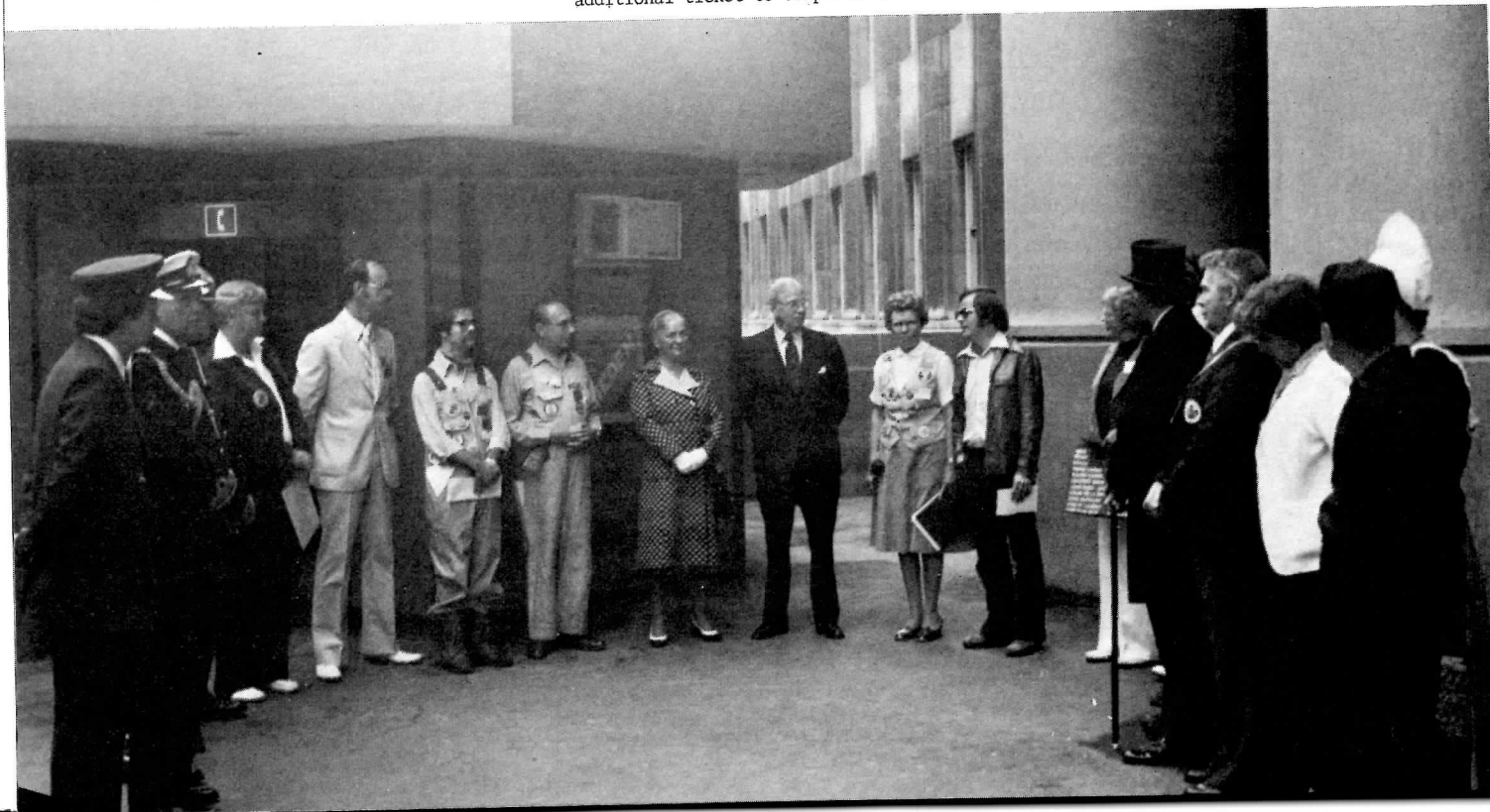
The interest generated by the excursion was such that the usual ten car load of engine 6060 was strengthened to 14 cars and a CN GP-9 diesel was cut in behind the diesel to provide extra power. As the train left Union Station at 08.02, it consisted of:-

- Steam engine 6060
- GP-9 diesel
- Open baggage car
- 2 EM coaches
- 1 snack coach
- 2 EM coaches
- 1 snack coach
- 1 EM coach
- 1 AC coach
- 1 snack coach
- 1 AC coach
- Display baggage car
- UCRS "Cape Race"
- ONR "Onakawana"

Tom McClear and Bud Olson were engineer and fireman on 6060 with Master Mechanic Bruce "Cannonball" Kearney officiating. Engineer Haggard was in charge of the diesel unit. On the train N. Wilson was our conductor with D. Harvey and G. Hatten as brakemen.

With the 720 passengers on board settling down for the journey, the engines hauled us past Bathurst St. Junction and north on the route of the "Oats Straw and Hay" Railway. The routing is apparently round about for a line heading north, but in the 1850's Bathurst Street represented the western edge of built-up Toronto and a railway built on a shoestring could not afford to buy up prime city land at 1850's prices. We headed north now through what were the villages of Parkdale and Davenport to Concord where the CN's freight line intersects and then on up

The official party taking part in the anniversary ceremony alongside the OS&H plaque outside of Union Station.



the grade past Maple to the summit at King City. At this point the route swings east, crossing Yonge Street just south of Aurora (at that time known as Matchell's Corners). It was the modern town of Aurora that was the desination of Upper Canada's first scheduled train. Concord, on the other hand, has the dubious distinction of being the site of Upper Canada's first railway accident. A steer was hit by a test train which derailed, one passenger car rolling down the embankment. On this occasion our crew were not eating steak after passing Concord.

From Aurora our route paralleled Yonge St. through Newmarket to Bradford, where we stopped for water. At this stop Her Honour left the train and viewed the watering operation as well as meeting the passengers and posing for a number of people's photographs.

Whilst we were tking water at Bradford, a second excursion train began its journey. This was two diesel units and 5 AC coaches that the evening before had been Train #169 "The Barrie Bullet". Usually laying over in Barrie for the weekend, this equipment was used to bring Barrie people to the anniversary festivities in Stayner and Collingwood.

With water taken it was on to Barrie and the second ceremony of the day. Hosted by James Worfolk, President of the Simcoe County Historical Association, the ceremony took place at the south end of the platform. Those taking part in addition to Her Honour and the other Toronto participants who had travelled with us were Alderman Meg O'Donal from the City of Barrie, Warden William Gibbins from the County of Simcoe, George Taylor who is M.P.P. for Simcoe Centre, Peter Oehm, President of the Upper Canada Railway Society and Norbert Moran, archivist emeritus. After the speeches were said, Her Honour took part in a gold spike ceremony in front of the engine parked by now on Meaford Subdivision trackage by the station. The Lieutenant-Governor then left the train to return to Toronto, Barrie police providing a motor cycle honour guard as far as the City Limits.

With the ceremonies complete and the engine water tank topped up from the station diesel watering standpipe - a futile act as the engine used water nearly as fast as the hose filled the tender, we waited a few minutes for the "commuter" train to clear the block at Collingwood. Then we were off along the Meaford Subdivision, the first time that an engine of 6060's type had worked this line. The first runpast of the day was soon reached at the Nottawasaga River bridge near Angus. With plenty of whistle, lots of black smoke and the minimum of diesel noise the train made its photo run over the trestle.

Passengers reboarded and we were off to Stayner Holland Days Festival. Stayner was also celebrating the 125th. anniversary as it was the railway that brought settlement to what is now the town. In fact without the OS&H, Stayner would probably not exist. More details of Stayner and its station were published in the March-April 1979 issue of RAIL AND TRANSIT. During our stay in Stayner a gold spike and dedication ceremony, hosted by Peter Oehm, President of the Upper Canada Railway Society, was held. In addition to the Toronto party, the following local people took part. Mayor Allister MacDonald from the Town of Stayner, Reeve Donald Hennessey from the Township of Nottawasaga, Reeve Lloyd Pridham from the Township of Summisdale and the Honourable George McCague M.P.P. for Differin-Simcoe and Chairman of the Management Board.



Pauline McGibbon, Lieutenant-Governor of Ontario assisted by Robert Doty of CN Rail drives the gold spike at Barrie.

Gold spike spiked and speeches said, it was all aboard for our desination - Collingwood. The engine stopped a few feet beyond the station building where the final gold spike ceremony of the day was held. In addition to the Toronto and Stayner parties, host John Markovich, President of the Collingwood Chamber of Commerce introduced greetings from Mayor Harry Bell of the Town of Collingwood, Warden William Gibbins from the County of Simcoe, Controller Frank Faubert from Scarborough - representing Metropolitan Toronto, James Elder - President of Collingwood Shipyards, Cliff Leonard - former CN Agent at Collingwood and John Smith - former engineer on the Meaford Subdivision, Eleanor Hughes from the Collingwood and District Historical Society and Charles Cooper - Author.

When the ceremony was complete, 6060 was cut off and run forward for watering. At the same time the two private cars and the display baggage car were moved to a siding across from the station. Following this the diesel train from Barrie and the steam train from Toronto were combined to form a 16 car train with two diesels at the south end and a steam/diesel doublehead at the north end. With a capacity for nearly 1100 people the train ran

		WESTON SUBDIVISION		
		STATIONS		
Miles from Toronto	Yard Limits			Office Signals
0.0	.....	T.T. Co. 1.1 1.2 1.3 2.4 2.6	TORONTO.....C*KPWX, U N	
1.1	.....		BATHURST ST.....*KPWXY Jct. with Oakville Sub.	
1.2	.....		CABT D Jct. with C.P. Rail	
1.3	.....		
2.4	.....		FAIRDALE.....*RPXZ, Q N	
2.6	.....		Jct. with Newmarket Sub.	
	↑			

Rules 251-257 applicable between mile-
age 1.3 and Keele.

Line-up regulations not applicable.

SPEEDS

WESTWARD MOVEMENTS		MILES PER HOUR	
Mileage		Passenger	Freight
1.1 to 3.1	zone	35	35
*2.5 to 5.5	eastward track	55	35
1.6	Strachan Ave.-until crossing occupied.	10	10

*Not marked with speed restricting signs.
**Restriction for two railiners (RDC) or similar cars running alone,
as per item 6.1 (E) form 696 not applicable.

EASTWARD MOVEMENTS		MILES PER HOUR	
Mileage		Passenger	Freight
*3.1 to 2.5	westward track	35	35
2.5 to 1.1	zone	35	35
1.6	Strachan Ave.-until crossing occupied.	10	10



two packed trips from Collingwood to Stayner and return. Each trip featured a massive steam-diesel runpast at Stayner.

The two side-trips were completed and the Barrie and Toronto trains were re-formed. This time the Toronto train had its motive power reorganised, the diesel unit was on the south end next to the business cars and the steam engine was alone at the north end. This meant that at the next runpast at Stayner, the train was apparently "pure steam" although a jeep was giving some assistance at the rear. Sarcasm was rife on the radio at this point when the steam locomotive crew were ribbing the diesel engineer for not giving enough power. Comments like "Have you run out of steam up there?" were typical. A double runpast was made at Stayner in order to kill time until the Barrie diesel train had cleared the block. It also meant that the planned runpast at Colwell had to be abandoned.

Arrival at Barrie was in near darkness. The diesel was replaced at the head end between 6060 and the baggage car and we headed north for the wye at Orillia. The entire train was wye'd here, the steam engine being cut off and running into the yard for water. On a summer evening Orillia Station and yard has a problem called thousands of mosquitos. I found this out the hard way on the back platform of "Onakawana".

Problems developed with 6060 during the watering when the air operated grease gun failed to work. An hour was lost whilst the head end crew and the master mechanic worked on and cursed at it. Darkness had long fallen when we pulled out of Orillia for a non-stop run to Toronto. This was not to be as a passenger in the baggage car experienced a heart attack at Barrie and we were delayed further as ambulances were summoned and the unfortunate person was helped of the train. We have since learned that the attack was only slight and he was released from hospital after observation.

Return to Toronto was uneventful and non-stop, a late GO train being held at Union Station for the benefit of our passengers.

It was a long day but a memorable one for all concerned. The commemoration of Ontario's first railway had been achieved almost without a hitch and in a way that in ten years time may not be possible.

OPPOSITE PAGE

TOP - CN 6060 with GP-9 assistance crosses the Nottawasaga Bridge on the first runpast of the day.

BOTTOM - ONR business car "Onakawana" brings up the rear of the train.

PUBLISHED SCHEDULE

TRAIN A - Toronto to Collingwood & return

Depart	Toronto Union	08.00	
Arrive	Bradford	09.05	Water stop
Depart		09.30	
Arrive	Barrie	09.55	Ceremony & water stop
Depart		10.20	
Arrive	Nottawasaga River	10.40	Runpast
Depart		11.00	
Arrive	Stayner	11.25	Ceremony & Runpast
Depart		11.55	
Arrive	Collingwood	12.15	Ceremony, Water & combine trains
Depart		16.50	
Arrive	Stayner	17.20	Double runpast
Depart		17.40	
Arrive	Barrie	18.50	Water stop & diesel unit runs round
Depart		20.00	
Arrive	Orillia	20.30	Water stop & wye train
Depart		20.50	
Arrive	Toronto Union	22.50	

TRAIN B - Barrie to Collingwood & return

Depart	Barrie	08.30	
Arrive	Nottawasaga River	08.50	Runpast
Depart		09.10	
Arrive	Stayner	09.35	Runpast
Depart		09.55	
Arrive	Collingwood	10.10	Ceremony & combine trains
Depart		16.15	
Arrive	New Lowell	17.10	Runpast
Depart		17.30	
Arrive	Barrie	17.40	

TRAIN C - Collingwood to Stayner & return

Depart	Collingwood	13.15	
Arrive	Stayner	13.45	Runpast
Depart		14.05	
Arrive	Collingwood	14.25	
Depart		14.40	
Arrive	Stayner	15.10	Runpast
Depart		15.30	
Arrive	Collingwood	15.50	Water stop & reform trains A & B

MEAFORD SUBDIVISION

STATIONS

Miles from Barrie	Yard Limits	STATIONS	Office Signals	Sliding Capacity in Feet
0.0	↓ 1.5	.....BARRIE.....CKPWZ	GO	
5.5	↓ 9.6	.....COLWELL.....		1730
10.3	↓ 10.8	.....ANGUS.....Z		
22.8	↓ 30.2	.....STAYNER.....		620
31.4	↑	.....COLLINGWOOD.....Z		1750

Rules 41 and 44 applicable.

GENERAL FOOTNOTES

BARRIE—Connection from Newmarket and Beeton Subdivisions is via yard tracks. Meaford Subdivision main track begins at switch, mileage 0.1 just south of Essa Road crossing.

INTERLOCKING

Railway crossing at grade
CP Railmileage 7.5automatic.
All trains must stop at the signal regardless of indication displayed and be governed by Rule 672, except that the knife switch must remain open until entire train clears the crossing. (B.T.C. 62815-90054).

SPEEDS

Mileage	zone	Miles Per Hour
0.0 to 31.4		All Trains
*0.1 to 0.6	Essa Rd., Anne St., Innisfil St. (B.T.C. 80564)	30
*10.4	Cross St. (B.T.C. 63908) until crossing occupied	10
*30.9	Hume St. (B.T.C. 56596) until crossing occupied	10
*31.2	Ontario St. (B.T.C. 98611) until crossing occupied	20

CONDITIONAL SPEEDS

Mileage	Miles Per Hour
9.7 Bridge, 220,000 lbs. gross or cars and auxiliary cranes	15

Miles from Toronto	Yard Limits	NEWMARKET SUBDIVISION		Office Signals	Siding Capacity in Feet
		STATIONS			
2.4	2.5	ABS.	PARKDALE	*RPXZ	Q N
2.6			Jct. with Weston Sub.		
5.2	9.0	CTC	ST. CLAIR AVE.	RZ	D
8.1			DOWNSVIEW	*RPZ	D O
10.4			AIRBASE		5180
12.1	14.0	CTC	SNIDER SOUTH	Y	
12.9			Jct. with York Sub.		
14.0	15.5	CTC	SNIDER		C G
14.3			SNIDER NORTH	YZ	
18.3			Jct. with York Sub.		
22.7			CONCORD	PZ	1690
27.5			MAPLE	P	M A
30.0			KING	P	2020
34.1			CHEERY		1550
41.5			AURORA	P	1650
51.8			NEWMARKET	P	N W
56.8			BRADFORD	P	B F
63.0			LEFROY	P	4725
64.0			BRAMLEY	P	1500
70.0			BARBIE	*CPWZ	G O
74.6			SHANTY BAY	P	2510
86.1			ORO		2720
86.3			Jct. with Midland Sub.		
			ORILLIA	PYZ	O R

Rules 261 and 262 applicable between mileage 2.5 and mileage 4.6.
 CTC between Snider South and Snider North controlled by Train Dispatcher YB MacMillan Yard.

Line-up regulations not applicable between Snider South and Snider North.

SPEEDS

Mileage		MILES PER HOUR	
		*Passenger	Designated Units
		***Railiner	*Freight (DU)
2.5 to 9.5	zone	35	35
9.5 to 14.0	zone	75	60
**12.9 to 13.3		50	50
14.0 to 17.9	zone	75	60
	Southward trains handling loaded ore cars		30
17.9 to 33.3	zone	60	50
33.3 to 36.4	zone	50	40
36.4 to 42.0	zone	60	50
42.0 to 52.6	zone	75	60
52.6 to 65.5	zone	60	50
63.0 to 65.5	(B.T.C. 65774)	25	25
65.5 to 98.8	zone	75	60
67.1 to 67.5		60	50
84.1 to 85.7		60	55
85.7 to 86.5		20	20

CONDITIONAL SPEEDS

Mileage	MILES PER HOUR	
	Passenger	Freight
63.1 Tiffin St.—All movements stopped within 600 feet of crossing until crossing occupied	5	5
85.9 West St.—All movements stopped or delayed within timing circuits until crossing occupied	10	10

EQUIPMENT RESTRICTIONS

Heaviest auxiliary crane permitted 250 tons
 Cars exceeding 263,000 pounds gross must be covered by handling instructions.
 Six axle locomotives in the 2000, 2300 and 5000 series are not to be operated on industrial spurs and other tracks within the Toronto Division without permission from the Yardmaster or Trainmaster.



With 1100 people on board #6060 eases her 16-car train into the yard at Collingwood for the finish of the first Collingwood - Stayner round trip of the day.