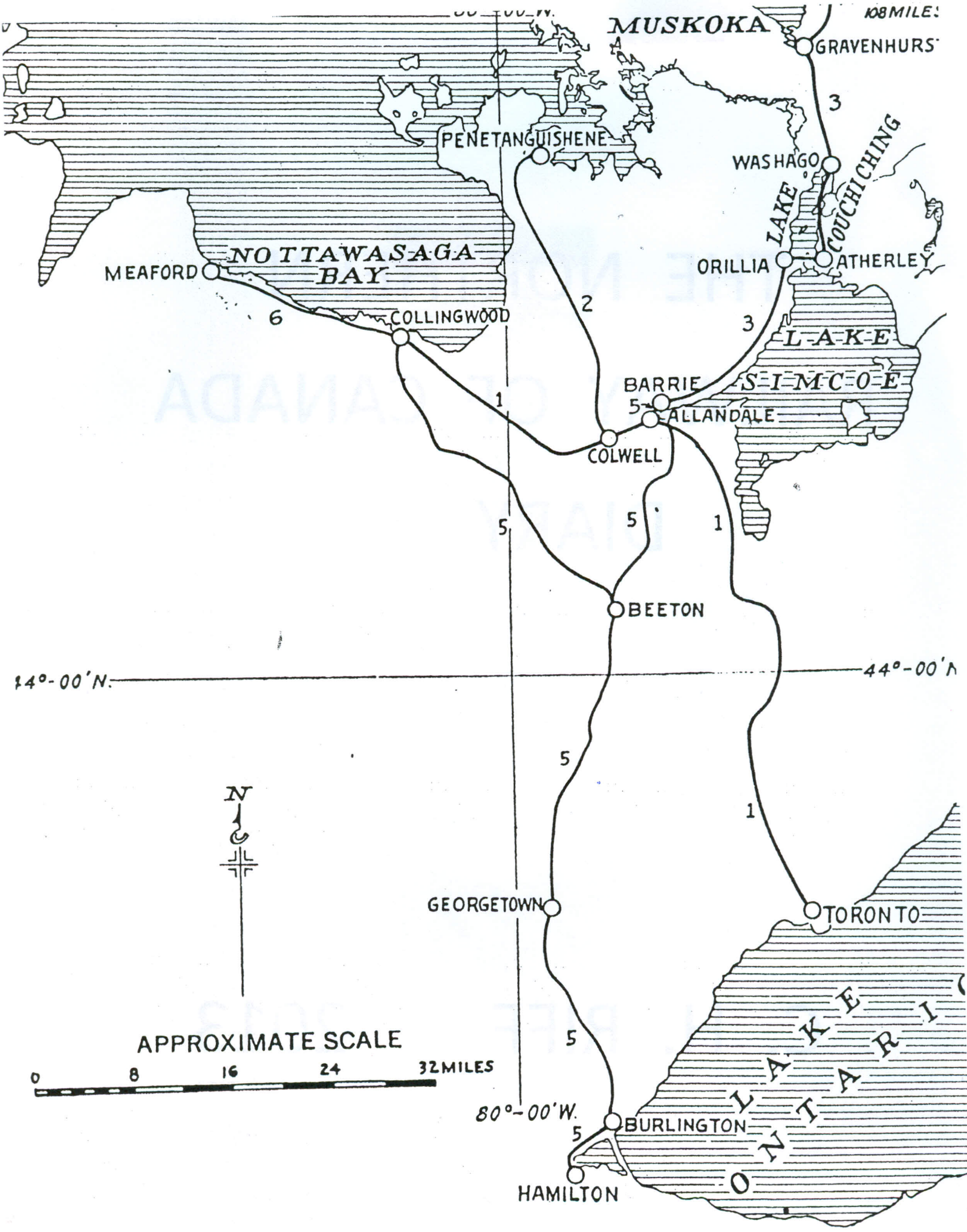


THE NORTHERN RAILWAY OF CANADA DIARY

C. H. RIFF

2013



October 8, 1852

The Railway Directors of the Northern Railway met with the its engineers at the company's "Works" on the 8th of October, 1852. The locomotive engine the "Lady Elgin" was being prepared and at eleven o'clock that morning left the Queens Wharf. An inspection excursin was made passing the Garrison Culvert, the Dundas Bridge, Hog's Back Culvert, and the station grounds at Davenport Road. The track had been tested the night before by a rain storm, the locomotive was able to travel over the twelve miles of the railway at a speed of thirty-five miles per hour.

June 11, 1853

The Hamilton Spectator reported "The Northern Railroad-There is already a large amount of merchandise and produce daily carried upon the Northern Railroad. On Friday last the first freight train, drawn by the "Huron" locomotive, consisted of seven platform cars, bringing down over 200 barrels of flour, and some 20,000 feet of lumber. The second train, drawn by the "Josephine," brought down a large number of passengers and over 150 barrels of flour. The flour was principally from the "Beverly", the "Elgin" and "Kettleby Mills," and is sent to the wharves for shipment."

October 28, 1853

The Niagara Chronicle gave a report from the Toronto Globe, that a freight train which left Toronto at half past nine o'clock yesterday morning had proceeded on its Northern journey till about half way between Kink and Mitchells Corners. At that point the man in charge of the switch which leads to the gravel pit, had left his post, and the switch being open, the train ran off and was precipitated down the bank, a height of 20 feet. The train consisted of the engine, the tender, and one freight car. There were twelve men on board, but the engineer saw the switch open when about 40 yards off, and reversed the engine and gave the alarm. It was a down grade and the train could not be saved, but the engineer and nine of the men had time to leap off unhurt. The engineer Mr Young, deserves the credit for his promptness in reversing the engine and whistling "down brakes." The switch tender cleared out immediately after the accident, and has not since been heard of. The damage is estimated at \$3,000.00.

August 30, 1854 The Northern Advance reported that the extensive lumbering establishment at Bell Ewart was co-existent with the Northern Railway. Messrs. Sage and Grant had immense piles of sawn lumber and long lines of freight cars, servicing a sawmill with 60 saws cutting 50,000 feet of lumber daily or 11,000,000 feet yearly. While a portion was sent to Toronto the greater part was sent to New York and Albany, seven million feet of lumber since the proceeding April. Three steam engines supplied the power and eighty men were at work at the mill. A homebuilt Steam Tug was employed hauling logs from three logging locations on the Black River and the sawmill had another ten contracts at Orillia. There were also a lathing and a shingle mills located here.

December 6, 1854 For the past three months construction had stopped, the railway was four miles from its destination of the Collingwood Pier due to lack of rails. December the contractors of the railway received, after a very long delay, 493 tons of iron rails so that the railway could be completed to Collingwood Harbour. To complete the remaining portion of the railway, all hands were employed in laying rail at the rate of one mile a day.

December 16, 1854 The Northern Railway on this Saturday ran a very special train, on board were Engineers, Directors and other Railway Officials. The Special ran from Toronto to Collingwood in three hours! The Northern Railway had on this day completed the connection between the Lakes.

December 21, 1854 The Northern Railway opened the railway from Toronto to Collingwood.

January 17, 1855 The march of improvement in the north was continuing; besides the Sage and Grant's large mill at Bell Ewart, a Mr Milburn, now had a small sawmill at Barrie, and at Innisfil another 36 saw mill was nearing completion. Smaller sawmills had been located at Bradford, Mad River, Indian Hill, Bateaux Creek, and Done's Creek. The prospects were for thirty to forty million feet of lumber to travel south over the Northern Railway in the near future. Also hundreds of thousands of bushels of wheat it was reported were being readied along the railway, for the Toronto market.

November 13, 1855 A north-bound extra freight train and a down-bound wood train came into collision near the Holland Landing station. No lives were lost, but several persons were injured. The conductor of the wood train, a Mr. Townsend, had one of his legs broken in the accident. Both of the locomotives were considerably damaged in the collision and the track was broken up for some distance. The passengers had to change trains at the break. The repairs were made immediately.

February 11, 1857 Accident on the Northern Railway when the down passenger train from Collingwood to the city last evening met with an accident near Davenport by the breaking of the wheels of the last car.

February 19, 1857 The Annual Meeting of the Ontario, Simcoe and Huron Railroad was held yesterday at the company's offices, Bay Street. The Grand Trunk in September had made an application to change the location of the GTR line across the station ground of the OS&H. The Board of Directors referred the matter to the western entrance of the GWR, GTR and the OS&H to the Railway Commissioners.

April 9, 1857 The Northern Railway Report stated that three times engines have been thrown because cattle were on the track.

The two six wheeled connected crab engines have been repaired, and heavy substantial trucks, built at the company's shops at moderate expense, were put under the forward end in place of a pair of drivers. Since the alteration was effected, the engines have worked well and much easier on the track. Formerly a great weight was upon the forward wheels which rendered them unsafe to run, and much injury was done to the rails as a consequence. The "Simcoe" has been condemned since 1855 unfit for road service on account of a bad boiler. The engine "Toronto" which was in a collision in 1855 will require considerable repair.

October 17, 1860 At Bell Ewart the Northern Railway have a switch to the wharf installed.

October 18, 1857

Early in the morning of October 18th, 1857 fire was noticed at the Northern Railway frame depot used as a temporary station at the foot of Bay Street in Toronto. The fire started after three o'clock in the morning and while the fire alarm was given right away, the building burst into flames, and was consumed before the fire company arrived. The fire company did manage to stop the spread of the fire to the frame building to the east, used as a temporary station by the Grand Trunk. The cause of the fire was mysterious. immediately, the next day the ruins were cleared away, and construction started at "a more convenient and comfortable station." .

REFRIGERATOR CAR

1859

The London Free Press reported on August 10th, 1859 that a car known as a refrigerator car had been built by the Northern Railway Company, expressly for Mr. Vicars, for the conveyance to Toronto of fish and other perishable articles, from Collingwood and the other stations along the Northern Railway. It ran separately from the usual express car, and it was intended to be run every day in the charge of Mr Vicars agent. The provisions were protected by a quantity of ice sufficient for their preservation during their time in transit. Hooks for meat were placed in a separate compartment from the compartment for fish. There is a double lining to the car, the tops and sides were packed with sawdust. The fish brought to Toronto regardless of the state of the weather continued to be as fresh as when first taken out of the northern lakes.

THE PRINCE OF WALES

MONDAY SEPTEMBER 9, 1860

The late summer of 1860 the young Albert Edward, the Prince of Wales, made the first Royal Tour of both Canada and the United States. The American Civil War was only months away. The Grand Trunk, Great Western, the Northern, and the Buffalo, Brantford & Goderich Railways were all only five years old. It was the development of these railways that made the tour possible. The Prince arrived at Toronto on Friday September 6th, 1860 from Kingston. The entire city was quite excited over the Royal Guest. Amongst the various social events planned, was an excursion, north from Toronto, over the Northern Railway of Canada, to Collingwood and a sail on Georgian Bay. The trip was planned for 8:30 on the morning of Monday, September 9th, 1860. The Toronto Globe stated that this day trip had another reason, that "he should be assisted in forming some definite notions with respect to the route over British Territory which at some future time, for purposes of travel and traffic, connect the waters of the Atlantic and Pacific."

The Northern Railway had taken great care in assembling this Royal Train. It consisted of four cars, Two were assigned to the Prince, one was special Grand Trunk car and the second was an open car built specially for this Royal occasion, in the Northern Railway's shops under the direction of Superintendent Grant. The Royal observation car was described as being elegant, able to accommodate about twenty people. It was neatly carpeted, and fitted up with handsome ottomans. The exterior was decorated with embossed crowns, Prince's plumes, representations of the maple leaf and a number of banners over the car. The two other cars were for the favoured social select chosen to travel on this Royal excursion. On the train were members of the Toronto police force, and Poppenberg's German Brass Band, brought from Buffalo. The train was under the command of the veteran Conductor J. Harvie. The engines "Cumberland" and "Morrison" had been assigned to this duty of Royal service, and were decorated for this special occasion. The locomotive "Morrison" took the train north, its driver being a Mr. L. Williams, while Superintendent of Motive Power; Mr

Tillinghurst, ran the locomotive "Cumberland", as the Pilot or Guard engine, in front of the Royal Train. In returning, the places of these engines were reversed, the "Cumberland" drawing the train and the "Morrison" preceding as the pilot engine.

The Prince of Wales was late, he arrived at nine o'clock from Government House, by carriage, at the "Amphitheatre" adjacent to the railway station. He mounted a platform and received the cheers of the Torontonians then boarded his special open railway carriage. During the largest portion of the trip north the Prince remained outside in the open car, which was the last car of the train. The passengers consisted of the Governor-General, all the railway officials and future railway promoters. With all the excursion party on board the train moved out of the station amidst the huzzas of the crowds.

Passing Davenport, the train stopped at Weston station to take on the Honourable Ross and Galt. Shortly after that departure the excursionists observed two young woman in riding habits on horseback canting through the open fields above Weston alongside the Royal Train. At Thornhill the train did not stop but moved slowly past cheering crowds. But at Richmond hill the train was forced to stop to allow the steam locomotives to take on water. The crowds cheered and the Brass Band played the Queen's Anthem. The train passed slowly through King, and arrived at Aurora at ten o'clock. There were about two to three thousand people waiting at Aurora. Three arches, spanned the track, a Mechanic's arch, a Masonic arch and an Orange Order arch. On the Masonic arch a band had been assembled and as the train stopped played "God Save the Queen". The train's Brass Band returned the same compliment. The crowd cheered, the Prince bowed, and then the train left. The next stop was Newmarket, where again there were three arches over the track; and three thousand people crowed about the station. After a few short speeches the train left; next to slowly pass through Holland Landing and "another Orange Demonstration" of affection to the Crown. Bradford was reached at 10:45, a town of increasing agricultural importance the train would stop. The Prince left the train to receive a reception on a specially constructed dais. The train would pass the stations of Scanlons and Gilford, but slowed at Lefroy so that

Prince might be able to view a party of his "painted" native subjects with their squaws on a small raised platform.

The train arrived at Barrie. here a splendid reception awaited the Prince. on the east side of the track, behind and south of the station, a very handsome pavilion was erected that commanded an excellent view of the town, the bay, and the lake extending away eastward. A long carpet, forty yards long led the Prince from the railway track to this civic pavilion, only twenty feet from the waters of the lake. On the bay were a number of decorated steam-ships and schooners. It was believed that there were about ten thousand people, in this northern Canadian outpost celebrating this Royal visit. The normal speeches were made and cheers given and then the train was off, through the villages of Angus, Sunnidale and Nottawsaga.

Collingwood was next reached, the end of the line. Again there were numerous arches and speeches welcoming the Royal Prince. Then the train steamed down to the wharf where the Prince and his fellow travellers descended from the train and boarded the steamship "Rescue". A "capital lunch" was served the guests as they sailed about Georgian Bay for an hour. The "Rescue" was escorted about the bay by two other steamers, the "Ploughboy" and the "Canadian" that had brought 600 passengers from Owen Sound. The prince carried on a number of conversations on this excursion, but the most interestingly one had with the brother of the captain of the "Rescue". Captain Thomas Dick spoke to the Prince of "a rail route to the Red River and then through the mountains to the Pacific, all on British Territory." He suggested that Britain might give a subsidy for such a railway and it was reported that the Prince listened intently to Captain Dick's suggestion.

The Royal Party boarded the return train, at three o'clock. With the locomotive "Cumberland" now pulling the train the train now ran fast at fifty-five miles per hour and it stopped only for wood and water. Passing stations crowds were still on hand cheering the fast running train. The Royal Train reached Toronto at 6:30. The Prince left the train. The Royal visit to the north was over.

January 9, 1861
mile to Brock Street.

The Northern Railway terminal was moved one

March 27, 1861 An accident on the Northern Railway when flatcars ran off the track at Craig Villa.

April 10, 1861 Another accident on the Northern Railway when a construction engine derailed on the "Long Bridge" at Barrie.

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June ~~8~~, 1861 Accident on the Northern Railway- On Saturday morning an engine owned by the Great Western Railway Company, and used by repair contractors on the Northern Road, ran off the tracks near Barrie Station and fell down a small embankment, and was completely upset. The fireman jumped in time to save himself from injury. Not so fortunate was the engine driver, Mr Tout, of Hamilton. He attempted to jump off also, but failed and was buried beneath the engine. One of the steam pipes burst, and when Tout was extricated from his perilous position, he was found to be severely scalded, though uninjured by the fall. The unfortunate man was immediately removed to the Barrie Station. His injuries are not mortal. The accident occurred on a switch leading to a gravel pit, and was caused in consequence of the inequality in the rails. The engine was almost totally destroyed.

October 22, 1862
building a Directors Car.

Mr Cumberland and the Northern Railway are

February 18, 1863 The Northern Railway annual Meeting on Thursday last told that the grain elevator had been completed at Collingwood, and that the Stations at Angus and Guilford had been erected.

December 2, 1863 The Barrie Switch was laid down.

January 8, 1864 The station house of the Northern Railway Company at Stayner was totally destroyed by fire on Thursday evening, December 31st. A large quantity of wheat was consumed by the fire.

January 9, 1864 An accident that might have been attended with very serious consequences, occurred to the passenger train which left Toronto yesterday morning. It appears that the train was, as usual taking in wood and water at Holland Landing Station when, through the carelessness of the engine driver, an extra freight train which followed not being stopped with sufficient promptness, ran into the passenger train. A Mr Watson of Richmond Hill had his arm broken and Mr McCormick, the Mail Conductor was injured but not seriously about the head. The baggage car was considerably damaged and two passenger cars were thrown off the track

January 20, 1864 The arbitrators appointed to decide the value of the right of way for the Barrie Switch commenced their first sitting. The arbitrators were John Alexander, Edmund Lally, and Robert Ross.

February 17, 1864 At the annual meeting the Railway expressed its desire to push its railway to the eastern side of the City of Toronto.

March 18, 1864 The By-law for conveying portions of certain streets near the Bay shore to the Northern Railway Company for its right of way into Barrie was passed by Council. There had been problems with the closing of a portion of Simcoe Street and some property issues that would have forced the railway to build further out into the Bay.

October 26, 1864 The Barrie Switch, the grading and the fencing started after station master John Ross turned the first sod.

April 19, 1865 The very day that Abraham Lincoln was assassinated, the building of the Barrie Switch was reported still continuing. The Company had found it necessary to install wooden crib-work along the Bay. A large storm the prior week gave the engineers cause to change their minds and protect the tracks from what could seem rough to be rough waters.

April 26, 1865 A week later; the waters of Lake Simcoe rose. The track had been laid on sand taken from the beach close by. when the water

was low in the fall. High water and an easterly wind washed out most of the work completed in the past year.

June 22, 1865 A grand gala day for Barrie. It was the day that the Barrie Switch opened. The one mile branch from Allandale to Barrie was finally completed. An immense excursion train, twenty-two full passenger cars left the Toronto station at seven o'clock. Many of the passengers were members of the Toronto Volunteers. The train was drawn by two powerful locomotives. An hour later, a second train left Toronto with the Officers and Directors of the Railway on board. Both trains arrived at Allandale in good time. A locomotive was then attached to the director's cars, and under the guidance of Mr David Lister, the Locomotive Superintendent, the train was taken into the Town of Barrie. The Switch was officially opened. The Officials and the Politicians made their grand speeches. A grand day of celebration for the Town of Barrie.

December 13, 1866 The evening passenger train from Toronto was thrown off the track on Saturday evening last, about four miles south of Allandale Station by a fallen tree, which had blown down by the heavy gale that day. The engine and tender were thrown completely off the track and upset and the baggage car was also upset on the track. The engineer and assistant went over with the engine but escaped with a few slight bruises. Fortunately no one on the train was injured. Some of the passengers walked into Barrie, but as the night was very dark and stormy, the majority of them stayed in the cars and made themselves as comfortable for the night as the circumstances admitted. An engine from Collingwood brought the uninjured portion of the train with passengers into Barrie about eight o'clock Sunday morning.

February 14, 1868 The Toronto Globe stated that in the Annual Report that the Company had acquired three Post Office-Baggage and smoking cars, and also 33 box-grain cars and 36 flat cars.

June 18, 1868 A new Allandale station has been built near the spot where the Prince of Wales stood.

August 7, 1868 The freight steam locomotive "Sampson" exploded at Barrie two o'clock in the afternoon of Thursday August 6th, 1868, tearing away the freight house and sending portions of the works two hundred yards into the streets and elsewhere. A complete wreck but nobody was hurt. The sound and concussion was sufficient to be felt in every part of Barrie. The people of the town rushed to the scene of the disaster. The engine had been left standing while the engineer and crew were having their dinner. Bayfield and Marks Streets were strewn with the debris.

August 13, 1868 A large fire at Stayner destroyed all the Northern Railway buildings.

October 8, 1868 A derailment occurred caused by cattle on the track. Nine flat cars were derailed and brakeman Michael Meaney was killed in the mishap.

February 28, 1870 The old Northern Railway grain elevator situated on the Toronto wharf; to the west of Brock Street station was completely destroyed on Monday, the 28th day of February 1879. The fire was first observed in the cupola that led persons to conclude that the fire started from friction of the machinery. While the fire department was called out the flames could not be subdued and soon the elevator and the sheds, several hundred feet were consumed. The elevator was crammed full of grain and flour, 150,000 bushels of grain and \$20,000.00 worth of flour. Railway cars were removed quickly to try to fight the fire.

April 30, 1870 The new Northern Railway Toronto grain elevator was opened on April 30th, 1870. The dock on which the building was built was 660 feet long and 70 feet wide. There were two tracks with cross-over switches. The building height was 140 feet, and was capable of holding 285,000 bushels of grain. The new building was capable of handling 22,000 bushels per hour. At the topmost were two large 12,000 gallon water tanks.

December 10, 1870 The contract for the construction of the first portion of the Toronto Simcoe and Muskoka Junction Railway from Barrie north to the Severn River was awarded to Ginty and Company. The contractors had just completed some work on the Toronto and Nipissing Railway.

April 15, 1871

The Toronto Globe carried the report of a trial trip of a new engine. The splendid engine, No. 22, recently built at the mechanical works of the Northern Railway under the supervision of Mr. F. Tutton, Mechanical Superintendent, made her regular trial trip yesterday, running from Brock Street, Toronto, to Aurora and back, under the charge of Mr McLennan, her driver. She ran the distance in excellent time and without any mishap, the gear working as perfectly as if she had been running for weeks. The trial was very satisfactory, and the engine went on regular duty last night, taking a load of freight to Collingwood. The weight of the engine is about 33 tons; cylinders 16 by 24, outside connected, five feet driving wheels with a pure wrought iron truck. The boiler is made of the best Lowmoor iron; Krupp's steel tires are used; and the capacity of the boiler is put at 2,000 gallons. No. 22 is the 71st engine turned out by Mr Tutton, who before he took his present position was superintendent of the Kingston Locomotive Works.

The Toronto Leader of April 14th, 1871 states that the splendid new freight locomotive is the third which was erected at the works in this city.

April 20, 1871

Mr Collingwood Harris had received the contract for driving the piles for the bridge at the Orillia Narrows, and the work was progressing.

May 25, 1871

The newspaper The Northern Advance reported that the Muskoka Railway were giving serious thought to making their railway Standard Gauge instead of Broad Gauge. The idea was to run a third rail all the way to Toronto. With the Great Western Railway now having a standard gauge route to the United States.

June 10, 1871

On Saturday morning a special train of railway officials left Toronto and headed north to Bell Ewart. The party then left the train and boarded the steamship "Emily May" and were quickly carried across Lake Simcoe and were landed at Hawkstown, which was fourteen miles north of Barrie, and ten miles south of Orillia. The section of the road that had been graded was inspected, and discussions were held about locating a station at this point. The officials reported that they were pleased in the work of Contractor Ginty. They boarded carriages for the inspection trip south. Four miles north of Barrie they reached the portion where rails had been laid and chose to walk over the railway back to Barrie. A quick train ride to dinner in Allandale then it was homeward bound for Toronto.

October 19, 1871

A reporter made a trip over the Northern Railway. Leaving Toronto his attention was drawn to the new grain elevator and the new galvanized metal locomotive shed. Wheat fields and sawmills attracted attention until they passed an ugly derailment at Holland Landing where a cow on the track caused the small disaster.

October 25, 1871 A special excursion train was run over the Northern Railway on behalf of the Brotherhood of Locomotive Engineers. The train of three first class coaches and the Directors Car drawn by the engine No. 16, the J.C. Morrison, built by J. Good in 1855. The train left Brock Street station and proceeded to Bell Ewart where they boarded the steamer "Emily May" for a lake trip of fifteen miles to the wharf at Barrie.

November 2, 1871 It was reported that the railway locomotive was expected to arrive at Orillia within the week. The work of ballasting the track was proceeding rapidly.

November 15, 1871 The first train to Orillia. Mr Cumberland accompanied Mr Moberling, the Chief Engineer, Mr Dickinson the Resident Engineer and Mr McGinty the Contractor and numerous other gentlemen arrived at Orillia at 1:30 P.M. with the first locomotive running from Toronto to the Muskoka District. They were met by the inhabitants of the village along with speeches and a band.

December 1, 1871 The Muskoka Junction Railway opened to regular service to Orillia.

September 20, 1872 Between four and five o'clock on Saturday afternoon a freight train came off the tracks near Thornhill Station on the Northern Railroad and after proceeding for 200 yards rolled over the embankment. The engine was turned upside down, and a couple of cars of lumber were broken. The engineer and fireman foreseeing that the train would run down the embankment jumped off the engine, the fireman escaping uninjured, while the engineer was badly bruised in the arm. The mishap was caused by the switch being left open.

NORTH GREY RAILWAY COMPANY

The North Grey Railway Company was given its charter, by royal assent on February 15th, 1871. Between March 20th and 22nd 1871 the townships of St Vincent, Euphrasia, and Collingwood submitted by-laws to their ratepayers granting total bonuses of \$120,000.00 to the building of a railway from the Northern Railway of Canada's terminal at Collingwood west along the shore of Georgian Bay to the town of Meaford. At a meeting of the new company, held April 11th, 1871 the Managing Director of the Northern Railway Company, F. W. Cumberland was present and addressed the company to explain that once the railway was built that the Northern Railway would lease the North Grey Railway. It was stated that survey's to locate the route would be made at once.

The North Grey Company held a second general meeting in the offices of the Northern Railway Company, Brock Street, Toronto, June 7th, 1871. The proposed lease of the North Grey by the Northern was presented at this meeting. The lease provided for the working of the railway be undertaken by the Northern Company; a percentage amounting to thirty per cent for the first five years, to increase to thirty-five per cent for the next succeeding five years, and to forty per cent for the remainder of the lease. A provision of the lease called for the carrying of cordwood over the railway during the winter at the same rate as lumber. The directors of the North Grey railway agreed to the lease, and now it turned to the building of the North Grey Railway.

During the summer and fall of 1871 the surveys were completed and the route was graded.

The Meaford Monitor gave the following accounts of the construction of the North Grey Railway:

May 2, 1872 The ballasting of the road below Craiglieth was being carried on with all despatch, and work will be resumed at once at this end (Meaford) end of the line. The contractors advertised for twenty teams and one hundred men so as to push the work ahead without cessation until it is completed.

May 23, 1872 The first real freight carried over the North Grey Railway was taken up as far as Craiglieth on Friday. Two car loads of lumber and shingles for Mr F. Law of Meaford. The lumber and shingles were unloaded at Craiglieth and teamed to Thornbury to be used in the erection of the Thornbury station.

May 30, 1872 The Great Strike on the North Grey Railway, about one mile from Meaford on Mr W. J. Browns contract occurred this day. Three boys engaged in drawing a cart, struck that afternoon for higher wages; which Mr Brown refused to give. They were not satisfied with their wages, lifted up their coats and ran, and swore they would never work for forty cents per day.

July 1, 1872 The contract for the erection of the Meaford station had been let to Mr F. Law of Meaford. The building would include under one roof, the passenger and freight stations, and would be three hundred feet long.

September 5, 1872 The railway was formally opened to Thornbury on Monday September 2nd, 1872. The local train to Collingwood leaves Thornbury at 8 A.M.; the through train for Toronto at 3 P.M.. The through train with the mails, arrives at 1:15 P.M., and the local train at 7:40 P.M.

September 26, 1872 Mr Law was making rapid progress with the railway building on the hill. The frame of the engine house was up and one of the cottages was also up and near completion.

November 14, 1872 At about seven o'clock, on the evening of Wednesday, November 14th, 1872; the Iron Horse arrived at Meaford. The engine was numbered "23" and was driven by Mr Spragge, who had the honour of bringing the first train of cars, loaded with passengers, workmen and villagers up to the Meaford station. The workmen had worked with determination and vim all day Thursday, and had succeeded in laying down the "last rail" by moonlight that evening, amid the eager excitement of the crowd of spectators, watching for that final stroke on the last spike. Locomotive No. 23 was a 4-4-0 type that had been built in the Northern Railway's shops in Toronto in 1871

November 22, 1872 Regular traffic started on the North Grey Railway on Monday the 19th day of November, 1872. Shortly after eight o'clock that morning, a mixed train from Collingwood came into Meaford with freight and passengers. It soon left for Toronto at nine o'clock sharp. The passenger car on this first train that day, was the first passenger car run on the Northern Railway nineteen years earlier, and that the conductor on that 1853 train was the railway's first conductor, Mr Harvie. Mr Harvie, now the Traffic Superintendent, was on that first Meaford train. Villagers climbed the hill to pay homage to the first out going train and yet more made their way up that same hill to greet the first through train from Toronto.

TORONTO, SIMCOE & MUSKOKA JCT. RAILWAY

November 13, 1875

The celebration of the opening of the Northern Railroad's new extension to Gravenhurst. A special train brought the President and the Directors of the Northern Railway and officials of the City of Toronto and the County of Simcoe, a party of over 200 people. on the arrival of the train at the company's dock, where the steamships were waiting the arrival of the train, a regular steam greeting took place, by the locomotives and the steamers, whistling without cessation for about five minutes. The brass band on the steamship Nipissing playing an appropriate tune. The visitors left the train and went on board the various steamers and along with speeches toured the bay. A second reception was held at the new town hall.

NORTH SIMCOE RAILWAY

June 27, 1878 Contracts were let for the construction of a railway extension to Penetanguishene under the name of the North Simcoe Railway. The contract was awarded to Mr Hendrie of Hamilton.

November 7, 1878 The construction train on the North Simcoe Railway was involved in a derailment on Saturday night.

December 7, 1878 The last rail of the North Simcoe Railway was laid and after which the construction train ran through the village of Penetanguishene. Flags were flying and there was great rejoicing. The people of the surrounding country turned out to celebrate the event.

February 6, 1879 On Tuesday a special train left from Barrie for a formal celebration of the new North Simcoe Railway. The passengers were both railway and civic leaders. The train left Barrie at 3:00 P.M. and arrived at the new terminal at about 6:00 P.M. Stops were made at Phelpston, Elmvale and Wyevale. A large dinner was served in the Town Hall to the two hundred guests. Violent winter storms had delayed the opening of the railway and the special train had to stop several times to have snow cleared from the track. At points the snow along the new railway line was up to the windows of the passenger coaches.

FLOS TRAMWAY

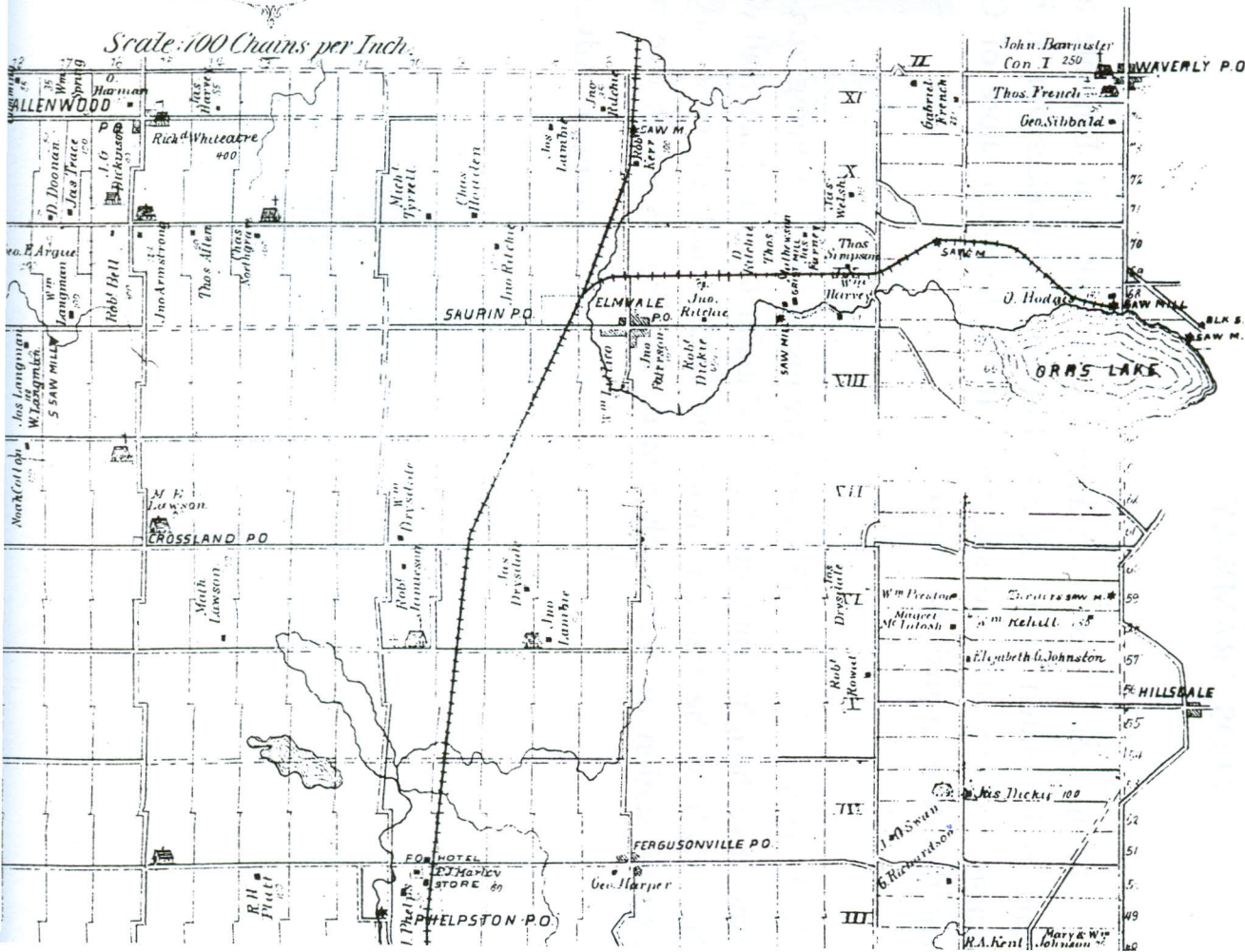
in the fall of 1879 a tramway was built from Elmvale to a large steam mill situated in the rear of Lot 70, first concession. It had the intension of extending to another mill on the north shore of Orr's Lake and near the Penetanguishene Road.

July 1, 1880 The Flos Tramway cars are being run by a locomotive bought from the C. C. (Canada Central, Ed.) Railway company. The length of the tramway from the farther mill, on orr's Lake, to the Elmvale station on the North Simcoe Railway, is about five miles.

Northern Advance, Barrie.

TOWNSHIP

Waverly P.O.



NORTHERN + NORTH WESTERN RAILWAYS

October 23, 1880 A freight train while shunting in the yard at Collingwood collided with a passenger train at noon. Both of the engines were thrown off the track with considerable damage. the baggage car was somewhat smashed besides being thrown off the track. No passengers were injured.

November 11, 1880 A fire occurred Thursday at 2:30 burning the Northern Railway station at Longford Mills. A considerable amount of freight was in the building.

February 3, 1881 By the spreading of the rails at Lundy's Curve, some two miles from Newmarket, two passenger coaches of the morning express train on the Northern Railway, Monday were thrown down a twenty foot embankment. One passenger, a Mr Fulford, a cattle driver was killed and several others were injured. This was reported to be the first passenger killed on the Northern Railway.

April 8, 1881 A collision occurred between Allandale and Barrie. Allendale is the point on the railway where several railway lines separate and is where most of the trains are made up. Barrie is about a mile distant, around the curve of Kempenfoldt bay. Trains both up and down made a detour in order to reach Barrie, returning to Allandale, and then proceeding thence north or south, as the case may be. The Hamilton and North-Western evening train stops at Allandale over night, backing into Barrie in the morning. The train for the south leaves Barrie at 6:30 A.M. The train consisted of an engine and tender, three flatcars of lumber and a baggage car and a passenger coach. The engineer of this train was Charles Corry. There was a very thick fog on this morning.

Another engine and tender was shunting about between the two villages. Then, engineer McMurray backed his shunting engine up rapidly returning towards Allandale in the thick fog. One third of a mile from Barrie the south-bound shunter ran into the north-bound regular passenger. A railway employee David Thornton, had been standing on the platform of

the passenger car was smashed to death by the lumber on the forward flatcar.

CHANGE OF GAUGE

June 20, 1881 The work of changing the gauge on the Northern Railway commenced Saturday afternoon immediately after the departure of the mail train south from Meaford and Penetanguishene. This train carried a board on the end of the rear car lettered "last train." The gangs of workmen stationed at intervals along the line, on the passage of this train immediately commenced operations. All that portion of the line from Allandale north to the terminus was changed between the time work was commenced, Saturday and seven o'clock in the morning. Only the mainline from Gravenhurst to Toronto was left.

June 23, 1881 Among the engines put out of use by the change in gauge on the Northern is old No. 1, the first locomotive to run in Upper Canada. It was built at Portland Maine and compared with the new locomotives now arriving every week looks like a dilapidated piece of equipment.

The delay in equipping the Northern Railway was not without good reasons. The freight and passenger cars are being reduced to the new gauge with rapidity, every shop being filled with workmen required in the work. The new engines were built at the Brooks Works in Dunkirk, New York. There were eight engines and five more expected in days. The conversion of a number of the old engines were made. The new engines were much larger and powerful than the old locomotives. These new engines could handle a train of twenty cars carrying five hundred bushels in each car. The old engines had been able to pull a train of fourteen cars, each car having a capacity of only four hundred bushels. It would take two weeks for the railway to return to full capacity.

July 14, 1881 On Saturday, the Northern Railway made the final change of gauge between Toronto and Gravenhurst forever abandoning the wide gauge of 5 feet 6 inches and assuming the standard gauge of 4'8 1/2". The last remaining distance to be changed was 115 miles of track. To accomplish this work the freight trains were withdrawn for the day, as well as several passenger trains. The only train allowed on this Saturday were the up and down Toronto Express. The whole line had spikes already hammered in place just waiting for the rails to be moved. The up and down expresses crossed at Richmond Hill Station and on the rear platform of the last car of each train were boards with the words "Last Train." This was the signal for the 225 workmen, divided into gangs of men spread over five mile distances. A few minutes after both trains had left the Richmond Hill station the railway bid adieu to the Broad Gauge and the change was commenced. The gangs had been arranged under the direction of the Chief Engineer Mr Owen Jones, and the men were waiting at their appointed places, and ready to do the work assigned to each man as soon as the tail end of the signal train passed. The July heat was very intense. The workers had been given separate duties, some drawing the spikes, others removing the rail bolts, others moving the rails, then others spiking the rails to the new gauge. When news arrived that three of the workmen had fallen due to sunstroke the work was stopped until the sun went down. When the work was done a pilot locomotive passed over the railway and arrived in Toronto safely.

Of the whole number of engines on the Northern Railway twelve locomotives were sent to the Kingston Locomotive Works to be changed to standard gauge. About twenty engines can not be changed and are of little use except as old iron.

November 24, 1881 Photographs of two historical locomotives were taken at the Northern Railway shops the other day, one of the first that ran on the Northern (Lady Elgin), and the other of the first built in Canada, (the Toronto), having been made at the locomotive works, Queen Street, Toronto. They are to be broken up.

On May 25th, 1883 the Toronto Globe reported that the old locomotive "lady Elgin" run on the Ontario, Simcoe and Huron union Company's Railway, afterwards the Northern Railway has been sold to a Railway Supply Company, and will be broken up for old iron. Some time ago an effort was made to have this relic of the earlier days of this province preserved, and a proposition was made to have the York Pioneers gain possession of it. There was some talk of sending it to the Chicago Railway Exposition.

NORTHERN AND PACIFIC JUNCTION RAILWAY

In 1882 a deputation from Hamilton, Toronto and leading towns in southern Ontario waited upon the Government of Canada to secure aid for the building of a railway from the end of the Northern Railway at Gravenhurst north to a junction with the Canadian Pacific Railway at North Bay. The gentlemen from Hamilton were James Turner and Adam Brown both connected with the construction of the Hamilton and Northwestern and the Great Western Railways. The claim was forcibly presented to Sir John A. MacDonald who agreed that such a work was in the interest of both Ontario and the Dominion. In time the Parliament of the Dominion of Canada granted a subsidy of \$12,000.00 per mile of track laid. The railway was called the Northern and Pacific Junction Railway Company, all under the control of the Northern and Northwestern Railway. The construction contract was given to Messrs. Hendrie, Symmes & Company.

April 1885 work had started in earnest of building the Northern railway to connect Toronto and Hamilton to the Canadian Pacific Railway and their own direct route to the West and the Pacific Ocean.

By April 28th, 1885 4,000 men had been employed on construction of the N&PJ and was to be increased in the next month to 5,000 men. Track laying was completed ten miles from Gravenhurst to Bracebridge by May first. Three locomotives and 60 flatcars were then busy ballasting the track. Gravel was taken from a pit on the Stewart homestead, nearly three miles south of Bracebridge and from another pit close to Gravenhurst. The South Branch Bridge, the largest on the line, was nearly finished, and the bridge at Bracebridge was not far behind. The center span of wood, 160 feet long with iron supports. The bridge at Huntsville was under construction, the two piers and one abutment were finished and the masonry of the bridge over the Big East River was finished. These last bridges were waiting for the construction of the wooden spans. Grading had been completed forty eight miles north of Bracebridge to Katrine. The stone and

wooden culverts had been completed to Sundridge, 75 miles north of Bracebridge.

At the annual meeting of the Hamilton and Northwestern Railway Company on May 6th, 1885, contractor Hendrie gave a further report on the progress of the construction of the N&PJ Ry. Rails had reached Bracebridge, and it was expected that track laying north would start May 10th, and be completed to Huntsville, 26 miles by June 15th. The track would be laid to Burks Falls, another 26 miles by July 15th. He expected that track laying south from the Canadian Pacific Railway near North Bay was to commence July first, 1885.

Wednesday morning, January 27th, 1886, a special inspection train left Hamilton carrying politicians, railway directors and contractors north to Allandale where Thomas Ridout, the Canadian Government Engineer, joined the party for an inspection of the new railway. the train reached Gravenhurst by 2:15 P.M. A snowplow was attached to the train in case it was needed for any snow drifts. Bracebridge was soon reached after an inspection of some rather solid granite rock cuttings. The south Muskoka bridge, 200 foot iron span with wooden approaches, and the North Branch bridge, 150 foot wooden span and six 30 foot iron trestles appeared of solid construction. Stops were made at Wilson Falls and Port Carling Siding (Falkenburg). Between there and Utterson again more heavy rock cuttings were observed. The train stopped at Huntsville to take on water Here at Huntsville with a navigable lake fifty miles long there already were two steam boats plying the lake. There the visitors noted that wood timber development was already important to this region. Four lumber mills were in the course of erection. Between Huntsville and Sundridge there was some very heavy work, the rock cutting being over fifty feet high in some places and there was one very heavy cut out of which 100,000 yards of earth had to be removed. On arrival at Burke's Falls the passengers retired to the new Cataract House. The next morning at 7:45 the locomotive whistle blew and the special train left Burke's Falls bound north to the end of the line. After leaving Burke's Falls the railway has to cross the Magnattawan River several times over bridges of "the best character." Berriedale was reached at eight o'clock and then the next stop was made at Sundridge. South River

was reached next, just two miles south of that town was the highest point on the railway, 913 feet above Lake Ontario and 500 feet above Lake Nipissing.. This is the summit of the watershed, waters now flow north into Lake Nipissing. At South River the special train was met by Mr Dawson, of Hendrie, Symmes & Company, who had come down from the north on a construction locomotive. More resident engineers boarded the train. The special train now continued north to the "big viaduct". passing through one rock cut one half mile long. The Big Viaduct; its approaches are of solid masonry of the finest granite, built on the very best manner; its length was 750 feet, and its height was 97 feet, 1,200,000 pounds of iron were used in its construction. The bridge was designed by C. Teiper, chief engineer of the Hamilton Bridge Works. Mr Ridout got off the train and walked across the iron viaduct, then re-boarded the train, and the party continued north. The next stop for the inspection train was Jumbo Cut, a great rock cutting, known for both its size and the difficulty in making the rock cutting. The next great feature of the new railroad was the "big trestle" at Powhassing. It was an incredible piece of work with approaches of solid masonry. It is 3900 feet long, with over a million feet of timber used in its construction. Engineer Ridout once again left the train and walked across the bridge making as he walked a thorough examination of the bridge. The train passed Barrett's station where a new German settlement had arose. Lumber was now very important in this district. The new railway crossed the little lumber railway the Nobissing and Nipissing that was used by Booth Lumber of Ottawa to carry logs from Lake Nipissing to the upper reaches of the Ottawa River for the river journey to the mills at Ottawa. The special inspection train soon arrived at Callander or as it was known South End Bay on Lake Nipissing. At La Vase connection was made with the Canadian Pacific Railway. The train stopped. Telegrams of success were sent to Prime Minister Sir John A. MacDonald, CPR President Sir George Stephen, and Mr Pope, Minister of Railways, announcing the arrival of the first train to travel over this railway uniting Ontario with the Canadian Pacific Railway and the way to the Pacific Ocean.

(Hamilton Spectator January 30, 1886)

A special inspection train left the Brock Street Station in Toronto at eleven o'clock the evening of June 13th, 1886 with engineers and contractors on board at the same time that a train left Hamilton's Ferguson Street Station with General Manager Barker and some of the railway directors. All the officials were headed north. The trains met each other at Allandale. This was an official inspection just prior to the opening of the railway to Sundridge in the coming week. Within a month the complete railway would be opened to the Canadian Pacific.

June 21st Government Engineer Ridout made his final tour of inspection to Sundridge and on Thursday night, June 24th sent a wire to the railway company that the railroad was ready for passenger traffic. Friday morning, the 25th, the first regular train left Toronto for Sundridge. The final inspection of the northern section to the CPR was slated for July 7th.

July 19th, 1886 a tour of inspection was made by railway officials and the contractors over the entire Callander Extension.

August 5th, 1886 after another inspection the railway was prepared to commence operation from Toronto to the Canadian Pacific.

Newmarket, January 22nd, 1886. A single Extra engine had been sent north from Toronto to Allandale. At 6:03 that winter evening the locomotive passed through the village of Newmarket. at this very same time the regular south-bound Mail Train had left the station at Holland Landing on time. About two miles north of Newmarket, at a point called Lundy's Bridge, the two trains collided. The north-bound Extra locomotive was thrown back twenty feet by the impact. The engine and tender of the Mail Train smashed through the express car. Fireman William Little on the Mail Train who was attending to the fire when the collision occurred, was knocked down, crushed, and died under the fire thrown out of the firebox right on top of his body.

THORNHILL

FEBRUARY 26, 1886

The Mail Train was rolling south over the Northern Railway on the evening of February 26th, 1886. At a point about a mile and a quarter north of the Thornhill station a team of horses belonging to a farmer named Watson ran away from him and dashed right into the passenger train. The horses struck between the locomotive tender and the baggage car. The baggage car, mail car and one passenger car were quickly thrown from the rails. the scene of the accident was an embankment twenty feet high and the mail car rolled down the east side and took fire. The two postal clerks scrambled out, but went back, to save most of the mail. The baggage car was completely wrecked. The coach left the rails and plunged down the west side of the embankment. The stove overturned and while a fire started in the coach the passengers were very handy in quickly putting out the fire. A young newsboy named Wallis was struck on the back of his head, and cut his neck, that he died an hour later.

TORONTO TO THE PACIFIC

Arrangements were finally concluded between the Canadian Pacific and the Northern and Northwestern Railways for through freight and passenger trains to run over the Northern and Pacific Junction Railway for points on the Canadian Pacific

The Hamilton Spectator on November 25th, 1886, reported that the first direct through train for the Northwest and the Pacific Ocean left Toronto Union Station on Saturday December 20th at nine o'clock that evening. On board were eight passengers in the Sleeping Car and seventeen first class passengers in the coach,

The first train from the Canadian West arrived on time in Toronto arrived on the morning of November 22nd with about 120 passengers, 90 of them being second class passengers and 30 being first class passengers.

The Spectator rejoiced in the fact that Hamilton and Toronto were placed in direct communication with all points in Manitoba and the Northwest; and that Hamilton and Toronto merchants were now able to ship goods to the Northwest at freight rates as favourable as those given to Montreal merchants.

At an early hour on the morning of December 15th, 1887, a collision occurred at the Allandale station on the Northern and Northwestern Railway between a an Extra freight from Hamilton over the old Hamilton and Northwestern, and the morning express from Collingwood. The Extra had left Hamilton at two o'clock that morning with Engineer Thomas Moore and Conductor Cyrus Hotrum. Arriving at Allandale the switch - men made an error and allowed both the regular Northern passenger train and the Extra freight to enter the yard together, all at the same time. The Extra was running slowly in the yard when it was hit by the Northern Express. The locomotive of the Extra was driven right back through its following freight car. Both engines were smashed. Engineer sustained back injuries in the collision.

A very serious collision occurred three miles south of Kilworthy at Noon, March 22nd, 1888 between an Extra freight and colonist train going south and a snow-plow Extra heading north. The snow-plow Extra left Allandale at about ten that morning; contained a gang of twelve men inside the plow to work the flanger. The Engineer was Forester and the Conductor was Glassford. The snow-plow Extra had orders to meet the extra colonist train at Severn Bridge. The snow-plow train did not stop at Severn Bridge but continued to a point three miles south of a point known as Kilworthy, seventeen miles north of Orillia. Both trains were travelling at about twenty-five miles an hour when they collided. The snow-plow left the tracks first and then its own smashed locomotive was thrown down upon the plow. The snow-plow was crushed and smashed with all those men inside. Both locomotive crews saw the impending collision and jumped from their locomotives. Five men were killed in the snow-plow. the dead were Roadmaster George Wilson, and A. Hope, R. Gilpin, W. Falkner and G. Teesdale. An inquest was held that night at Gravenhurst and Conductor Glassford and Engineer Forester were found guilty of gross and culpable negligence for not stopping at Severn Bridge and they were arrested at the end of the inquest.

A pulp train was heading south April 17th, 1892 when the journals on the trucks became overheated. The train stopped to cool down the "hot-boxes " at a point called Berriedale Siding near Burks Falls. Train hands were sent back to flag and protect the rear of the train according to the company's rules. The Mail Train from North Bay was known to be following the freight. Either the engineer of the Mail train did not see the flagman or had forgotten the freight train in front of him. The locomotive rammed into the standing caboose and threw three freight cars off the track. The stove in the van was upset and quickly the van and freight cars were on fire. The train crews attempted to fight the fire but soon all the cars were reduced to ashes. The Mail train locomotive was put back on the tracks and limped into Burks Falls.

Magnetwan River Railroad was incorporated in 1900 under the auspicious of the Grand Trunk Railway to build up the Magnetwan River. [All that was built was a 1.32 mile segment that ran from the GTR at Burkes Falls to a wharf on the Magnetwan River where connection was made with steamboats.

In the fall of 1903 the Grand Trunk completed a large brand new engine terminal at Allandale. The freight yards were expanded. The new roundhouse would take up almost three-quarters of a circle, with twenty-five stalls, it was capable of holding twenty-seven locomotives. An adjoining machine shop, fifty feet wide and one-hundred and twenty-five feet long, complete with a 75 foot high smokestack. There was also a master mechanic's office and stores building 20 feet by 115 feet, the basement of which was used for oil storage. All the buildings were constructed of concrete, with roofs of felt and gravel. In front of the roundhouse was a seventy foot long steel turntable, with a steel platform. Modern coal chutes were also added to the new facility.

Work started in 1904 on a new Allandale station and refreshment rooms. The station building was 28 feet by 72 feet, with a large bay window at the south end. The bay window being 10 feet by 18 feet, was the main feature of the general waiting room. Adjoining this was a women's waiting room, toilet room, baggage and express room, and ticket office. A sixty foot covered platform connected the station with the restaurant building which was 49 feet by 84 feet and faced the main line. The dining room was 37 feet by 60 feet complete with a bar., and kitchen rooms. Built on a concrete foundation, all of the buildings were of an ornate brick with a tile roof.

Just north of Gravenhurst in the afternoon of August 1, 1904 the passenger express was travelling at thirty miles per hour when it rounded a curve and plowed into a standing gravel train. The engine of the gravel train was running backwards when the passenger train hit it in the tender. Engineer Meekin on the passenger train saw the gravel train and after reversing his engine shouted to his fireman to jump. The passenger engine was turned over by the impact while the gravel train engine was reported as being demolished. That there were no lives lost, the Toronto Star, reported was somewhat of a miracle.

BRACEBRIDGE

MARCH 2, 1906

A disastrous railway collision occurred at the Bracebridge Grand Trunk Railway station March 2nd, 1906 when a north-bound freight under the charge of Conductor Riddell had stopped on the mainline in front of the station and was unloading merchandise from one of the cars. A double-headed timber train from the north under the charge of Conductor Mallany was descending the grade. GTR locomotives 232 and 486 were pulling the seventeen cars of timber and ten cars of lumber, when the air brakes refused to work on train just while it was descending the heavy grade. The train was travelling at about fifteen miles an hour when it hit the standing freight engine. The three engines were seen as a total wreck and six flatcars were strewn about the tracks. One flat car of timber was driven through the baggage house while two other cars were piled up right in front of the station, The engines had managed to jump from their locomotives just in the nick of time.

(Globe)

SUNDRIDGE

SEPTEMBER 22, 1906

A fatal wreck occurred at Sundridge in the early morning of September 22nd, 1906 when two freight trains collided in the freight yard. Fireman D. Forrester was killed and Engineer Thomas Weston was badly scalded.

FALKENBURG

NOVEMBER 3, 1907

The Grand trunk "Soo Express" left the North Bay station at 9:02 P.M. on the Saturday evening of November 2nd, 1907 travelling south for a seven o'clock arrival at Toronto. Five miles north of Bracebridge, a tiny flag-stop called Falkenburg the passenger express was expecting a meet with a north-bound freight train that was under orders to be in the siding giving the express a clear track. The passing siding at Falkenburg was too short for the length of the train. The conductor had just cut up his train by shoving some of the excessive freight cars into some of the other spur tracks. The freight had not cleared the mainline, it had stopped, just about to reverse to back clear into the siding when the passenger train came along. Engineer Farnham of the Express spotted the standing freight from a distance and was able to reverse the locomotive and set the air-brakes. He told his Fireman Kohlmayer to jump from the engine. The impact was therefore not at full speed, but the baggage-mail car was thrown up and onto the top of passenger engine and mail-clerk Thomas Mason crashed through the floor of the Mail Car and landed on the engine. Both engines were said to be badly wrecked, but luckily the crew men were all just slightly injured.

New Year's morning 1908 the south-bound train on the Penetanguishene Branch was climbing the grade near the station of Josephine, six miles north of Barrie when it would appear that the rails had spread and nearly the whole train; short of the locomotive, plunged down the embankment thirty-five feet, tumbling over three times but thankfully landed upright at the bottom. Laying in the ditch was the locomotive tender, an express car, a combination baggage-smoker, and a first class coach. The overturned stove in the baggage car set fire to it and then spread to the other cars very shortly after the incident. All the passengers had managed to escape quickly before the fire took hold. About ten passengers were slightly injured.

BRADFORD

JULY 15, 1908.

The Grand Trunk south-bound "Cobalt Express" from North Bay derailed six miles north of Bradford, on a slight curve. The Cobalt Express consisted of GTR locomotive No. 1023, a baggage-mail car, two coaches and three Pullman car. The train was travelling at about forty miles per hour. The engine was thrown from the rails and down the embankment for ten feet into the ditch, upside down with the locomotive crew at first trapped under the wreckage. Engineer Arthur Meeking and his Fireman Nelson Garrett were pulled out from the wreckage alive but badly scalded by steam. Fireman Garrett would die that evening in the Allandale Hospital. The whole train had left the rails but no passengers were injured.

At about one o'clock in the afternoon of October 15th, 1908, the Meaford mixed train just a little more than a mile from Allandale when the baggage car and two passenger coaches overturned down an embankment of only four feet. The train was in the care of Engineer Bradford and Conductor Hunt. The passengers were taken to local hospitals but none were seriously injured.

PHELPSTONE

MAY 4, 1909

As the south-bound passenger train was approaching Phelpstone on the Penetanguishene Branch line on May 4th, 1909 the locomotive jumped the rails. The locomotive did not leave track and remained upright. it was the same crew as the New Years wreck of 1908.

DUNDAS STREET, TORONTO

JULY 21, 1910

Grand Trunk train No. 48, "The Muskoka Express" all eight cars had been running south from North Bay and was near the end of its run as it approached the Dundas Street Bridge at the west end of Toronto at 1:20 in the early morning of July 21st, 1910. The GTR locomotive No. 426 and two baggage and mail cars were thrown off the rails at Smith Lumber switch and the locomotive landed on its side. Six passenger coaches remained on the rails. GTR officials believed that the switch had been tampered with and that it was not just the spreading of the rails. The Engineer was P. Delaney and the fireman was George Kashner. The engine was slammed into the earth and the mainline track was torn up considerably.

RUNNING RIGHTS OVER TEMISKAMING AND NORTHERN ONTARIO RAILWAY

The Grand Trunk Railway of Canada in 1903 had agreed with the Canadian Government to build a transcontinental railroad to the Pacific Ocean and it was called the Grand Trunk Pacific Railroad. The plans called for the Grand Trunk to build from Winnipeg to Prince Rupert, British Columbia. The Government of Canada would construct a railway east from Winnipeg on an extremely northern route through Ontario and Quebec to Quebec City, the Quebec Bridge, and then on to Moncton, New Brunswick. The government section was called the National Transcontinental Railway. The Grand Trunk Railway's Northern Line ended at North Bay. Due north, 250 miles of the GTR at North Bay, the NTR crossed Ontario; and at Cochrane intersected the railroad built by the Ontario Government, the Temiskaming and Northern Ontario Railway. Between the GTR and the NTR was a 250 mile gap.

In an agreement dated December 1st, 1911 provided the Grand Trunk Railway to have running rights over the Ontario Government's Temiskaming and Northern Ontario Railway from North Bay to the junction of the National Transcontinental Railway at Cochrane, Ontario, about 252 miles. The GTR was given the right of joint use of the T&NO for the fee of \$300,000.00 per year. and interest at the rate of 4 1/2% on all sums expended for betterment of the T&NO since July 1, 1911. The T&NO agreed to maintain the railway up to the standards of the Grand Trunk. The schedule of the trains was to be arranged by the officials of the two railroads. The T&NO superintendent was to be in charge. The Grand Trunk trains were to be manned by GTR employees. This trackage agreement was to run for twenty-one years with an option of extensions on this time

In an earlier agreement, dated May 1, 1911, the T&NO had agreed to build a railway from North Bay to Nipissing Junction and a connection with the Grand Trunk.

The year 1912 saw the Temiskaming and Northern Ontario Railway complete their "cut-off" from North Bay to Nipissing Junction. This allowed the Grand Trunk a direct connection with the T&NO without having to travel over the Canadian Pacific tracks the three miles into North Bay. The Grand Trunk Pacific and its partner the National Transcontinental Railways were being completed. The T&NO connected the NTR at Cochrane, with the parent Grand Trunk at North Bay. The GTR had 252 miles of running rights over the T&NO. The only other interchange point between the GTR and its GTP-NTR child would be at Charny, Quebec at the south end of the Quebec Bridge, on its Levis to Richmond line, and that would only occur after the 1917 completion of the Quebec Bridge.

New Years Day 1913; was a day of celebration for the Grand Trunk Railway System, as the first through train of twenty cars loaded with Canadian wheat from the Canadian West travelled over the new Grand Trunk Pacific, then the National Transcontinental Railways. It had reached Cochrane Ontario New Years Eve and then moved south over the T&NO to North Bay. The GTR paid much attention as the train ran south over the old northern route to Toronto and the final delivery to Maple Leaf Milling Company at Port Colborne.

UTTERSON

AUGUST 11, 1911

The Cobalt Special which left Toronto at 8:30 P.M. was wrecked at Utterson, twelve miles south of Huntville at two o'clock in the morning of August 11, 1911, every car but the rear Pullman and the locomotive left the rails and ended up in the ditch. Not one single passenger was injured in the derailment. The train was travelling at a good rate of speed when a piece of coupling chain fell from one of the first cars in the train. and was caught in the switch frog that caused every car to be thrown off the track. The baggage car, two coaches, and two Pullmans left the rails. The track was torn up for fifty feet. The engine crew after ascertaining that all the passengers were safe left the scene and went to the next station where a message was sent to send a relief train.

TROUT CREEK

FEBRUARY 13, 1913

The Cobalt Special from Toronto was wrecked at Trout Creek, 27 miles south of North Bay at six o'clock on the morning of February 13th, 1913. The train consisted of a mail car, two express cars, two coaches and three sleeping cars. The cause of the derailment was believed to be a broken rail. The passenger cars derailed in a rock cut only a few yards from a very steep embankment. One Pullman car rolled into the ditch and landed on its roof. Once again no passengers were injured.

MAPLE

JULY 26, 1913

A Grand Trunk fast freight crashed into the rear of a standing way freight at the maple station Saturday night, July 26th, 1913. The fireman John Wilson was sitting in the caboose of the standing train. Conductor parker was blamed at an inquest for not properly protecting the rear of his train as required by the railroad rules by not having had a lantern, fusee's, track torpedo or the station semaphore at the rear of the caboose.

ORILLIA STATION

The 1897 station at Orillia had burnt down. The Grand Trunk Railway in 1917 designed a new replacement station. The Canadian Railway and Marine World gave a detailed description in its November, 1917 edition. The station would be 54 feet wide by 142 feet long. The foundation was of concrete with a Longford stone base to the height of the sills. The superstructure above the stone base was of dark brown fire flash brick with a light mortar joint. The roof was covered in diagonal asbestos shingles. It would be heated with hot water from a boiler located in the basement below the baggage room. The street approach to the building was by a porte cochere supported by brick and stone piers. The entrance doors were of a French pattern, with divided lights on either side. On entering the station from the street side there was a small alcove with a vaulted ceiling and a seat on each side. The side walls of the main waiting room was divided into five ornamental plaster arched with pilasters in between. The plastering would have a stucco finish. The floor was Terrazo, composed of varied coloured marble chips. The walls of the main waiting room to a height of four feet was covered with burlap. The trim for the main waiting room was of Georgia Pine.

In the fall of 1919 His Royal Highness, Edward, the Prince of Wales, made a grand tour of the Dominion of Canada from Atlantic to the Pacific. The Canadian Pacific Railway supplied a very modern steel train for the use of the Prince over all the Canadian railways. The CPR train consisted of two baggage cars, the tourist car Chinook, the sleeping car Carnarvon, the dining car Canada, the sleeping car Chester, the compartment car Empire, the private car Cromarty, and the CPR President's car Killarny.

Returning from British Columbia, the Royal Train stopped at Biscotsing for four days but instead of continuing via the Canadian Pacific the train plans were altered and instead the train was sent south from North Bay over the Grand Trunk's former Northern and Pacific Junction line on October 17th, 1919. Heading south in the early morning hours, the train made a brief stop at Gravenhurst. The Prince had a chance to speak to returning veterans of the Great War and local townspeople. His train was the first to stop at the brand new Grand Trunk station. The Prince quickly declared the new station open and was the first to enter the new ticket office. The train soon reached the railway junction at Allandale where with the new schedule the switch was thrown and the Royal train continued south but over the old Hamilton and Northwestern Railway through Beeton, Tottenham and Georgetown and Milton in the middle of the night to the GTR junction at Burlington for a quick run over the mainline to a ~~ten~~ 1:30 PM o'clock arrival at Hamilton.

HUNTSVILLE AND NEWMARKET SUBDIVISIONS
ALLANDALE DIVISION
CENTRAL REGION, CANADIAN NATIONAL RAILWAYS

The great amalgamation occurred in 1923; when the Grand Trunk Railway System became part of the Canadian National Railway System. In terms of Northern Ontario, there was the Grand Trunk's Toronto to North Bay line, and the Canadian Northern Railway's Sudbury to Toronto line. Then much to the north, was the Grand Trunk Pacific-National Transcontinental route, that the GTR had accessed with trackage rights over the Temiskaming and Northern Ontario Railway. The old Northern Railway of Canada and the Northern and Northern Pacific Railways of the Grand Trunk became the Newmarket and Huntsville Subdivisions of the Allandale Division, Central Region, Canadian National Railways. The year 1923 would see three major changes come about. They were:

1. The Nipissing Junction connection.
2. The Canadian Northern low gradient route to Toronto.
3. The Longlac-Nakina Cut-Off.

1. NIPISSING JUNCTION

The Grand Trunk had entered north Bay since 1889 by a connection with the Canadian Pacific Railway at Nipissing Junction using the CPR terminal facilities for its passenger trains. The Canadian Northern Ontario Railway had built its own line from Ottawa into North Bay on its way west. It had its own station at North Bay. The co-ordination of the GTR and Canadian Northern traffic patterns meant that trains off the GTR, which was now the CNR Huntsville Subdivision, Allandale Division were required at Nipissing Junction to travel over the CPR into North Bay then turn and go through the T&NO yards to reach the Canadian Northern Station. It was quickly decided that a more direct routing could be obtained by connecting the ex Grand Trunk-Huntsville Subdivision tracks directly with the Canadian Northern tracks at Nipissing Junction. The two different tracks being only half a mile apart. The new connection ran from mile

221.78 of the Huntsville subdivision to mile 56.42 of the Alderdale Subdivision of the old Canadian Northern. While the actual construction work started at mile 221.78, but this involved only a slight change in centering the track to mile 222.17, at which point the center of the culvert over Carrick's Creek formed the departure from the original right of way. From this point an embankment thirteen feet high was required to connect the Huntsville with the higher level of the Canadian Northern with a grade of 0.75%. The section from mile 222.17 to the CPR diamond at mile 223.13 was taken up. The Nipissing Junction Connection was opened to traffic October 4th, 1923 and trains from Toronto now went to the CNR North Bay station.

2. THE CANADIAN NORTHERN LOW GRADE ROUTE TO TORONTO

The bulk of freight traffic north and southbound between Toronto and Gravenhurst had moved over the Grand Trunk line through Allandale. Haulage tests were made in 1923 showed that locomotives could haul much heavier trains between Toronto and Washago on the former Canadian Northern Railway, now the CNR Bala Subdivision.. The tests showed that train tonnage could be increased by fifty per cent by routing through freight trains over the Bala Subdivision, due to both the favourable gradients and the ten mile shorter route between Washago and Toronto. Some locomotives and crews that had been assigned to the Allandale terminal were moved to the Gravenhurst terminal of the Bala Subdivision. Freight trains from the Pacific now went from Sudbury to Toronto. The Huntsville route still had plenty of traffic coming off the very productive Temiskaming and Northern Ontario Railway, later to be the Ontario Northland Railway.

3. THE LONGLAC-NAKINA CUT-OFF

The Canadian National Railways management in December 1922 made a decision to build a short 29.4 mile connection between Longlac on the former Canadian Northern Railway's transcontinental route, to Nakina station, on the former Grand Trunk Pacific-National Transcontinental Railway. While Longlac was 480.7 miles west of North Bay, and Nakina was 272.25 miles west of Cochrane this short connection could direct trains off the NTR from the west, to the southern Canadian Northern route to Sudbury and then south to Toronto. North Bay would be by-passed in favour of Sudbury. The old requirement of Grand Trunk passenger trains running via trackage routes north to Cochrane over the Temiskaming and Northern Ontario Railway were no longer required.

HUNTSVILLE STATION

The summer of 1924 saw the construction by Canadian National of a brand new one story brick veneer station at Huntsville. It was built on the site of the old station. It is 34 feet wide by 95 feet long. Adjoining the new station to the east was a new freight shed and a new express shed. The old locomotive house was demolished, to provide for the rearrangement of the tracks, which included the laying of a new track to the dock, on which a shed 15 feet by 300 feet was built.

Canadian Railway and Marine World; January 1924, p. 29.

Canadian Railway and Marine World; September, 1923,

Canadian Railway and Marine World; February, 1923, p. 71,

Canadian Railway and Marine World; July, 1924, p. 357

A CLEAR TRACK

Friday February , 1928, a fire was discovered underground in the large Hollinger Gold mine at Timmins. Seven to eight hundred men were at work in the mine that morning. As soon as the alarm was raised miners were quickly brought to the service by the giant hoists. After a role call it was discovered that 51 men had not escaped the mine and were deemed trapped in the mine. Time and time again rescue parties went down the shaft only to be driven back by smoke and gas. There were no gas masks available or equipment that could be used by the mine rescuers in northern Ontario. The Toronto Fire Department did have the equipment needed to try to save the miners, only it was nearly three hundred miles away.

Canadian National Railways assembled a very special train that would race over the rails to try to save the lives of the 51 trapped miners.

February 11th, 1928

With a clear line from Toronto to North Bay, all passenger and freight were sidetracked during the progress of the train on an errand of mercy. The Toronto crew shattered speed records all along the route, as the train hurtled through the gloom. Telegraphers, dispatchers and veteran railroaders were thrilled as the word was ticked over the wires that the special was doing time never before recorded in the history of the road.

On the long uphill run from Toronto to North Bay the crack Toronto crew consisting of Engineer Elliott and Conductor Hurst reduced the time by two and a half hours.

At times attaining a speed in excess of 60 miles per hour, a Canadian national special train from Toronto last night and early today engaged in a grim race with death, as the lives of forty-seven entrapped Hollinger miners swayed in the balance. Bearing gas fighting equipment, gas masks, oxygen and pulmotors, the train pulled into the Hollinger siding at 9:38 A.M. having reduced the running time from Toronto to Timmins by approximately five hours.

Allowing no time for any emergencies, or unforeseen delays, the train operating on a special schedule was supposed to reach North Bay at 2:40 this morning, but it arrived at 2:33 and five minutes later the Canadian National engine was disconnected and had been replaced by one of the speediest locomotives in the possession of the Temiscaming and Northern Ontario Railway. The T&NO crew opened the throttle wide and the giant iron horse responded as never before. Throughout the long night watch and the cold gray dawn of early morning, Engineer McEwen coaxed and nursed the engine as he never had before.

The train arrived in Timmins two and a half hours earlier than was expected. All of the gas fighting equipment was speedily swung into action.

The Hollinger death list was set at 39, 12 men were rescued after being trapped for 63 hours in the smoke and gas filled mine. it was the greatest mining disaster to occur in Northern Ontario.

BRADFORD

APRIL 14, 1928

The Winnipeg express derailed on a curve just south of the Bradford station on Saturday morning April 14th, 1928. The CNR Pacific type engine, its tender, and an express refrigerator car ended up embedded in the surrounding swamp. Engineer J. W. Brooks was killed and his fireman Green was injured. There were two causes proposed for the wreck, the Railway believed that there was a defect in either the locomotive or the tender that caused the wreck while others thought that the cause of the wreck was caused by track conditions and that the surrounding swamp had undermined the track bed.

At 11 P.M., Saturday June 30th, 1928, the summer train No. 48, operating between Trout creek and Toronto was derailed between the switches just north of the station at Concord, the rear tender truck, two baggage cars two coaches and the diner left the rails. Two of the coaches overturned and passengers had to be rescued through the car windows. Six passengers were injured. The train had reached a point where there were switches to sidings to both the right and left of the track and the train broke up at this point with the engine going ahead on the main track while the back tender truck, two baggage cars and two coaches and the dining car were scattered. Three Pullman cars at the back of the train remained on the rails. The train crew were composed of Engineer Coalmine, Fireman Jones and Conductor Mahoney, all of Allandale. The Toronto Star reported that the cause of the derailment was owing to nuts coming off the right hand side of the bottom brace of the locomotive trailing truck, the braces then swinging around breaking off the bolts in the switch connecting rod, causing the switch to open.

September 6, 1928

A deliberate and almost successful attempt was made to wreck the evening CNR passenger train about three miles north of Gravenhurst on Friday night the Gravenhurst Banner reported September 6th 1928. It was only the quick action of the engineer prevented a serious accident when he quickly applied the emergency brakes, before his train hit a huge bolder which had been placed in the middle of the tracks. The stone was estimated to weigh nearly a ton. The pilot of the locomotive was smashed in the collision.

Three train crew members were killed in a derailment Wednesday, February 20th, 1929 at Falkenburg five miles north of Bracebridge early in the morning. It was a very cold day, the temperature was recorded at 30 degrees below zero. The extra freight train, locomotive 2378 a 2-8-0 was south-bound from North Bay travelling at about 35 miles per hour, when the large driving wheel of the locomotive caused a frozen rail to crack or buckle and then the rail swung inward causing the heavy freight engine to be tossed from the track onto its side. Engineer McInnis held fast to his controls and threw the air brakes on, while Fireman Charles Hill who was in the act of throwing coal into the fire box lurched against the swaying firebox door scorching his arm. He shouted, "She's going over, jump - jump quick" but before he had time to jump himself the engine had turned on its side, crushing and burning him. Engineer McInnis had hung tenaciously to his air lever and probably saved his life for when the locomotive overturned he was on the upper side. The engineer while injured pulled himself out of the cab and tried to remove Fireman Hill who was badly scalded by escaping steam from the locomotive. Meanwhile the freight cars bumped over the twisted rail and then toppled into the ditch. The last cars, empties then crashed into the forward cars and were telescoped by the loaded cars at the front. Brakeman Herbert Herrell was later found in the mass of splintered wooden car debris.

The derailment occurred at a point known as Moore's Siding one mile north of Falkenburg. The tracks are surrounded by a muskeg swamp and it is into the swamp the engine fell and was submerged. Fourteen freight cars were reported derailed. It took considerable time to pull the bodies out of the submerged wreckage from a frozen swamp.

Later that day Engineer W. C. McInnis died of his injuries at the Bracebridge Memorial Hospital.

Engineer E. Ayers was the engineer of Train No. 46, the North Bay to Toronto night passenger train. At the early morning hour of 1:58 A.M., September 16th, 1936, train No. 46 was rushing south, at forty miles per hour. Then at Novar, (milepost 43.4), nine miles north of Huntsville the huge locomotive suddenly swerved through a switch. The passenger train smashed through the van or caboose of a standing work train, that had been sitting on the Novar siding for seven hours. The locomotive plowed up about seventy five feet of the track, but it remained upright, as well as the following passenger cars. The caboose on the work train was smashed to kindling wood, only the heavy steel trucks wheels and couplers were left.

The work train had gone into the siding, coming from the north, at 7:20 the evening before. The work train was composed of first a work van, the work train locomotive the ditcher van and gravel cars behind. The first van received the impact of the locomotive.

Sleeping in that work van were Conductor H.C. Desourdie; and brakemen N. St Clair and W. C. Miller, who were killed in an instant. Injured in the smash were Engineer F. J. McNally and Karl Kuhn. Mr Kuhn was the watchman on the standing work train locomotive and McNally was sleeping in that second van, behind the locomotive.

The work train had been stationed at Novar, a town of two hundred, for two weeks while work was being done on the mainline. On an adjacent, third siding were a long line of work boarding cars, crowded with sleeping labourers.

Brakeman Miller had stated at 7:20; when the work train had taken the siding, that the switch had been closed and locked. Some believe that the cause was that the passenger train split the switch and derailed before the impact.

While the wreck was being cleared up North Bay trains were routed through Scotia Junction and Parry Sound via the old Canada Atlantic route.

NIPISSING JUNCTION 1938

The Nipissing Junction station was torn down October 13th 1938. The station was thirty-six years old, having replaced the first station, that burn down in 1902. at one time this was the point of interchange between the Canadian Pacific Railway and the old Northern and Northern Pacific Railway. In 1912 the Temiskaming and Northern Ontario Railway had built a cut-off route to allow Grand Trunk trains to take trains over the T&NO when they had trackage rights to Cochrane. The 1923 CNR cutoof had made Nipissing Junction totally unimportant; as CNR trains now crossed the CPR on an overhead bridge. Nipissing Junction was no longer a junction.

QUINTLAND

In a surprise birth, May 28th 1934, five babies were born at Callander, Ontario; that became very famous as the Dionne Quintuplets or simply as the Dionne Quints. It was the first time that five babies had survived birth, with much of the credit given to the local Doctor Allan Dafoe. They became huge instant celebrities around the world. The babies were taken from their parents home, by the Ontario Government as their guardians, and moved to a special residence across the street from their parents home. It was known as The Dafoe Hospital and Nursery, managed by the same Dr Dafoe and the Ontario Government. The Dafoe Hospital actually was a grand tourist attraction, rather than a hospital and the Dionne Quints were served up or displayed to visiting tourists three times a day through public viewing windows. This area of Callander was given the name "Quintland". During the nineteen thirties, it was such an immense tourist attraction that at one point of time 6,000 tourists came to Callander each day. Three million people came between 1936 and 1943. It is said the tourist operation raised one million dollars directly and that Ontario's economy benefitted by fifty three million dollars. It was considered the fifth largest tourist attraction in all North America, even ahead of Niagara Falls. Callander is milepost 219.65 on the Canadian National Railways north of Toronto, and just four miles south of Nipissing Junction.

The second major event to unfold in Canada occurred in 1939; with the triumphal visit to Canada by King George VII and Queen Elizabeth. It was the eve of World War Two. Canadian Pacific and Canadian National Railways were front and center with "The 1939 Royal Train". While the Royal Couple toured Canada from Coast to Coast on board "The Royal Train", when they were returning from the west over CNR lines they were routed through Sudbury, Parry Sound on the old Canadian Northern Route to Toronto.

The Dionne Quintuplets were so much on the world stage that it was decided that because the Royals did not visit them that the Quints would be

presented to their majesties at Toronto. As part of the planning for the Royal Visit, the Canadian National and the Temiskaming and Northern Ontario Railways became involved in a very special train to carry the Dionne Quintuplets south from Callandar to Toronto. The Temiskaming and Northern Onario provided the entire train.

The locomotive chosen to take the train over the Canadian National Railways was T&NO locomotive 1100. 1100 was one of those special 4-8-4 or "Northern Type" locomotives built for the T&NO in 1937 and 1938. The locomotive was given a special title, the "Quintland", and this name was lettered on its running boards. The train was composed of seven cars, one baggage car, two Pullman Sleeping Cars, the cafe-parlour car "Pinelands", and two T&NO Private Cars, No. 200 the Temagami, and 210 the "Whitney." The later was given the name "Dafoe Nursery."

May 22nd 1939, the Dionne Quintuplets were transported by sedan from the Dafoe Hospital and Nursery to the Canadian National Railway's Callandar station. where the five year old children boarded the south bound delux special train. The "Quintland" train with the T&NO Northern engine on the front, travelled south over the old CNR's Northern route. The train pulled into the CNR St Clair Street station, where it stopped to allow the Dionne Quintuplets to detrain. They were presented to Their Majesties later that day. The 1100 was serviced at the Spadina roundhouse, and then returned the children north to Callandar.

In the early morning hours of September 14th, 1949 an north-bound extra freight train was hauling thirty-five cars north. It had left the junction of Washago, six miles south, only moments earlier. In the cab of the steam locomotive were engineer Andrew Stevens and Fireman Frank MacDonald. They knew they were to meet a south-bound ahead and it was ordered that it would be in the siding.

Mean while ahead, Engineer H. Hatherhill, was trying trouble getting his long southbound forty-six car freight train into the siding at Kahshe Crossing. The southbound had not cleared the siding, when the northbound came tearing out of the night and hit south-bound's cars that were still fouling the mainline. The north-bound locomotive was thrown off the track, and on to its side right across a small creek.

Engineer Stevens jumped at once and cleared the train. Fireman MacDonald did not, and he was trapped in the cab of the engine. With the locomotive overturned live steam from the boiler enveloped the cab. The trainmen worked for two hours with crowbars in a desperate attempt to free him and save him from being scalded to death in the cab.. They were successful

TRAIN WRECKS

September 16, 1936

Novar

December 20, 1937

Callandar

January 6, 1943

Engine 5106 and 3340

June 5, 1950

Callandar derailment

January 18, 1951

Severn Bridge

February 2, 1952

Northland Wreck

LOCOMOTIVES OF THE NORTHERN RAILWAY OF CANADA

No.	NAME	TYPE	BUILDER	C/N	DATE
1	Lady Elgin	4-4-0	Portland	23	6-1852
2	Toronto	4-4-0	J. Good	1	4-1853
3	Josephine	4-4-0	N.J. Loco.		5-1853
4	Huron	4-4-0	N.J. Loco.		6-1853
4	(2nd)	0-4-0	Souther-ex GWR	91	1853(acq.1870)
5	Ontario	4-4-0	N.J. Loco.		6-1853
5	(2nd)	0-4-0	Souther-ex GWR	93	1853(acq.1870)
6	Simcoe	4-4-0	N.J. Loco.		7-1853
6	(2nd)	0-4-2T	Baldwin		acq. 1878
7	Collingwood	4-4-0	N.J. Loco.		7-1853
8	Seymour	4-4-0	N.J. Loco.		8-1853
9	Hercules	0-6-0-4-6-0	J. Good	5	3-1854
10	Sampson	0-6-0-4-6-0	J. Good	7	6-1854
11		4-4-0	J Good	13	3-1855
12		4-4-0	J. Good	14	5-1855
13	Geo. Beatty	0-6-0-4-4-0	J. Good	15	7-1855
14		4-4-0	N.J. Loco.		7-1855
15		4-4-0	N.J. Loco.		7-1855
16	J.C.Morrison	0-6-0-4-4-0	J. Good	16	8-1855
17	Cumberland	4-4-0	J. Good	17	11-1855

18				
19		4-4-0	Northern Ry.	c. 1869 to 19
20		4-4-0	Northern Ry.	c. 1869
21		4-4-0	Northern Ry.	c. 1870
22		4-4-0	Northern Ry.	4-1871
23		4-4-0	Northern Ry.	c. 1871
24	ex 19	4-4-0	Northern Ry.	c. 1869
25		----	-----	
26		----	-----	
27		----	-----	
28		4-4-0	Dubs, Scotland.	1873 Acq. 1875
29		4-4-0	Souther	1853 acq. 1870
29	(2nd)	4-4-0	Canadian Locomotive	c. 1878
30		4-4-0	Amoskeag-GWR	Ex. GWR 44
31		4-4-0	Amoskeag-GWR	Ex. GWR 45
32		4-4-0	Amoskeag-GWR	Ex. GWR 46
33		4-4-0	Amoskeag-GWR	Ex. GWR 47
34		4-4-0	Amoskeag-GWR	Ex. GWR 48
35		4-4-0	Schenectady-GWR	Ex. GWR 5
36		4-4-0	Amoskeag-GWR	Ex GWR 49
37		----	-----	
38		----	-----	
39		4-4-0	ex Flos Tramway, ex Canada Central	

DISPOSITION OF NORTHERN RAILWAY OF CANADA LOCOMOTIVES

10 Boiler explosion Barrie, August 6, 1868.

	GTR 1888	GTR 1892	GTR 1898	GTR 1902	Scrapped
6(2nd)	643	632	605	5	9-1916
20	644				8-1890
21	645	657	92		7-1903
22	646	658	93		10-1902
23	647	661	394		6-1898
24	648	----			11-1902
28	649	----			4-1896
29	650	12			10-1899
30	651	13			11-1903
31	652	14	102		5-1903
32	653	15			7-1901
33	654	16			6-1902
34	655	17			11-1899
35	656	170			11-1902
36	657	----			6-1890
39	Fire Allandale roundhouse January 13, 1887				

DISPOSITION OF NORTHERN AND NORTH WESTERN LOCOMOTIVES

	GTR 1888	GTR 1898	Scrapped
37	----	-----	1881
38	658	-----	6-1889
39	----	-----	1881
40	----	-----	1881
41	659	890	Sold Montreal & Gatineau 7-1898
42	660	891	Sold Montreal & Gatineau 6-1898
43	661	----	6-1889
44	662	----	9-1888
45	663	86	8-1998
46	664	87	177 6-1906
47	665	88	178 6-1906
48	666	89	179 6-1906
49	667	90	180 9-1910
50	668	-----	Wreck 8-1893
51	669	-----	1-1896

NORTHERN AND NORTH WESTERN LOCOMOTIVES

No.	H&LE No	TYPE	BUILDER	C/N	BUILT
37	13	4-4-0	Schenectady		
38	12	4-4-0	Rodgers		1860 Acq.
39	14	4-4-0	PRR-Altoona		
40	15	4-4-0	PRR-Altoona		
41	1	2-6-0	Baldwin	3230	
43	2	2-6-0	Baldwin	3229	
43	3	2-6-0	Baldwin		1865 Acq. 1873
44	4	2-6-0	Baldwin		1865 Acq. 1873
45	5	4-4-0	Canadian Loco.	198	
46	6	4-4-0	Canadian Loco.	200	
47	7	4-4-0	Canadian Loco.	201	
48	8	4-4-0	Canadian Loco.	202	
49	9	4-4-0	Canadian Loco.	203	
50	10	4-4-0	Canadian Loco.	204	
51	11	4-4-0	Canadian Loco.	205	

NORTHERN AND NORTH WESTERN LOCOMOTIVES

61	4-4-0	Brooks	1881
62	4-4-0	Brooks	1881
63	4-4-0	Brooks	1881
64	4-4-0	Brooks	1881
65	4-4-0	Brooks	1881
66	4-4-0	Brooks	1881
67	4-4-0	Brooks	1881
68	4-4-0	Brooks	1881
69	4-4-0	Brooks	1881
70	4-4-0	Brooks	1881
71	4-4-0	Brooks	1881
72	4-4-0	Brooks	1881
73	4-4-0	Canadian Loco.	1888
74	4-4-0	Canadian Loco.	1888
81	4-4-0	Canadian Loco.	1886
82	4-4-0	Canadian Loco.	1886
83	4-4-0	Canadian Loco.	1886
84	4-4-0	Canadian Loco.	1887
85	4-4-0	Canadian Loco.	1887
86	4-4-0	Canadian Loco.	1887
87	4-4-0	Canadian Loco.	1887
88	4-4-0	Canadian Loco.	1887

-NOTES-

- 4 (2nd) GWR No. 91 "St Clair", The Canada Sessional Paper, (No.34) 34 Victoria, 1871 GWR No. 91 built Souther, 0-4-0
- 5 (2nd) GWR No.93 "Simcoe", The Canada Sessional Paper, (No.34) 34 Victoria, 1871, GWR No. 93 built Souther. 0-4-0
- 9 NRC Annual Report April 9,1857, states two six wheel connected crab engines converted and four wheel truck put under the forward end in place of one set of drivers.
- 10 NRC Annual Report April 9, 1857, states two six wheel connected crab engines converted and four wheel truck put under the forward end in place of one set of drivers. The locomotive " Sampson" exploded at Barrie, August 7, 1868. The Toronto Globe August 7-1868, The Northern Advance, August 13, 1868.
- 13 Six wheel crab engines converted and four wheel truck put under the forward end in place of a set of drivers.
- 17 Six wheel crab engines converted and a four wheel truck put under the forward end in place of a set of trucks.
- 19 Engines 19, 20, 21, 22 built in Northern Railway of Canada, Toronto Shop, Canadian Engineer. January 1905, page 20.
- 20 Engines 19, 20, 21, 22, built in Northern Railway of Canada, Toronto Shop, Canadian Engineer. January 1905, page 20.
- 21 Engines 19, 20, 21, 22, built in Northern Railway of Canada, Toronto Shop, Canadian Engineer. January 1905, page 20.

22 Engines 19, 20, 21, 22 built in Northern Railway of Canada, Toronto Shop, Canadian Engineer. January 1905, page 20.

The Toronto Globe April 15, 1871 reports that engine No. 22 was built at the Northern Railway shop under the supervision of Mr Tutton, formerly of Canadian Engine Works, Kingston. The Toronto Leader, April 14, 1871.

28 Acquired from Intercolonial Railway number 53 in 1875.

39 The Northern Advance; Barrie, January 13th, 1887 reported about a fire in the N&NW yard at Allandale and that No. 39 was damaged. No. 39 was a yard engine of light construction and nearly worn out. I originally belonged to the Flos Tramway Company, The driver was Robert Jack and its value was \$1000.00. The Northern Advance, Barrie reported July 1, 1880 that the Flos Tramway cars are being run by a locomotive bought from the C.C. (Canada Central ed.) Railway Company.

30-36 The Canada Sessional Paper (No. 34), 34 Victoria, 1871 gives a full roster of the Locomotives of the Great Western Railway and discloses that the following locomotives were not built by the Great Western but were as late as 1870 still listed as Amoskeag Lococomotive Works engines and prior to going to the NRC may have only been rebuilt. The exception was No. 35 built at Schnectady in 1853. 1870, there seems to be spelling errors in the report but these are shown as (1870).

30	ex GWR 44	"Elk", "Ilk" (1870)	Amoskeag
32	ex GWR 46	"Gazelle", " Gazette" (1870)	Amoskeag
33	ex GWR 47	"Stag", "Stay" (1870)	Amoskeag

-NOTES-

34	ex GWR 48	"Antelope"	Amoskeag
35	ex GWR 5	"Windsor",	built Schnectady, 1853.
36	ex GWR 49	"Greyhound"	Amoskeag

Leading wheels 30", Drivers 5'6".

SOURCES:

Locomotives of the Grand Trunk Railway, William D. Edson, with Raymond F. Corley, Railroad History, Railway and Locomotive Historical Society, Boston, 1981.

Canada Sessional Papers, (No. 34), 34 Victoria, 1871, Government of Canada Printer

Toronto Globe, Toronto

Toronto Leader, Toronto

The Northern Advance, Barrie

Canadian Engineer, January 1905, page 20.

Fritz Lehmann, James Good and the Toronto Locomotive Works; Canadian Rail, St Constant, Quebec, No. 416, May-June 1990