



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

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

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

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

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

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

